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## (U) **WORLDWIDE: Worldwide Threat to Shipping (WTS) Report, 31 July–28 August 2024**

**28 August 2024**

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### 1. (U) **Scope Note**

(U) The Worldwide Threat to Shipping (WTS) report provides information on threats to merchant vessels, the shipping industry, and other maritime stakeholders worldwide in the last 30 days. This report is produced primarily to inform merchant mariners and naval forces.

2. (U) **Warnings, Advisories and Alerts:** See Appendix C for active advisories.

### 3. (U) **Summary:**

**A.** (U) **COLOMBIA:** On 28 August, one perpetrator attempted to board a Denmark-flagged LPG tanker at Cartagena Inner Anchorage.

**B.** (U) **RED SEA:** As of 28 August, fires that started on 23 August continued to burn onboard the anchored Greece-flagged crude oil tanker SOUNION.

**C.** (U) **INDONESIA:** On 27 August, five unarmed robbers boarded an underway Panama-flagged bulk carrier in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS).

**D.** (U) **RED SEA:** On 27 August, a Kuwait-flagged product tanker reported the presence of an unmanned surface vessel (USV) approximately 24 NM west of Mokha, Yemen.

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- E.** (U) GULF OF ADEN: On 26 August, a Palau-flagged crude oil tanker reported the presence of a USV and two small boats approximately 61 NM southeast of Mokha, Yemen.
- F.** (U) GULF OF ADEN: On 26 August, a small boat with as many as 10 persons onboard approached a Hong Kong-flagged product tanker approximately 55 NM southeast of Aden, Yemen.
- G.** (U) INDONESIA: On 23 August, seven robbers boarded a barge under tow by a Malaysia-flagged tug in westbound lane of the Singapore Strait TSS.
- H.** (U) RED SEA: On 22 August, three suspicious boats approached a tanker approximately 78 NM northwest of Hodeida, Yemen.
- I.** (U) RED SEA: On 22 August, a merchant vessel reported a USV and two small boats maneuvering in a suspicious manner approximately 87 NM west of Saleef, Yemen.

#### **4. (U) Monthly Incidents by Region**

(U) This section lists reports of active violence against shipping, credible threats to shipping, or the potential for a situation to develop into a direct threat to shipping over the past 30 days. Every effort is made to ensure that incidents are not double-counted. In the event that double-counting is detected, or an incident is later found to be different than initially reported, an explanation of the cancellation of the inaccurate report will be made in at least one message prior to dropping the erroneous report.

##### **A. (U) NORTH AMERICA:**

1. (U) GULF OF MEXICO: On 14 August at 2045 local time, armed robbers in a fishing vessel boarded an oil platform in the Bay of Campeche, approximately 15 NM off the coast of Frontera, Tabasco State, Mexico (exact position not specified). The robbers overpowered the oil platform crew, stole self-contained underwater breathing apparatuses, and escaped on the fishing vessel. All oil platform crew members were reported safe. (Clearwater Dynamics)

**B. (U) CENTRAL AMERICA – CARIBBEAN – SOUTH AMERICA:**

(U) Figure 1: South America Piracy and Armed Robbers at Sea

1. (U) COLOMBIA: On 28 August at 0130 local time, one perpetrator attempted to board an anchored Denmark-flagged LPG tanker at Cartagena Inner Anchorage, near position 10:19N – 075:32W. The duty crew observed four perpetrators in a boat near the anchor chain and another in the hawsepipe. The officer on watch was alerted to the presence of the perpetrators and the fire pumps were activated. Seeing the crew's alertness, the perpetrators escaped. The vessel notified port control and the coast guard investigated the area around the tanker. (Clearwater Dynamics; IMB)

**C. (U) ATLANTIC OCEAN AREA:** No current incidents to report.

**D. (U) NORTHERN EUROPE – BALTIC:** No current incidents to report.

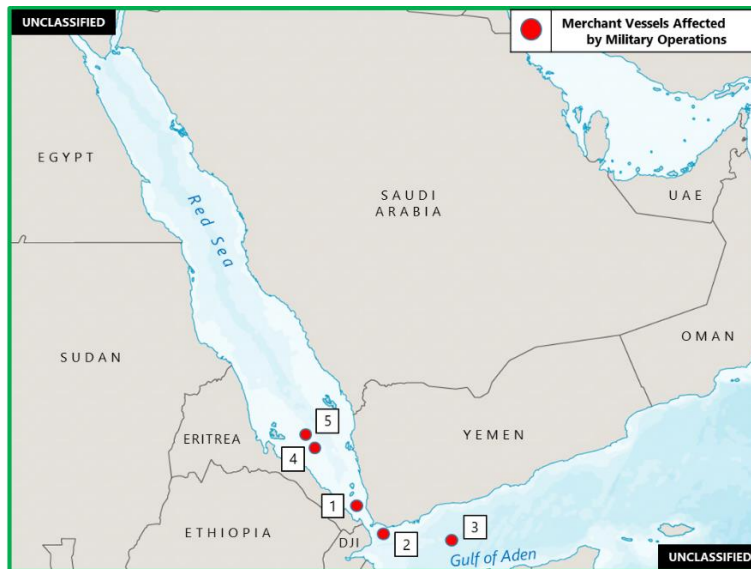
**E. (U) MEDITERRANEAN – BLACK SEA:** No current incidents to report.

**F. (U) WEST AFRICA – GULF OF GUINEA:**

1. (U) COTE D'IVOIRE: On 13 August at 0115, two robbers boarded an anchored offshore supply vessel at Abidjan Inner Anchorage, near position 05:16N – 004:00W. The duty crew spotted the robbers on the starboard side of the main deck. The alarm was raised and the crew mustered to search the vessel. The search found no perpetrators onboard, the paint store lock broken, and that paint supplies had been stolen. (Clearwater Dynamics)

**G. (U) ARABIAN GULF:** No current incidents to report.

## H. (U) INDIAN OCEAN – EAST AFRICA – RED SEA:



(U) Figure 2. Red Sea – Gulf of Aden Military Operations against Merchant Vessels

1. (U) RED SEA: On 27 August at 0526 UTC, the Kuwait-flagged product tanker MUTRIBA reported the presence of an unmanned surface vessel (USV) approximately 24 NM west of Mokha, Yemen, near position 13:20N – 042:49E. The master of the vessel reported three small boats approximately 3 NM north of the USV. (UKMTO; Clearwater Dynamics; Joint Maritime Information Center)

2. (U) GULF OF ADEN: On 26 August at 1230 UTC, the Palau-flagged crude oil tanker CAROLINE BEZENGI reported the presence of a USV at a distance of 1 NM, approximately 61 NM southeast of Mokha, Yemen, near position 12:27N – 043:43E. The tanker also reported that two small boats were located approximately 2 NM north of the USV. (UKMTO; Clearwater Dynamics; Joint Maritime Information Center)

3. (U) GULF OF ADEN: On 26 August at 0344 UTC, a small boat with as many as 10 persons onboard approached the Hong Kong-flagged product tanker VELA approximately 55 NM southeast of Aden, Yemen (exact position not specified). A ladder was observed onboard the boat but no weapons were noted. After the embarked armed security team challenged the suspicious boat, it departed the area. (UKMTO; Clearwater Dynamics)

4. (U) RED SEA: On 22 August at 1630 UTC, a tanker reported three suspicious boats moving northeast approximately 78 NM northwest of Hodeida, Yemen, near position 15:15N – 041:39E. After the master changed course to increase distance, two of the boats passed on the starboard side at a distance of 1 NM, and the other passed on the port side at a distance of 5 NM. The master confirmed that the boats were no longer in the area and that the vessel was safe. (Clearwater Dynamics)

5. (U) RED SEA: On 22 August at 1000 UTC, a merchant vessel reported a USV and two small boats with as many as three persons onboard maneuvering in a suspicious manner approximately 87 NM west of Saleef, Yemen, near position 15:37N – 041:12E. (UKMTO; Clearwater Dynamics)

6. (U) GULF OF ADEN: On 21 August at 1144 UTC, two explosions occurred in the water in close proximity to the underway Panama-flagged bulk carrier SW NORTH WIND I approximately 57 NM south of Aden, Yemen (exact position not specified). At 1417 UTC, another explosion happened 500 meters from the vessel, near position 12:18N – 044:12E. A further two explosions took place in close proximity to the vessel, near position 13:03N – 043:08E. At 0759 UTC on 22 August, a USV struck the vessel on the port beam, resulting in minor damage. At 0900 UTC, the embarked security team fired against a USV, causing an explosion that resulted in minor damage to the vessel. The ship reported that all crew members were safe and that the vessel was proceeding to its next port of call. (UKMTO; Clearwater Dynamics; gCaptain; Joint Maritime Information Center)

7. (U) RED SEA: On 21 August at 0257 UTC, two skiffs approached the Greece-flagged crude oil tanker SOUNION while underway approximately 77 NM west of Hodeida, Yemen (exact position not specified). One skiff had as many as five persons onboard while the other had more than 10 persons onboard. The skiffs hailed the tanker leading to a brief exchange of small arms fire. Between 0500 and 0549 UTC, three unidentified projectiles struck the tanker, resulting in a fire onboard and causing the vessel to lose engine power and its ability to maneuver. Following the attacks, the crew members were reported safe with one crew member sustaining a minor injury. A French Navy warship later rescued the crew. UPDATE: As of 28 August, multiple fires were detected on the main deck of SOUNION, which was anchored near position 15:00N – 041:39E. The tanker poses both a navigation risk and a serious and imminent threat of regional pollution, and all passing vessels in the vicinity are asked to proceed with utmost caution. (UKMTO; Clearwater Dynamics; vesseltracker.com; Reuters; Joint Maritime Information Center; Maritime Executive; EUNAVFOR ASPIDES)

8. (U) RED SEA: On 15 August between 1010 UTC and 1245 UTC, a small boat with armed persons onboard approached two vessels, the Tanzania-flagged cargo barge SIAM and the Honduras-flagged specialist craft SUNNY OCEAN, that were drifting in the same vicinity approximately 95 NM northeast of Massawa, Eritrea (exact positions not specified). Security personnel onboard the specialist craft fired three warning shots at the approaching boat. The persons onboard the small boat returned fire and claimed over VHF radio that they were Eritrean Navy. The crew of the cargo barge subsequently warned the small boat over the radio to stay back and advised the small boat that they were armed. After the warning, the small boat departed the area without further interaction. Both vessels and all crew members were reported safe. (UKMTO, Clearwater Dynamics; Joint Maritime Information Center)

9. (U) RED SEA: On 13 August at 0103 UTC, an explosion occurred in the vicinity of the Panama-flagged crude oil tanker ON PHOENIX approximately 97 NM northwest of Hodeida, Yemen (exact position not specified). The master reported an explosion approximately 0.1 NM off the port quarter of the tanker. The vessel was not hit, and there was no reported damage. All crew members were safe and the vessel continued its voyage to the next port of call. (UKMTO; Clearwater Dynamics; Joint Maritime information Center)

10. (U) RED SEA: On 12 August at 2244 UTC, the first of several attacks targeted the Liberia-flagged crude oil tanker DELTA ATLANTICA while underway approximately 63 NM west-southwest of Hodeida, Yemen (exact position not specified). A skiff made a suspicious approach and flashed its lights toward the tanker, followed by two simultaneous explosions 0.3 NM off the tanker's port beam. The vessel was not hit and reported no damage. Subsequently, on 13 August at 0147 UTC, a skiff made another suspicious approach toward the tanker approximately 74 NM west-northwest of Hodeida, Yemen. At 0313 UTC, an explosion occurred in close proximity

to the vessel's bow approximately 89 NM west-northwest of Hodeida, Yemen. At 0405 UTC, an unmanned surface vessel (USV) approached the tanker approximately 99 NM northwest of Hodeida, Yemen. The USV collided with the tanker but did not detonate. The embarked armed security team subsequently disabled the USV with small arms fire. After these attacks, all crew members were safe and the tanker proceeded to its next port of call. (UKMTO; Clearwater Dynamics; Joint Maritime Information Center)

11. (U) BAB EL MANDEB/RED SEA: On 8 August at 1403 UTC, the first of four attacks targeted the Liberia-flagged crude oil tanker DELTA BLUE while underway approximately 45 NM south of Mokha, Yemen (exact position not specified). Two small craft fired an RPG which exploded 100 meters astern of the vessel. The vessel was not hit and reported no damage. At 2245 UTC, a missile hit the water about 50 meters astern of the vessel approximately 60 NM northwest of Mokha, Yemen, causing minor damage. On 9 August at 0340 UTC, a USV targeted the tanker approximately 60 NM west-northwest of Hodeida, Yemen. The armed embarked security team fired upon the USV, which exploded at a distance from the vessel. At 0557 UTC, a missile hit the water about 40 meters from the starboard side amidships of the vessel approximately 80 NM northwest of Hodeida, Yemen. Following the incident, all crew members were safe and the tanker resumed its course. (UKMTO; Clearwater Dynamics; Joint Maritime Information Center)

12. (U) GULF OF ADEN: On 3 August at 1330 UTC, the first of two missile attacks targeted the Liberia-flagged container ship GROTON while underway approximately 170 NM east of Aden, Yemen, near position 12:56N – 048:11E. The embarked armed security team observed an explosion 0.1 NM astern of the vessel. The vessel was not hit, and reported no ship damage and no injuries to the crew. At 1757 UTC, a second attack struck GROTON above the waterline causing minor damage, approximately 125 NM southeast of Aden, Yemen, near position 12:24N – 046:58E. After the strike, no water ingress, oil leaks or fires were observed. All crew were safe with no injuries reported and the vessel diverted to a nearby port. (UKMTO; Clearwater Dynamics; Joint Maritime Information Center; gCaptain; Maritime Executive)

#### I. (U) EAST ASIA – SOUTHEAST ASIA:



(U) Figure 3. Southeast Asia Piracy and Armed Robbery at Sea

1. (U) INDONESIA: On 27 August at 2320 local time, five robbers boarded the Panama-flagged bulk carrier LUCKY LONG while underway in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS), near position 01:15N – 104:01E. The crew spotted the robbers, two of whom carried knives, in the engine room and raised the alarm. After the crew searched the ship, the master reported that all crew members were safe, generator spare parts were stolen, and that the ship was proceeding to its next port of call. (Clearwater Dynamics; ReCAAP)

2. (U) INDONESIA: On 23 August at 1230 local time, seven robbers from two sampans boarded the barge JIN HWA 39 while under tow by the Malaysia-flagged tug JIN HWA 49 in the westbound lane of the Singapore Strait TSS, near position 01:17N – 104:08E. The sampans left the barge after approximately 10 minutes. The tug master reported that the robbers stole scrap metal, all crew members were safe, and that the tug and barge required no assistance. (ReCAAP; Clearwater Dynamics)

3. (U) INDONESIA: On 11 August at 0445 local time, two unarmed robbers boarded the Liberia-flagged bulk carrier APHRODITE L while underway in the eastbound lane of the Singapore Strait TSS, near position 01:04N – 103:42E. After being spotted by the crew, the perpetrators jumped overboard. The master raised the general alarm and the crew mustered to conduct a search. The crew did not find any perpetrators onboard. All crew members were safe and no ship's property was missing. (Clearwater Dynamics; ReCAAP)

4. (U) INDONESIA: On 6 August at 0120 local time, as many as 6 robbers armed with knives boarded the Panama-flagged bulk carrier ULTRA COLONSAY while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:38E. The duty crew spotted the robbers in the engine room. After the alarm was raised, the crew mustered to conduct a search. No perpetrators were found onboard. Engine spare parts and a crew member's cellphone were stolen. All crew members were reported safe following the incident. (ReCAAP; Clearwater Dynamics)

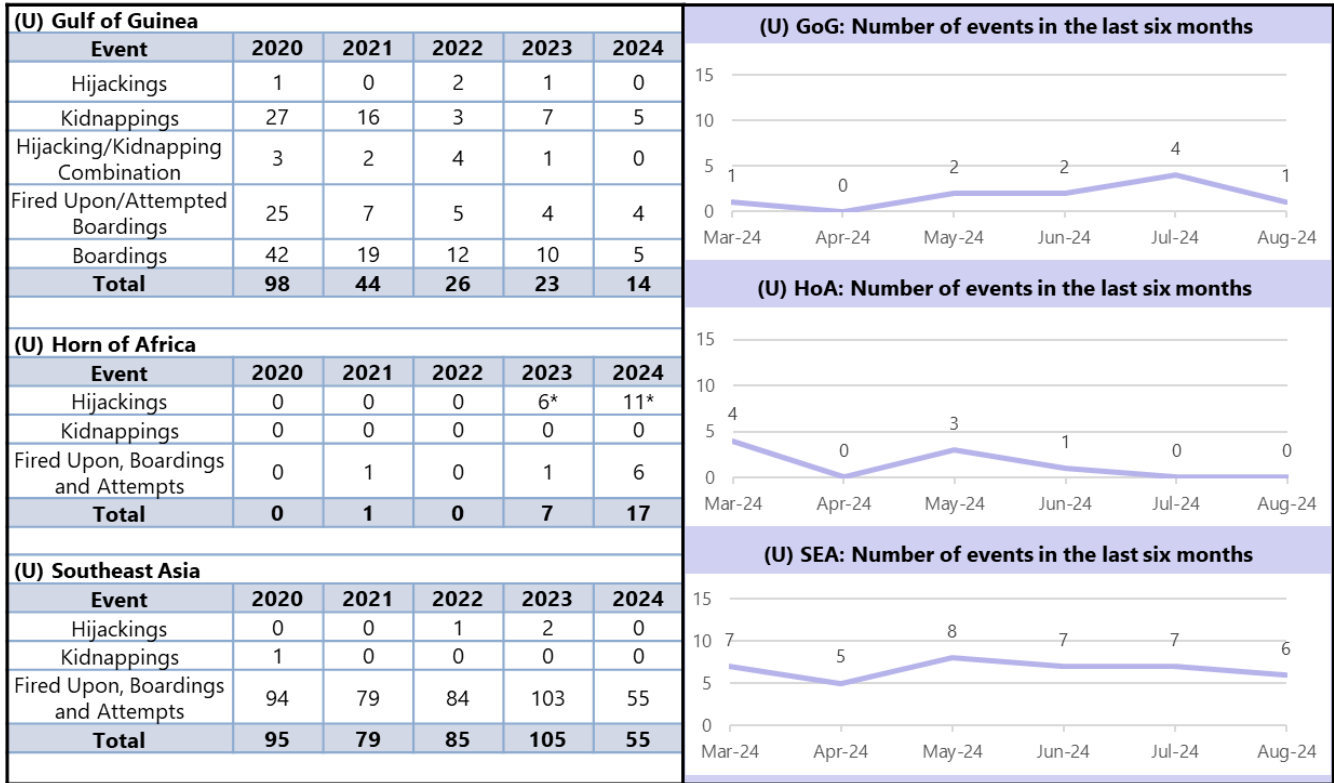
5. (U) INDONESIA: On 5 August at 1705 local time, an unspecified number of robbers in several small boats boarded the barge LKH 3883 under tow by the Singapore-flagged tug HK TUG 3 while underway in the eastbound lane of the Singapore Strait TSS, near position 01:15N – 104:11E. The robbers spent about 30 minutes onboard. After the incident, the tug reported that robbers had stolen scrap metal, and that all crew members were safe. (ReCAAP; Clearwater Dynamics)

6. (U) INDONESIA: On 4 August at 0300 local time, two robbers boarded an offshore supply vessel anchored at Batam Anchorage in the Singapore Strait, near position 01:09N – 103:57E. They stole ship's property and escaped. The theft was discovered in the morning by the crew. (IMB; Clearwater Dynamics)

**J. (U) INDIAN SUBCONTINENT:** No current incidents to report.

**K. (U) AUSTRALIA – NEW ZEALAND – PACIFIC OCEAN AREA:** No current incidents to report.

**5. (U) Appendix A: Piracy and Armed Robbery at Sea Statistics and Trends**



\*Horn of Africa hijacking numbers include Dhows and Fishing Vessels

**6. (U) Appendix B: Definitions and Sourcing**

**A. (U) Definitions:** In order to promote consistent use of accurate terms of reference, we use the following definitions to describe a range of criminal antishipping activity and impediments to safe navigation in our worldwide reporting and analysis.

- (U) **Attempted Boarding** – Close approach or hull-to-hull contact with report that boarding paraphernalia were employed or visible in the approaching boat.
- (U) **Blocking** – Hampering safe navigation, docking, or undocking of a vessel as a means of protest.
- (U) **Boarding** – Unauthorized embarkation of a vessel by persons not part of its complement without successfully taking control of the vessel.
- (U) **Fired Upon** – Weapons discharged at or toward a vessel.
- (U) **Hijacking** – Unauthorized seizure and retention of a vessel by persons not part of its complement.
- (U) **Kidnapping** – Unauthorized forcible removal of persons belonging to the vessel from it.



- (U) **Hijacking/Kidnapping Combination** – Unauthorized seizure and retention of a vessel by persons not part of its complement who forcefully remove crew members from vessel when disembarking.
- (U) **Robbery** – Theft from a vessel or from persons aboard the vessel.
- (U) **Suspicious Approach** – All other unexplained activity in close proximity of an unknown vessel.

**B. (U) Sourcing:** ONI derives information in this report primarily from government agencies, piracy reporting centers, maritime security companies, and open press.

**7. (U) Appendix C: Active U.S. Maritime Advisories**

Title	Effective Date	Expiration Date
<a href="#">2024-010: Gulf of Aden, Arabian Sea, Indian Ocean – Piracy/Armed Robbery/Kidnapping for Ransom</a>	16 AUG 24	12 FEB 25
<a href="#">2024-009: Strait of Hormuz, and Gulf of Oman – Iranian Illegal Boarding / Detention / Seizure</a>	16 AUG 24	12 FEB 25
<a href="#">2024-008: Southern Red Sea, Bab el Mandeb Strait, and Gulf of Aden – Houthi Attacks on Commercial Vessels</a>	16 AUG 24	12 Feb 25
<a href="#">2024-007: Gulf of Guinea – Piracy/Armed Robbery/ Kidnapping for Ransom</a>	24 JUN 24	21 DEC 24
<a href="#">2024-005: Global – U.S. Maritime Advisory Updates, Resources, and Contacts</a>	16 APR 24	12 OCT 24
<a href="#">2024-003: Black Sea and Sea of Azov – Military Combat Operations</a>	26 FEB 24	25 AUG 24

(U) **ICOD:** 28 August 2024

(U) The Worldwide Threat to Shipping reports are posted weekly on the ONI Intelligence Portal: <https://www.oni.navy.mil/ONI-Reports/Shipping-Threat-Reports/Worldwide-Threat-to-Shipping/>