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(U) **WORLDWIDE: Worldwide Threat to Shipping (WTS) Report, 2 – 30 November 2022**



30 November 2022

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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: No warnings, advisories, or alerts issued this week. See Appendix C for active advisories.

3. (U) **Summary:**

A. (U) INDONESIA: On 26 November, two perpetrators boarded a bulk carrier underway in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS).

B. (U) INDONESIA: On 25 November, three perpetrators boarded a bulk carrier underway in the eastbound lane of the Singapore Strait TSS.

C. (U) MALAYSIA: On 24 November, one person attempted to board a container ship anchored approximately 30 NM east of Johor.

D. (U) INDONESIA: On 24 November, three robbers boarded a bulk carrier underway in the eastbound lane of the Singapore Strait TSS.

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E. (U) VENEZUELA: On 24 November, there was a boarding of a bulk carrier anchored in Guanta Anchorage.

F. (U) GULF OF GUINEA: On 23 November, eight armed pirates boarded and hijacked a product tanker approximately 247 NM southwest of Abidjan, Ivory Coast.

G. (U) INDIA: ON 23 November at 0230 local time, three robbers boarded a bulk carrier anchored at Kandla Anchorage.

H. (U) VIETNAM: On 22 November, robbers boarded a product tanker anchored in 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:

1. (U) MEXICO: On 6 November at 0215 local time, three robbers boarded an underway offshore supply vessel (OSV) in the Bay of Campeche approximately 40 NM north of Ciudad del Carmen, near position 19:17N – 092:06W. The robbers approached on a speedboat, and the alarm was raised after the perpetrators boarded the OSV. Following the raising of the alarm, robbers escaped with firefighting equipment, including breathing apparatuses and firefighting suits. All crew were reported as safe following the incident. (Clearwater Dynamics)

B. (U) CENTRAL AMERICA – CARIBBEAN – SOUTH AMERICA:

(U) Figure 1. Central America – Caribbean – South America Piracy and Armed Robbery at Sea

1. (U) VENEZUELA: On 24 November, robbers boarded Singapore-flagged bulk carrier CLIPPER DEE anchored in Guanta Anchorage, near position 10:16N – 064:30W. Duty crew noticed that the lashing straps on the forward life raft had been cut and that the raft was missing. The alarm was raised and a search was carried out. The incident was reported to port authorities through local agents. (IMB; Clearwater Dynamics; vesseltracker.com)

2. (U) PERU: On 7 November at 0500 local time, an unknown number of robbers boarded Bahamas-flagged crude oil tanker TAHOE SPIRIT anchored in Callao Anchorage, near position 12:00S – 077:13W. The robbers stole ship's stores and escaped unnoticed. On routine rounds, duty crew discovered the robbery when they noticed that the hawse pipe cover had been moved, the forepeak store had been broken into, and ship's stores were missing. The incident was reported to the Callao Vessel Traffic Service. (IMB; Clearwater Dynamics; vesseltracker.com)

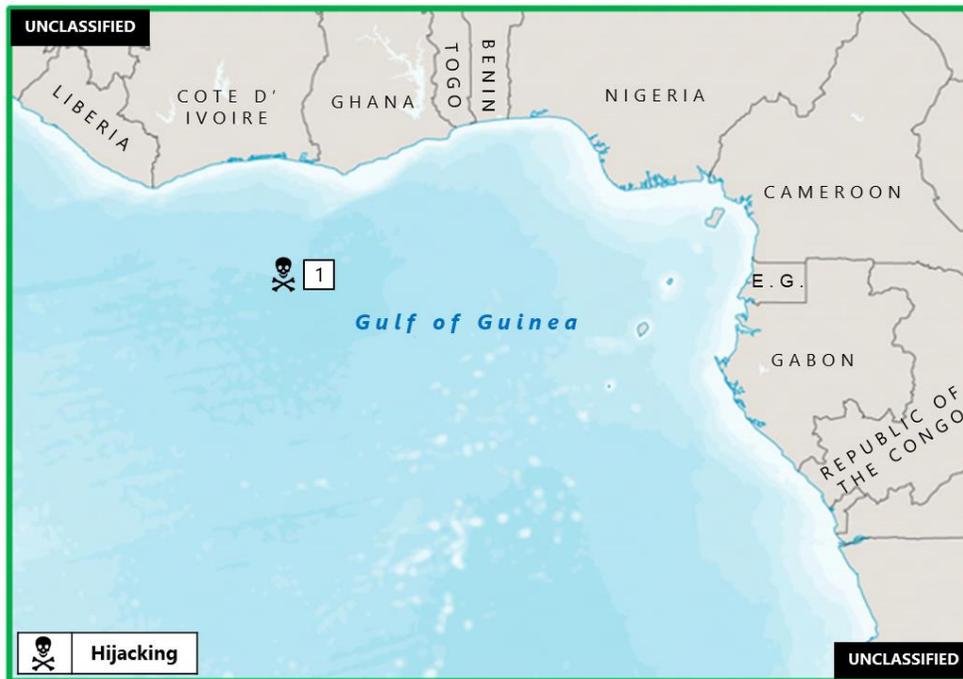
3. (U) GUYANA: On 2 November at 0315 local time, a robber boarded an OSV berthed at Georgetown port, near position 06:47N – 058:10W. The robber approached the vessel in a canoe and boarded from the riverside. The duty watch raised the alarm after seeing the robber board. Upon hearing the alarm, the robber jumped overboard and escaped in his canoe. The incident was reported to the local authorities. Nothing was reported stolen and the crew were all reported as safe. (Clearwater Dynamics)

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

1. (U) GULF OF GUINEA: On 23 November at approximately 1120 UTC, eight armed pirates boarded and hijacked the Marshall Islands-flagged product tanker B OCEAN underway about 247 NM southwest of Abidjan, Ivory Coast, near position 01:18N – 004:39W. Once onboard, the pirates disabled the navigation and communication systems, and caused extensive damage to the engine. The pirates stole money and valuables from crewmembers as well as a portion of the tanker's fuel cargo before leaving the vessel on the following day. The Italian Navy corvette COMANDANTE BORSINI was dispatched to assist the tanker, which it found adrift about 300 NM off Ivory Coast. A team from the corvette boarded the tanker and confirmed that all 19 crew members were safe. As of 28 November, deep-sea tugs had been requested to tow the tanker to Abidjan. In January 2022, pirates hijacked the same vessel approximately 50 NM south of Abidjan, and stole a reported 977 tons of diesel. (MDAT-GoG; Maritime Executive; Clearwater Dynamics; EOS Risk Group)

2. (U) SIERRA LEONE: On 15 November at 1930 UTC, at least seven perpetrators armed with hunting rifles boarded a ro-ro vessel underway approximately 50 NM west of Sherbro Island, near position 07:11N – 013:16W. After spotting the perpetrators on board, the crew retreated to the citadel. The perpetrators remained onboard until the vessel ran aground, at which point they departed the vessel. (Clearwater Dynamics; MDAT-GoG)

3. (U) GHANA: On 16 November at 0150 local time, three robbers armed with knives boarded a bulk carrier anchored in Takoradi Anchorage, near position 04:53N – 001:40W. Duty crew spotted the robbers onboard the vessel, informed the bridge, and raised the alarm. Prior to making their escape, the robbers threatened the duty

crew. The incident was reported to port authorities and port security boarded the vessel to investigate. The paint locker was found to be broken into and items of ship's stores were missing. (IMB; Clearwater Dynamics)

4. (U) NIGERIA: On 5 November at 0900 local time, a number of armed individuals boarded a passenger boat underway in the Atabong area of Cross Rivers State. After boarding the boat, the perpetrators fired warning shots to scare off the security personnel protecting the vessel. They then took the boat, and kidnapped three oil workers who were passengers on the boat. (Clearwater Dynamics; MDAT-GoG)

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

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

1. (U) YEMEN: On 21 November at 1212 UTC, a single point mooring was struck by a missile/rocket while a vessel was engaged in loading operations at Ash Shihr terminal, near position 14:44N – 049:30E. The name of the vessel has not been released, but it departed the terminal unharmed and no crew members were injured. According to press reporting, two workers suggested that the projectile was fired from a drone. The workers also indicated that Panama-flagged tanker PRATIKA had entered the terminal to load a shipment of crude oil, but left following the attack. (UKMTO; Clearwater Dynamics; gCaptain; Maritime Executive)

2. (U) OMAN: On 18 November at 0646 UTC, an unmanned aerial vehicle (UAV) was seen circling a tanker underway approximately 50 NM southeast of Muscat, near position 23:27N – 059:32E. Following the incident, the vessel and crew were reported to be safe. (UKMTO; Clearwater Dynamics)

3. (U) OMAN: On 15 November at 1536 UTC, the Liberia-flagged product tanker PACIFIC ZIRCON sustained minor damage to its hull approximately 150 NM off the coast of Oman, near position 22:08N – 062:36E. Press reports indicate that a drone strike was suspected to have been the cause of the damage to the ship. The ship's owner reported that all crew are safe and accounted for, and that the hull damage did not result in spillage of cargo or water ingress. (Clearwater Dynamics; UKMTO; Reuters; Maritime Executive; Dryad Global)

I. (U) EAST ASIA – SOUTHEAST ASIA:



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

1. (U) INDONESIA: On 26 November at 0105 local time, two perpetrators boarded Marshall Islands-flagged bulk carrier LIBRA CONFIDENCE underway in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS), near position 01:03N – 103:40E. The perpetrators escaped upon being spotted by crew members. The master raised the ship alarm and mustered the crew. A search by the crew found no additional sign of the perpetrators onboard. Nothing was reported stolen and all crew were reported safe. The Republic of Singapore Navy (RSN) Maritime Security Task Force (MSTF), Singapore Police Coast Guard, and Indonesian authorities were notified of the incident. (ReCAAP; Clearwater Dynamics)

2. (U) INDONESIA: On 25 November at 2327 local time, three perpetrators armed with knives boarded the Cyprus-flagged bulk carrier CAPTAIN ANTONIS underway in the eastbound lane of the Singapore Strait TSS, near position 01:02N – 103:37E. The perpetrators were sighted in the engine room, and subsequently ran towards the steering gear room. The master sounded the alarm and mustered the crew. The Singapore Police Coast Guard subsequently boarded the ship to conduct a security check and found no further sign of the perpetrators. Nothing was reported stolen and all crew were reported safe. (ReCAAP; Clearwater Dynamics)

3. (U) MALAYSIA: On 24 November at 2000 local time, one person attempted to board Hong Kong-flagged container ship MAERSK LONDRINA anchored approximately 30 NM east of Johor's coast, near position 02:01N – 104:39E. The perpetrator was spotted trying to climb the anchor chain. The hawse pipe cover was in place and prevented the person from climbing onto the upper deck. Upon being discovered, the perpetrator climbed back down the anchor chain and escaped in a small boat. (ReCAAP; Clearwater Dynamics)

4. (U) INDONESIA: On 24 November at 0045 local time, three robbers boarded Singapore-flagged bulk carrier KT BIRDIE underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:36E. The master spotted two suspicious boats trailing the vessel, and informed the duty crew to maintain vigilance. Later, the duty officer saw the robbers at the starboard quarter attempting to disembark. A search was conducted and there were no further sightings of the perpetrators onboard. Generator parts were reported stolen, and the crew were reported safe. The master reported the incident to the Singapore Vessel Traffic System (VTS), the Singapore Police Coast Guard and the company security officer. (ReCAAP; Clearwater Dynamics)

5. (U) VIETNAM: On 22 November at 0145 local time, an unknown number of robbers boarded Marshall Islands-flagged product tanker SONGA CHALLENGE anchored in Vung Tau anchorage, near position 10:11N – 107:01E. Duty crew spotted a small boat near the bows and informed the duty officer. The alarm was raised and the crew mustered. A search revealed the paint locker had been broken into and ship's stores stolen. (IMB; Clearwater Dynamics; vesseltracker.com)

6. (U) MALAYSIA: On 21 November at 1540 local time, four robbers boarded a barge under tow approximately 7 NM northwest of Pulau Kukup, Johor, near position 01:21N – 103:17E. The master of the tug boat spotted the robbers boarding the barge from two small boats. The perpetrators escaped shortly after being spotted. The crew were reported safe and the tug continued to tow the barge to its destination. The incident was reported to the local Vessel Traffic System and the Malaysian Coast Guard. (Clearwater Dynamics; IMB)

7. (U) MALAYSIA: On 21 November at 1005 local time, 14 robbers boarded a barge under tow by Malaysia-flagged tug SUNG FATT 31 in the westbound lane of the Singapore Strait TSS, near position 01:12N – 103:32E. The RSN MSTF informed Port Operations Control Centre (POCC) that they had sighted two small boats in the vicinity of the barge. The POCC contacted the master of the tug, and he confirmed that five small boats were alongside the barge and 14 perpetrators had boarded the barge. The robbers stole scrap metal and escaped. The master reported that all crew were accounted for and safe. (ReCAAP; Clearwater Dynamics)

8. (U) MALAYSIA: On 21 November at 0937 local time, nine robbers boarded a barge under tow by Belize-flagged tug CASSANDRA in the westbound lane of the Singapore Strait TSS, near position 01:13N – 103:32E. The RSN MSTF spotted two small boats in the vicinity of the barge and informed POCC. POCC contacted the master, who subsequently confirmed that there were three small boats alongside the barge and nine perpetrators onboard the barge. The robbers made their escape after stealing scrap metal. Following the incident, the master reported all crew were safe and accounted for. The tug and barge resumed their voyage to Port Klang. (ReCAAP; Clearwater Dynamics)

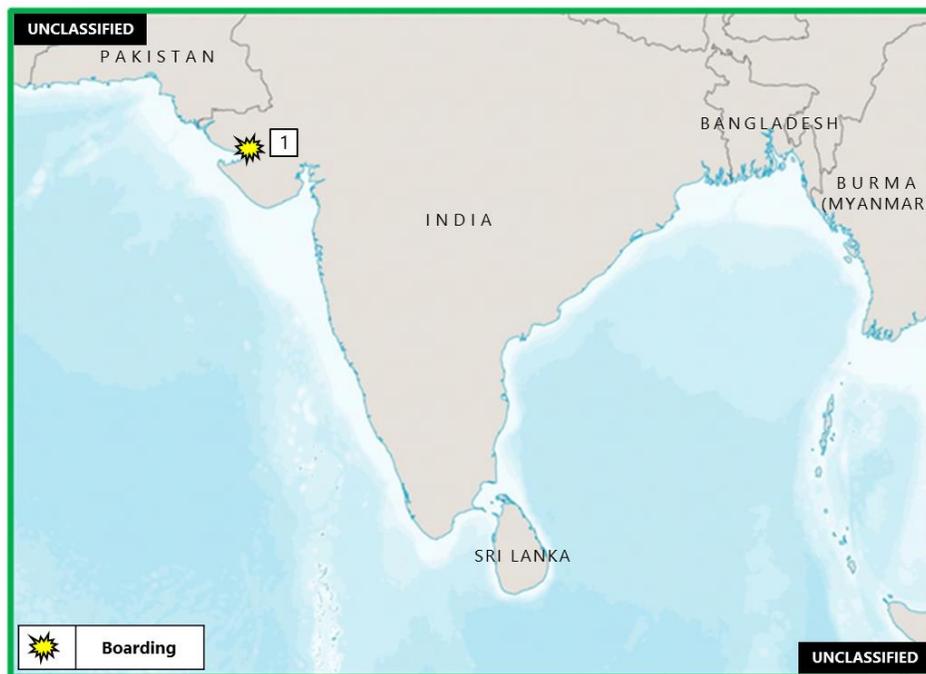
9. (U) INDONESIA: On 19 November at 0045 local time, five robbers boarded Marshall Islands-flagged bulk carrier CIC EPOS underway in the eastbound lane of the Singapore Strait TSS, near position 01:05N – 103:43E. The perpetrators were spotted in the engine room. After the alarm was raised, the perpetrators escaped by jumping overboard. Following the incident, nothing was reported stolen and all crew were safe. The ship proceeded on its voyage to Singapore. The RSN MSTF, Singapore Police Coast Guard, and Indonesian authorities were notified of the incident. (ReCAAP; Clearwater Dynamics)

10. (U) INDONESIA: On 9 November at 0444 local time, one robber boarded a barge under tow by Panama-flagged tug boat TC PACIFIC in the Phillip Channel of the Singapore Strait, near position 01:08N – 103:29E. The

robber managed to steal a mooring line before escaping. The master informed the Port Operations Control Centre that all crew was safe and that no assistance was required. The tugboat continued to tow the barge to Vietnam. (Clearwater Dynamics; ReCAAP)

11. (U) INDONESIA: On 3 November at 1924 local time, robbers boarded a barge carrying scrap metal under tow by Singapore-flagged tug boat BINA MARINE 81 in the eastbound lane of the Singapore Strait TSS, near position 01:11N – 103:52E. Four small wooden boats were spotted alongside the barge and at least two robbers boarded the barge. The master reported the incident to the Singapore (VTIS), and the Indonesian Police Coast Guard were deployed to assist. The Indonesian Police Coast Guard arrested several of the perpetrators and found stolen scrap metal in their possession. All crew were reported safe. (Clearwater Dynamics; ReCAAP; vesseltracker.com; Maritime Executive)

J. (U) INDIAN SUBCONTINENT:



(U) Figure 4. Indian Subcontinent Piracy and Armed Robbery at Sea

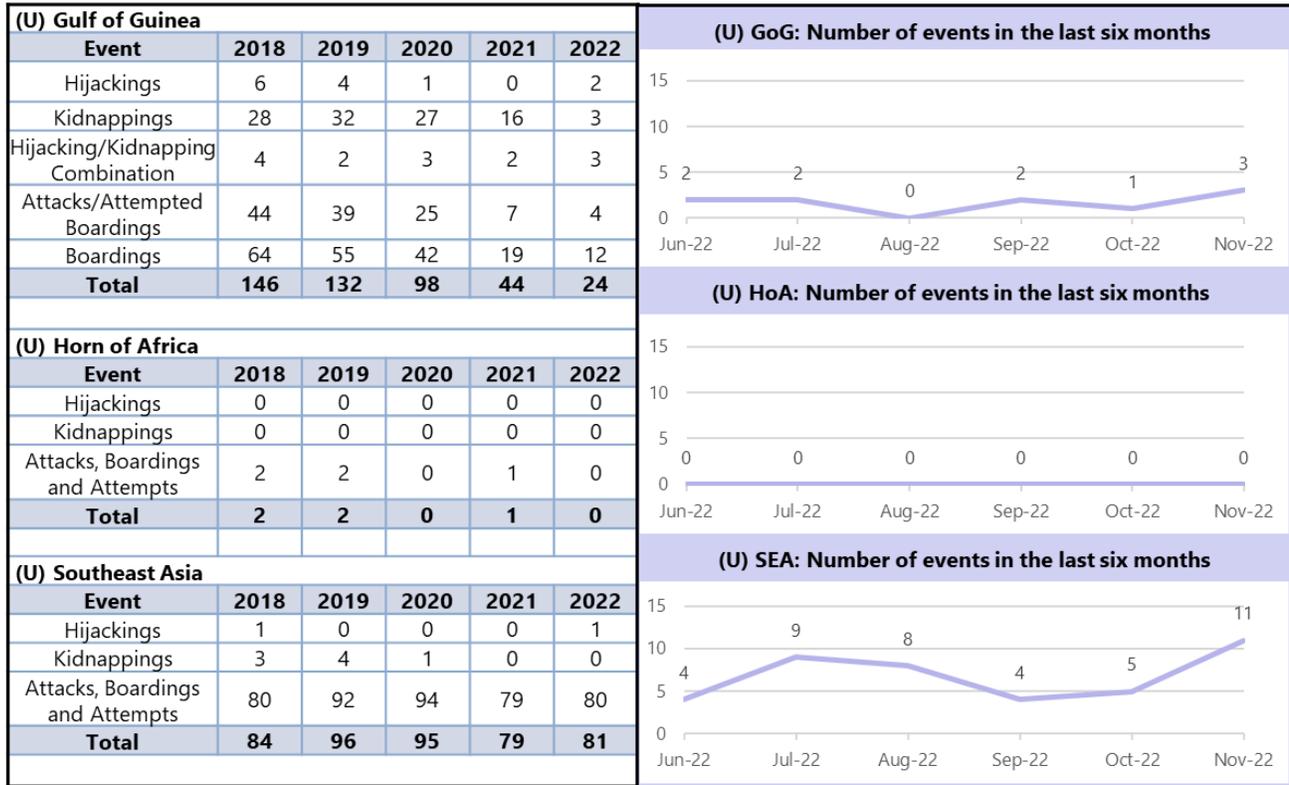
1. (U) INDIA: ON 23 November at 0230 local time, three robbers boarded a Marshall Islands-flagged bulk carrier anchored at Kandla Anchorage, near position 22:51N – 070:11E. The robbers gained access to the vessel on the forward port side and broke into the forecastle. Crew observed the perpetrators boarding and raised the alarm, at which point the perpetrators escaped. Nothing was reported stolen. The incident was reported to the port control. (Clearwater Dynamics)

2. (U) BANGLADESH: On 22 November at 0009 local time, approximately 18 robbers armed with long knives boarded a bulk carrier anchored in Mongla Outer Anchorage, near position 21:27N – 089:35E. The robbers boarded the vessel from two long wooden boats. Once onboard, the perpetrators threatened the deck watchman

with a knife and tied him up. The alarm was raised, the pilot station and coast guard were notified over VHF, and all non-essential crew retreated to the citadel. The robbers broke into the paint locker, the bosun and forecastle stores, and stole ship's properties. The robbers also used the deck watchman's UHF radio to contact the master and demanded a ransom. The master's offer of a lower ransom was rejected, and it is unclear from reports whether or not a ransom was paid. Subsequently, the robbers released the deck watchman and left with ship's properties. The deck watchman reportedly sustained minor injuries. (IMB; 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**



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 crewmembers 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
2022-005-Various-GPS Interference & AIS Spoofing	9 SEP 22	8 MAR 23
2022-009-Black Sea and Sea of Azov-Military Combat Operations	4 SEP 22	3 MAR 23
2022-008-Persian Gulf, Strait of Hormuz, Gulf of Oman, Arabian Sea, Gulf of Aden, Bab al Mandeb Strait, Red Sea, and Western Indian Ocean-Threat to Commercial Vessels	30 AUG 22	26 FEB 23
2022-007-Gulf of Guinea-Piracy/Armed Robbery/Kidnapping for Ransom	6 JUL 22	2 JAN 23
2022-006-Global-Overview of the U.S. Maritime Advisory System	15 JUN 22	12 DEC 22

(U) **ICOD:** 30 November 2022

(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/>