



NEPTUNE
P2P GROUP



MONTHLY MARITIME INCIDENT REPORT

AUGUST 2024

Headlines

- **Europe.** The sinking of 2 Superyachts at anchor in the Mediterranean highlights the vulnerability of such vessels and the need for thorough operational Risk Assessments. Human Migration events continue as 77 migrants are rescued by a cruise ship off the coast of Greece.
- **The Red Sea and the Gulf of Aden.** Houthi forces continued to attack commercial shipping, 3 vessels were attacked using multiple weapon types including small arms, missiles and Unmanned Surface Vessels (USV).
- **The Indian Ocean and Somali Basin.** There were no pirate-related incidents reported in August, this is most likely due to inclement weather conditions during the Indian Ocean SW Monsoon season. No Pirate Action Groups are believed to be active at this time.
- **Southeast Asia and the South China Sea.** There was a decrease in the number of maritime security incidents in this region during August. Only 4 incidents were reported compared to 8 in the previous month.
- **West Africa and the Gulf of Guinea.** A support vessel was boarded and items stolen while the ship was at anchor in Abidjan inner anchorage, Ivory Coast. Instances of Maritime Crime across the region remain low.

Executive Summary

1. **Europe.** Human migration events continue to cause concern across large areas of the Mediterranean Sea. Migrants have been rescued or intercepted in all the main transit routes between North Africa and Asia into Europe. The Italian-owned superyacht ETHOS sank off the coast of Greece after it is believed a side door was left open by a crew member. Off the coast of Sicily, 5 people died when the yacht BAYESIAN sank after she was hit by a waterspout during a storm. In the Black Sea, Ukraine carried out a missile attack on the Russian Submarine ROSTOV ON DON inflicting significant damage, the vessel was later reported to have sunk.
2. **The Red Sea and the Gulf of Aden.** According to the Maritime Security Centre Horn of Africa (MSCHOA), there were 19 attacks against commercial and military shipping in the region during August; 8 vessels were involved in a direct hit or near miss. Naval forces intercepted and destroyed over 20 aerial weapons launched from Yemen before they could reach their intended targets.
3. **The Indian Ocean and Somali Basin.** Although the threat to commercial ships from piracy remains relevant, the onset of the SW Monsoon season is likely to be the reason behind there being no piracy-related incidents reported during August. MSCHOA said they believe there are no Pirate Action Groups currently operating in the region.
4. **The Persian Gulf, Arabian Sea and the Gulf of Oman.** Iran continues to pose a potential threat to commercial vessels in the Gulf of Oman and the Strait of Hormuz. Ships may be contacted or harassed by Iranian authorities as they transit the region. There were no reports of any maritime incidents in this region in August.
5. **Southeast Asia and the South China Sea.** Armed robbery and boardings of ships underway and at anchor continue to pose the greatest risk to vessels operating in the region. There was a decrease last month in the number of ships being boarded in the Singapore Strait where 4 maritime security incidents were reported.
6. **West Africa and the Gulf of Guinea.** Only 1 incident involving maritime crime was reported in this region during August. A vessel was boarded and items were stolen while the ship was at the Abidjan Inner Anchorage. 150 human migrants were rescued from the Atlantic Ocean as they attempted to reach the Canary Islands from West Africa. Levels of maritime crime remain low and piracy is suppressed.

7. **Latin and South America and the Caribbean Sea.** The level of crime reported in South American ports remains low. Political and civil unrest in some Central and South American countries such as Ecuador and Honduras makes travel there unadvisable without a thorough risk assessment being made before any port visit. In the Caribbean, where robbery from pleasure craft is endemic, there were 4 incidents reported this month.



Fig 1. Total of Regional Incidents by Location – August 2024

Regional Overview - Europe

8. **Monthly Activity Report.** Human migration events continue to cause concern across large areas of the Mediterranean Sea; migrants have been rescued or intercepted in all the main transit routes between North Africa and Asia into Europe. There was a rise in the number of boats trying to reach the Italian Island of Lampedusa from Libya as tensions between rival factions increased in the North African country. The Greek and Turkish coastguards carried out several rescue missions and interceptions throughout the month, on 06 Aug, a cruise ship rescued 77 migrants 112nm southwest of the town of Pylos in Greece and put them ashore in Kalamata. The Italian-owned superyacht ETHOS sank off the coast of Greece after it is believed a side door was left open by a crew member. Off the coast of Sicily, 5 people died when the yacht BAYESIAN sank after she was hit by a waterspout during a storm. In the Black Sea, Ukraine carried out a missile attack on the Russian Submarine ROSTOV ON DON inflicting significant damage, the vessel was later reported to have sunk.



Fig 2. Location of Maritime and Conflict-Related Incidents - August 2024

9. Incidents.

a. The Mediterranean and Aegean Sea.

- 1) **01 August 2024 – Human Migration.** 103 migrants were rescued off the coast of Mugla, Turkey.
- 2) **01 August 2024 – Vessel sunk.** The Italian-owned superyacht ETHOS sank off the coast of Greece after it is believed a side door was left open by a crew member.
- 3) **06 August 2024 – Human Migration.** 77 migrants were rescued by a cruise ship 122nm southwest of Greece.
- 4) **07 August 2024 – Human Migration.** 45 migrants were found drifting in the Mediterranean Sea of the Libyan Coast.
- 5) **13 August 2024 – Human Migration.** Libyan authorities intercepted a boat carrying 220 migrants.
- 6) **13 August 2024 – Human Migration.** 12 migrants land on a beach in Majorca.
- 7) **14 August 2024 – Human Migration.** A migrant boat sunk off the Tunisian coast with loss of lives.
- 8) **22 August 2024 – Vessel Sunk.** 5 people died when the yacht BAYESIAN sank after she was hit by a waterspout during a freak storm.



b. **The Black Sea.**

- 1) **02 August 2024 – Warship Attacked.** The Rostov-on-Don, a Kilo-class attack submarine launched in 2014, sank after it was struck in a missile attack on the port city of Sevastopol
- 2) **10 August 2024 – Oil Platform Attacked.** A Russian oil rig in the Black Sea was destroyed by missiles fired from Ukraine, the rig was said to have been used by Russia as a weapons headquarters.

10. **The operational status of Ukraine’s Black Sea ports is as follows:**

- a. The Danube ports of Reni, Izmail and Ust-Dunaisk are open with some restrictions.
- b. Belgorod Dniestrovskiy is open with some restrictions.
- c. Odesa Port is open.
- d. Skadovsk port is **closed**.
- e. Chornomorsk is reported to be open. Grain export only.
- f. Pivdennyi is open.
- g. The port of Berdyansk is **closed**.
- h. Mykolaiv (Olvia) Port is **closed**. Cargo operations are suspended for commercial operations.
- i. Mariupol Port is **closed**. The city is controlled by Russian forces, the port is reported as operational by Russia but remains it is closed according to Ukraine’s Maritime Administration.
- j. Kherson Port is **closed**. Cargo operations are suspended for commercial operations.



Fig 3. Ukrainian Black Sea Port Status

Regional Overview - The Red Sea and the Gulf of Aden

11. **Monthly Activity Report.** According to the Maritime Security Centre Horn of Africa (MSCHOA), there were 19 attacks against commercial and military shipping in the region during August, 8 vessels were involved in a direct hit or near miss. Naval forces intercepted and destroyed over 20 aerial weapons launched from Yemen before they could reach their intended target. In what appears to be a change in tactics, the Houthis have used small craft to initially approach the target vessel and then engage the ship with small arms before directing multiple attacks using missiles and Unmanned Surface Vessels (USV) against the ship. In the latest incident, a product tanker was abandoned by the crew before the Houthis attempted to sink the vessel which contains 150,000 tonnes of crude oil potentially creating a major environmental disaster.



Fig 4. Location of Incidents in the Red Sea and the Gulf of Aden – August 2024

12. **Incidents.** *Due to the large number of incidents reported, only incidents that involve the impact on commercial ships by Houthi weapons are reported below.

a. The Red Sea.

1) **08 August 2024 – Vessel Attacked.** There were a number of attacks on a Liberia-flagged crude oil tanker, DELTA BLUE while transiting the Bab al-Mandeb and Southern Red Sea. The first attack occurred 45nm south of Mocha, Yemen. The second attack occurred 60nm northwest of Mocha. A third attack occurred 60nm northwest of Hodeida, Yemen on 09 Aug. The fourth attack occurred 80nm northwest of Hodeida. It was confirmed that the ship was subject to attack by various weapons including RPG fired from 2 small craft near the stern, 2 missile attacks and an attack by an Uncrewed Surface Vessel (USV). The Armed Security Team destroyed the USV. The vessel was underway with AIS OFF. There were no injuries reported. The vessel continued its voyage to its next port of call. Other ships operated by the ship's management company have visited ports in Israel in recent weeks.

2) **12 August 2023 – Vessel Attacked.** There were various attempted attacks on a Liberia-flagged crude oil tanker, DELTA ATLANTICA while transiting the Southern Red Sea. The first



attack occurred 63nm southwest of Hodeida, Yemen. On 13 Aug the Master reported a suspicious approach by a small craft 74nm west-northwest of Hodeida. The second attack occurred 89nm west-northwest of Hodeida and the third attack occurred 99nm northwest of Hodeida. The Master also reported a suspicious approach and flashing lights towards the vessel by a skiff, followed by two simultaneous explosions 3 cables off the port beam of the vessel. It was reported this attack was potentially an RPG. The Master reported an explosion near the bow of the vessel and later the vessel was approached by an Uncrewed Surface Vessel (USV) on the starboard side, the USV collided with the vessel but did not detonate. Subsequently, the Armed Security Team disabled the USV via small arms fire. All crew on board were reported to be safe. The vessel was underway with AIS OFF in the southern Red Sea. The vessel was targeted due to other vessels

3) **13 August 2024 – Vessel Attacked.** There was an attempted attack on a Panama-flagged crude oil tanker, ON PHOENIX while transiting the southern Red Sea. The attack occurred 97nm northwest of Hodeida, Yemen. The vessel was underway with AIS ON when the Master reported an explosion 1 cable off the port quarter of the vessel. The vessel was not hit, reporting no damage. All crew on board were reported safe, the vessel continued its voyage to its next port of call. There were no links to Israel/US/UK found.

4) **15 August 2024 – Vessels Attacked.** Two suspicious approaches involving two different vessels were reported in the Southern Red Sea. The Tanzania-flagged vessel, SIAM and the Honduras-flagged vessel, SUNNY OCEAN were approximately 90nm north-northeast of Massawa, Eritrea. SIAM was stationary with AIS OFF when approached by a small boat with 4-5 armed persons on board, operating near a small coastal freighter with more than 10 armed persons on board. The small boat and potential mother vessel left without further incident. The SUNNY OCEAN was stationary with AIS OFF when a speed boat (grey hull and outboard engine) with a machine gun together with a landing craft approached the vessel. When the boats closed to less than 100 meters, SUNNY OCEAN fired three warning shots. The small boats returned fire and claimed over the VHF radio that they were the Eritrean Navy. SIAM, which was in the vicinity of SUNNY OCEAN, warned the small boats over the radio to stay back and that they were also armed. Both small boats pulled away without further incidents. This incident was not related to Houthi activity but it is worth noting that vessels loitering in the southern Red Sea may be subject to approaches or harassment.

5) **21 August 2024 – Vessel Attacked.** An attack took place on the Greek-flagged M/T SOUNION by small boats, unknown airborne projectiles and a USV. The ship was initially hit by two projectiles and then subsequently hit by a third projectile. All projectiles impacted the starboard quarter, damaging the engine compartment and starting a fire. The vessel's Master reported that the vessel went at anchor and the initial fire in the engine room was reported to be contained. The vessel was abandoned and the crew were rescued by a French warship. Later, multiple explosions were observed on the ship's deck setting the vessel on fire. A salvage operation is currently taking place. It is believed that SOUNION has no direct association with Israel, the US or UK within the company business structure, however, other vessels within the company structure have been identified to have visited Israel in the recent past.

b. **The Gulf of Aden.**

6) **03 August 2024 - Vessel Attacked.** There were two reported missile attacks on a Liberia-flagged container vessel, GROTON while transiting the Gulf of Aden. The first attack occurred 170nm east of Aden, Yemen. The second attack occurred 125nm east of Aden, the vessel was underway with AIS ON when targeted by the first missile, the vessel reported an explosion 1 cable astern of the vessel. The vessel was not hit, in the second attack, the missile struck the vessel above the waterline causing minor damage. No injuries were reported. The vessel was reported diverting to a port nearby. It assessed that the ship was targeted due to other vessels within its company structure making recent calls to Israel



7) **21 August 2024 - Vessel Attacked.** There were several attacks reported on the Panama-flagged SW NORTH WIND I. The vessel initially reported 2 explosions approximately 57nm south of Aden, Yemen. A third explosion was reported 4 cables off the port beam and a fourth explosion was reported approximately 3 cables astern. Later a fifth explosion was reported 1 cable from the port side and a sixth explosion was reported close to the vessel on the port side. On 22 August the Master reported an attempted USV attack 55nm west of Hodeida, Yemen, the USV detonated approximately 10 meters from the vessel and minor damage was reported to the hull. A crack was discovered above the water line in the cargo hold 3.5 meters of water was present in the hold. The ship has no direct association with Israel, the US or the UK within the company business structure, however, other vessel(s) within the company structure have been identified that have visited Israel in the recent past.

Regional Overview - The Indian Ocean and Somali Basin

13. **Monthly Activity Report.** Although the threat to commercial ships from piracy remains relevant, the onset of the SW Monsoon season is the likely reason behind there having been no piracy-related incidents reported during August. MSCHOA said they believe there are no Pirate Action Groups currently operating in the region. The Monsoon season usually abates towards the end of September when local fishermen and potentially, pirates can operate again. This is likely to increase the reported sightings of small craft behaving suspiciously.



Fig 5. No Incidents to Report – August 2024

14. **Incidents.** No Incidents to report.

Regional Overview - The Persian Gulf, Arabian Sea and the Gulf of Oman

15. **Monthly Activity Report.** Iran continues to pose a potential threat to commercial vessels in the Gulf of Oman and the Strait of Hormuz. Ships may be contacted or harassed by Iranian authorities as they transit the area. There were no reports of any maritime incidents in this region in August.



Fig 6. No Incidents to Report – August 2024

16. **Incidents.** No Incidents to report.

Regional Overview - Southeast Asia and the South China Sea

17. **Monthly Activity Report.** Armed robbery and boardings of ships underway and at anchor continue to pose the greatest risk to vessels operating in the region. There was a decrease last month in the number of ships being boarded in the Singapore Strait where 4 maritime security incidents were reported. There is still significant tension in the South China Sea between the Philippines and China, the Philippine Coast Guard accused Chinese vessels of using high-pressure water cannons to damage their patrol boats, which has escalated the ongoing disputes over territorial waters. These incidents highlight the growing risks of larger conflicts due to accidents or miscalculations in contested areas.



Fig 7. Location of Incidents in Southeast Asia and the South China Sea – August 2024

18. Incidents.

a. The Singapore Strait.

- 1) **03 August 2024 – Boarding.** Singapore Strait, Batam Anchorage. Two unauthorised persons boarded an anchored offshore supply vessel and escaped with ship's property. The theft was discovered in the morning by the crew.
- 2) **06 August 2024 – Armed Boarding.** Singapore Strait. when transiting within the Phillip Channel, the cargo vessel ULTRA COLONSAY was boarded by armed robbers. The crew reported sighting 5 or 6 perpetrators armed with knives. The alarm was raised and some ship's spare parts were reported stolen.
- 3) **10 August 2024 – Boarding.** Singapore Strait, when transiting within the Phillip Channel, an unnamed cargo vessel was boarded by robbers. The crew reported sighting two unarmed perpetrators. The alarm was raised and nothing was reported stolen. The crew were reported to be safe.
- 4) **04 August 2024 – Armed Boarding and Theft.** Singapore Strait, when transiting in the eastbound lane of the TSS, the master of the tug HK TUG 3 which was towing a barge, reported that the barge had been boarded by an unknown number of perpetrators from several small boats. The perpetrators transferred scrap metal from the barge to the small boats and left after about half an hour. The crew were reported to be safe.



Regional Overview - West Africa and the Gulf of Guinea

19. **Monthly Activity Report.** Only 1 incident involving maritime crime was reported in this region during August. A vessel was boarded and items were stolen while the ship was at the Abidjan Inner Anchorage. However also, 150 human migrants were rescued from the Atlantic Ocean as they attempted to reach the Canary Islands from West Africa. Levels of maritime crime remain low and piracy is suppressed.



Fig 8. Location of Incidents in the Gulf of Guinea – August 2024

20. Incidents.

a. Gulf of Guinea.

1) **13 August 2024 – Robbery.** Abidjan Inner anchorage, Ivory Coast, one Offshore Supply Vessel (OSV) reported a boarding. Two unknown men were spotted on the starboard side main deck by the duty watchman, the alarm was raised and on hearing the alarm, the robbers immediately left the vessel. The local authorities were informed and a security vessel arrived at the scene. A search of the vessel revealed that the padlock on the paint store was broken and some paint boxes were reported stolen. The crew was reported to be safe.

b. West Africa Coast.

2) **23 August 2024 – Migrants Rescued.** 150 human migrants were rescued by the Spanish coastguard as they neared the Canary Islands. Emergency services say the Coast Guard saved the migrants who were traveling on inflatable boats near the islands of Lanzarote and Gran Canaria in the Atlantic Ocean.

Regional Overview - Latin and South America and the Caribbean Sea

21. **Monthly Activity Report.** The level of crime reported in South American ports remains low. Political and civil unrest in some Central and South American countries such as Ecuador and Honduras makes travel there unadvisable without a thorough risk assessment being carried out before any port visit. In the Caribbean, where robbery from pleasure craft is endemic, there were 4 incidents reported this month.



Fig 9. Location of Incidents in Latin America and the Caribbean Sea – August 2024

22. Incidents.

a. **South America** – No Incidents to report

b. **The Caribbean.**

- 1) **17 August 2024 – Theft.** Grenada, Prickly Bay. A dinghy and outboard were stolen from the deck of an unoccupied yacht. No other detail was given.
- 2) **10 August 2024 – Theft.** The yacht TETHIS 2, which was moored in Schoelcher, Martinique was stolen from its mooring overnight. The owner was not on board at the time. A report was made to the police.
- 3) **07 August 2024 – Theft.** Saint Lucia, Rodney Bay. At about 0400HRS the owner/crew of a yacht berthed on a private dock opposite the marina were awakened when they heard a hissing noise. They discovered their companionway boards had been removed. They turned on the deck lights and searched the dock area, they noticed a blinking light that was coming from the stolen life raft that had been deployed in the adjacent vacant lot. The cockpit cover and the plotter/radar display were also stolen as well as all of the cash from a wallet left in the salon.



- 4) **05 August 2024 – Theft.** Sint Maarten, Simpson Bay Lagoon. A Boston Whaler and 25HP Yamaha outboard was stolen during a power outage. Video surveillance and dock lighting were not functioning during the outage, a backup generator had failed to start. The dinghy was recovered a few days later outside Nettle Bay on a rocky beach, minus the fuel tanks and with some minor damage.

23. For detailed root cause analysis and background to the events described in this report, talk to our Intelligence team who can provide a bespoke report focusing on maritime incidents and conflict situations that may affect your vessels and crew.

End of Report

