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## (U) **WORLDWIDE: Worldwide Threat to Shipping (WTS) Report, 3–31 July 2024**

**31 July 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) **NIGERIA:** On 29 July, pirates attacked a passenger boat underway in the Bonny River between Port Harcourt and Bonny Island in Rivers State.

**B.** (U) **INDONESIA:** On 29 July, five perpetrators armed with knives boarded a Liberia-flagged bulk carrier in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS).

**C.** (U) **INDONESIA:** On 29 July, three unarmed perpetrators boarded an Isle of Man-flagged bulk carrier in the eastbound lane of the Singapore Strait TSS.

**D.** (U) **BANGLADESH:** (Late Reporting) On 23 June, five perpetrators boarded a merchant vessel anchored at Chattogram Outer Anchorage.

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#### 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:** No current incidents to report.

**B. (U) CENTRAL AMERICA – CARIBBEAN – SOUTH AMERICA:** No current incidents to report.

**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:**



(U) Figure 1. Gulf of Guinea Piracy and Armed Robbery at Sea

1. (U) NIGERIA: On 29 July (time unspecified), pirates attacked a passenger boat underway in the Bonny River between Port Harcourt and Bonny Island, near position 04:33N – 007:11E. The perpetrators kidnapped two of the passengers and stole passenger belongings. (Clearwater Dynamics)

2. (U) NIGERIA: On 17 July at 1430 local time, armed perpetrators fired on a barge under tow by a tug while underway on the Bonny River near Port Harcourt transiting towards Bonny Island. An armed security team

escorting the tug and barge repelled the attack, causing the perpetrators to abort their attack and escape. (Clearwater Dynamics)

3. (U) NIGERIA: On 10 July (time unspecified), robbers attempted to board a supply vessel along the Uyenghe River in the Mbo Local Government Area in Akwa Ibom State, near position 04:41N – 008:16E. When members of the Nigerian Naval Forward Operating Base Ibaka discovered the robbers during the boarding attempt, the robbers opened fire on the naval personnel, who returned fire causing the robbers to escape into nearby creeks. (Clearwater Dynamics)

4. (U) GABON: On 3 July (time unspecified), three perpetrators boarded a Panama-flagged tanker anchored at Owendo Anchorage, near position 00:17N – 009:25E. The crew mustered in the citadel to avoid the threat from the unauthorized boarding party. (Clearwater Dynamics)

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

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

1. (U) RED SEA: On 20 July at 0350 UTC, a UAV struck the Liberia-flagged container ship PUMBA while transiting the southern Red Sea approximately 64 NM northwest of Mokha, Yemen (exact position not specified). The UAV caused minor damage to containers on deck and started a small fire that the crew brought under control. Subsequently, at 0436 UTC, PUMBA was approached by three skiffs, two of which were manned and one of which was an unmanned surface vessel (USV). The embarked armed security team opened fire on the USV causing it to explode off the port side quarter. At approximately the same time, one missile exploded off the starboard side. Neither the USV attack nor the missile explosion resulted in any damage. At 0508 UTC, a second missile exploded near PUMBA. At 0805 UTC, the company security officer reported that a third missile impacted the water on the starboard side. The crew also discovered a hole in the stern of the vessel, resulting from one of that day's multiple attacks. The ship reported there were no issues with either stability or pollution, all crew members were safe, and that the vessel was proceeding to its next port of call. (UKMTO; Clearwater Dynamics; Joint Maritime Information Center; vesseltracker.com)

2. (U) GULF OF ADEN: On 19 July at 0150 UTC, two Huthi-launched missiles struck the underway Singapore-flagged container ship LOBIVIA within a 1-hour period approximately 83 NM southeast of Aden, Yemen (exact position not specified). The first missile hit amidships and the second struck toward the port aft near the accommodation section. A resulting fire was extinguished by the crew. The ship sustained damage but remained seaworthy. Following the incident, the master reported that all crew were safe and that the vessel would return to its last port of call under coalition assistance. (UKMTO; Clearwater Dynamics; Maritime Executive; gCaptain; Joint Maritime Information Center; vesseltracker.com)

3. (U) RED SEA: On 15 July at 1200 UTC, the Huthis used an unmanned surface vessel (USV) to attack the Liberia-flagged crude oil tanker CHIOS LION approximately 97 NM northwest of Hodeida, Yemen (exact position not specified). The master reported the USV's explosion on the port side of the tanker caused damage, but the vessel did not require assistance. No injuries were reported and the vessel proceeded to its next port of call. (UKMTO; Clearwater Dynamics; Maritime Executive; gCaptain; U.S. Central Command; vesseltracker.com)

4. (U) RED SEA: On 15 July at 0530 UTC, the Huthis used three blue and white boats to attack the Panama-flagged product tanker BENTLEY I approximately 70 NM southwest of Hodeida, Yemen (exact position not specified). One of the boats was unmanned and collided twice with the tanker without an explosion. Armed persons on the other two boats exchanged gunfire with security guards on the tanker before the three boats withdrew. At 0801 UTC, the master reported that a missile exploded near the vessel. At 0845 UTC, two missiles targeted the vessel, also exploding nearby. At 1530 UTC, another projectile exploded close to the vessel. The master reported the tanker did not sustain any damage from these attacks, that the crew was safe, and that the vessel was continuing its voyage to its next port of call. (UKMTO; Clearwater Dynamics; IMB; gCaptain; Maritime Executive; U.S. Central Command; vesseltracker.com)
5. (U) RED SEA: On 11 July at 2006 UTC, an explosion occurred in close proximity to a Liberia-flagged bulk carrier while underway approximately 15 NM southwest of Mokha, Yemen (exact position not specified). At 2102 UTC, another explosion occurred in close proximity to the vessel. The master reported there was no damage to the vessel from the attacks, that all crew members were safe, and that the vessel was proceeding to its next port of call. (UKMTO; Clearwater Dynamics)
6. (U) BAB EL MANDEB STRAIT: On 10 July at 0240 UTC, a missile exploded about 600 meters from the port side of a Liberia-flagged crude oil tanker while underway approximately 40 NM south of Mokha, Yemen (exact position not specified). The master reported the vessel and all crew members were safe, and that the vessel proceeded to its next port of call. (UKMTO; Clearwater Dynamics)
7. (U) ARABIAN SEA: On 9 July at 0435 UTC, the master of the U.S.-flagged container ship MAERSK SENTOSA reported that an explosion occurred in close proximity to the vessel while underway approximately 180 NM east of Nishtun, Yemen (exact position not specified). Later reporting indicated that five missiles had targeted the vessel. One missile exploded 0.5 NM off the port bow and the vessel did not sustain any damage. The vessel and crew were safe and the vessel continued to its next port of call. (UKMTO; Clearwater Dynamics; gCaptain; Maritime Executive; vesseltracker.com)

## I. (U) EAST ASIA – SOUTHEAST ASIA:



(U) Figure 2. Southeast Asia Piracy and Armed Robbery at Sea

1. (U) INDONESIA: On 29 July at 0512 local time, five perpetrators armed with knives boarded the Liberia-flagged bulk carrier THISSEAS while underway in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS), near position 01:03N – 103:40E. The crew observed the perpetrators at the stern of the vessel. After the perpetrators were spotted, the ship's general alarm was activated. The crew conducted a search with no further sighting of the perpetrators. The ship reported that nothing was missing and all crew were safe. The vessel required no assistance and proceeded to its next port of call. (Clearwater Dynamics; ReCAAP)

2. (U) INDONESIA: On 29 July at 0215 local time, three unarmed perpetrators boarded the Isle of Man-flagged bulk carrier BERGE MAUNA LOA while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:40E. The duty crew spotted the perpetrators in the steering gear room. The perpetrators escaped after activation of the ship's alarm. The crew conducted a search with no further sighting of the perpetrators. The ship reported that nothing was stolen and all crew members were safe. The vessel required no assistance and continued to its next port of call. (Clearwater Dynamics; ReCAAP)

3. (U) INDONESIA: On 23 July at 0105 local time, as many as five perpetrators armed with knives boarded the Greece-flagged bulk carrier CORINNA while underway in the eastbound lane of the Singapore Strait TSS, near position 01:05N – 103:43E. The duty crew spotted the perpetrators boarding the vessel. All crew were reported safe, nothing was stolen, and the ship did not require assistance as it proceeded to its next port of call. (Clearwater Dynamics; ReCAAP)

4. (U) INDONESIA: On 21 July at 0340 local time, three robbers armed with long knives boarded the Panama-flagged bulk carrier EARTH HARMONY anchored at Kuala Tanjung Anchorage in the Malacca Strait, near position 03:26 N – 099:27E. The robbers entered the engine room and tied up one crew member. The robbers stole ship's

engine spare parts before they released the duty crew member and escaped. The master raised the alarm and the crew mustered. The incident was reported to the port facility. (IMB; Clearwater Dynamics; ReCAAP)

5. (U) INDONESIA: On 16 July at 0230 local time, five robbers armed with knives and guns boarded the Egypt-flagged bulk carrier WADI FERAN while underway in the eastbound lane of the Singapore Strait TSS, near position 01:05N – 103:43E. The crew spotted the robbers in the engine room and raised the alarm. The crew mustered and conducted a search of the vessel. Following the incident, the master reported to the Singapore vessel traffic information system (VTS) that all crew members were safe. The Singapore Police Coast Guard boarded and searched the ship upon its arrival to the Singapore anchorage. Singapore authorities found no perpetrators onboard. (Clearwater Dynamics; ReCAAP)

6. (U) INDONESIA: On 15 July at 1633 local time, 10 robbers from two sampans boarded the barge LKH 2882 under tow by the Singapore-flagged tug HK TUG 9 while underway in the eastbound lane of the Singapore Strait TSS, near position 01:16N – 104:13E. The robbers departed the barge after spending approximately 20 minutes onboard. After the incident, the tug reported that robbers had stolen scrap metal, that the vessel was continuing its transit and did not require any assistance. (Clearwater Dynamics, ReCAAP)

7. (U) INDONESIA: On 8 July at 0410 local time, four perpetrators boarded the Japan-flagged bulk carrier ORIHIME in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:39E. The duty crew spotted the perpetrators at the vessel's stern. After the master raised the alarm, the crew mustered to conduct a search of the vessel. The ship later reported that all crew members were safe, nothing had been stolen, and that the vessel did not require assistance. The vessel continued its transit to its next port of call. (Clearwater Dynamics; ReCAAP)

#### J. (U) INDIAN SUBCONTINENT:



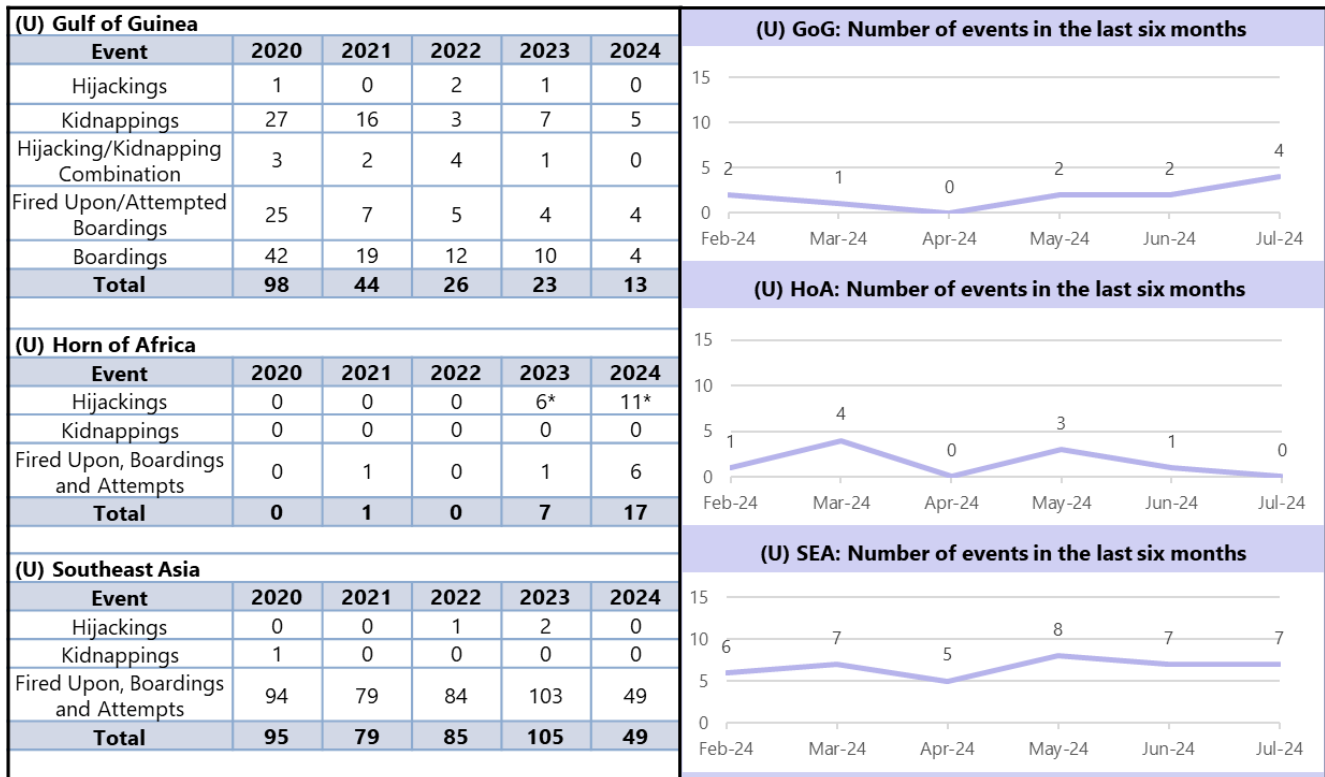
(U) Figure 3. Indian Subcontinent Piracy and Armed Robbery at Sea

1. (U) BANGLADESH: (Late Reporting) On 23 June at 0001 local time, two perpetrators boarded a merchant vessel while anchored at Chattogram Outer Anchorage, near position 22:04N – 091:46E. Crew members discovered the

perpetrators when the perpetrators were fleeing the vessel. After the perpetrators escaped, the crew searched the vessel and determined that 1200 kg of wheat had been stolen. The captain reported all crew members were safe. (Clearwater Dynamics)

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="#">2024-007: Gulf of Guinea – Piracy/Armed Robbery/Kidnapping for Ransom</a>	24 JUN 24	21 DEC 24
<a href="#">2024-006: Southern Red Sea, Bab el Mandeb Strait, Gulf of Aden, Indian Ocean, Somali Basin, Arabian Sea, Gulf of Oman, Strait of Hormuz, and Persian Gulf – Threats to Commercial Vessels</a>	18 APR 24	15 OCT 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
<a href="#">2024-002: Worldwide – Foreign Adversarial Technological, Physical, and Cyber Influence</a>	21 FEB 24	19 AUG 24

(U) **ICOD:** 31 July 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/>