

DAILY MIOC INTELLIGENCE BRIEF

MARCH 11, 2026



IMO: 8762653
RISK INDICATOR: DARK ACTIVITY
RISK TYPE: SMUGGLING



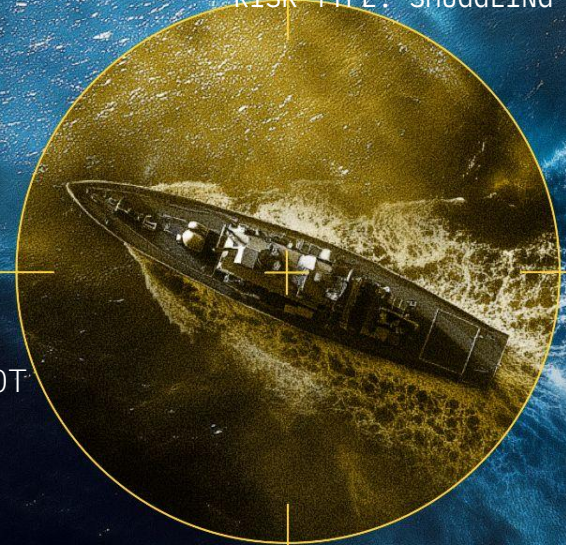
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EPIC FURY Daily Analysis - DAY 11 - EXECUTIVE SUMMARY



Transit activity through the Strait of Hormuz seems still heavily suppressed on March 10 by vessels transmitting AIS, with only two outbound crossings recorded and no inbound movements observed



Remote Sensing Intelligence shows vessel presence inside the Strait exceeds AIS-visible traffic, suggesting that limited movement continues under partially visible or dark conditions.



Saudi Arabia's Red Sea export pivot is accelerating, with 27 VLCCs now heading toward Yanbu as Gulf export dependency shifts westward.



Multiple commercial vessels were reportedly struck on March 11, reinforcing the continued kinetic threat to ships operating in and around the Strait



Chinese crew and ownership messaging continues to appear in AIS broadcasts, suggesting some vessels may be signaling neutrality while attempting transit



Traffic through Bab el-Mandeb remained below trend, Suez Canal crossings declined further, and Cape of Good Hope rerouting stayed elevated as route redistribution continued



Port disruptions are spreading through Gulf and near-Gulf logistics networks, while dry bulk, metals, fertilizer, and crude supply chains are tightening simultaneously

EPIC FURY Daily Analysis - HORMUZ



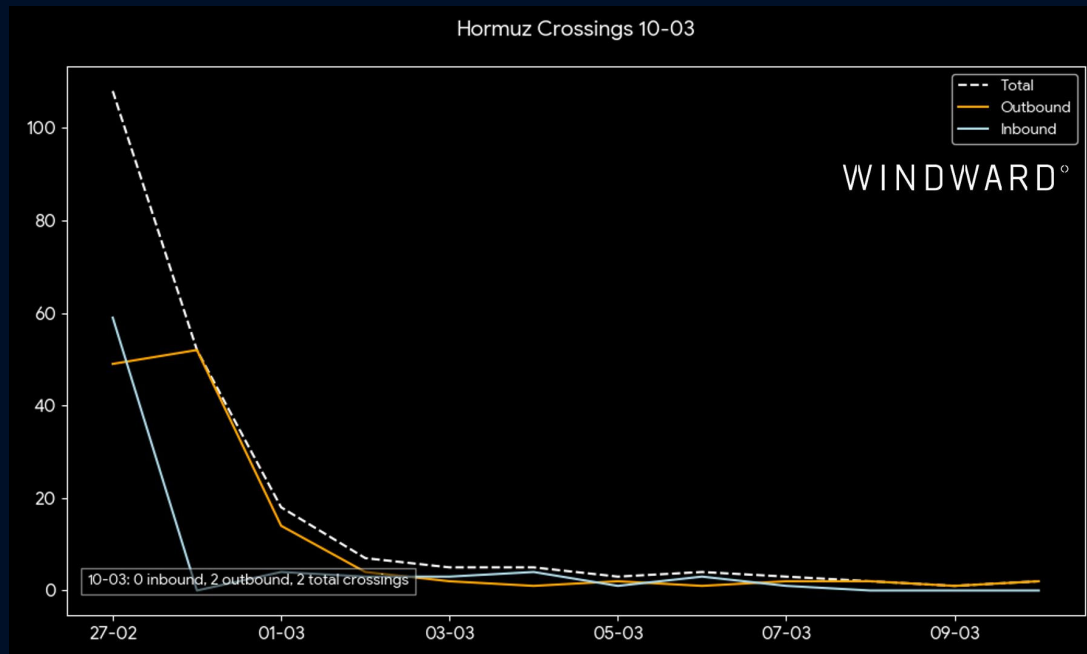
March 10, 2026 marks a 100% increase in vessels crossing the Hormuz Strait from the previous day with 2 cross*

Corsage Breakdown by Subclass:

- Bulk Carrier: 1
- Other / Unknown: 1

Corsage Breakdown by Flag:

- Madagascar: 1
- Marshall Islands: 1



*AIS Transmitting Transits

EPIC FURY Daily Analysis - BAB-EL MANDEB



March 10, 2026, indicates a stable volume of AIS-transmitting strait crossings with a total of 16 transits. The majority of these vessels crossed out of the Red Sea*

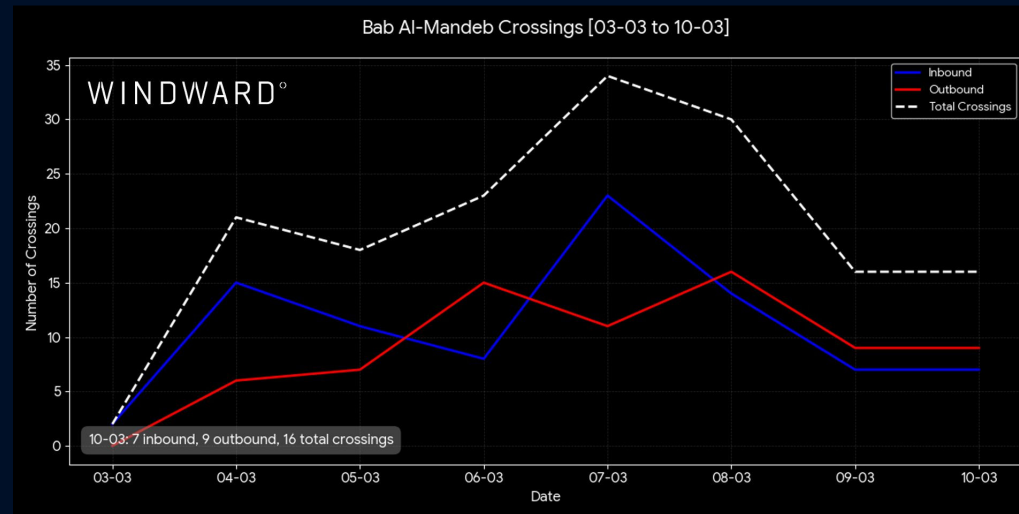
Corsage Breakdown by Subclass:

- Container Vessel: 4
- Crude Oil Tanker: 2
- Oil/Chemicals Tanker: 2

Corsage Breakdown by Flag:

- Hong Kong: 3
- Oman: 2
- Equatorial Guinea: 1

*AIS Transmitting Transits



EPIC FURY Daily Analysis - SUEZ CANAL



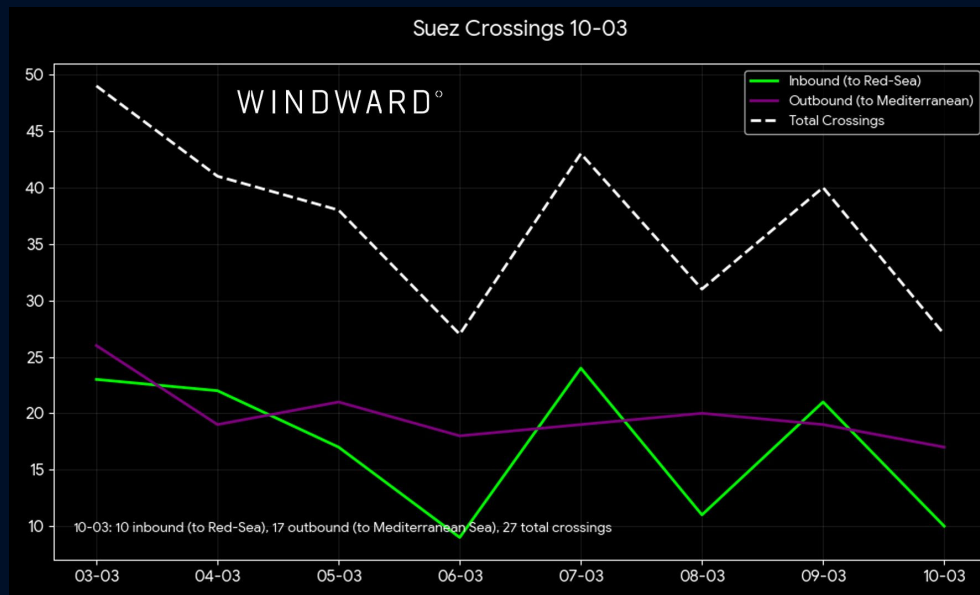
March 10, 2026 marks a 32.5% decrease in vessels crossing the Suez Canal from the previous day with 27 crossings*

Corsage Breakdown by Subclass (Top 3):

- Bulk Carrier: 8
- Container Vessel: 3
- General Cargo: 3

Corsage Breakdown by Flag (Top 3):

- Liberia: 6
- Panama: 5
- Russia: 2



*AIS Transmitting Transits



EPIC FURY Daily Analysis - CAPE OF GOOD HOPE



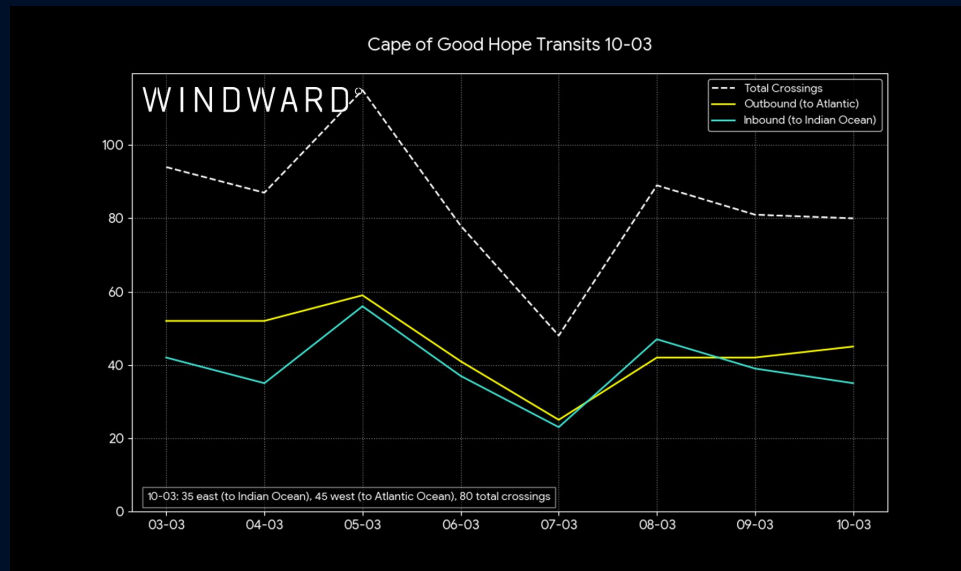
March 10, 2026 marks a 1.23% decrease in vessels crossing the Cape of Good Hope from the previous day with 80 crossings*

Corsage Breakdown by Subclass (Top 3):

- Bulk Carrier: 31
- Container Vessel: 16
- Oil/Chemicals Tanker: 6

Corsage Breakdown by Flag (Top 3):

- Panama: 13
- Liberia: 12
- Marshall Islands: 9



*AIS Transmitting Transits





EPIC FURY Daily Analysis - PORT TRANSHIPMENT DELAYS



Transshipment delays spikes at several key Gulf hubs

Gulf:

- Jebel Ali, UAE: 11 port-of-loading late-departure cases (0%-baseline from previous day, +26.23% vs 7-day average); 2 port-of-loading rollovers (+100.0% from previous day, +100.0% vs 7-day average); 6 transshipment rollovers (+100.0% from previous day, +20.0% vs 7-day average); 17 transshipment-delay cases (+325.0% from previous day, +12.26% vs 7-day average).
- Dammam, Saudi Arabia: 6 transshipment-delay cases (+200.0% from previous day, +35.48% vs 7-day average).
- Hamad, Qatar: 4 port-of-loading late-departure cases (0%-baseline from previous day, +154.55% vs 7-day average).

Outside The Gulf:

- Karachi, Pakistan: 7 port-of-loading late-departure cases (+250.0% from previous day, +390.0% vs 7-day average); 2 port-of-loading rollovers (+0.0% from previous day, +100.0% vs 7-day average); 2 transshipment rollovers (+0.0% from previous day, +75.0% vs 7-day average); 5 transshipment-delay cases (+150.0% from previous day, +250.0% vs 7-day average).
- Salalah, Oman: 26 port-of-loading late-departure cases (+1200.0% from previous day, +600.0% vs 7-day average); 12 transshipment rollovers (+9.09% from previous day, +58.49% vs 7-day average); 18 transshipment-delay cases (+125.0% from previous day, -36.68% vs 7-day average).
- Sohar, Oman: 2 port-of-loading late-departure cases (0%-baseline from previous day, +250.0% vs 7-day average); 2 port-of-loading rollovers (+0.0% from previous day, +600.0% vs 7-day average); 4 transshipment-delay cases (+100.0% from previous day, +833.33% vs 7-day average).



Strategic Pivot to Yanbu

- Hormuz Bypass: Saudi Arabia has redirected Arab Light crude via the 1,200-km Petroline directly to Yanbu to bypass the closed Strait of Hormuz.
- Surging Exports: The closure of seaborne energy routes in the Gulf has caused loading volumes at Yanbu to soar.
- Record Freight Costs: Charter rates for the Red Sea-to-Asia route (originating from Yanbu) have hit a record \$460,000 per day.

The VLCC Armada

- Vessel Count: 27 Very Large Crude Carriers (VLCCs), each with a 2-million-barrel capacity, are currently signaling Yanbu as their destination.
- Loading Schedule:
 - 1 Arriving today
 - 21 tankers are scheduled to load by March 21.
 - 5 tankers are between March 22–25.
 - Arrivals are averaging 1–2 vessels per day through late March.
- Fleet Ownership: The armada is dominated by Saudi state-owned Bahri (46%) and China's COSCO (32%).



The 27 VLCC's enroute to Yanbu, Saudi Arabia, March 11, 2026, Windward



Global Daily Analysis - STAR GWYNETH



- **The Incident:** On March 11, 2026, the Marshall Islands-flagged bulk carrier STAR GWYNETH was struck by an Iranian projectile approximately 50 NM northwest of Dubai.
- **Damage & Crew Status:** The strike caused a 2-meter hull breach in the forward cargo hold and severe ballast tank damage, forcing the vessel to anchor for a structural integrity assessment. All crew members remain safe aboard, with no fire or evacuation required.
- **Operational Context:** Operated by Greek shipping major Star Bulk, the vessel had departed Iranian waters just 9 days prior to the attack, following a 12-day port call at Imam Khomeini (Iran's primary bulk export terminal).
- This raises the question to the intent of this strike given that the vessel was likely carrying Iranian cargo

The STAR GWYNETH port call in Iran, Feb 25, 2026. Source: Windward





Global Daily Analysis - MAYUREE NAREE



- **The Incident:** On March 11, 2026, the Thailand-flagged bulk carrier MAYUREE NAREE suffered the most severe damage of the day's attacks when Iranian projectiles struck the vessel approximately 11 NM north of Oman.
- **Damage & Crew Status:** The strike triggered a stern engine room fire that resulted in a total loss of propulsion and forced all 23 Thai crew members to abandon the ship.
- **Operational Anomalies:** In the 9 days preceding the attack, the vessel exhibited extensive dark activity and anomalous AIS speed reports reaching 81-101 knots, strongly indicating intentional signal spoofing or manipulation.
- **Strategic Context:** Because Khalifa Port serves as a major alternative transshipment hub, the IRGC likely views vessels utilizing it as part of a "hostile" supply chain, particularly while the U.S. coordinates regional operations from the UAE.



The MAYUREE NAREE Position, March 11, 2026. Source: Windward



Global Daily Analysis - ONE MAJESTY



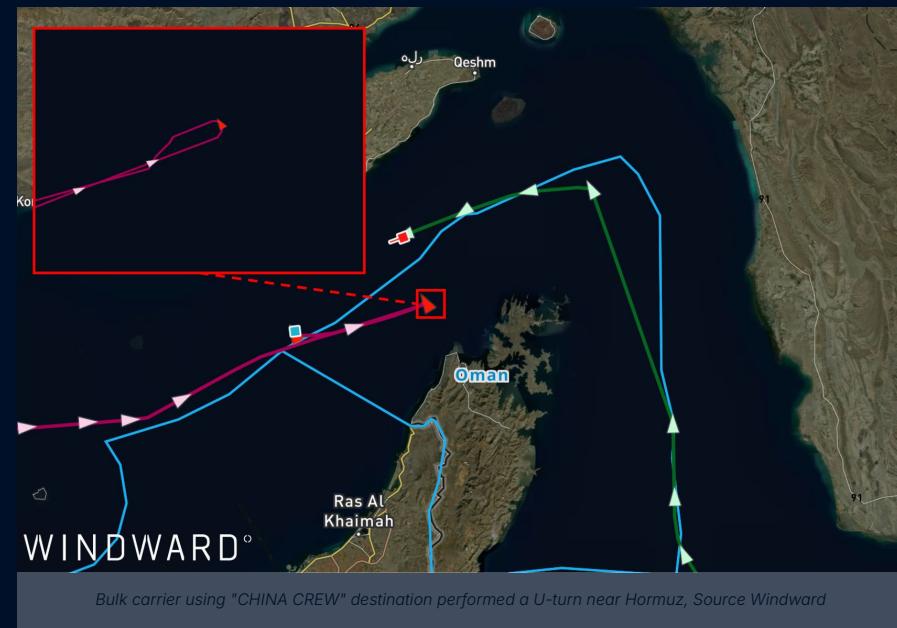
- **The Incident:** On March 11, 2026, the Japan-flagged container ship ONE MAJESTY was struck by an Iranian projectile approximately 25 NM northwest of Ras Al Khaimah, UAE.
- **Damage & Crew Status:** The strike caused a minor 10-centimeter hull breach—suggesting a small-caliber weapon, a glancing impact, or a failed detonation. The vessel remains seaworthy and is proceeding to a safe anchorage under its own power, with all crew members safe and uninjured.
- **Operational Context:** The vessel is operated by Ocean Network Express (ONE) and owned by Mitsui O.S.K. Lines, which is one of Japan's three largest shipping conglomerates.
- Given that the vessel's direct port of call prior to the ONE MAJESTY's arrive at the Gulf was the US, this might have been the reason for this targeting



The ONE MAJESTY Position, March 11, 2026. Source: Windward

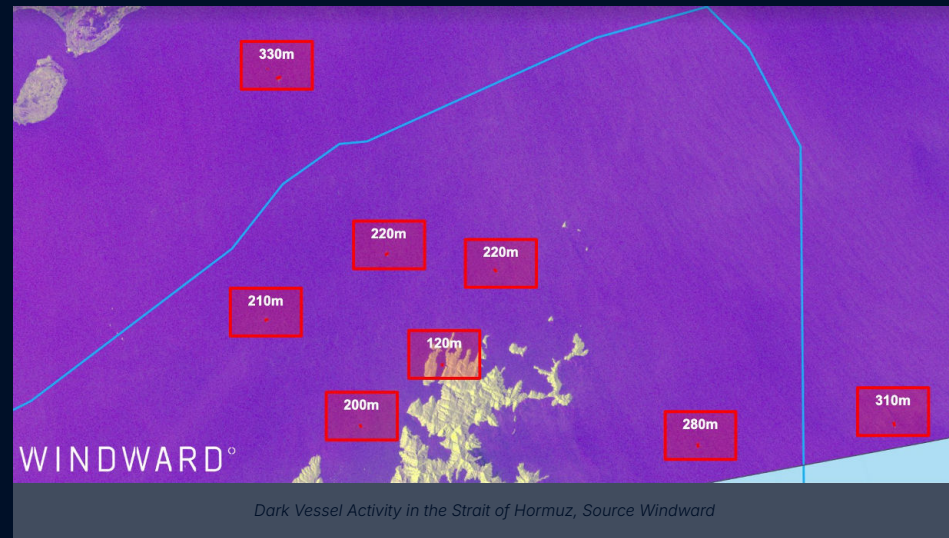


- On March 11, 2026, a bulk carrier broadcasting a "CHINA CREW" AIS signal successfully completed an inbound transit through the Strait of Hormuz, while a second bulk carrier utilizing the exact same destination broadcast aborted its outbound transit and executed a U-turn.
- This activity strongly suggests that regional actors are currently enforcing an "out-block"—selectively granting inbound access to vessels signaling Chinese neutrality, while aggressively restricting outbound traffic from leaving the Gulf, regardless of their protective AIS broadcasts.
- These two bulk carriers are part of a broader tactical trend, with 23 vessels currently in the Gulf actively altering their AIS strings (using variations like "CHINESE VSL AND CREW," "CHINA OWNER AND CREW," or "CHINESE SHIP OWNERS") to leverage Beijing's perceived diplomatic protection.
- **Profile:** The 23 vessels utilizing this specific signaling tactic are predominantly bulk carriers (10) and container vessels (5). They largely operate under flags of convenience (Panama, Liberia, Marshall Islands) or Hong Kong/China flags





- **Undisclosed Large Vessel Presence:** On March 10, 2026 (14:16 UTC), remote sensing imagery (RSI) detected 8 large vessels operating within the Strait of Hormuz.
- **Widespread Dark Activity:** Notably, all 8 of the detected vessels were engaged in dark activity, with no active AIS transmissions broadcasted at the time the image was captured.
- **Significant Vessel Dimensions:** While the specific vessel types remain unidentified, their lengths indicate substantial capacity: 330m, 310m, 280m, 220m (two vessels), 210m, 200m, and 120m.
- **Transit Uncertainty:** Due to the limitations of this isolated detection, it is currently impossible to ascertain the vessels' operational direction of travel or confirm whether they successfully completed a full transit through the strait.





Maintaining a persistent tactical advantage requires the transition from static monitoring to active orchestration. The Windward Maritime Intelligence Operations Center (MIOC) provides this bridge, functioning as an operational center that integrates multi-sensor intelligence - including EO, SAR, RF, HUMINT, and ADINT - with Agentic AI to Detect → Collect → Analyze threats and pre-operational indicators in real time. To move beyond data visualization and into proactive mission support, please reach out to your Windward point of contact. We are prepared to discuss aligning our Ongoing Intelligence Analysis or Ad-Hoc Forensic Deep Dives with your specific theater requirements.

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