GERMAN NAVY SHIPPING CENTRE

Security Update Brief Persian Gulf

(Timeframe 101200ZSEP –171200ZSEP)

General Situation

The security situation in the Persian Gulf, and particularly in the Strait of Hormuz, remained extremely tense during the reporting period. There are still no signs of a sustained normalization of commercial shipping traffic. In the Persian Gulf and the Strait of Hormuz, merchant shipping continues to face an elevated risk from military activity, a potential mine threat, and disruptions to navigation and communication systems. Following the marked intensification of mutual military activity between Iran and the United States at the beginning of September, the situation remained volatile throughout the current reporting period. The naval blockade of Iranian ports previously imposed by the United States remains in effect. Commercial shipping traffic through the Strait of Hormuz remained at a low level.

Since the beginning of the current hostilities, a total of 65 merchant vessels have been attacked in the Persian Gulf and the Strait of Hormuz. Between 10th and 17th September, two (2) further attacks on merchant vessels were recorded: the Panama-flagged tanker **EL GAIA** and the Djibouti-flagged multipurpose cargo vessel **ST. HELENA**. The threat level for merchant shipping therefore remains elevated.

The US Government continues to maintain the naval blockade of Iranian ports. The previously announced clearance or neutralization of all mines in international waters of the Strait of Hormuz has not yet been independently confirmed. NCAGS support remains available to vessels intending to transit out of the Persian Gulf via the southern route. If a transit is planned, contact should be established with US NCAGS at (m-ba-navcent-ncags@us.navy.mil).

In the southern Red Sea, the blockade announced by the Houthis on 20 July 2026 against vessels associated with Saudi Arabia remains in effect. Since the previous Situation and Warning Notice, no further confirmed attacks on civilian merchant vessels have been reported in the Bab al-Mandab area. Since the beginning of the blockade measures, a total of six (6) merchant vessels have been attacked.

At the beginning of September, fighting in western Yemen intensified significantly. Houthi forces made substantial territorial gains along the Red Sea coast and continued their advance towards the Bab al-Mandab. With the capture of the port of Mocha, as well as strategically important positions on Mayyun/Perim and in the Hanish Islands area, they significantly increased their influence over the maritime approaches to the strait. The Houthis now control key coastal and island positions adjacent to the main shipping route. At the same time, reports emerged indicating that the newly captured positions may be fortified.

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Operational Overview

Persian Gulf, Strait of Hormuz and Gulf of Oman

Since the beginning of the war, a total of 65 merchant vessels (complete list in appendix) have been hit in the Persian Gulf, Strait of Hormuz and the Gulf of Oman. Since the last Security Update Brief dated September 10th, 2026, two (2) attacks on a merchant vessel occurred:

- EL GAIA (IMO: 9325336): Tanker (Panama). Incident on September 12th. Struck by an unidentified projectile.
- ST. HELENA (IMO 8716306): Cargo vessel (Djibouti). Struck on September 15th by an unidentified projectile

Southern Red Sea and Bab El-Mandeb

Since the Houthis announced on July 20th the blockade of the Red Sea/Bab al-Mandeb for vessels linked to Saudi Arabia, six (6) ships have been attacked (complete list in appendix). Since the last Security Update Brief dated September 10th, there has been no (0) additional attacks on merchant vessels:

Piracy

Since the previous Situation and Warning Notice, there have been no new piracy-related incidents. **MV SWARD** has been released but remains off Garacad. Following completion of repair work, the vessel is expected to resume sailing.

Accordingly, five (5) vessels are currently being held by pirates in the Somali Coast / Somali Basin area:

1. HONOUR 25 (21th April)
2. EUREKA (4th May)
3. ASANA (17th July)
4. SEAMULL (SIBU 1) (20th August)
5. FAARUQ3 (6th September)

Port Status and Infrastructure

No change since the last Security Update Brief.

Impact on German Interests (DEU)

According to AIS data and consultations with shipping companies, there are approximately 128 vessels with German links in the Area of Interest (see annex), 15 of which are currently in the Persian Gulf. In total three (3) ships with German interest have been attacked.

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Assessment

The security situation in the Persian Gulf, the Strait of Hormuz and the Gulf of Oman remains highly volatile. Traffic volumes through the Strait of Hormuz remain significantly below pre-crisis levels. Despite individual transit movements, regular and unrestricted commercial shipping has not yet resumed. The continued US naval blockade of Iranian ports, together with repeated military incidents involving US and Iranian forces, further increases uncertainty for civilian shipping.

Potential disruptions to navigation and communication systems, as well as a mine threat that cannot yet be conclusively ruled out, must continue to be taken into account during route planning. From a maritime risk perspective, use of the southern passage along the Omani side of the Strait of Hormuz, together with early coordination with US NCAGS, remains particularly relevant.

In the southern Red Sea and the Bab al-Mandab, the situation has deteriorated strategically compared with the previous reporting period, despite the absence of further confirmed attacks on merchant vessels since 10 September. The rapid Houthi advance along Yemen's western coast and the capture of Mocha, Mayyun/Perim and other strategically important island positions have significantly increased their ability to monitor and, if required, influence maritime traffic at the southern entrance to the Red Sea. These territorial gains represent a substantial strengthening of the Houthi position at the Bab al-Mandab.

From an operational perspective, the risk is no longer limited to isolated attacks. The Houthis now have more favourable conditions for the deployment or relocation of UAVs, missiles and unmanned surface vessels in the immediate vicinity of one of the world's most important maritime chokepoints.

At the same time, the Houthis have stated that their maritime targeting policy remains limited to Saudi vessels or vessels associated with Saudi Arabia and that they do not intend to deliberately target other international shipping. However, this declaration only reduces the actual risk to a limited extent, as misidentification, escalation dynamics and unintended effects of military operations remain possible. An expansion of targeting criteria in the event of further regional escalation cannot be ruled out.

The current situation at the Bab al-Mandab is therefore characterized less by a high number of successive attacks and more by a significantly deteriorated strategic environment for merchant shipping. Control of additional coastal areas and island positions increases the Houthis' ability to monitor, threaten and potentially disrupt maritime traffic. The strait therefore remains a major risk factor for maritime connections between the Indian Ocean, the Red Sea and the Suez Canal.

Transit through the Red Sea should be registered with **MSCIO** (postmaster@mscio.eu).

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The piracy situation in the Somali Basin also remains relevant, although it has not deteriorated further during the current reporting period. The release of MV SWARD represents a limited improvement; however, the continued detention of other vessels demonstrates that Somali pirate groups retain the capability to maintain control over hijacked vessels for extended periods. Piracy and the military threat posed by the Houthis should be assessed separately, but together they may create a cumulatively elevated burden for merchant vessels, shipping companies and maritime security forces operating in the Gulf of Aden and the western Indian Ocean.

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Conclusion

In view of the ongoing dynamic developments and the still uncertain situation in the Eastern Mediterranean, an elevated risk to civilian shipping must be assumed within the area of interest (see Annex). The warning levels / threat assessments are as follows:

Persian Gulf	MODERATE
Strait of Hormuz	SEVERE
Gulf of Oman	MODERATE
Arabian Sea	MODERATE
Gulf of Aden	SUBSTANTIAL
Somalian Coast / Somalian Basin	MODERATE
Bab El-Mandeb / southern Red Sea	SUBSTANTIAL
Northern Red Sea / Suez Canal	MODERATE
Eastern Mediterranean	LOW

SOLAS Security Level 3 applies to vessels flying the German flag, among others, in the following maritime areas:

Persian Gulf, Iranian territorial waters and Iranian ports in the Persian Gulf and the Gulf of Oman, territorial waters and ports of Bahrain, Strait of Hormuz, Southern Red Sea, Bab al-Mandab, Gulf of Aden and territorial waters and ports of Yemen.

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Appendix

Position of possible mines

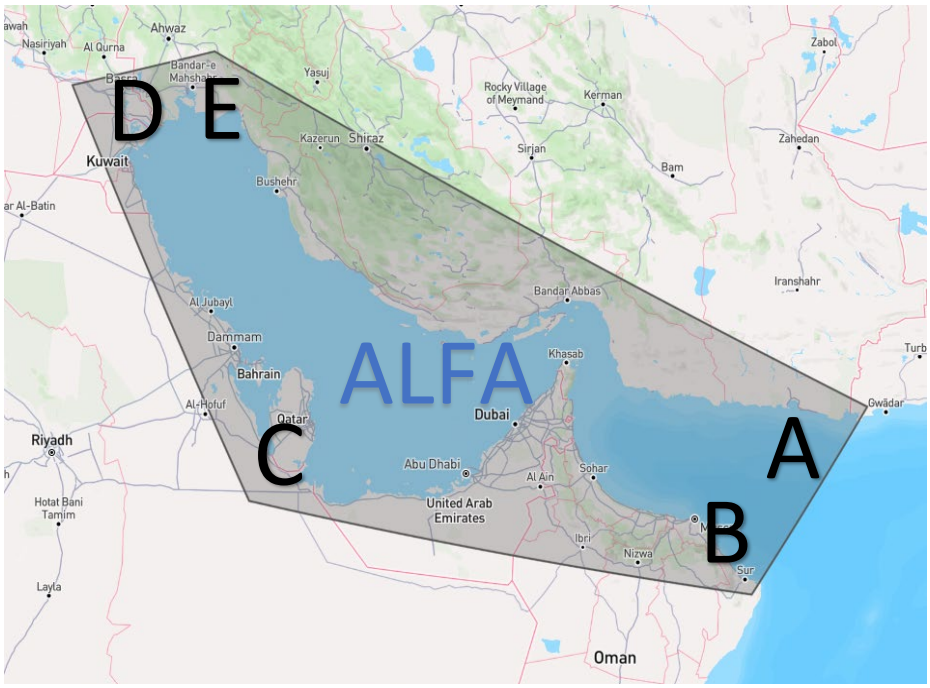
The following positions reported as mine locations cannot be verified by the Germany:

26°24'35,6"N 056°20'33,3"E	US 5th Fleet
26°24'36,7"N 056°20'37,3"E	US 5th Fleet
26°24'44,6"N 056°20'46,6"E	US 5th Fleets
26°24'18,0"N 056°20'36,0"E	NAVWARN

US NCAGS advises to pass these positions at least 1 nm south of them.

Area of Interest DEU NCAGS

Persian Gulf / Strait of Hormus / Golf of Oman:

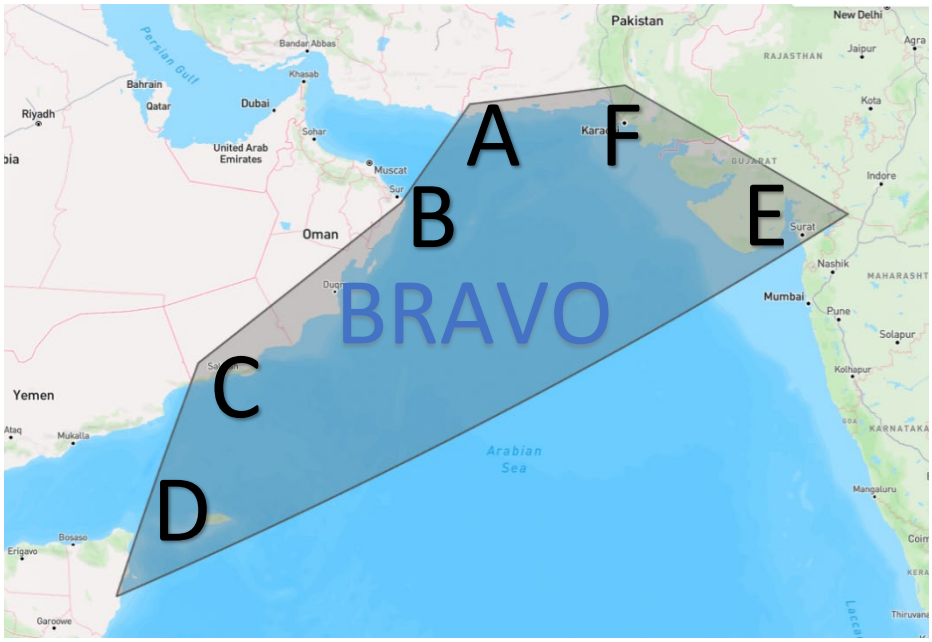


- REF A: LAT: 25° 15' N LON: 61° 57' E
- REF B: LAT: 22° 18' N LON: 59° 37' E
- REF C: LAT: 23° 58' N LON: 50° 22' E
- REF D: LAT: 30° 31' N LON: 46° 50' E
- REF E: LAT: 31° 07' N LON: 49° 35' E

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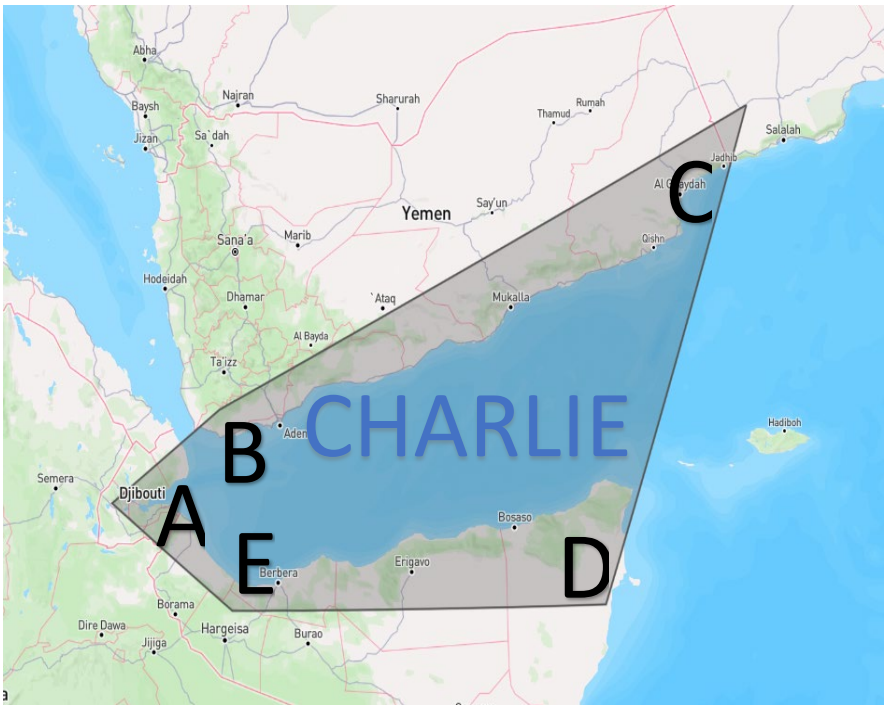
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Arabian Sea NORTH:



- REF A: LAT: 25° 15' N LON: 61° 57' E
- REF B: LAT: 22° 18' N LON: 59° 37' E
- REF C: LAT: 17° 50' N LON: 53° 30' E
- REF D: LAT: 09° 59' N LON: 50° 48' E
- REF E: LAT: 21° 53' N LON: 74° 40' E
- REF F: LAT: 26° 03' N LON: 66° 39' E

Gulf of Aden:

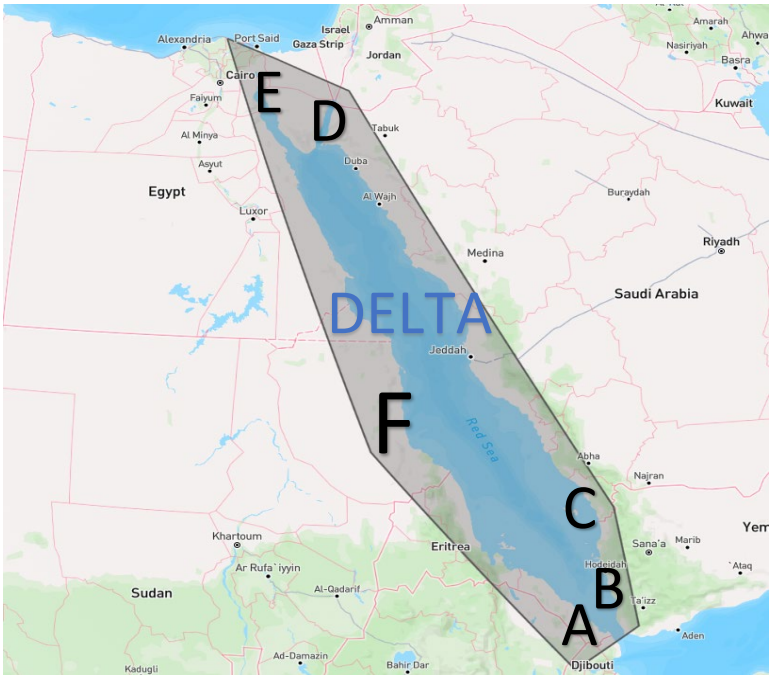


- REF A: LAT: 11° 37' N LON: 42° 05' E
- REF B: LAT: 12° 59' N LON: 43° 54' E
- REF C: LAT: 17° 50' N LON: 53° 30' E
- REF D: LAT: 09° 59' N LON: 50° 48' E
- REF E: LAT: 09° 55' N LON: 44° 07' E

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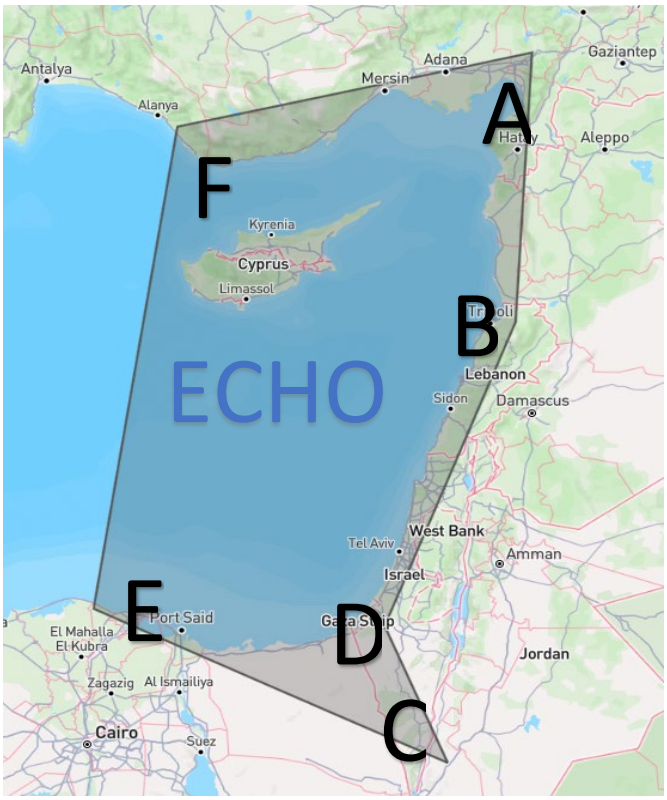
GERMAN NAVY SHIPPING CENTRE

Red Sea:



- REF A: LAT: 11° 37' N LON: 42° 05' E
- REF B: LAT: 12° 59' N LON: 43° 54' E
- REF C: LAT: 16° 50' N LON: 43° 12' E
- REF D: LAT: 29° 49' N LON: 35° 23' E
- REF E: LAT: 31° 31' N LON: 31° 17' E
- REF F: LAT: 18° 35' N LON: 36° 19' E

Mediterranean Sea EAST:



- REF A: LAT: 37° 10' N LON: 36° 19' E
- REF B: LAT: 34° 27' N LON: 36° 07' E
- REF C: LAT: 31° 18' N LON: 34° 37' E
- REF D: LAT: 29° 49' N LON: 35° 23' E
- REF E: LAT: 31° 31' N LON: 31° 17' E
- REF F: LAT: 36° 25' N LON: 32° 13' E

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List of all attacks against merchant ships

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1. SKYLIGHT (IMO 9330020): Chemical tanker (Palau). Hit on Feb 28th north of Khasab (OMN). 4 crew members injured; evacuation completed; vessel sank.
2. MKD VYOM (IMO 9284386): Crude oil tanker (Marshall Islands). Hit on March 1st in the Gulf of Oman. Vessel is drifting and severely disabled; 1 confirmed fatality, unit evacuated. Heavy hull damage above the waterline and fire in the engine room.
3. HERCULES STAR (IMO 9916135): Product tanker (Gibraltar). Hit on March 1st, 20 nautical miles northwest of Dubai. Fire extinguished.
4. OCEAN ELECTRA (IMO 9402782): Product tanker (Liberia). Hit on March 1st by a drone or missile, no major damage.
5. STENA IMPERATIVE (IMO 9666077): Oil/chemical tanker (USA). Hit on March 2nd in the port of Muharraq (Bahrain). Fire extinguished; crew evacuated.
6. GOLD OAK (IMO 9806342): Bulk carrier (Panama). Lateral hit on March 3rd while at anchor in Fujairah (UAE).
7. PELAGIA (IMO 9433626): Bulk carrier (Malta). Loud explosion and smoke observed near the vessel on March 3rd.
8. LIBRA TRADER (IMO 9562673): Tanker (India). Hit on March 3rd by an unknown projectile on March 3, minor damage.
9. SAFEEN PRESTIGE (IMO 9593517): Container ship (Malta). Hit on March 4th; projectile passed through the vessel; fire broke out. Crew abandoned ship. Further attack on March 18th, fire broke out; no crew on board (since March 4th).
10. SONANGOL NAMIBE (IMO 9325049): Crude oil tanker (Bahamas). Hit on March 4th at anchor in Iraqi waters; water ingress and ballast water leakage.
11. MUSSAFAH 2 (IMO 9522051): Tug (UAE). Hit on March 6th while in route to salvage the SAFEEN PRESTIGE; struck by two missiles. 4 dead, 3 injured.
12. ARABIA III (IMO 8771332): Drilling rig (Liberia). Hit on March 7th; fire under control, one injured, crew reduced to minimum.
13. MAYUREE NAREE (IMO 9323649): Bulk carrier (Thailand). Hit on March 11th; fire under control, 3 missing.
14. ONE MAJESTY (IMO 9424912): Container ship (Japan). Hit on March 11th, damage to the vessel's stern above the waterline.
15. STAR GWYNETH (IMO 9301031): Bulk carrier (Marshall Islands). Hit on March 11th; punctures in cargo hold and ballast tank, vessel is listing.
16. ZEFYROS (IMO 9515917): Oil/chemical tanker (Malta). Hit on March 11th during STS (ship-to-ship transfer) with SAFESA VISHNU; fire, one fatality.

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17. SAFESA VISHNU (IMO 9327009): Crude oil tanker (Marshall Islands). Hit on March 11th during STS with ZEFYROS; fire.
18. SOURCE BLESSING (IMO 9243198): Container ship (Liberia). Hit on March 12th; fire extinguished (German link).
19. AL SALMI (IMO 9534793): Tanker (Kuwait): Hit on March 30th, drone impact on the starboard side, resulting in fire.
20. AQUA 1 (IMO 9573660): Tanker (Panama): Two hits on March 31st, one explosion and one unexploded charge in the engine room; recovery of the explosive charge is underway.
21. QINGDAO STAR (IMO 9318163): Container ship (Marshall Islands): Hit by an unknown projectile on April 7th; damage sustained above the waterline.
22. GOLD AUTUMN (IMO 9220483): Bulk carrier (Panama): Struck on April 7th, by up to two missiles/drones 200 nm south of Pakistan. A fire broke out and the crew was rescued by Pakistan.
23. SANMAR HERALD (IMO 9330563): Tanker (India): Attacked on April 18th, by IRGC boats; small arms fire, damage to bridge windows.
24. CMA CGM EVERGLADE (IMO 9894985): Container ship (France): Hit by a drone on April 18th; damage to containers.
25. MEIN SCHIFF 4 (IMO 9678408): Cruise ship (Malta), German connection: Observation of an impact in the water 150 m away; hailing via VHF.
26. EPAMINONDAS (IMO 9153862): Container ship (Liberia): Fired upon on April 22nd, with RPGs and small arms; bridge heavily damaged.
27. MSC FRANCESCA (IMO 9401116): Container ship (Panama): Fired upon on April 22nd; damage to hull and accommodation; vessel was also ordered to anchor by the IRGC via VHF, seized by Iran.
28. EUPHORIA (IMO 9235828): Container ship (Panama): Fired upon on April 22nd, by the IRGC; crew retreated to the citadel, was able to escape IRN seizure.
29. BARAKAH (IMO 9902615): Tanker (Liberia): Hit on May 3rd, by an unknown projectile, likely drones, in the engine room and cargo hold; the crew has abandoned the ship.
30. MINOAN FALCON (IMO 9605841): Bulk carrier (Liberia): Fired upon on May 3rd, by several small boats; damage to the bridge and superstructure.
31. JV INNOVATION (IMO 9276688): Tanker (Marshall Islands): Hit on May 4th, by an unknown projectile; reported by third parties; heavy damage to the hull.
32. CMA CGM SAN ANTONIO (IMO 9294173): Container ship (Malta): Hit on May 5th, by an unknown projectile; several injuries, some serious; the injured were evacuated to shore (German connection).
33. SAFESEA NEHA (IMO 9563392): Bulk carrier (Marshall Islands). Hit on May 10th, by a drone, fire was extinguished, light damage in the area of the quarterdeck.
34. MSC SARISKA V (IMO 8715857): Container ship (Panama). Struck on June 1st on the starboard side. Damage at the waterline; fire could be extinguished.
35. BOCHEM MARENGO (IMO 9749025): Oil and chemical tanker (Hong Kong). According to US NCAGS as of June 14th, it was hit by a cruise missile, with damage to the ballast tank and cargo hold.
36. EVER LOVELY (IMO 9629110): Container ship (Singapore). Hit on June 25th by a projectile causing minor damage on the bridge
37. KIKU (IMO 9329796): Crude oil tanker (Panama). Hit on June 27th by a projectile, no major damage

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38. AL REKAYYAT (IMO 9397339): LNG-Tanker (Marshall Islands). Hit on July 7th, fire in engine room was extinguished, crew abandoned ship which is now being towed
39. WEDYAN (IMO 9524970): Crude oil tanker (Saudi Arabia). Hit on July 7th with minor structural damages
40. CYPRUS PROSPERITY (IMO 9595216): Crude oil tanker (Liberia). Hit on July 7th with minor structural damages
41. GFS GALAXY (IMO 9401271): Container vessel (Cyprus). Hit on July 11th, resulting in a fire. The crew abandoned the vessel; one person is missing. The vessel was towed to Khor Fakkan.
42. STOLT MAGNESIUM (IMO 9739317): Tanker (Liberia). Hit on July 13th, resulting in a fire and the complete evacuation of the crew. All crew members were rescued.
43. MOMBASA B (IMO 9739501): Tanker (Liberia). Hit on July 13th, resulting in a fire. The fire was extinguished using onboard firefighting equipment. One person was killed and several others were injured.
44. AL BAHYAH (IMO 9937799): Tanker (Liberia). Hit on July 13th, resulting in a fire. The fire was extinguished using onboard firefighting equipment. Eight people were injured, including four with serious injuries.
45. IDI (IMO 9307982). Tanker (Marshall Island). Hit on July 17 on port side. Tanker was able to proceed under own power to an anchorage.
46. KAVOMALEAS (IMO 1042823) Tanker (Malta). Hit on July 19 resulting in fire on board. Crew abandoned the vessel and was saved by the Omani Coast Guard.
47. ACHELOS (IMO 1087524). Tanker (Liberia). Hit July 19 in the steering gear room. Tanker was able to proceed under own power to an anchorage.
48. KAIFAN (IMO 9656046). Tanker (Kuwait). Hit on July 20 resulting in fire on board. Crew abandoned the vessel, 2 lightly injured, and was saved by the Omani Coast Guard.
49. GASLOG SHANGHAI (IMO 9600528). LNG-Tanker (Bermuda). Hit on July 31st on the port side at the engine room, resulting in a fire. This caused a blackout and loss of propulsion.
50. MINOAN PIONEER (IMO 9471630). Bulker (Liberia). Hit on August 3rd in the engine room which resulted in a fire. 22 crew evacuated the ship, 1 is missing, ship is at anchor.
51. Unknown. Tanker. Hit on August 8th reportedly causing a fire to break out on board. The fire was brought under control.
52. NAVIG8MESSI (IMO 9482859): Tanker (Singapore). Struck on August 13th. Hit by UAVs. Minor damage. The vessel was able to continue under its own power.
53. TARIF (IMO 9828390): Tanker (Liberia). Struck on August 13th. Hit by UAVs. Minor damage. The vessel was able to continue under its own power.
54. AL WATAN (IMO 9615030): Bulk carrier (United Arab Emirates). Struck on August 14th. Hit by a projectile on the starboard side. Fire extinguished. No casualties.
55. MINOAN DIGNITY (IMO 9294484): Container ship (Liberia). Struck on August 17th. Hit by an unidentified projectile in the engine room. One fatality.
56. RIYAN STAR (IMO 9156761): Bulk carrier (Liberia). Struck on August 15th. Hit on the starboard side below the gangway. One fatality.

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57. METRO VENETIAN (IMO 1013391): Tanker (Liberia). Hit on August 24th by an unidentified projectile on the port side of the engine room, above the waterline.
58. AL SALAM II (IMO 9328168): Tanker (Kuwait). Hit on August 25th above the waterline, resulting in a small breach in the hull. A minor fire on board was extinguished.
59. BURGAN (IMO 9656022): Tanker (Kuwait). Hit on August 29th. Struck by an unidentified projectile in a starboard-side ballast tank.
60. SENEGAL PROSPERITY (IMO 9532757): Tanker (Liberia). Hit on August 31st. Three missile strikes on the starboard side at the level of the engine room. Communications lost; crew has abandoned the vessel.
61. SIDR (IMO 9854715): Tanker (Liberia). Hit on August 31st by three projectiles; two fatalities.
62. HERCULES STAR (IMO 9916135): Tanker (Gibraltar). Incident on September 8th. No further details are currently available.
63. NEW ANDROS (IMO 9294252): Tanker (Panama). Struck on September 9th by an unidentified projectile, which hit the forward ballast tank. The crew was unharmed and no cargo leakage was reported.
64. EL GAIA (IMO: 9325336): Tanker (Panama). Incident on September 12th. Struck by an unidentified projectile.
65. ST. HELENA (IMO 8716306): Cargo vessel (Djibouti). Struck on September 15th by an unidentified projectile

Southern Red Sea and Bab El-Mandeb

1. ENCELIA (IMO 9240172). Tanker (Saudi-Arabia). Hit on July 22nd on the starboard side resulting in a fire. Fire could be extinguished with the help of a Navy vessel.
2. NCC MASA (IMO 9688336). Tanker (Saudi Arabia). Struck on July 24th but was able to continue its voyage after sustaining only minor damage.
3. MSV FAIZE NOORE – Merchant vessel (India). Hit on August 4th, resulting in a fire. The crew was rescued, and the vessel subsequently sank.
4. TIHAMAH (IMO 1031329). General cargo vessel (Tanzania). Hit on August 11th, resulting in a fire on board, 2 fatalities, and 4 injured. According to UKMTO, two additional members of the Yemeni Coast Guard were killed.
5. AMIR KHAN 1468 (IMO 1088504): Deck cargo vessel (Unknown). Struck on August 17th. Multiple hits to the hull. Complete destruction of the vessel's structure.
6. AMZAN (IMO 9693745): Tanker (Saudi Arabia). Hit on August 24th by an unidentified projectile. A minor fire on deck was extinguished. No injuries were reported. The vessel was able to continue under its own power.

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