



*Worldwide*

# (U) Worldwide Threat to Shipping (WTS) Report, 11 September–9 October 2024

10 OCTOBER 2024

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## (U) Executive Summary

### **(U) Scope**

(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.

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

### **(U) Summary:**

1. (U) MEXICO: On 6 October, five armed robbers in a small boat boarded an offshore supply vessel in the Gulf of Mexico.

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## DEFENSE INTELLIGENCE

## (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.

### (U) NORTH AMERICA

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(U) Figure 1. Piracy and Armed Robbery in the Gulf of Mexico



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1. **(U) MEXICO:** On 6 October at 1915 local time, five armed robbers wearing masks boarded an offshore supply vessel while underway to Dos Bocas port in the Bay of Campeche, near position 18:30 N – 093:13W. The robbers stole mobile phones, laptops, portable radios, and breathing apparatuses and departed the vessel in a small boat. (Clearwater Dynamics)
2. (U) MEXICO: On 11 September, six robbers boarded an oil platform in the Bay of Campeche (exact time and position not specified). The robbers stole several unspecified items and departed. (Clearwater Dynamics)

## NAVAL INTELLIGENCE

**(U) CENTRAL AMERICA – CARIBBEAN – SOUTH AMERICA**

1. (U) GUYANA: On 23 September at 0200 local time, four perpetrators in a canoe approached an offshore supply vessel berthed at Georgetown Port, near position 06:47N – 058:10W. The duty crew spotted two of the perpetrators onboard the vessel and raised the alarm. Seeing the alertness of the crew, the perpetrators escaped in the canoe. After the incident, the vessel reported that nothing was stolen, and all crew members were safe. (Clearwater Dynamics)

**(U) ATLANTIC OCEAN AREA**

(U) No current incidents to report.

**(U) NORTHERN EUROPE – BALTIC**

(U) No current incidents to report.

**(U) MEDITERRANEAN – BLACK SEA**

(U) No current incidents to report.

**(U) WEST AFRICA – GULF OF GUINEA**

(U) No current incidents to report.

**(U) ARABIAN GULF**

(U) No current incidents to report.

**(U) INDIAN OCEAN – EAST AFRICA – RED SEA**

1. (U) ARABIAN SEA: On 1 October at 1240 UTC, a UAV approached a Liberia-flagged tanker drifting approximately 224 NM southwest of Karachi, Pakistan, near position 21:56N – 064:26E. The UAV, described as blue-grey in color and approximately 10 meters in length, came within 10 to 20 meters of the vessel's funnel before leaving the area. After the crew mustered, no further UAV activity was noted. (Clearwater Dynamics)
2. (U) RED SEA: On 1 October at 0550 UTC, a missile struck the Liberia-flagged bulk carrier Minoan Courage while underway approximately 97 NM northwest of Hodeida, Yemen (exact position not specified). The bulk carrier sustained damage, but all crew members are reported safe. After the attack, the vessel resumed its voyage and proceeded to its next port of call. (UKMTO; Clearwater Dynamics; vesseltracker.com)

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3. (U) RED SEA: Overnight from 30 September to 1 October between 2125 UTC and 0500 UTC, four missiles and one unmanned surface vessel (USV) targeted the Panama-flagged crude oil tanker Cordelia Moon while underway approximately 64 NM northwest of Hodeida, Yemen (exact position not specified). The first missile attack occurred at 2125 UTC, followed by another at 2225 UTC. The third missile attack occurred on 1 October at 0140 UTC, and the fourth and final missile attack came at 0253 UTC. Each missile attack resulted in splashes and explosions near the tanker, with the closest striking the water within 5 meters of the vessel. After the four missile attacks the master reported no damage to the vessel, and that the crew was safe. At 0500 UTC, a USV hit the tanker and punctured the number 6 port ballast tank. Following the USV attack, the tanker continued to its next port of call. (UKMTO; Clearwater Dynamics; vesseltracker.com; Maritime Executive)
4. (U) GULF OF ADEN: On 20 September at 1225 UTC, a USV with a blue and white hull approached to within 0.4 NM of the Greece-flagged crude oil tanker Diligent Warrior while underway approximately 48 NM southeast of Mokha, Yemen, near position 12:33N – 043:28E. The master also reported a small boat with two persons onboard in the vicinity of the USV. After the incident, the vessel and crew were reported safe and the vessel continued to its next port of call. (UKMTO; Clearwater Dynamics; Joint Maritime Information Center)

**(U) EAST ASIA – SOUTHEAST ASIA**

1. (U) INDONESIA: On 2 October at 0109 local time, five perpetrators armed with knives boarded the Cook Islands-flagged tanker Torex while underway in the eastbound lane of the Singapore Strait TSS, near position 01:04N – 103:43E. The crew sighted the robbers boarding at the stern of the tanker and in the engine room. The master raised the alarm and the crew mustered to search the ship. Following the incident, the master reported that the vessel and crew were safe and that engine spare parts had been stolen. The vessel did not require assistance and continued its transit to its next port of call. (ReCAAP)
2. (U) INDONESIA: On 30 September at 0102 local time, five perpetrators boarded the Marshall Islands-flagged bulk carrier New Destiny while underway in the eastbound lane of the Singapore Strait TSS, near position 01:05N – 103:43E. The crew spotted the perpetrators, one of whom was carrying a suspected firearm, in the engine room. The crew mustered and conducted a search, but no perpetrators were found. After the search, the master reported all crew were safe, and that nothing was stolen. The vessel did not require assistance and continued its transit to its next port of call. (ReCAAP; Clearwater Dynamics)

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3. (U) SOUTH CHINA SEA: On 29 September at 1000 local time, an unidentified ship with pennant number 301 approached a Vietnam-flagged fishing vessel operating in the Vietnam-claimed area of the Paracel Islands, near position 16:11N – 111:12E. The ship closed from astern toward the fishing vessel and lowered two small boats. A second ship, numbered 101, also approached the fishing vessel and lowered another boat. Approximately 40 assailants armed with iron bars boarded and attacked the crew. After several hours, the attackers departed the fishing vessel, taking its cargo of fish, equipment, and fishing gear. The boarding party's interpreter told the injured crew members to go back to Vietnam. Four of the injured fishermen were hospitalized after their return to Quang Ngai province. (Maritime Executive)
4. (U) INDONESIA: On 22 September at 1830 local time, five armed individuals boarded the barge OB Royal 17 under tow by the Indonesia-flagged tug Royal TB 17 in the Java Sea south of Kalimantan, near position 04:12S – 113:49E. The pirates, armed with firearms and sharp weapons, secured crew members in a separate area and took control of the barge. The pirates next boarded the tugboat and restrained the captain and crew in the mess room, binding them with plastic ropes. During the hijacking, which lasted between 8 and 10 hours, a portion of the biodiesel cargo was transferred to a tanker. Before the pirates disembarked, they also stole the vessel's navigational equipment, cash, crew's valuables, and damaged the communications and other navigational equipment. (Indonesia Maritime Safety Information Office)
5. (U) INDONESIA: On 14 September at 0125 local time, seven robbers boarded the Marshall Islands-flagged bulk carrier Atlantic Tiger while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:38E. After crewmembers spotted the perpetrators near the port quarter of their vessel, all crew members mustered to conduct a search. Following the incident, the master reported all crew as safe, engine parts had been stolen, and that no assistance was required. The vessel continued its voyage to its next port of call. (Clearwater Dynamics; ReCAAP)
6. (U) MALAYSIA: On 14 September at 0038 local time, eight robbers from a sampan boarded the barge Alam 281 under tow by the Malaysia-flagged tug Target 10 in the westbound lane of the Singapore Strait TSS, near position 01:19N – 104:17E. After the incident, the master reported robbers stole scrap metal and all crew members were safe, no assistance was required, and that the tug proceeded to its next port of call. (Clearwater Dynamics; ReCAAP)
7. (U) INDONESIA: On 14 September at 0020 local time, five perpetrators boarded the Panama-flagged bulk carrier Sea Voyager while underway in the eastbound lane of the Singapore Strait TSS, near position 01:04N – 103:37E. The duty crew spotted the

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perpetrators in the engine room. One perpetrator carried a suspected firearm and another was armed with a knife. The master raised the alarm and the crew mustered and conducted a search. No perpetrators were found onboard the ship. Following the incident, the master reported that all crew members were safe, no injuries were sustained, and nothing was stolen. The vessel continued its transit to the next port of call. (Clearwater Dynamics; ReCAAP)

**(U) INDIAN SUBCONTINENT**

(U) No current incidents to report.

**(U) AUSTRALIA – NEW ZEALAND – PACIFIC OCEAN AREA**

(U) No current incidents to report.

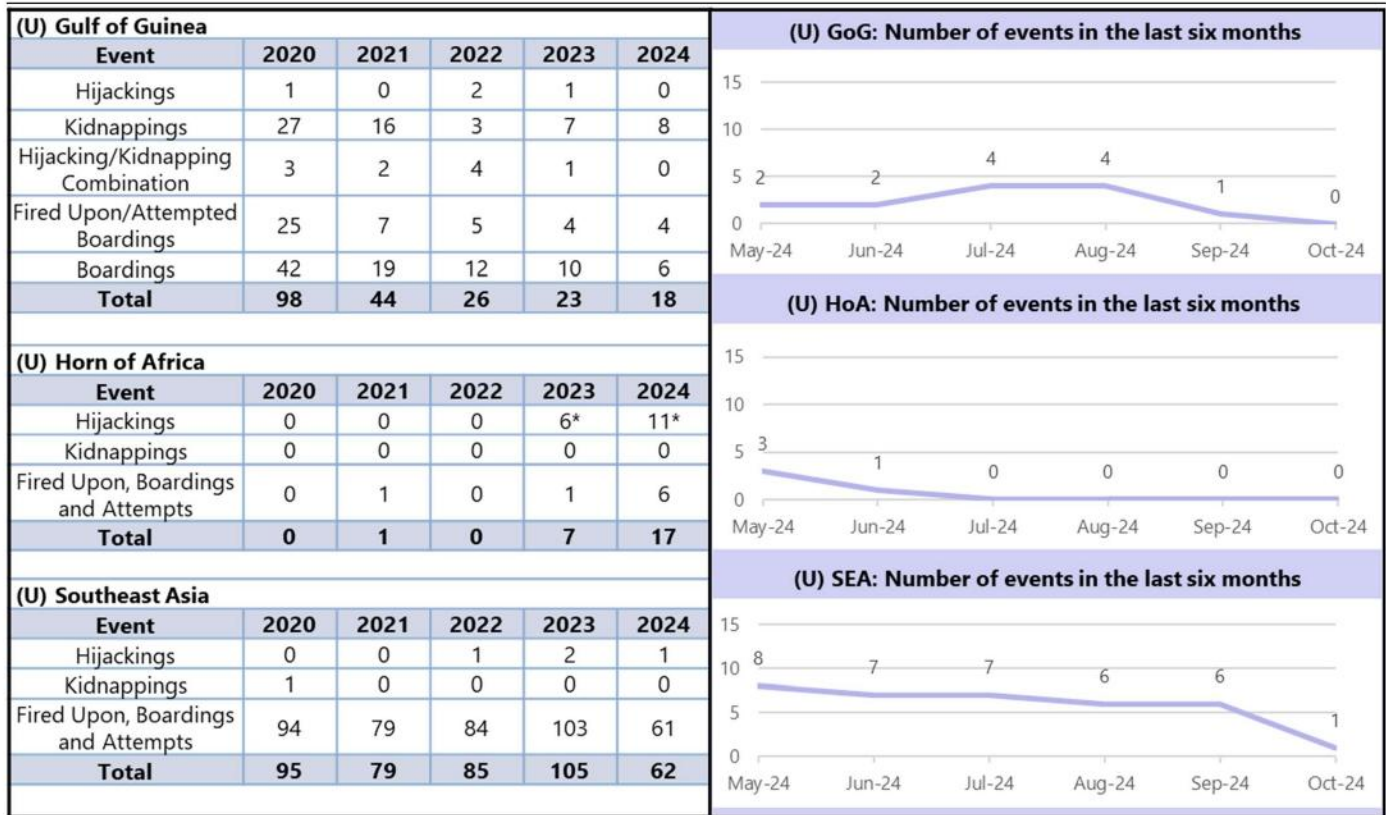


NAVAL INTELLIGENCE

# (U) Appendix A: Piracy and Armed Robbery at Sea Statistics and Trends

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## (U) Appendix A: Piracy and Armed Robbery at Sea Statistics and Trends



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(U) \* HORN OF AFRICA HIJACKING NUMBERS INCLUDE DHOWS AND FISHING VESSELS

## (U) Appendix B: Definitions

(U) 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.

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# (U) Appendix C: Active U.S. Maritime Advisories

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## (U) Active U.S. Maritime Advisories

Title	Effective Date	Expiration Date
<a href="#">2024-012: Black Sea and Sea of Azov – Military Combat Operations</a>	6 Sep 2024	21 Feb 2025
<a href="#">2024-010: Gulf of Aden, Arabian Sea, Indian Ocean – Piracy/Armed Robbery/Kidnapping for Ransom</a>	16 Aug 2024	12 Feb 2025
<a href="#">2024-009: Strait of Hormuz, and Gulf of Oman – Iranian Illegal Boarding /Detention/Seizure</a>	16 Aug 2024	12 Feb 2025
<a href="#">2024-008: Southern Red Sea, Bab el Mandeb Strait, and Gulf of Aden – Houthi Attacks on Commercial Vessels</a>	16 Aug 2024	12 Feb 2025
<a href="#">2024-007: Gulf of Guinea – Piracy/Armed Robbery/Kidnapping for Ransom</a>	24 Jun 2024	21 Dec 2024
<a href="#">2024-005: Global – U.S. Maritime Advisory Updates, Resources, and Contacts</a>	16 Apr 2024	12 Oct 2024

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