



UNCLASSIFIED

(U) **WORLDWIDE: Worldwide Threat to Shipping (WTS) Report, 15 May–12 June 2024**



12 June 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) RED SEA: On 12 June, an unmanned surface vessel and an unknown airborne projectile targeted a bulk carrier approximately 67 NM southwest of Hodeida, Yemen.

B. (U) INDONESIA: On 11 June, six robbers armed with knives boarded a bulk carrier while underway in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS).

C. (U) INDONESIA: On 10 June, as many as four robbers boarded a bulk carrier in the eastbound lane of the Singapore Strait TSS.

D. (U) GULF OF ADEN: On 9 June, a missile launched from Huthi-controlled territory in Yemen targeted a general cargo ship for a second time approximately 89 NM southwest of Aden, Yemen, near Djibouti.

E. (U) GULF OF ADEN: On 8 June, an antiship ballistic missile launched from Huthi-controlled territory in Yemen targeted a container ship approximately 70 NM southwest of Aden, Yemen.

F. (U) GULF OF ADEN: On 8 June, a missile launched from Huthi-controlled territory in Yemen targeted a general cargo ship approximately 82 NM southeast of Aden, Yemen.

G. (U) INDIAN OCEAN: On 7 June, a skiff launched from a mothership approached a bulk carrier approximately 355 NM east-southeast of Mogadishu, Somalia.

H. (U) RED SEA: On 6 June, two explosions occurred in close proximity to a general cargo ship approximately 27 NM south of Mokha, Yemen.

I. (U) INDONESIA: On 5 June, two armed persons boarded an offshore supply vessel anchored at Batu Ampar, Batam.

J. (U) INDONESIA: (Late Reporting) On 27 May, four robbers boarded a bulk carrier in the eastbound lane of the Singapore Strait TSS.

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:

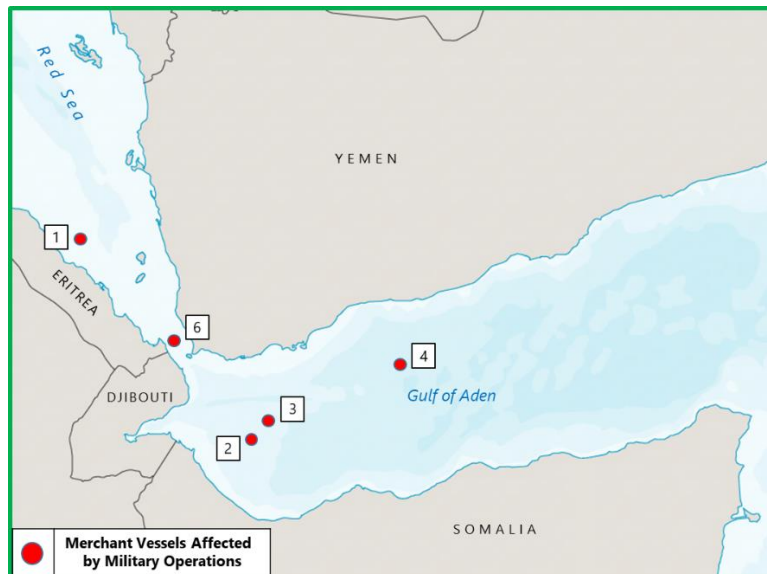
1. (U) GABON: On 5 June at 1050 UTC, a small vessel with 15 persons onboard approached a Singapore-flagged container ship approximately 40 NM west of Sette Cama, near position 02:33S – 009:05E. The small vessel approached to within 0.8 NM of the ship's stern, and then departed the area after 10 minutes.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

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)

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

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



(U) Figure 1. East Africa – Red Sea Military Operations against Merchant Vessels



(U) Figure 2. Indian Ocean Suspicious Approach

1. (U) RED SEA: On 12 June at 0650 UTC, an unmanned surface vessel (USV) struck the stern of the Liberia-flagged bulk carrier TUTOR while underway approximately 67 NM southwest of Hodeida, Yemen, near position 14:19N – 041:54E. According to the British security firm Ambrey, the incident bore the hallmarks of an attack by Yemen's Huthi militia. Initial reports stated that, after the strike, TUTOR sustained damage in its engine room, had no power, and the engines were not functioning, resulting in the vessel drifting. Following the attack, TUTOR was taking on water and a crew member who was in the engine room at the time of the incident was unaccounted for. The master later stated the vessel had been struck a second time by an unknown airborne projectile. As of approximately 1500 UTC on 12 June, the vessel was still taking on water and was not under the command of the crew. (UKMTO; Clearwater Dynamics; Reuters)

2. (U) GULF OF ADEN: On 9 June at 1430 UTC, a missile launched from Huthi-controlled territory in Yemen targeted the Antigua and Barbuda-flagged general cargo ship NORDERNEY for a second time approximately 89 NM southwest of Aden, Yemen, near Djibouti (exact position not specified). The missile hit the vessel but did not cause any casualties among the crew. The vessel proceeded to its next port of call without further mishap. (UKMTO; Clearwater Dynamics; U.S. Central Command; Maritime Executive)

3. (U) GULF OF ADEN: On 8 June at 2339 UTC, an antiship ballistic missile (ASBM) launched from Huthi-controlled territory in Yemen targeted the Liberia-flagged container ship MSC TAVVISHI approximately 70 NM southwest of Aden, Yemen (exact position not specified). The ASBM struck the vessel's aft section causing a fire that was extinguished. The ship reported no casualties and was under escort by coalition forces. (UKMTO; Clearwater Dynamics; U.S. Central Command; Maritime Executive)

4. (U) GULF OF ADEN: On 8 June at 2000 UTC, a missile launched from Huthi-controlled territory in Yemen targeted the Antigua and Barbuda-flagged general cargo ship NORDERNEY approximately 82 NM southeast of Aden, Yemen, near position 12:22N – 046:22E. The missile struck the vessel and started a fire near mooring equipment, which the crew quickly extinguished. The master reported no injuries to the crew and that the ship

was headed to a safe position for assistance. (UKMTO; Clearwater Dynamics; U.S. Central Command; Maritime Executive)

5. (U) INDIAN OCEAN: On 7 June at 0620 UTC, a skiff launched from a mothership approached the Marshall Islands-flagged bulk carrier PACIFIC HONOR approximately 355 NM east-southeast of Mogadishu, Somalia, near position 00:28N – 051:08E. The embarked armed security team fired warning shots that resulted in the skiff aborting its approach. The ship reported no injuries to the crew and no damage to the vessel. The bulk carrier continued its voyage to the next port of call. (UKMTO; Clearwater Dynamics; IMB; vesseltracker.com)

6. (U) RED SEA: On 6 June at 1806 UTC, two explosions occurred in close proximity to the Cyprus-flagged general cargo ship AAL GENOA approximately 27 NM south of Mokha, Yemen (exact position not specified). The master reported no damage to the ship, all crew members were safe, and that the vessel was proceeding to its next port of call. (UKMTO; Clearwater Dynamics; Maritime Executive)

7. (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)

8. (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)

9. (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)

10. (U) RED SEA: On 28 May, between 0930 UTC and 1530 UTC, five 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)

11. (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)
12. (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)
13. (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)
14. (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)
15. (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)

I. (U) EAST ASIA – SOUTHEAST ASIA:



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

1. (U) INDONESIA: On 11 June at 0430 local time, six robbers armed with knives boarded a bulk carrier while underway in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS), near position 01:03N – 103:37E. The officer of the watch raised the alarm after two crew members were discovered tied up in the engine room workshop. The crew mustered and conducted a search that revealed another crew member on the upper deck had been tied up. The robbers stole ship's engine spare parts and the crew's personal belongings before leaving the ship. The ship reported the incident to Singapore authorities after anchoring. (Clearwater Dynamics; IMB)

2. (U) INDONESIA: On 10 June at 0435 local time, as many as four robbers armed with knives boarded the underway Bahamas-flagged bulk carrier G.B. CORRADO in the eastbound lane of the Singapore Strait TSS, near position 01:08N – 103:28E. The ship engineer spotted the robbers in the engine room and notified the officer of the watch. The master raised the alarm and announced the presence of unauthorized persons onboard. Aware of the crew's alertness, the robbers escaped. The crew searched the ship and discovered ship's engine spare parts had been stolen. (Clearwater Dynamics; IMB; vesseltracker.com; ReCAAP)

3. (U) INDONESIA: On 5 June at 0040 local time, three perpetrators armed with knives boarded the Singapore-flagged offshore supply vessel AVATAR COURAGE while anchored at Batam Anchorage, near position 01:09N – 103:58E. The duty crew saw the individuals on deck as they attempted to access the vessel's interior. The master raised the alarm, mustered the crew, and notified the Indonesian Navy and Coast Guard. A search of the vessel found no perpetrators onboard. All crew members were reported safe and nothing was stolen. (Clearwater Dynamics; vesseltracker.com; ReCAAP)

4. (U) INDONESIA: (Late Reporting) On 27 May at 0245 local time, four robbers in a small boat boarded the underway Hong Kong-flagged bulk carrier OCEAN DREAM in the eastbound lane of the Singapore Strait TSS, near

position 01:09N – 103:27E. According to the ship's CCTV, the robbers unlocked and opened the watertight door on the poop deck, entered the engine room, stole ship's properties, and escaped. The ship's crew only discovered the missing properties after they were underway and had departed Singapore. The master reported all crew members were safe with no injuries. (ReCAAP; vesseltracker.com)

5. (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)

6. (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)

7. (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)

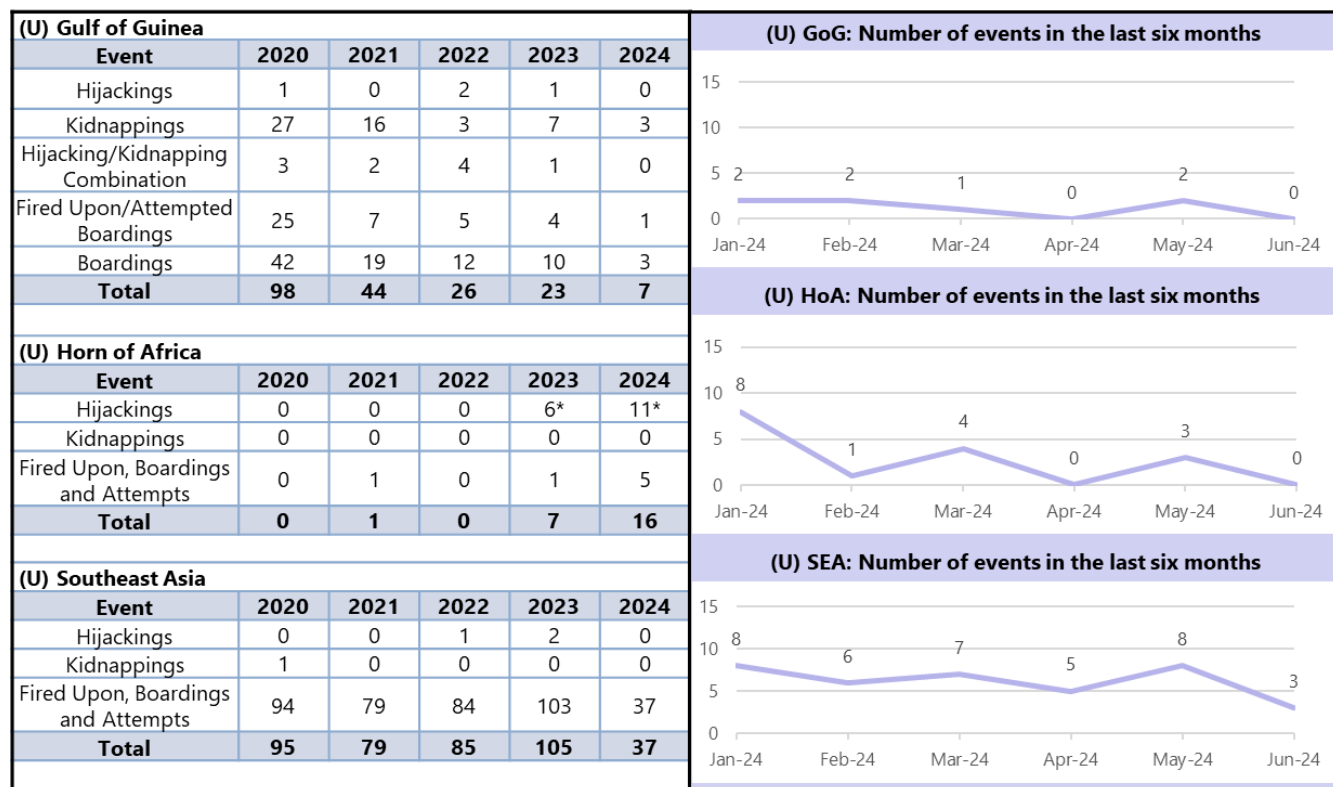
8. (U) INDONESIA: On 21 May at 0513 local time, five perpetrators armed with knives boarded the Liberia-flagged bulk carrier GCL LEADER underway in the eastbound lane of the Singapore Strait TSS, near position 01:02N – 103:39E. The crew spotted the perpetrators in the steering spaces and notified the 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)

9. (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)

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
2024-006: 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	18 APR 24	15 OCT 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
2023-016: Gulf of Guinea – Piracy/Armed Robbery/Kidnapping for Ransom	27 DEC 23	24 JUN 24

(U) **ICOD:** 12 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/>