



UNCLASSIFIED

(U) **WORLDWIDE: Worldwide Threat to Shipping (WTS) Report, 20 December–17 January 2024**



17 January 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.

A. U.S. Maritime Alert 2024-001B-Red Sea and Gulf of Aden-Potential Retaliatory Attacks by Houthi Forces

Issued on: 15 January 2024. This alert updates U.S. Maritime Alert 2024-001A. Following strikes by coalition forces against targets used by Houthi rebels in Yemen to launch attacks against international shipping lanes and commercial vessels, there continues to be a high degree of risk to commercial vessels transiting the Southern Red Sea between 12N and 16N. While the decision to transit remains at the discretion of individual vessels and companies, it is recommended that U.S. flag and U.S. owned commercial vessels remain North of 18N in the Red Sea or East of 46E in the Gulf of Aden until further notice. Additional updates will be provided when available. This alert will not automatically expire and will be updated or cancelled as needed. Any questions regarding this alert should be directed to U.S. Naval Forces NCAGS at +973-1785-0033 (Primary/Watch Desk), +973-3940-4523 (Alternate), m-ba-navcent-ncags@us.navy.mil (Contingency), or +973-1785-3879 (NAVCENT Battle Watch/Emergency).

3. (U) Summary:

- A. (U) GULF OF ADEN:** On 17 January, an unmanned aerial vehicle (UAV) struck a bulk carrier approximately 60 NM southeast of Aden, Yemen.
- B. (U) RED SEA:** On 17 January, eight small boats approached a vessel underway approximately 15 NM southwest of Mokha, Yemen.
- C. (U) GULF OF ADEN:** On 16 January, a vessel spotted a possible UAV while underway approximately 138 NM southeast of Mukallah, Yemen.
- D. (U) RED SEA:** On 16 January, an unknown object struck a bulk carrier underway approximately 100 NM northwest of Saleef, Yemen.
- E. (U) RED SEA:** On 16 January, four boats approached a merchant vessel approximately 13 NM east of Mokha, Yemen.
- F. (U) RED SEA:** On 15 January, a small boat circled a vessel approximately 57 NM north-northwest of Assab, Eritrea.
- G. (U) ANGOLA:** During the night hours of 14-15 January, unknown and undetected perpetrators boarded a vessel anchored at Soyo Anchorage.
- H. (U) GULF OF ADEN:** On 15 January, an anti-ship ballistic missile, fired from Houthi-controlled areas of Yemen, struck a container ship, approximately 95 NM southeast of Aden, Yemen.
- I. (U) RED SEA:** On 14 January, two small boats approached a merchant vessel 23 NM northwest of Assab, Eritrea.
- J. (U) RED SEA:** On 14 January, the Houthis fired an anti-ship cruise missile toward the USS LABOON.
- K. (U) INDONESIA:** On 13 January, five perpetrators attempted to board a product tanker anchored at Dumai Anchorage.
- L. (U) SOMALIA:** On 12 January, two Yemeni fishing boats were hijacked near Maraya.
- M. (U) GULF OF ADEN:** On 12 January, there were multiple reports of small boats approaching merchant shipping approximately 80 NM southeast of Aden, Yemen.
- N. (U) GULF OF ADEN:** On 12 January, a missile landed in the water 400 to 500 meters away from a merchant vessel.
- O. (U) GULF OF OMAN:** On 11 January, as many as five members of the Iranian Islamic Revolutionary Guard Corps boarded a tanker as it sailed 50 NM east of Sohar, Oman, and forced it into Iranian territorial waters.

P. (U) GULF OF ADEN: On 10 January, the Houthis fired an anti-ship ballistic missile into international shipping lanes.

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.

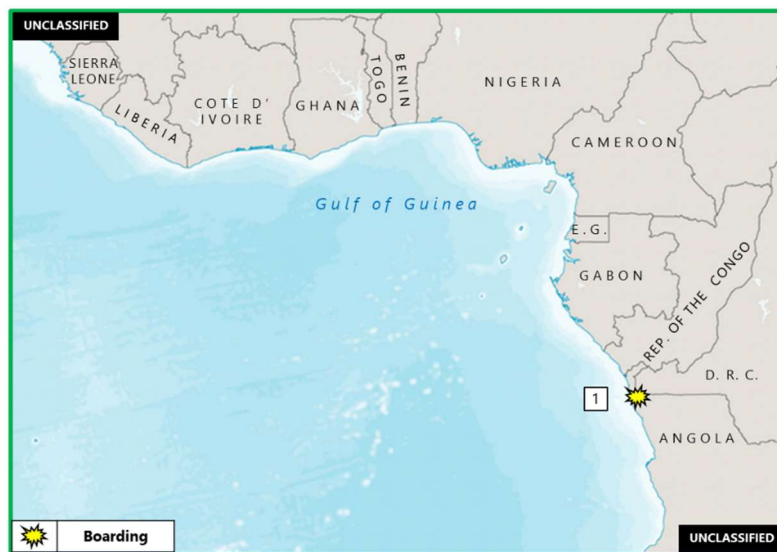
B. (U) CENTRAL AMERICA – CARIBBEAN – SOUTH AMERICA: No current incidents to report.

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:

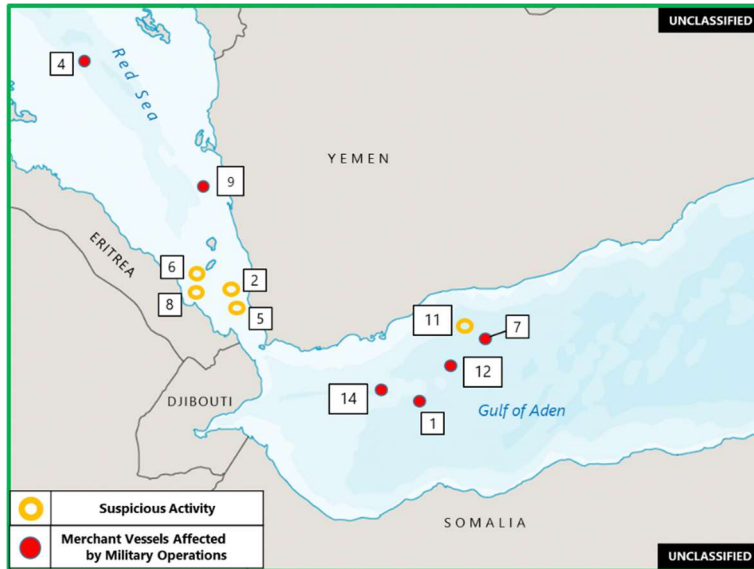


(U) Figure 1. West Africa – Gulf of Guinea Piracy and Armed Robbery at Sea

1. (U) ANGOLA: Overnight between 14-15 January, unknown and undetected perpetrators boarded the Bahamas-flagged offshore supply vessel BOURBON TOPAZ while anchored at Soyo Anchorage, near position 06:05S – 012:15E. During routine rounds in the morning, the crew discovered that mooring lines had been stolen. (IMB; Clearwater Dynamics; vesseltracker.com)

2. (U) ANGOLA: On 9 January at 0335 local time, as many as four robbers boarded a vessel anchored at Luanda Anchorage, near position 08:42S – 013:17E. After discovering the perpetrators on deck, the alarm was raised, and the robbers escaped in a small boat. A subsequent search revealed that six lifejackets and five immersion suits were missing. (MDAT-GoG; Clearwater Dynamics)
 3. (U) ANGOLA: On 8 January at 0030 local time, five robbers boarded the Nigeria-flagged product tanker RATHBONE from a small boat at Luanda Anchorage, near position 08:42S – 013:16E. Once onboard, the perpetrators overpowered a duty crew member and started to unfasten mooring lines. The duty crew member was able to escape and raise the alarm. The crew then mustered inside the accommodation section, while the robbers escaped in the small boat after retrieving the stolen mooring ropes from the water. The crew and vessel were reported safe. The vessel reported the incident to the port authorities. (Clearwater Dynamics; vesseltracker.com)
 4. (U) ANGOLA: On 3 January at 0100 local time, three robbers boarded the France-flagged fire fighting vessel BOURBON EXPLORER 519 at Luanda Anchorage, near position 08:44S – 013:18E. After boarding undetected, the perpetrators broke into the bosun's store, stole firefighting equipment consisting of two sets of breathing apparatuses and four chemical suits, and escaped. The theft was noticed during routine rounds later that morning. (Clearwater Dynamics; IMB; vesseltracker.com)
 5. (U) EQUATORIAL GUINEA: On 1 January at 1930 UTC, pirates boarded the Tuvalu-flagged product tanker HANA I approximately 46 NM southwest of Bioko Island near position 02:33N – 008:13E on its voyage from Abidjan, Cote d'Ivoire, to Douala, Cameroon. The perpetrators abducted the master, chief engineer, and possibly seven other crew members. There has been no contact from the crew or their captors since they were kidnapped. The tanker arrived at Douala on 2 January. (Clearwater Dynamics; vesseltracker.com; Maritime Executive)
- 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 Piracy and Armed Robbery at Sea



(U) Figure 3. Indian Ocean – East Africa Piracy and Armed Robbery at Sea

1. (U) GULF OF ADEN: On 17 January at an unspecified time, an unmanned aerial vehicle (UAV) struck the Marshall Islands-flagged bulk carrier GENCO PICARDY while underway approximately 60 NM SE of Aden, Yemen, near position 11:58N – 045:31E. The UAV hit the vessel on its port side. The master reported that there was a fire onboard, which was subsequently extinguished. Vessel and crew were reported safe following the incident. (UKMTO; Clearwater Dynamics; gCaptain)

2. (U) RED SEA: On 17 January at 0330 UTC, eight small boats approached a vessel underway approximately 15 NM SW of Mokha, Yemen, near position 13:17N – 042:59E. The eight boats followed the vessel before departing the area. The vessel and crew were reported safe. (Clearwater Dynamics)
3. (U) GULF OF ADEN: On 16 January at 1945 UTC, a vessel spotted a possible UAV while underway approximately 138 NM SE of Mukallah, Yemen, near position 13:35N – 051:20E. (UKMTO; Clearwater Dynamics)
4. (U) RED SEA: On 16 January at 1100 UTC, an unknown object struck a Malta-flagged bulk carrier underway approximately 100 NM northwest of Saleef, Yemen (exact location not specified). The object hit the vessel's cargo hold. The vessel sustained some damage above the water line, but reported no fires or casualties resulting from the impact. Following the incident, the vessel and its crew were reported safe and the vessel was continuing to its next port of call. (UKMTO; Clearwater Dynamics)
5. (U) RED SEA: On 16 January at 1100 UTC, four boats approached a merchant vessel approximately 13 NM east of Mokha, Yemen, near position 13:17N – 043:01E. When the boats came to within 400 meters of the vessel, the armed security onboard fired four warning shots into the water, which resulted in the boats aborting their approach. The ship continued its voyage with no reported damage and the crew safe. (Clearwater Dynamics)
6. (U) RED SEA: On 15 January at 2200 UTC, a small boat circled a vessel approximately 57 NM north-northwest of Assab, Eritrea, near position 13:41N – 042:35E. The armed security team onboard displayed their weapons and fired warning shots, after which the small boat departed. The crew and vessel were reported safe and the vessel proceeded to its next port. (UKMTO; Clearwater Dynamics)
7. (U) GULF OF ADEN: On 15 January at 1305 UTC, an anti-ship ballistic missile, fired from Houthi-controlled areas of Yemen, struck the Marshall Islands-flagged container ship GIBRALTAR EAGLE, approximately 95 NM southeast of Aden, Yemen, near position 12:30N – 046:49E. The ship reported no injuries or significant damage, and continued its voyage. (U.S. Central Command; UKMTO; Clearwater Dynamics)
8. (U) RED SEA: On 14 January at 1110 UTC, two small boats approached a Panama-flagged cargo vessel 23 NM northwest of Assab, Eritrea, near position 13:18N – 042:29E. The two small craft had as many as six armed persons onboard dressed in civilian clothes with a heavy machine gun fitted onboard. After approaching, the boats hailed the vessel and attempted to get it to alter course. The vessel maintained its course. The two small boats then left the vicinity. The crew and vessel are reported safe. (UKMTO; Clearwater Dynamics)
9. (U) RED SEA: On 14 January at 0445 UTC, the Houthis fired an anti-ship cruise missile toward the USS LABOON. A U.S. fighter aircraft intercepted the missile off the coast of Hodeida, Yemen. No injuries or damage were reported. (U.S. Central Command; Clearwater Dynamics)
10. (U) SOMALIA: On the night of 12 January, two Yemeni fishing boats were hijacked near Maraya on Somalia's east coast, near position 08:19N – 050:10E. (Clearwater Dynamics; IMB)
11. (U) GULF OF ADEN: On 12 January at 1500 UTC, there were multiple reports of small boats approaching merchant shipping approximately 80 NM southeast of Aden, Yemen. According to one report, two small boats

followed a merchant vessel for over an hour. The vessel reported that no weapons were sighted. (UKMTO; Clearwater Dynamics)

12. (U) GULF OF ADEN: On 12 January at approximately 1500 UTC, a missile landed in the water 400 to 500 meters away from a merchant vessel, followed by three small boats, near position 12:15N – 046:20E. No injuries or damage were reported and the vessel proceeded to its next port. (UKMTO; Clearwater Dynamics)

13. (U) GULF OF OMAN: On 11 January at 0330 UTC, as many as five members of the Iranian Islamic Revolutionary Guard Corps (IRGC), dressed in black, military style uniforms and black masks, boarded the Marshall Islands-flagged tanker ST NIKOLAS as it sailed 50 NM east of Sohar, Oman, near position 24:35N – 057:35E. The IRGC forced the tanker to change course toward Iranian territorial waters. The tanker was last reported to be located in the anchorage of the Larak/Qeshm Islands, near position 27:00N – 056:17E. There are 19 crew onboard, consisting of 18 Philippine nationals and one Greek national. (UKMTO; Clearwater Dynamics; Reuters; vesseltracker.com)

14. (U) GULF OF ADEN: On 10 January at 2300 UTC, the Houthis fired an anti-ship ballistic missile into international shipping lanes. A merchant vessel reported observing a missile impact the water. No damage or injuries were reported. (Clearwater Dynamics)

15. (U) RED SEA: On 9 January at 2000 UTC, a vessel was fired upon by three small boats while underway approximately 13 NM southwest of Dhubab, Yemen, near position 12:50N – 043:13E. The boats reportedly fired two projectiles at the vessel from 1 NM away; the projectiles missed the vessel. An unmanned aerial vehicle (UAV) also passed over the vessel. At 2245 UTC, the vessel reported that the three small craft fired twice on another vessel before heading back toward Yemen. Neither vessel was hit by any of the projectiles fired from the small boats. (Clearwater Dynamics)

16. (U) RED SEA: On 9 January at 1930 UTC, approximately 50 NM west of Hodeida, Yemen, a complex attack directed toward international shipping lanes and involving one-way attack unmanned aerial vehicles (OWA UAVs) as well as anti-ship ballistic and cruise missiles was launched from Houthi-controlled territory. Eighteen UAVs, two cruise missiles, and one ballistic missile were shot down by a combination of fighter aircraft from USS EISENHOWER, USS GRAVELY, USS LABOON, USS MASON, and the United Kingdom's HMS DIAMOND. There were no injuries or damage reported. (UKMTO; Clearwater Dynamics; US Central Command)

17. (U) BAB EL MANDEB STRAIT: On 8 January at 0800 UTC, two green-hulled small craft approached within 0.5 NM of a vessel approximately 50 NM southeast of Mokha, Yemen, near position 12:30N – 043:25E. No weapons were sighted, and the crew and vessel were reported safe. (UKMTO; Clearwater Dynamics)

18. (U) BAB EL MANDEB STRAIT: On 6 January at 1324 UTC, six small craft approached within 1 NM of a merchant vessel approximately 50 NM southeast of Mokha, Yemen, near position 12:30N – 043:28E. No weapons were sighted and coalition forces were sent to investigate the incident. Authorities reported that the small craft exited the area, and that the crew and vessel were safe. (UKMTO; Clearwater Dynamics)

19. (U) RED SEA: On 6 January at 0630 UTC, USS LABOON was patrolling in the southern Red Sea (exact position not known) and shot down a UAV in the vicinity of multiple commercial vessels. The UAV had been launched from Houthi-controlled area in Yemen. No casualties or damage to any vessels were reported. (Clearwater Dynamics)

20. (U) RED SEA: On 5 January at 1934 UTC, a UAV was seen circling a vessel near position 17:50N – 039:29E. The crew and security team manned their stations and monitored the activity. The UAV made no aggressive advances toward the vessel and departed the area. The security team was then stood down. Thirty minutes later another UAV approached the same vessel, circled and then departed. (Clearwater Dynamics)

21. (U) INDIAN OCEAN: On 4 January at 1419 UTC, as many as six persons armed with machine guns and rocket launchers onboard a skiff launched from a mothership, boarded the Liberia-flagged bulk carrier LILA NORFOLK while underway 460 NM east of Eyl, Somalia, near position 06:05N – 057:18E. During the boarding, all but one of the ship's crew, composed of 15 Indian and 6 Philippine nationals, sheltered in the citadel; the remaining crew member hid elsewhere. The Indian Navy destroyer INS CHENNAI responded to UKMTO's report of the attack on LILA NORFOLK. The Indian Navy also deployed a P-8 maritime patrol aircraft and a Predator drone to assist in the interception of the vessel. After arriving at LILA NORFOLK's location on 5 January, Marine commandos from CHENNAI subsequently boarded and found no unauthorized persons. All crew were accounted for and unharmed. (UKMTO; IMB; Clearwater Dynamics; vesseltracker.com; U.S. Naval Institute; India Today)

22. (U) RED SEA: On 4 January, an unmanned surface vessel packed with explosives and launched from Houthi-controlled territory detonated in shipping lanes approximately 50 NM from Yemen (exact time and location not specified). The detonation occurred within a few nautical miles of ships operating in the area—merchant ships and U.S. Navy ships—but no damage or casualties were reported. VADM Cooper of the U.S. Naval Forces Central Command stated that the intended target of the attack was unclear. (The Hill.com; Reuters; Clearwater Dynamics)

23. (U) RED SEA: On 2 January at 1850 UTC, approximately 33 NM east of Assab, Eritrea, the master of the Malta-flagged container ship CMA CGM TAGE reported three explosions within 5 NM of the vessel, near position 12:57N – 043:11E. The Houthi military spokesman said in a televised speech that the group had targeted the container ship after it ignored warnings. He did not say when or where the incident took place. CENTCOM said in a statement late on 2 January that there were no reports of any damage caused by the two missiles fired by Houthis into the southern Red Sea. The crew are safe and no damage to the vessel has been reported. (UKMTO; Clearwater Dynamics; Reuters; gCaptain; U.S. Central Command)

24. (U) SOMALIA: On 2 January in the morning hours, pirates hijacked a fishing dhow in the Gulf of Aden near Quandala. (IMB; Clearwater Dynamics)

25. (U) RED SEA: On 31 December at 0247 UTC, four small boats approached the Singapore-flagged container ship MAERSK HANGZHOU and exchanged gunfire with the armed security team onboard, approximately 60 NM northwest of Hodeida, Yemen (exact location not specified). The attackers, heavily armed with crew-served weapons and small arms, approached to within 20 meters. Helicopters from the USS EISENHOWER and USS GRAVELY responded to the distress call from MAERSK HANGZHOU and in self-defense returned fire sinking three of the four attacking boats and killing the crews. The fourth boat fled the area. The vessel and crew were reported safe from the attack. There was no damage to U.S. personnel or equipment. (UKMTO; Clearwater Dynamics; gCaptain; U.S. Central Command)

26. (U) RED SEA: On 30 December at 2017 UTC, two possible unmanned aerial vehicles (UAVs) fired on an underway vessel 48 NM southwest of Hodeida, Yemen, near position 14:21N – 042:15E. The UAVs were not

detected by the vessel's radar, were flying at low altitude, and were identified visually prior to rounds being fired approximately 3 NM from the vessel's location. The vessel was not hit by any rounds and continued its voyage. (Clearwater Dynamics)

27. (U) RED SEA: On 30 December at 1655 UTC, a missile struck the underway Singapore-flagged container ship MAERSK HANGZHOU approximately 55 NM southwest of Hodeida, Yemen (exact position not specified). Maersk confirmed the crew were safe and that the vessel was fully maneuverable and able to clear the area at full speed. The container ship was en route to Port Suez, Egypt, from Singapore. While responding to the missile attack on MAERSK HANGZHOU at 1730 UTC on 30 December, USS GRAVELY shot down two anti-ship ballistic missiles fired into the southern Red Sea from Houthi-controlled areas in Yemen. (UKMTO; Clearwater Dynamics; gCaptain; U.S. Central Command)

28. (U) SOMALIA: On 30 December at 1058 UTC, the fishing dhow AL SAQAR was hijacked near Hafun, off the northeastern coast of Somalia (exact position not specified). Later reporting stated that the dhow was headed southward and spotted near Afbarwaaqo, an anchorage between Eyl and Hobyo. (IMB; Clearwater Dynamics)

29. (U) RED SEA: On 26 December at 0940 UTC, a Liberia-flagged container ship MSC UNITED VIII spotted missiles flying over the Red Sea approximately 74 NM northwest of Hodeida, Yemen (exact location not specified). An explosion was heard several nautical miles from the vessel. The vessel and crew are safe with no reported injuries. Crewmembers on the tanker subsequently saw a second explosion approximately 0.5 NM from the vessel at 1240 UTC. (UKMTO; Clearwater Dynamics; Bloomberg; MSC.com)

30. (U) RED SEA: On 26 December at 0320 UTC, a vessel reported seeing two unmanned aerial vehicles (UAVs), followed by two explosions within 5 NM of the vessel, which was underway approximately 50 NM west of Hodeida, Yemen (exact location not specified). The vessel communicated with coalition forces in the area and reported that the vessel did not sustain any damage and that crew all crew members were safe. (UKMTO; Clearwater Dynamics)

31. (U) RED SEA: On 25 December at 1800 UTC, an entity declaring itself to be the Yemeni Navy ordered a vessel underway approximately 77 NM northwest of Hodeida, Yemen, near position 15:23N – 041:46E, to alter course to a port in Yemen. (Clearwater Dynamics)

32. (U) ARABIAN SEA: On 25 December at 0631 UTC, two small craft approached a vessel 65 NM southeast of Duqm, Oman, near position 18:38N – 058:11E. The two white-hulled craft deployed from a dhow approximately 2 NM away from the vessel. The crew and vessel are reported safe. (Clearwater Dynamics)

33. (U) RED SEA: On 23 December at 1651 UTC, a UAV passed above the Norway-flagged product tanker BLAAMANEN before exploding 1.5 NM away from the vessel approximately 50 NM west of Hodeida, Yemen (exact location not specified). (UKMTO; Clearwater Dynamics; U.S. Central Command)

34. (U) RED SEA: On 23 December, two anti-ship ballistic missiles were fired from Houthi-controlled areas of Yemen into the Southern Red Sea (locations not specified). No ships reported being impacted by the ballistic missiles. (U.S. Central Command; Clearwater Dynamics)

35. (U) RED SEA: On 23 December at 1630 UTC, a UAV detonated near the Gabon-flagged crude oil tanker SAI BABA approximately 54 NM southwest of Saleef, Yemen (exact location not specified). The vessel reported no damage, and all crew were reported safe. (UKMTO; Clearwater Dynamics; U.S. Central Command)

36. (U) ARABIAN SEA: On 23 December at 0600 UTC, a UAV attacked the Liberia-flagged product tanker CHEM PLUTO approximately 200 NM south of Veraval, India (exact location not specified). According to the Pentagon, a one-way attack drone from Iran struck the tanker. There were no casualties from the attack and the crew extinguished a brief fire onboard the vessel. (UKMTO; Clearwater Dynamics; Reuters)

37. (U) SOMALIA: On 22 December at 1222 UTC, 20 heavily armed persons hijacked the Yemeni fishing dhow EMARAT-2, approximately 7 NM north of Eyl (exact location not specified). The dhow's color is white and it is 17.7 meters in length. A second fishing dhow FATA AL KHAIR was subsequently reported hijacked in the same area. At least one of the dhows was proceeding north toward the Internationally Recommended Transit Corridor in the Gulf of Aden. Military authorities assess that one or both of the dhows may be used for future piracy attacks. (UKMTO; Clearwater Dynamics; IMB)

I. (U) EAST ASIA – SOUTHEAST ASIA:



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

1. (U) INDONESIA: On 13 January at 0130 local time, five perpetrators attempted to board the Liberia-flagged product tanker SOLAR ROMA while anchored at Dumai Anchorage, near position 01:43N – 101:25E. The security patrol onboard the tanker noticed the unauthorized persons and notified the officer of the watch. The alarm was raised, causing the perpetrators to abort their boarding attempt and depart the area. Nothing was stolen and the port authorities were notified. (IMB; Clearwater Dynamics; vesseltracker.com)

2. (U) INDONESIA: On 10 January at 0240 local time, five perpetrators, including one armed with a knife, boarded the underway Panama-flagged bulk carrier CMB CHIKAKO in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS), near position 01:03N – 103:41E. The crew spotted the robbers in the engine room. The

master raised the alarm, mustered the crew, and reported the boarding to local authorities. The crew thoroughly searched the vessel and found engine spare parts missing. The master reported all crew were safe and there were no injuries. The vessel did not require any assistance and continued its voyage to Singapore. (Clearwater Dynamics; ReCAAP)

3. (U) INDONESIA: On 4 January at 0315 local time, six robbers armed with knives boarded the underway Iran-flagged bulk carrier ARTIN in the eastbound lane of the Singapore Strait TSS, near position 01:04N – 103:40E. The crew sighted the perpetrators at the stern. The master raised the alarm, mustered the crew, and notified local authorities. All crew were reported safe. Some engine spare parts were stolen. The vessel did not require assistance and continued its voyage to China. (ReCAAP; vesseltracker.com)

4. (U) INDONESIA: On 4 January at 0300 local time, three robbers armed with knives and guns boarded an anchored general cargo ship at Lubuk Gaung Anchorage near Dumai on the Malacca Strait, near position 01:45N – 101:22E. The perpetrators restrained a duty crew member after boarding. The crew member was able to alert the officer of the watch who raised the alarm and mustered the crew. After searching the vessel, the crew confirmed that the robbers had escaped with engine spare parts. (IMB; Clearwater Dynamics)

5. (U) INDONESIA: On 4 January at 0240 local time, five robbers boarded the underway Singapore-flagged bulk carrier CRIMSON QUEEN in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:40E. The crew spotted the perpetrators in the engine room. Following the incident, the master reported that all crew were safe and that generator spare parts were stolen. The ship did not require assistance and continued its voyage to Singapore. (vesseltracker.com; Clearwater Dynamics)

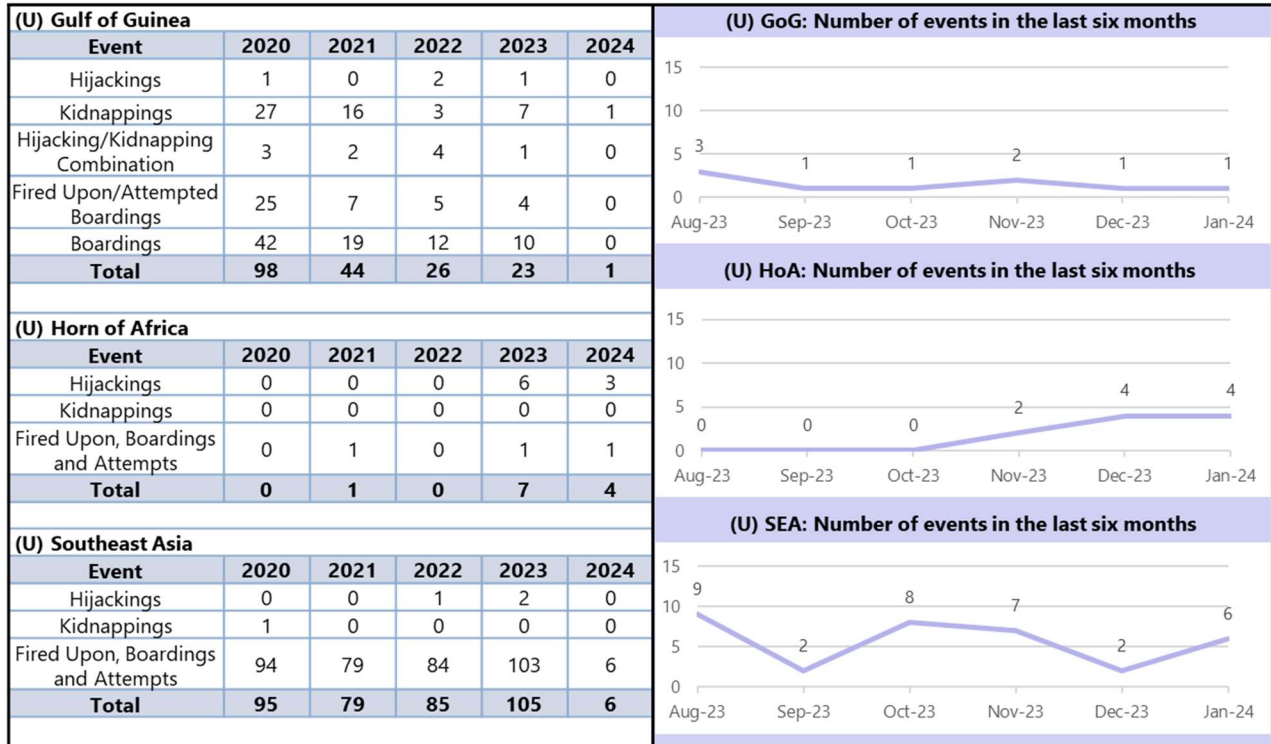
6. (U) INDONESIA: On 4 January at 0050 local time, the duty crew on security rounds spotted one perpetrator attempting to board the anchored Portugal-flagged bulk carrier HELGA OLDENDORFF at Balikpapan Anchorage in the Makassar Strait, near position 01:21S – 116:59E. A crew member saw a white-hulled skiff near the vessel's anchor chain and one person climbing the anchor chain. The crew member informed the officer of the watch, who then raised the alarm and sounded the ship's horn. Seeing the alert crew, the perpetrator aborted the attempted boarding and fled in the skiff. The vessel and crew were reported safe following the incident. (IMB; Clearwater Dynamics; vesseltracker.com)

7. (U) INDONESIA: On 27 December at 0200 local time, four robbers armed with long knives boarded the Panama-flagged product tanker SHOKAI anchored at Dumai Anchorage near position 01:43N – 101:26E. The robbers took a duty crewman hostage and tied him up. The onboard shore security watchman deserted his post upon being threatened by the armed perpetrators. The duty engineer on routine rounds noticed the robbers and raised the alarm. Following the raising of the alarm, the robbers escaped with stolen engine parts. The vessel reported the incident to port authorities through the local agent. (IMB; Clearwater Dynamics; vesseltracker.com)

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



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
2023-016-Gulf of Guinea – Piracy/Armed Robbery/Kidnapping for Ransom	27 DEC 2023	24 JUN 24
2023-015-Global – Overview of the U.S. Maritime Advisory System	22 DEC 23	19 JUN 24
2023-014-Eastern Mediterranean Sea – Regional Conflict	26 OCT 23	23 APR 24
2023-013-Various – GPS Interference & AIS Spoofing	2 OCT 23	30 MAR 24
2023-012-Global – New U.S. Maritime Alert and Advisory Subscription Process	22 SEP 23	24 MAR 24
2023-011-Persian Gulf, Strait of Hormuz, Gulf of Oman, Arabian Sea, Gulf of Aden, Bab al Mandeb, Red Sea, and Somali Basin – Threats to Commercial Vessels	6 SEP 23	4 MAR 24
2023-010-Black Sea and Sea of Azov – Military Combat Operations	1 SEP 23	28 FEB 24
2023-009-Worldwide – Foreign Adversarial Technological, Physical, And Cyber Influence	23 AUG 23	19 FEB 24

(U) **ICOD:** 17 January 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/>