



UNCLASSIFIED

(U) **WORLDWIDE: Worldwide Threat to Shipping (WTS) Report, 24 July–21 August 2024**

21 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.

(U) **Three U.S. Maritime Advisories (2024-008, 2024-009, and 2024-010) were issued on 16 August 2024.**

The Advisories supersede U.S. Maritime Advisory 2024-006 and provide clarity on specific threats faced in the Red Sea, Gulf of Aden, Gulf of Oman, Arabian Sea, and Indian Ocean. For maritime industry questions on these advisories, contact the Global Maritime Operational Threat Response Coordination Center at GMCC@uscg.mil. Supplemental information about U.S. Maritime Alerts and Advisories, including subscription details, may be found at: <https://www.maritime.dot.gov/msci>. These advisories will automatically expire on 12 February 2025.

A. (U) U.S. Maritime Advisory 2024-008: Southern Red Sea, Bab el Mandeb Strait, and Gulf of Aden – Houthi Attacks on Commercial Vessels

Commercial vessels are at highest risk from terrorism and other hostile actions from the Huthis when transiting the southern Red Sea, Bab el Mandeb Strait, and Gulf of Aden. Hostile actions include one-way UAV attacks; unmanned surface vessel (USV) attacks; ballistic and cruise missile attacks; small arms fire from small boats; explosive boat attacks; and illegal boardings, detentions, and/or seizures. Since 1 November 2023, there have

been at least 88 separate Houthi attacks on commercial vessels and one Houthi seizure of a commercial vessel in these areas, affecting over 55 nations. Entities claiming to be Yemeni authorities have also attempted to divert commercial vessels operating in these regions from their course.

B. (U) U.S. Maritime Advisory 2024-009: Strait of Hormuz, and Gulf of Oman – Iranian Illegal Boarding / Detention / Seizure

Commercial vessels transiting the Strait of Hormuz and Gulf of Oman may be at risk of being illegally boarded and detained or seized by Iranian forces. Recent incidents over the past year include the April 2024 Iranian seizure of a Portuguese-flagged vessel in the Strait of Hormuz and the January 2024 Iranian seizure of a Marshall Islands-flagged vessel in the Gulf of Oman. Iranian forces attempted to seize one Marshall Islands-flagged vessel and one Bahamas-flagged vessel in the Gulf of Oman in July 2023, but were prevented from doing so by U.S. Naval Forces. Iranian forces have utilized small boats and helicopters during boarding operations and have attempted to force commercial vessels into Iranian territorial waters.

C. (U) U.S. Maritime Advisory 2024-010: Gulf of Aden, Arabian Sea, Indian Ocean – Piracy/Armed Robbery/Kidnapping for Ransom

Recent cases of piracy pose a general threat to all commercial vessels operating in the Gulf of Aden, Arabian Sea, and Indian Ocean. Since November 2023, there have been six reported boarding/hijacking incidents. Pirates have utilized captured merchant and fishing vessels as motherships. Successful or attempted boardings and suspicious approaches have been reported up to 960 NM off the coast of Somalia. Specific case details are available at <https://www.oni.navy.mil/ONI-Reports/Shipping-Threat-Reports/Worldwide-Threat-to-Shipping/>.

3. (U) Summary:

A. (U) GULF OF ADEN: On 21 August, two explosions occurred in close proximity to a Panama-flagged bulk carrier while underway approximately 57 NM south of Aden, Yemen.

B. (U) RED SEA: On 21 August, two skiffs approached and three unknown projectiles targeted an underway Greece-flagged crude oil tanker approximately 77 NM west of Hodeida, Yemen.

C. (U) RED SEA: On 15 August, a small boat with armed persons onboard approached two vessels drifting approximately 95 NM northeast of Massawa, Eritrea.

D. (U) GULF OF MEXICO: On 14 August, armed robbers boarded an oil platform approximately 15 NM off Frontera, Tabasco State, Mexico.

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:

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

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: 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.

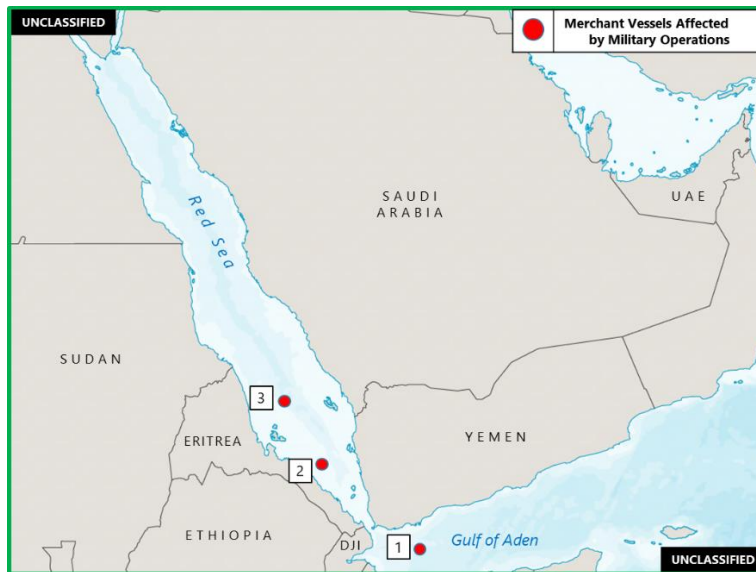
F. (U) WEST AFRICA – GULF OF GUINEA:

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)

2. (U) NIGERIA: On 29 July (time unspecified), a passenger boat was attacked while 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)

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) 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, an unmanned surface vessel (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)

2. (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 and the tanker is drifting near position 14:59N – 04137E. (UKMTO; Clearwater Dynamics; vesseltracker.com; Reuters; Joint Maritime Information Center)

3. (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)

4. (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)

5. (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)

6. (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)

7. (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:

1. (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 Traffic Separation Scheme (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)

2. (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)

3. (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)

4. (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)

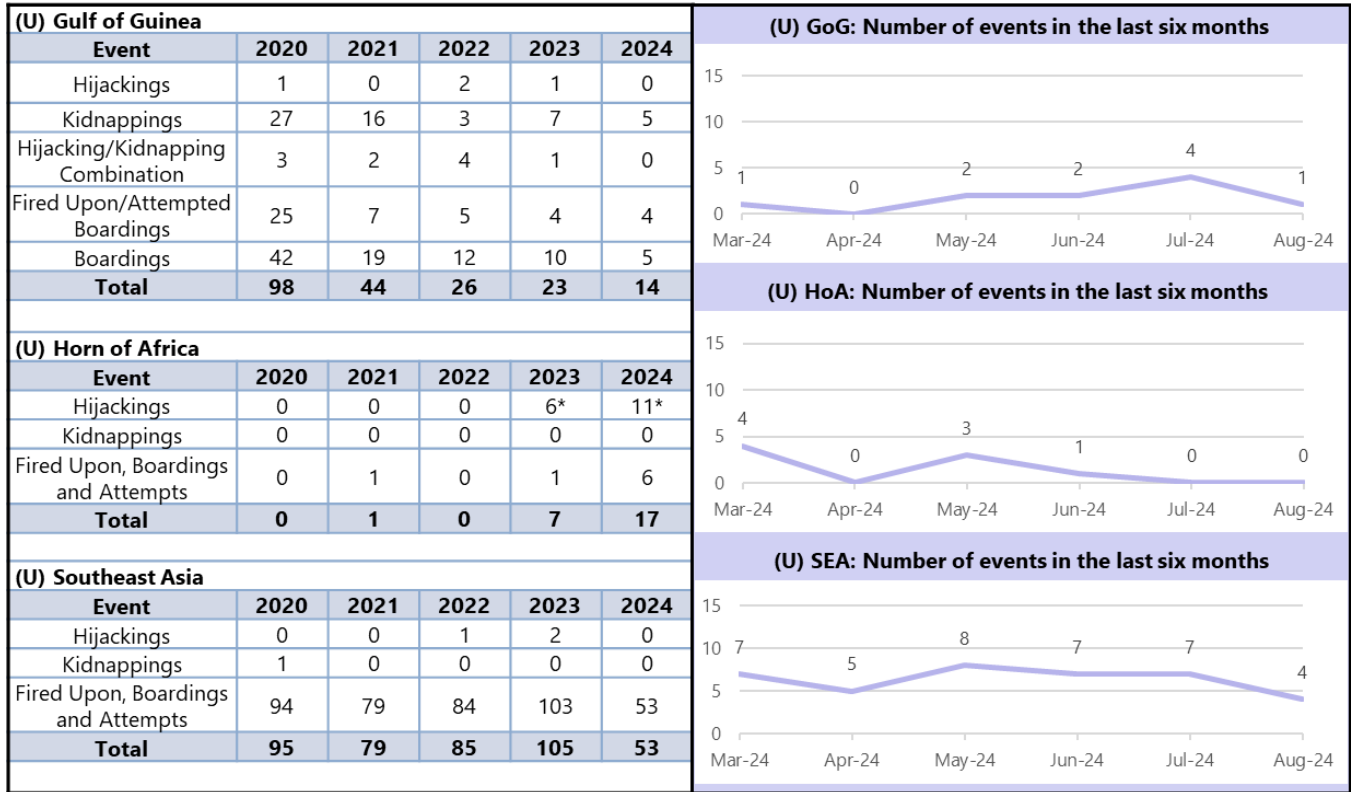
5. (U) INDONESIA: On 29 July at 0512 local time, five perpetrators armed with knives boarded the Liberia-flagged bulk carrier THISSEAS while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:40E. The crew observed the perpetrators at the stern of the vessel. After 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)

6. (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)

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
2024-010: Gulf of Aden, Arabian Sea, Indian Ocean – Piracy/Armed Robbery/Kidnapping for Ransom	16 AUG 24	12 FEB 25
2024-009: Strait of Hormuz, and Gulf of Oman – Iranian Illegal Boarding / Detention / Seizure	16 AUG 24	12 FEB 25
2024-008: Southern Red Sea, Bab el Mandeb Strait, and Gulf of Aden – Houthi Attacks on Commercial Vessels	16 AUG 24	12 Feb 25
2024-007: Gulf of Guinea – Piracy/Armed Robbery/ Kidnapping for Ransom	24 JUN 24	21 DEC 24
2024-005: Global – U.S. Maritime Advisory Updates, Resources, and Contacts	16 APR 24	12 OCT 24
2024-003: Black Sea and Sea of Azov – Military Combat Operations	26 FEB 24	25 AUG 24
2024-002: Worldwide – Foreign Adversarial Technological, Physical, and Cyber Influence	21 FEB 24	19 AUG 24

(U) **ICOD:** 21 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/>