



UNCLASSIFIED

## (U) **WORLDWIDE: Worldwide Threat to Shipping (WTS) Report, 8 May–5 June 2024**



5 June 2024

### (U) **Table of Contents:**

1. (U) **Scope Note**
2. (U) **Warnings and Advisories**
3. (U) **Summary**
4. (U) **Details: Monthly Incidents by Region**
5. (U) **Appendix A: Piracy and Armed Robbery at Sea Statistics and Trends**
6. (U) **Appendix B: Definitions and Sourcing**
7. (U) **Appendix C: Active U.S. Maritime Advisories**

#### 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) GABON: On 5 June, a small vessel with 15 persons onboard approached a Singapore-flagged container ship approximately 40 NM west of Sette Cama.

**B.** (U) RED SEA: On 1 June, a UAV targeted a tanker approximately 66 NM northwest of Jizan, Saudi Arabia.

**C.** (U) RED SEA: On 1 June, an explosion occurred a short distance from the port side of a merchant vessel approximately 50 NM southwest of Al Shuqaiq, Saudi Arabia.

**D.** (U) GULF OF ADEN: On 31 May, three skiffs and a mothership approached a merchant vessel approximately 130 NM northeast of Bosaso, Somalia.

**E.** (U) EQUATORIAL GUINEA: On 29 May, as many as nine pirates boarded an underway general cargo ship approximately 28 NM southwest of Bioko Island and kidnapped two crew members.

F. (U) VIETNAM: On 29 May, one perpetrator boarded a general cargo ship at Vung Tau Anchorage.

#### 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. West Africa – Gulf of Guinea Piracy and Armed Robbery at Sea

1. (U) GABON: On 5 June at 1050 UTC, a small vessel with 15 persons onboard approached a Singapore-flagged container ship approximately 40 NM west of Sette Cama, near position 02:33S – 009:05E. The small vessel approached to within 0.8 NM of the ship's stern, and then departed the area after 10 minutes. (Clearwater Dynamics)

2. (U) EQUATORIAL GUINEA: On 29 May at 2210 local time, as many as nine pirates in a speedboat boarded an underway Ghana-flagged cargo ship approximately 28 NM southwest of Bioko Island, near position 03:12N – 007:58E. The pirates kidnapped the captain, a Ghanaian, and the chief engineer, a Nigerian, and stole ship's and crew's properties before leaving the vessel with the abducted crew members. After the incident, the ship returned to Douala, Cameroon. (MDAT-GoG; Clearwater Dynamics; IMB)

3. (U) WEST AFRICA: On 17 May at 0410 UTC, 10 pirates armed with AK-47 automatic rifles hijacked the Palau-flagged product tanker FIDAN while underway approximately 363 NM south-southwest of Nova Sintra, Cabo Verde, and approximately 700 NM off the coast of West Africa, near position 09:11N – 027:03W. The pirates took control of the bridge and ordered all crew members to muster on the bridge where the crew's feet and hands were tied. Pirates ordered the ship's engineers to stop the engines to permit the vessel to drift in the Atlantic. While waiting for the arrival of a vessel to which cargo and bunkers could be transferred, the pirates stole ship's and crew's properties. The pirates then moved the crew into the steering gear spaces and warned the crew not to emerge for 2 hours as the pirates had placed timed explosives on the doors. After the crew emerged, no pirates or explosives were found, and no cargo and bunkers had been stolen. The crew did find that the vessel's communication, navigation, and internet equipment and main engine controls had been damaged. After the incident, the crew managed to navigate the vessel to its next port. (IMB; Clearwater Dynamics; Maritime Executive; vesseltracker.com)

4. (U) GUINEA: On 14 May at 0500 local time, an unspecified number of robbers boarded a container ship berthed at Conakry Port, near position 09:30N – 013:43W. The robbers stole a rescue boat's outboard engine and escaped. The theft was not detected until after the vessel had left port. No injuries to the crew were reported. (IMB; Clearwater Dynamics)

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

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



(U) Figure 2. Red Sea Military Operations against Merchant Vessels



Figure 3. Gulf of Aden Suspicious Approach

1. (U) RED SEA: On 1 June at 1630 UTC, a UAV, likely launched from Huthi-controlled territory in Yemen, targeted a Malta-flagged product tanker approximately 66 NM northwest of Jizan, Saudi Arabia, near position 14:41N – 042:07E . The vessel was not hit and did not sustain any damage, and the crew was reported safe. After the incident, the vessel proceeded to its next port of call. (UKMTO; Clearwater Dynamics)

2. (U) RED SEA: On 1 June at 1430 UTC, an explosion occurred a short distance from the port side of a merchant vessel approximately 50 NM southwest of Al Shuqaiq, Saudi Arabia. After inspecting the vessel for damage, none was found. Vessel and all crew were reported safe, and continued to their next port of call. (UKMTO)

3. (U) GULF OF ADEN: On 31 May at 0550 UTC, three skiffs and a mothership approached an underway merchant vessel approximately 130 NM northeast of Bosaso, Somalia, near position 13:27N – 049:47E. The merchant vessel maneuvered, increased its speed, and the armed security team displayed their weapons on the bridge wings. These defensive measures caused the persons aboard the skiffs to abort their approach. The vessel continued its transit. (Clearwater Dynamics)

4. (U) RED SEA: On 28 May, between 0930 UTC and 1530 UTC, five anti-ship ballistic missiles (ASBMs) launched from Huthi-controlled territory in Yemen targeting the Marshall Islands-flagged bulk carrier LAAX while underway in the southern Red Sea. The vessel sustained damage during the initial strike, approximately 31 NM southwest of Hodeida, Yemen (exact position not specified). About an hour later, the master reported a second impact on the water in close proximity to the vessel. Almost five hours later at 1533 UTC, a third missile attack occurred approximately 33 NM west of Mokha, Yemen, resulting in additional damage to the ship. UK Maritime Trade Operations (UKMTO) indicated that the crew was safe while other sources reported at least one injury. After the missile attacks, the vessel sailed to a port nearby to assess the extent of the damage. (UKMTO; Clearwater Dynamics; Maritime Executive; gCaptain; U.S. Central Command)

5. (U) INDIAN OCEAN: On 23 May at 2056 UTC, three dhows approached the underway Panama-flagged general cargo ship AL AMAL approximately 222 NM east of Eyl, Somalia, near position 07:48N – 053:37E. The dhows

continued their approach for a period of almost five hours. Two dhows were marked AL MASOOD 1 and AL MASOOD 2 while the third dhow was not marked. The master of the cargo ship was requested to reduce speed via VHF, but instead increased the vessel's speed and activated a distress signal. The cargo ship continued at increased speed and distanced itself from the suspicious dhows. (Clearwater Dynamics; Maritime Executive)

6. (U) INDIAN OCEAN: On 23 May at 1045 UTC, armed pirates in two small craft boarded the Liberia-flagged general cargo ship BASILISK while underway 400 NM southeast of Mogadishu, Somalia, near position 01:16S – 051:07E. Most of the crew members took shelter in the citadel. The company security officer informed EUNAVFOR of the piracy incident. The Spanish frigate CANARIAS responded to the pirate attack and arrived on scene on the night of 23 May. Spanish troops boarded BASILISK from a helicopter. The Spanish forces reported that the pirates had fled the vessel and confirmed the ship was secure. One crew member was injured during the pirates' boarding but is in stable condition after medical treatment. (UKMTO; Clearwater Dynamics; EUNAVFOR; IMB; Maritime Executive; gCaptain; vesseltracker.com)

7. (U) RED SEA: On 23 May at 0435 UTC, an ASBM launched from Huthi-controlled territory in Yemen targeted the Malta-flagged bulk carrier YANNIS while underway 98 NM south of Hodeida, Yemen (exact position not specified). The missile impacted the water in the vicinity of the ship without causing casualties or damage. The ship and all crew were safe, the ship proceeded to the next port of call. (UKMTO; Clearwater Dynamics; vesseltracker.com)

8. (U) RED SEA: On 17 May at 2200 UTC, an ASBM launched from Huthi-controlled territory in Yemen targeted the Panama-flagged oil tanker WIND while underway approximately 98 NM south of Hodeida, Yemen (exact position not specified). The ASBM struck the tanker and the impact caused flooding that resulted in the loss of its propulsion and steering. A coalition vessel quickly responded to WIND's distress call, but no assistance was needed. The vessel's crew was able to restore propulsion and steering, and they reported no casualties from the missile attack. The tanker resumed its course under its own power. (UKMTO, Clearwater Dynamics; gCaptain; Maritime Executive; U.S. Central Command; vesseltracker.com)

9. (U) INDIAN OCEAN: On 17 May at 2130 UTC, Puntland Police reported that a possible Pirate Action Group consisting of two boats crewed by Somali and Yemeni nationals may be operating in an area off Garacad, Somalia (exact position not specified). (IMB; Clearwater Dynamics)

10. (U) INDIAN OCEAN: On 13 May at 1338 UTC, six or seven pirates armed with automatic rifles hijacked an Iran-flagged fishing vessel approximately 69 NM east of the Somali coast (120 NM southeast of Eyl, Somalia) near position 06:20N – 052:05E. The pirates released the 21 crew and the fishing vessel after stealing food and logistical supplies. After the fishing vessel's release, an Indian Navy warship located, boarded and later escorted the fishing vessel to a safe location. (Clearwater Dynamics; Maritime Executive; IMB)

11. (U) GULF OF ADEN: On 10 May at 0457 UTC, a skiff with six suspected pirates onboard approached the underway Marshall Islands-flagged product tanker CRYSTAL ARCTIC approximately 100 NM north of Bosaso, Somalia, near position 12:38N – 048:24E. The perpetrators were armed with automatic rifles and RPG launchers. During the approach, the duty crew also observed a grapnel hook and ladder in the skiff. The master sounded the ship's horn and altered course. The perpetrators fired their weapons toward the tanker and the armed security team returned gunfire. During the firefight, the skiff caught fire and the perpetrators aborted their approach. The tanker continued its voyage. After the incident, a European Union Naval Force (EUNAVFOR) Operation ATALANTA

warship, the Spanish frigate CANARIAS, in the vicinity responded, apprehended the six suspected pirates, and treated them for their injuries. On 13 May, CANARIAS reached the Seychelles to hand over the suspects to appropriate authorities. The suspects are currently in custody awaiting trial. (UKMTO; IMB; Clearwater Dynamics; EUNAVFOR; Maritime Executive; gCaptain; vesseltracker.com)

12. (U) ARABIAN SEA: On 8 May at an unspecified time, a small fast boat with three persons onboard approached a merchant vessel while underway approximately 350 NM east of Socotra, Yemen, near position 11:49N – 060:32E. Following the approach, the boat turned away and returned to a 30-meter fishing vessel that had another three speedboats located at its stern. All vessels appeared to be acting together. No weapons or ladders were observed. (Clearwater Dynamics)

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



(U) Figure 4. Southeast Asia Piracy and Armed Robbery at Sea

1. (U) VIETNAM: On 29 May at 1920 local time, one perpetrator boarded the anchored Liberia-flagged general cargo ship AAL MERKUR at Vung Tau Anchorage, near position 10:12N – 107:03E. After noticing the perpetrator climbing over the ship's railing, the duty crewman shouted at the person and raised the alarm. The perpetrator jumped into a wooden boat and escaped with two accomplices. The master reported to the company security officer that nothing had been stolen. (IMB; Clearwater Dynamics; ReCAAP)

2. (U) INDONESIA: On 25 May at 0210 local time, as many as four robbers armed with knives and iron bars boarded the Hong Kong-flagged bulk carrier IRVINE BAY anchored at Dumai Anchorage, near position 01:42N – 101:22E. The perpetrators' boarding, robbery, and escape were captured on CCTV. After the incident, the ship reported that all crew members were safe. (IMB; Clearwater Dynamics; ReCAAP)

3. (U) MALAYSIA: On 21 May at 1613 local time, an unspecified number of robbers on five small boats boarded the barge SERONGGONG 8 under tow by the Malaysia-flagged tug MARVEL 3 in the South China Sea near the eastern

approach to the Singapore Strait, near position 01:30N – 104:31E. The captain of the tug saw the robbers boarding the barge, raised the alarm, and instructed the crew to remain in their accommodation spaces. After stealing scrap metal, the robbers escaped in their boats. All crew members were reported safe. The captain reported the incident to the Republic of Singapore Navy's Maritime Security Task Force and the Singapore Police Coast Guard. (Clearwater Dynamics; ReCAAP; vesseltracker.com)

4. (U) INDONESIA: On 21 May at 0513 local time, five perpetrators armed with knives boarded the Liberia-flagged bulk carrier GCL LEADER underway in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS), near position 01:02N – 103:39E. The crew spotted the perpetrators in the steering spaces and notified the bridge. After the bridge raised the alarm, the perpetrators fled the vessel. The master later reported all crew safe and that nothing was stolen. The vessel did not require any assistance and continued its voyage. (Clearwater Dynamics; ReCAAP)

5. (U) INDONESIA: On 15 May at 0415 local time, three perpetrators boarded the Panama-flagged general cargo ship MUROU while anchored at Dumai Anchorage, near position 01:42N – 101:28E. A deck officer spotted a small boat alongside the port stern of the vessel. Duty crew noticed three unauthorized persons attempting to enter the engine room and notified the bridge. The alarm was raised and an announcement was made to the crew. The duty officer observed the perpetrators jumping off the vessel and escaping in the small boat. The master reported all crew members were safe and that nothing was stolen. (ReCAAP; Clearwater Dynamics; IMB)

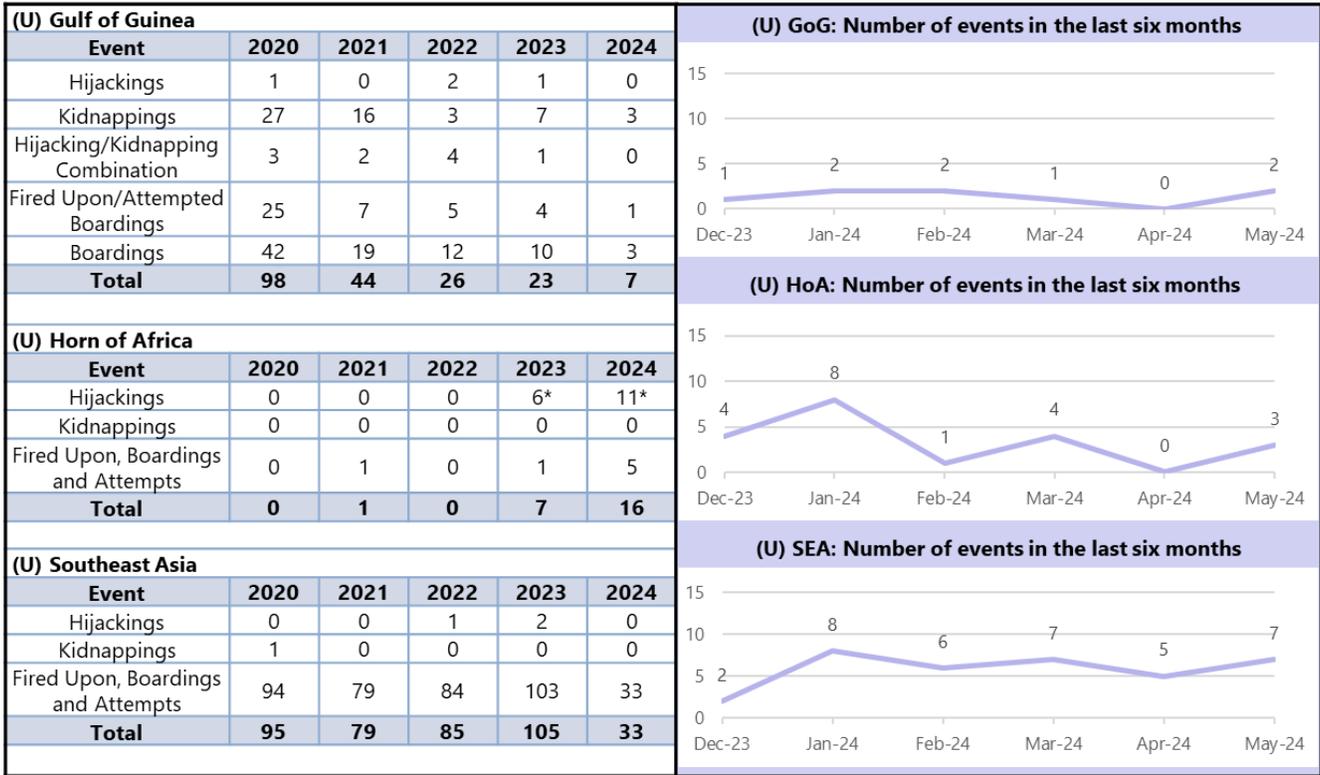
6. (U) PHILIPPINES: On 10 May at 0520 local time, two robbers boarded the Portugal-flagged container ship ESL DACHAN BAY anchored at Manila Anchorage, near position 14:35N – 120:51E. The duty crew observed the robbers near the forecandle and raised the alarm. Following the raising of the alarm, the perpetrators escaped the vessel with ship's property. A small boat was subsequently spotted on the ship's radar departing the area toward shore. After the incident, the ship reported all crew were safe and informed the Manila Vessel Traffic Management System and Coast Guard of the incident. (Clearwater Dynamics; IMB; ReCAAP)

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

1. (U) BANGLADESH: On 13 May at 0345 local time, five robbers armed with long knives boarded the Liberia-flagged product tanker LARGO EDEN at Chattogram Anchorage, near position 22:16N 091:42E. The duty crew noticed movement on the poop deck and raised the alarm. The master mustered the crew and they conducted a search for intruders. The crew found two watchmen tied up, the paint store lock broken, and ship's stores missing. The ship reported the incident to the Coast Guard. (IMB; Clearwater Dynamics; ReCAAP)

**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="#">2024-006: 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
<a href="#">2023-016: Gulf of Guinea – Piracy/Armed Robbery/Kidnapping for Ransom</a>	27 DEC 23	24 JUN 24

(U) **ICOD:** 5 June 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/>