

OIL TANKER ATTACKS FUJAIRAH PORT, 12 MAY 2019

Preliminary Findings



CRITICAL LOCATION OF FUJAIRAH PORT



BACKGROUND

- On 12 May 2019, four oil tankers were attacked within UAE territorial waters off the coast of Fujairah. The targeted vessels raised the flags of Saudi Arabia (2), Norway (1) and the UAE (1).
- At the time of the attacks, Amjad (KSA), Al Marzoqah (KSA) and Andrea Victory (Norway) were anchored; A. Michel (UAE) was in movement.
- Al Marzoqah, Amjad and Andrea Victory were scheduled to undertake international voyages.



AMJAD
DAMMAN
IMO 9779800



المرزوقه
AL MARZOQAH



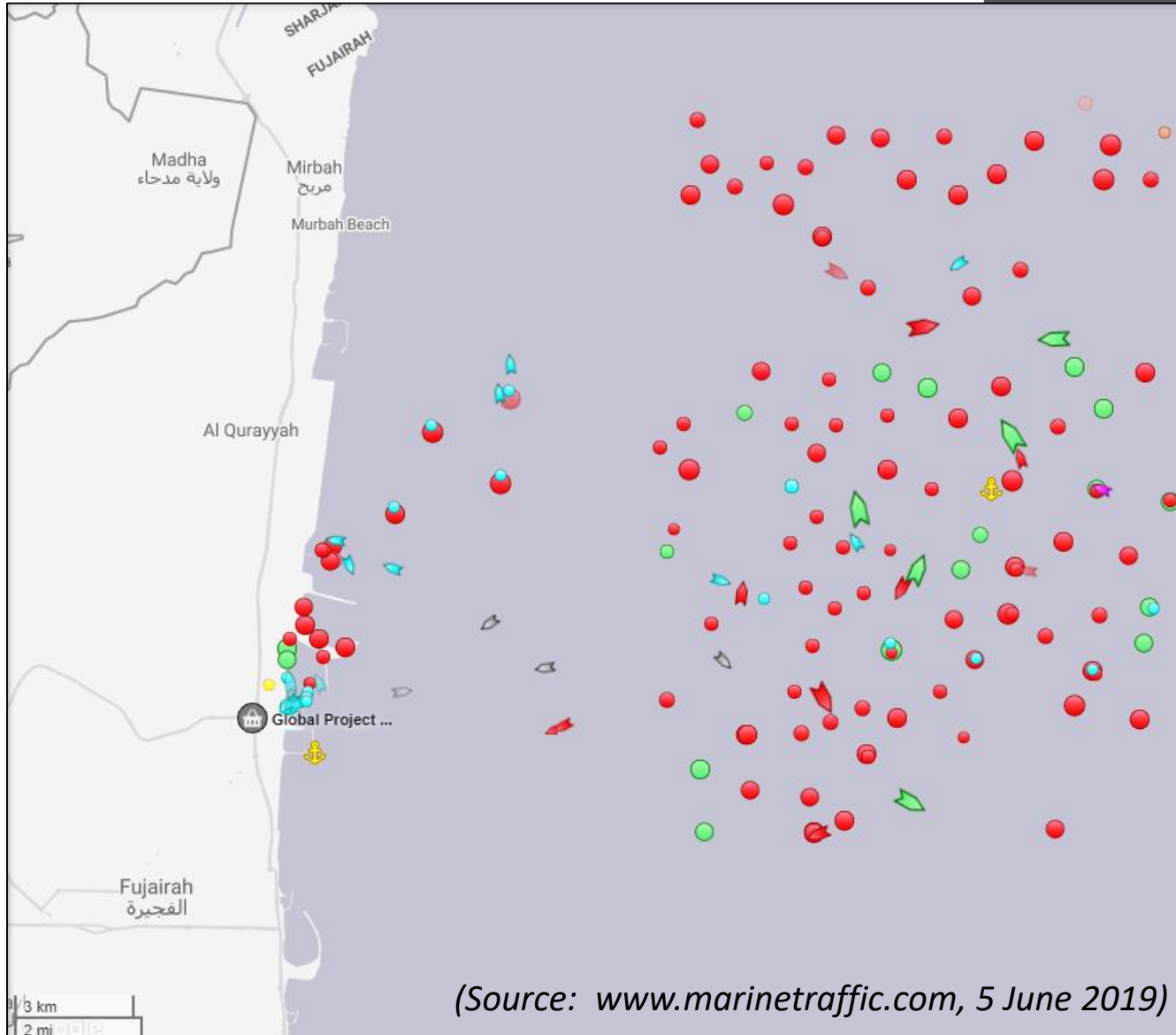
A. MICHEL
SHARJAH
IMO NO 9177871



ANDREA VICT RY
BERGEN
IMO NO 900648

Anchorage area off the Port of Fujairah
(NOTE: image for illustration, not from day of the attacks)

CROWDED ANCHORAGE AREA



- Approximately 185 large vessels were present in the anchorage area on the day of attacks.
- All targeted ships were located close to the two channels for transit into and out of the Port of Fujairah.
- Two KSA-flagged vessels were among the largest oil tankers present.
- The largest vessel, the KSA-flagged Amjad, was located at the opposite end of the anchorage area to the other vessels.
- Given the close proximity of other vessels, the explosions could have had catastrophic results.

Green: cargo vessels

Red: tankers

Blue: tug boats

BREACHES TO THE HULLS

Amjad damage



Al Marzoqah damage



A Michel damage



Andrea Victory damage

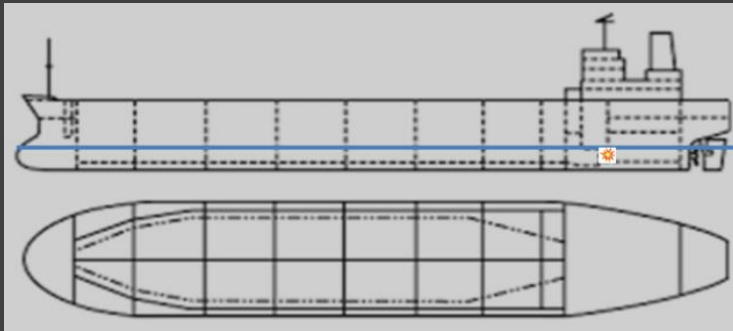


DELIBERATE PLACEMENT OF MINES

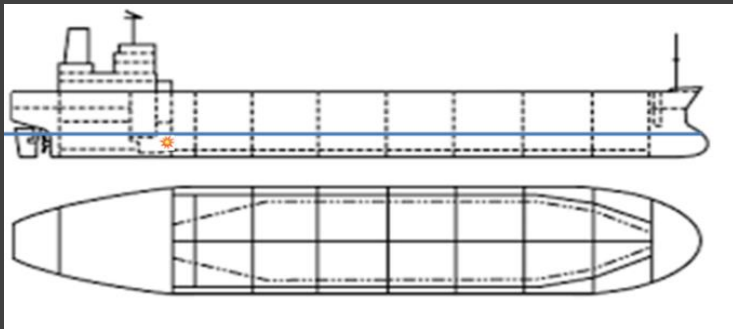
Limpet mines highly likely placed by divers below or at the waterline, at the engine chamber.

Specific and intentional placement of the mines consistent with intention to disable the mobility, but not physically destroy, each vessel.

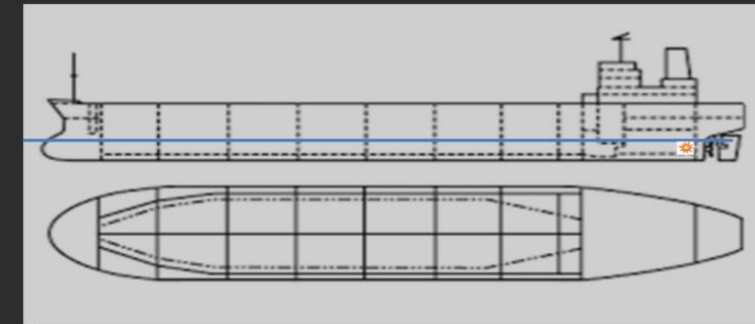
Amjad (KSA)



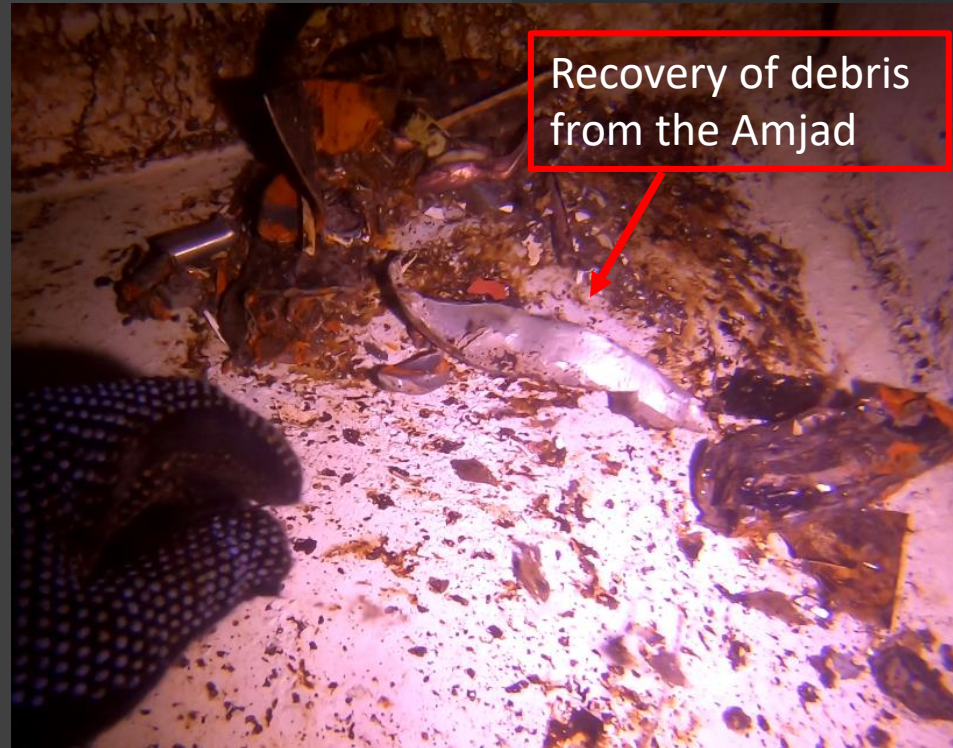
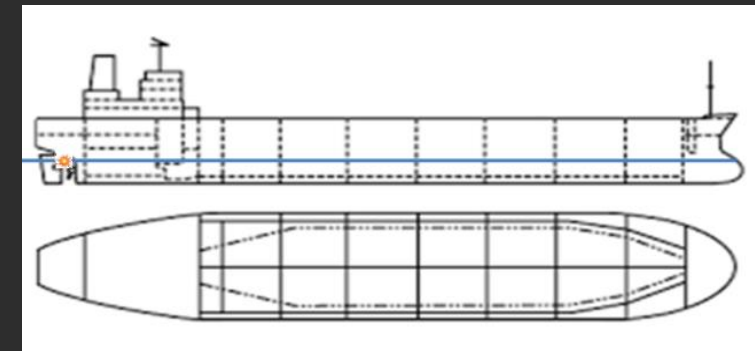
A. Michel (UAE)



Al Marzoqah (KSA)



Andrea Victory (Norway)



Recovery of debris
from the Amjad

PRELIMINARY CONCLUSIONS

- Careful selection of the targeted vessels.
- Extensive reconnaissance required.
- Placement of limpet mines highly likely by divers below or at the waterline, at the engine chamber.
- Specific and intentional placement of the mines consistent with intention to disable the mobility, but not physically destroy, each vessel.
- Sequenced detonation of the limpet mines within a short window of time, and rapid withdrawal of the perpetrators.

These sophisticated attacks were most likely carried out by a state actor.

