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INTELLIGENCE ASSESSMENT / MARITIME SECURITY

Hormuz under pressure

A reported strike on Oman’s Didamar Island, a tanker identity under scrutiny and a new attack in UAE waters.



ILLUSTRATION · AI-GENERATED · INTELLIGENCE.NAVY

STRAIT OF HORMUZ / MUSANDAM / UAE WATERS

10 November 2026 · 19:40 UTC evidence cut · Version 1.1

02 / EXECUTIVE ASSESSMENT

Three events, three questions

What should operators and editors change after the latest reporting from Oman and the UAE?

THE ASSESSMENT

The reporting changes the list of confirmed vessel incidents and identifies the tanker off Khasab. It raises a separate question about the resilience of shore-based navigation support at Didamar. Available evidence leaves the effect on the southern passage unresolved.

01 ADNOC confirms damage in UAE waters — HIGH CONF.

ADNOC Logistics & Services says an attack damaged one of its vessels on 10 November and that response efforts were under way [1]. Treat it as a new operator-confirmed case. A named operator or authority update would resolve the vessel, location and consequences.

02 An explosion at Didamar is credible — MODERATE CONF.

The Wall Street Journal reports a statement from an Omani coast guard official and an Iranian state-media claim [2]. Assess confidence as low for the exact time, weapon, equipment damage and service outage. An authenticated incident report or aid-status notice would materially change this judgment.

03 MACALLISTER best matches the Khasab notice — MODERATE CONF.

The IMO identifies MACALLISTER at the same date and location as the Khasab warning [3–6]. Reuters identifies MESSI in fire footage off Oman [17]. The records could cover different events. A named operator report, readable hull ID or timestamped fix could settle the link.

04 Route-level impact remains undemonstrated — MODERATE CONF.

The available sources provide no verified service-outage interval, route restriction or matched before-and-after traffic count for the southern passage. A dated restriction or coverage-controlled transit change linked to a verified outage would justify revising the route assessment.

Confidence applies to individual judgments. Status and consequence are recorded separately for each case.

03 / EVENT LEDGER

What changed, and when

Event dates and publication dates answer different questions. Times are UTC when established.

DATE / TIME	TRACK	EVIDENCE CHANGE
07 Nov · 19:20	A / Khasab	A tanker fire and crew evacuation are reported about 8 NM northwest of Khasab. MSCIO provides the approximate event time [3, 4].
07 Nov · 20:20	Control case	A separate outbound tanker is reportedly hit by an unknown projectile. Keep UKMTO 200-26 / MSCIO 174/26 apart from the 19:20 case [3, 5].
08 Nov	A / Khasab	UKMTO 199-26 and JMIC Update 112 carry the delayed account. JMIC withholds the name. UKMTO later reclassifies the case as an attack [3, 5].
08–10 Nov	B / Didamar	A social interpretation cites an 8 November scene. Subsequent reporting carries a strike claim and an Omani account of an explosion. The event time remains unverified [2, 7, 8].
10 Nov	A / Khasab	The IMO lists NAVIG8 MACALLISTER at the Khasab location. At 19:14 UTC Reuters names MESSI in fire footage off Oman [6, 17].
10 Nov · local afternoon	C / UAE waters	An ADNOC L&S; vessel is attacked and damaged in UAE territorial waters, according to the operator. WAM publishes its statement at 14:42 UTC [1].
10 Nov	Control case	UKMTO 201-26 separately reports a tanker hit around 19 NM northeast of Lima, Oman. No published IMO number, time-and-position match or authority cross-reference ties it to ADNOC [1, 3].

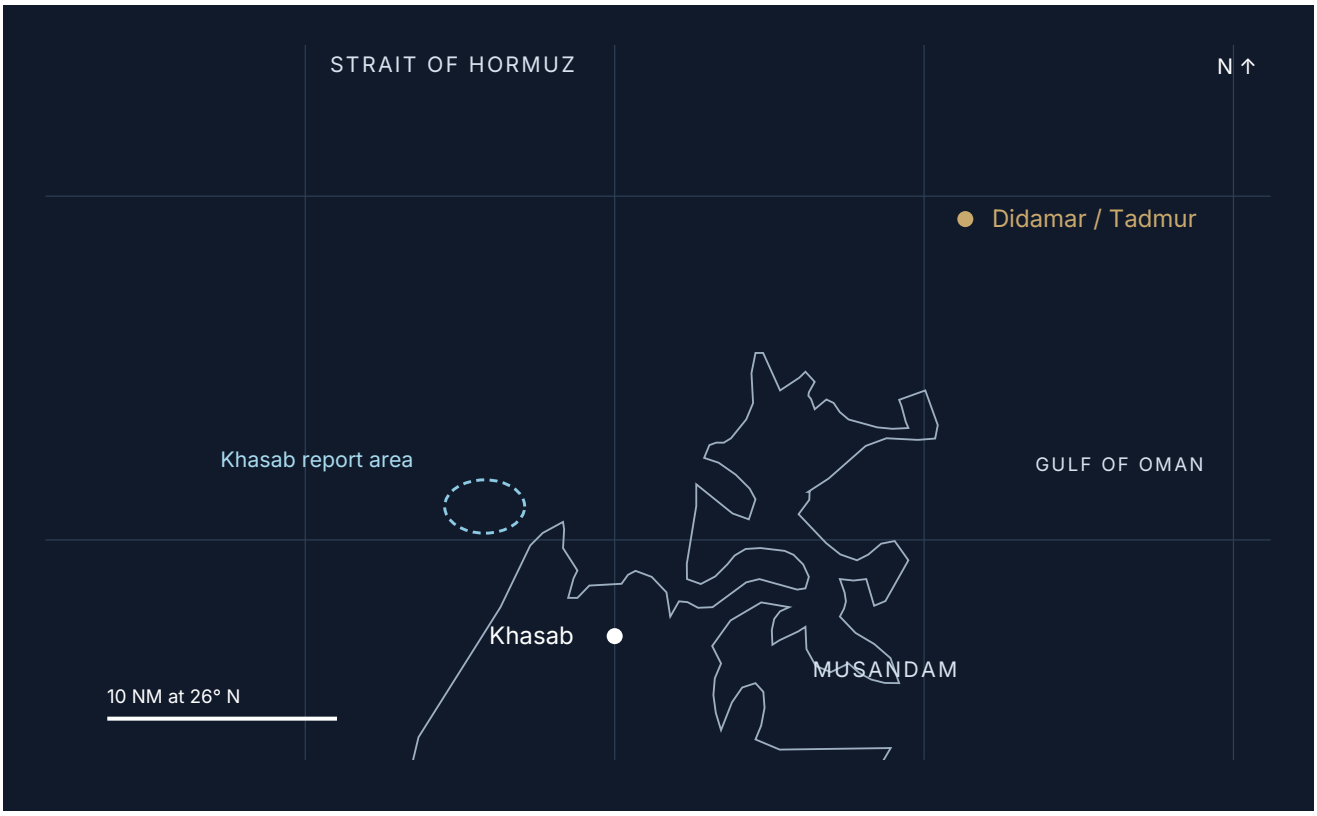
TIMING DISCREPANCY

An image reportedly acquired on 8 November cannot establish damage from a later strike without an independently reconciled event date. The relative wording in the social post cannot establish that chronology.

04 / GEOGRAPHIC CONTEXT

Where the evidence places them

The map locates the Didamar landmark and illustrates the reported Khasab bearing and distance. The UAE incident lacks a public position.



Coastline: Natural Earth 1:10m [11]. Didamar geographic reference: NGA Sailing Directions [10]. Khasab area: illustrative bearing and distance from a rounded town reference [3, 4]. The dashed symbol carries no stated uncertainty radius. Geographic context only.

Geography cannot identify the attacked vessel

The 10 November ADNOC statement gives UAE territorial waters in the Arabian Gulf as its only location [1]. It provides no basis for a precise incident marker or a distance to Didamar. The Lima notice has its own reported location [3].

> WHAT THIS FIGURE CAN SUPPORT
>
> The Khasab casualty and Didamar concern different locations and different questions. A geographic relationship within the theatre does not establish a shared attacker, weapon, route effect or incident sequence.

05 / DIDAMAR / TADMUR

The outage is the missing fact

A reported explosion, the loss of a specific aid and a route restriction are three different developments.



Conceptual illustration of bridge watchkeeping. No ship, instrument display or coastline in this image is evidence.

FUNCTION	PUBLIC BASELINE	INCIDENT STATUS
Visual navigation aid	AMNAS describes a remotely monitored rotating beacon with a published 23 NM range [9].	Service state and any restoration time remain unknown.
Radio / radar	NGA charts a light near a radio tower. Reports also refer to radar or communications equipment [2, 7, 10].	Exact function, damage and fallback coverage remain unverified.
Passage management	Affected operations would depend on the function lost, the fallback in use and the authority's routing instructions.	No verified restriction, passage interruption or before-and-after count was obtained.

The published light range describes a visual aid. It cannot be used to infer a radar footprint, radio coverage or a dependency shared by every vessel.

06 / KHASAB / VESSEL IDENTITY

A name changes the case

The IMO names one vessel at the warning location. Reuters names a different vessel in footage off Oman.

VESSEL	IDENTIFIER	EVIDENCE AND WEIGHT
NAVIG8 MACALLISTER	IMO 9482873	Best-supported match to the notice. IMO lists it damaged on 7 November about 8 NM northwest of Khasab [3–6].
NAVIG8 MESSI	IMO 9482859	Reuters names MESSI in footage off Oman. Tilt relays a tracking account placing it at Fujairah on 7 November. The IMO lists a separate 13 August casualty [6, 12, 17].

What UKMTO establishes

Warning 199-26 reports the tanker on fire and crew evacuation via military authorities. Update 001 reclassifies the event as an attack [3, 5]. The public summary does not settle the weapon, attacker, current fire status or crew outcome after evacuation.

What the IMO adds

The IMO records damage and lists no pollution for the Khasab casualty [6]. This is the reported incident outcome in that source. Fire status, containment, tow and safe arrival each require separate verification.

What the imagery establishes

Reuters reports a verified video and Sentinel-2 smoke at the same location. The accessible article does not give a matched IMO number, coordinates and event timestamp for the UKMTO 199-26 case. The smoke is evidence of a fire in the imagery, with the specific casualty link unresolved [17].

RECORD ACTION

Link the original MSCIO notice and press record [15, 16]. Record the IMO identification and competing report with separate provenance. Keep the outbound tanker in UKMTO 200-26 separate.

07 / UAE / OPERATOR CONFIRMATION

A new ADNOC vessel attack

The operator confirms damage inside UAE territorial waters in the Arabian Gulf on 10 November [1].



Conceptual illustration of a maritime response. No vessel identity, damage or tug attendance is implied.

OPERATOR ESTABLISHES	PENDING VERIFICATION
One ADNOC Logistics & Services vessel was damaged in an attack. Response was under way at the time of the statement.	Vessel name and IMO number, precise position, damage extent, ship and crew status, environmental outcome, mechanism and attribution.

The reporting chain starts with ADNOC

WAM carries the operator's statement. The National and other outlets carry the same account [1, 13]. Their coverage adds distribution. It cannot independently settle the unknowns in that statement.

UKMTO 201-26 remains a separate record

The same-day warning concerns an unnamed tanker near Lima and reports an unknown projectile, safe crew and no environmental impact reported [3]. Those fields cannot be transferred to the ADNOC casualty without a verified cross-reference, IMO number or matched position and time.

08 / ALTERNATIVE EXPLANATIONS

How the assessment could move

Scenarios are conditional. Each has a distinct evidence threshold and consequence for the reporting.

SCENARIO	DISCRIMINATING SIGNAL	ANALYTICAL CONSEQUENCE
A · Incident with service maintained	An operator or authority confirms the light and relevant shore services stayed operational, or documents tested fallback.	Retain the security significance of the incident. Assess route consequences separately using dated traffic and advisories.
B · Localised service degradation	A dated aid or communications outage is published with affected function, period and fallback. No wider restriction is documented.	Specify the failed service and period. The effect may differ by vessel equipment, service coverage and transit arrangements.
C · Material transit disruption	A formal restriction or sustained change in observed passages aligns with a verified outage after controlling for coverage and other causes.	Revise route impact for the documented segment and period. Distinguish an official restriction from voluntary or security-driven avoidance.

What might look like an outage

Traffic may fall because of security decisions, escort availability, demand or incomplete reception. Use a consistent geographic gate, time windows and directions, then cross-check reception and independent passage reports.

What might look like damage

Different acquisition times, clouds, shadow and sensor resolution can produce conflicting reads of a small island. One interpretation cites a surface mark on a reported Sentinel-2 acquisition. Another cites absence of fire in satellite imagery [7, 8]. The claims address different observables and cannot establish equipment condition.

> ATTRIBUTION THRESHOLD
>
> A belligerent’s claim establishes the claim. An explosion account helps establish occurrence. Weapon identification and responsibility require separately attributable evidence, such as an official investigation, reliable observations or technical findings.

09 / INDICATORS / EDITORIAL HANDLING

What to verify next

Priority follows the information most likely to change the incident assessment or the interpretation of route risk.

WINDOW	COLLECTION PRIORITY	UPDATE TRIGGER
Next 24 h	Didamar aid and service status from Oman, AMNAS or an applicable navigational warning. Ask which function failed, when and what fallback was activated.	Dated outage, verified continuity or an official route restriction.
Next 24 h	ADNOC or UAE maritime authority follow-up with vessel IMO, time, location, crew and environmental status.	Named vessel, revised consequence, or independently justified incident linkage.
1–7 days	Obtain original pre/post optical data with scene IDs, acquisition times and cloud masks. Use higher-resolution data if the relevant equipment is unresolved.	Repeatable surface change with an acquisition interval consistent with the event. Service verification still requires operational evidence.
1–7 days	Khasab casualty closeout and route-gate counts with time, direction, provider coverage and independent transit observations.	Confirmed containment or pollution, tow or safe arrival, or a sustained and attributable traffic change.

Intelligence.Navy coverage at the evidence cut

Khasab was already covered by MSCIO 173/26 and a syndicated press item [15, 16]. No dedicated Didamar or 10 November ADNOC item was found in the public Reports, archive and theatre pages checked.

Placement and record continuity

Feature this assessment on the home page and in Intelligence Reports. Link the Hormuz and Musandam dossiers and the existing Khasab case. Map Didamar as a landmark and keep the ADNOC position pending.

> PROPOSED HOME PAGE DECK
>
> ADNOC confirms vessel damage in UAE waters. Off Oman, the IMO names MACALLISTER in the Khasab case, while footage attribution and Didamar's operational status remain unresolved.

10 / SOURCES AND METHODOLOGY

How the evidence was weighed

Primary statements and notices carry the claims they establish. Relays, analytical interpretations and context are identified below.

01	ADNOC L&S via WAM · 10 Nov Operator confirmation and response status.	↗
02	The Wall Street Journal · 10 Nov Omani coast guard account and Iranian state-media attribution.	↗
03	UKMTO · Recent Incidents Warnings 199, 200 and 201. Update 001 reclassifies 199.	↗
04	MSCIO · Alert 173/26 Parallel public notice. Approximate event time and area.	↗
05	JMIC · Advisory Update 112 · 8 Nov Reproduces UKMTO reporting. Regional threat context.	↗
06	IMO · Confirmed incidents · 10 Nov snapshot Khasab identity and outcome. August MESSI comparison.	↗
07	Sh1n · 9 Nov Relays social interpretation of a reported Sentinel-2 scene.	↗
08	Monitor the Situation · 10 Nov Automated relay of a competing satellite interpretation.	↗
09	AMNAS · Didamar Light Navigation-aid baseline and nominal visual range.	↗
10	NGA · Sailing Directions 172, sector 13.6 Tadmur geographic and infrastructure baseline.	↗
11	Natural Earth · 1:10m coastline Cartographic context only.	↗
12	Tilt · 10 Nov Relays Live AIS interpretation. Raw tracks were not obtained.	↗
13	The National · 10 Nov Secondary coverage of the ADNOC statement.	↗
14	Orbital Risk Intelligence · supplied capture Initial tip, including the disputed MESSI identity.	
15	Intelligence.Navy · public case mscio-209 Existing Khasab notice. Archive, Reports and theatre pages were also checked.	↗
16	The Maritime Executive · Intelligence.Navy archive The syndicated report carries a MESSI photo caption.	↗
17	Reuters · 10 Nov · 19:14 UTC Names MESSI in footage and reports a Sentinel-2 smoke observation.	↗

OSINT. Public statements, reports and notices. Matching MSCIO/UKMTO narratives were treated as potentially dependent. The IMO adds the identity but its underlying reporting chain is not disclosed. GEOINT. Public geographic references and attributed third-party interpretations. Raw satellite scenes and AIS were not independently analysed. HUMINT. None obtained. All three editorial images are AI-generated conceptual illustrations.

Cutoff. 10 November 2026, 19:40 UTC. Confidence reflects source directness, specificity and unresolved alternatives. Scenario thresholds are conditional and carry no numeric probability.