

Maritime Intelligence Operations Center

Intelligence Analysis

MARCH 13, 2026



Prepared by:

Windward MIOC Intelligence Analyst

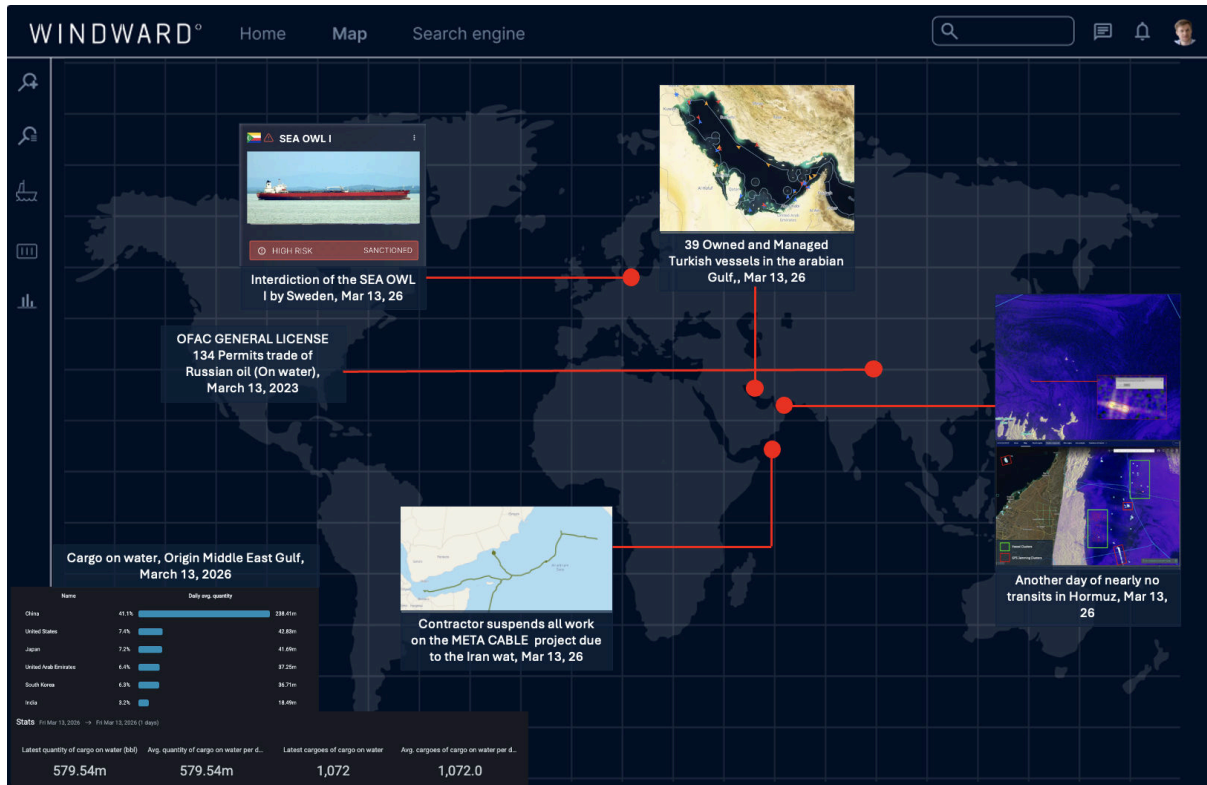


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1. EPIC FURY - DAY 13 - EXECUTIVE SUMMARY



Contradictory Reports on Indian Tankers: Conflicting reports have emerged regarding Indian-flagged vessels in the Strait of Hormuz. While some sources suggest Iran has agreed to allow passage for Indian vessels following high-level diplomatic talks, an Iranian source has officially denied any such agreement, describing the navigation situation as fluid and sensitive

Turkish Vessel Conditional Passage: One Turkish-owned vessel, the *Rozana*, was granted permission by Iranian authorities to transit the Strait of Hormuz specifically because it had utilized an Iranian port. Turkey's Transport Minister, Abdulkadir Uraloglu, confirmed that 14 other Turkish-owned vessels remain in the area awaiting clearance under a "highest-level" security alert

Infrastructure Stalled by War: Work on Meta's massive "2Africa" undersea cable project - specifically the "Pearls" segment in the Arabian Gulf - has been halted. The contractor, Alcatel Submarine Networks (ASN), issued *force majeure* notices after determining that military activity in the region had made it unsafe for installation vessels to continue

OFAC General License 134: OFAC issued General License 134, which authorizes the delivery and sale of Russian-origin crude oil and petroleum products, provided they were loaded onto vessels as of March 12, 2026



▲ **Interdiction of the SEA OWL I:** The Swedish Coast Guard has boarded and seized a second "stateless" vessel in the Baltic Sea within a single week. The tanker *Sea Owl I*, suspected of being part of the Russian "shadow fleet," was detained off Trelleborg due to suspicions of flying a false Comorian flag and posing risks to maritime safety and the environment

2. STRAIT OF HORMUZ

Multi-source Intelligence shows a ~200-m vessel in transit in the Strait of Hormuz on March 13, 2026, 0205 UTC. Other than this single vessel, no other detections were observed at that time.

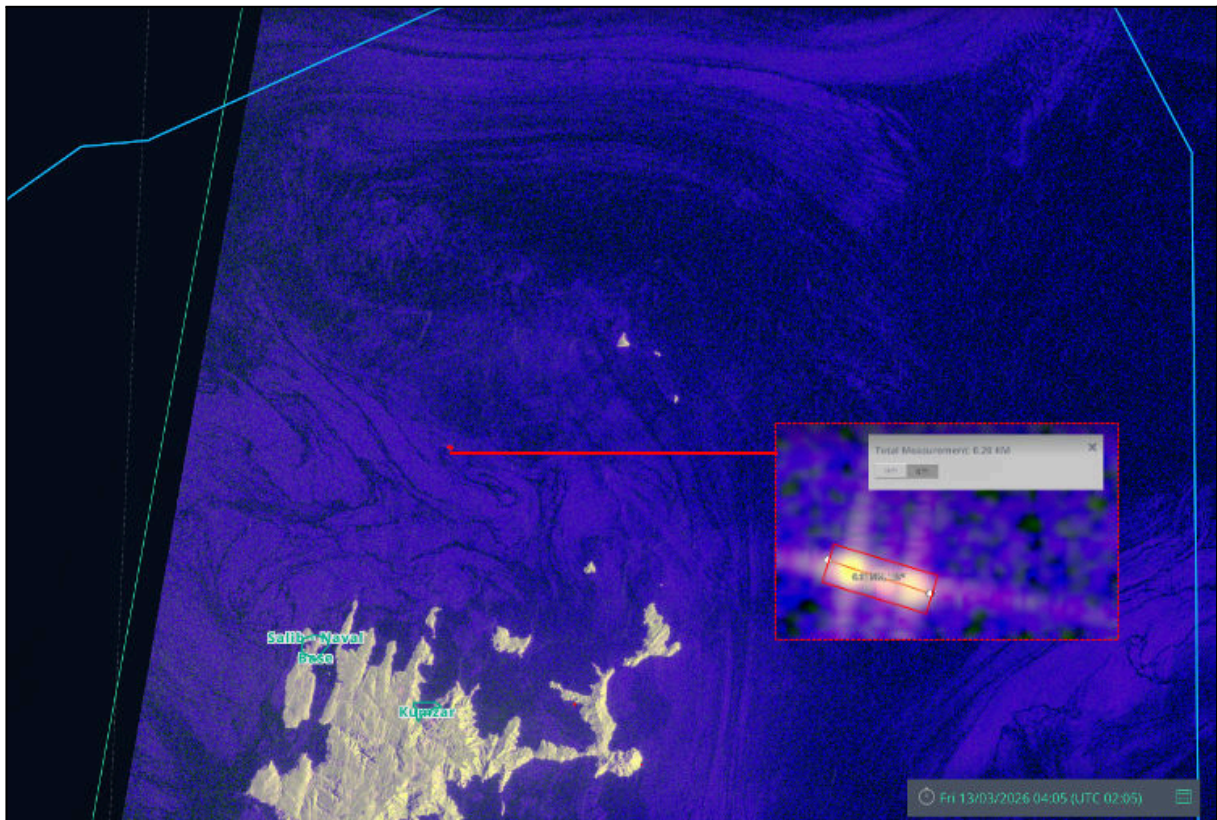


Figure - SAR Image of the Strait of Hormuz, March 13, 2026. Windward

Examination of the Gulf of Oman using the Windward Multi-source Intelligence tools shows the following Remote Sensing Intelligence Assessment

Maritime Overview

Total Vessels Detected: 400 - The image shows a densely populated maritime area with a diverse mix of vessel sizes ranging from small craft to very large ships.



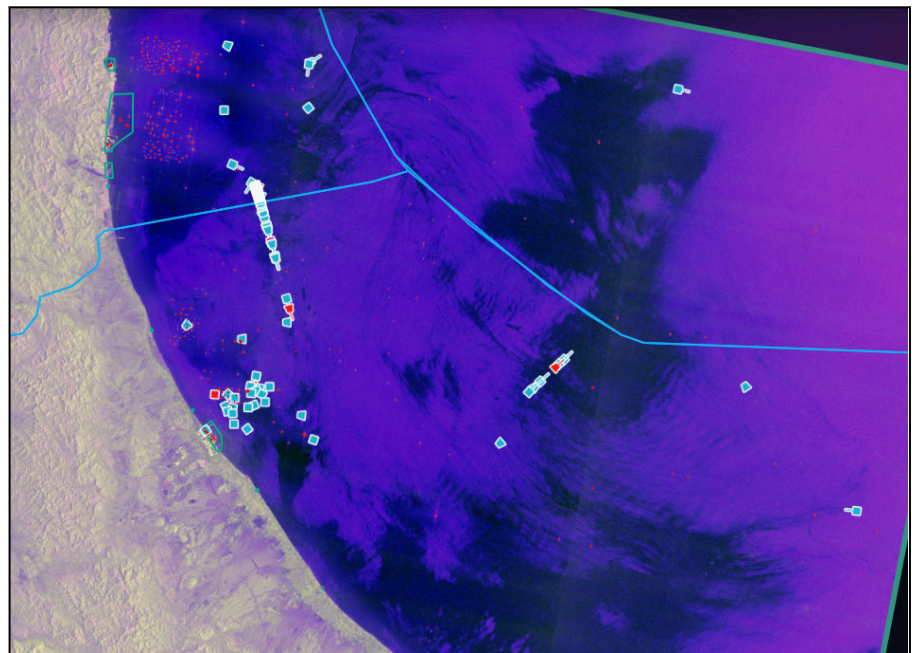
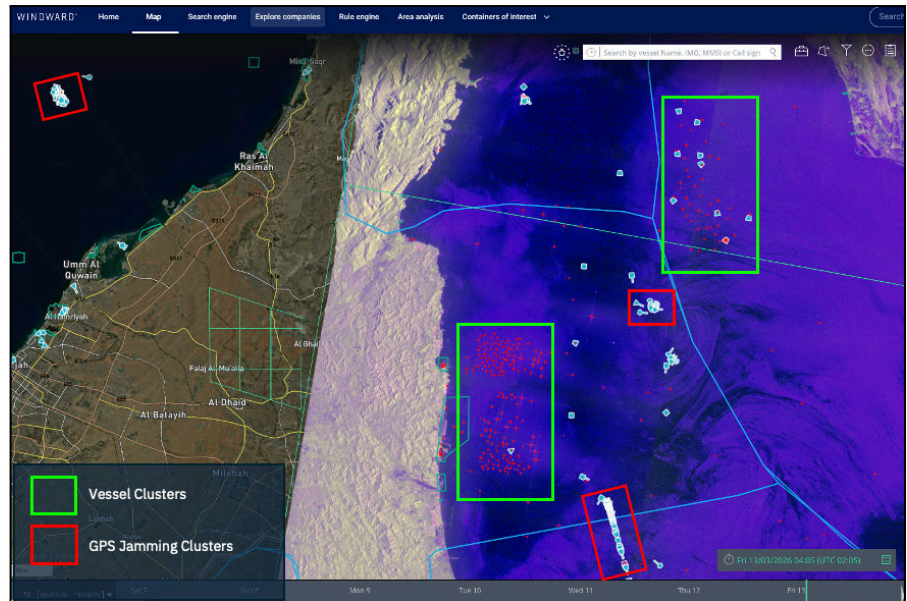
Vessel Size Distribution:

Size Range	Count
<80m	24
80–150m	127
150–250m	178
250–350m	60
350m+	11

The image is dominated by medium-sized vessels in the 150–250m range, which account for nearly half of all detections. There's also a substantial presence of vessels in the 80–150m category, while larger vessels (250m+) represent approximately 18% of the total. The relatively small number of vessels under 80m suggests this is likely a commercial shipping area rather than a small craft anchorage.



Figures - Gulf of Oman, Vessels and GPS Jamming Clusters, March 13, 2026, Windward.



3. OFAC GENERAL LICENSE 134

The U.S. Treasury's Office of Foreign Assets Control (OFAC) issued General License 134 on March 12, temporarily authorising certain transactions involving Russian crude oil and petroleum products already loaded onto vessels.

The temporary sanctions waiver allows Russian oil currently at sea to be delivered, and is designed to stabilise energy markets disrupted by the Middle East war.



The move impacts around 215 million barrels of oil now on the water or in floating storage from Russia and around 377 tankers, according to information using data from Windward and Vortexa.

That includes some 126 million barrels of Russian crude, 60 million barrels of refined product, and 35 million barrels of fuel oil. Many will already be sold.

Some 44% of these tankers are sanctioned by the US, UK or the EU. A further 50% are classified as 'high risk' according to Windward. Included are some 10 very large crude carriers, around 60 Suezmaxes, 135 Aframax or Long Range 2 tankers, and more than 130 Medium Range ships.

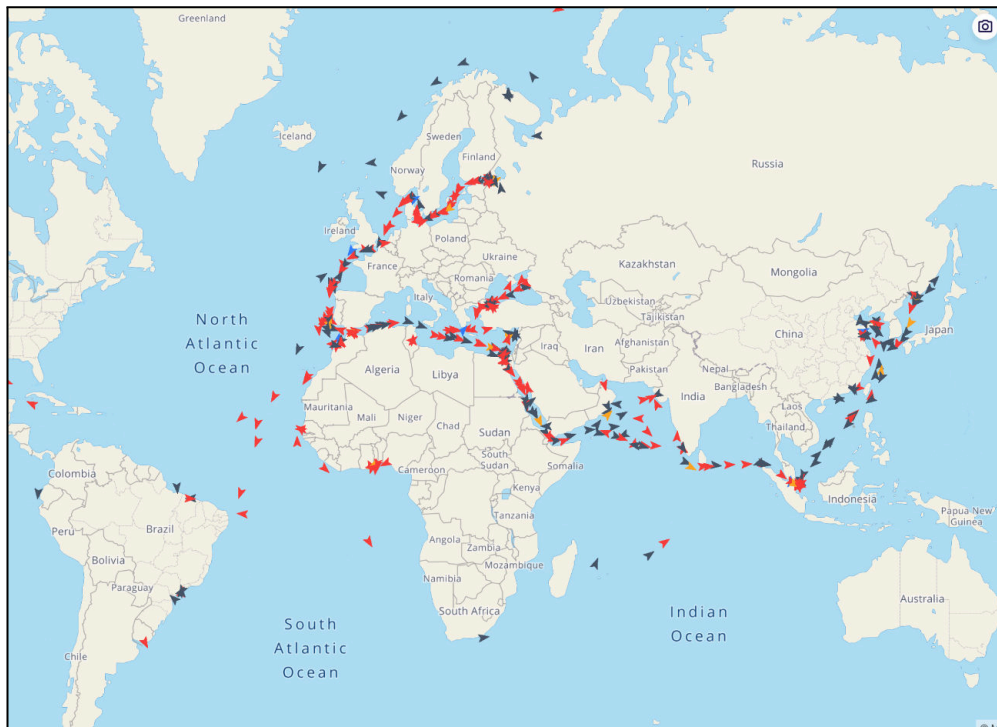
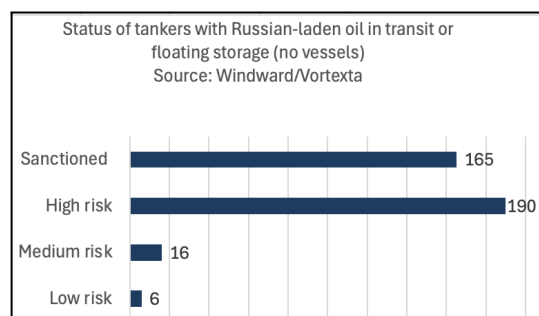


Figure - Tankers in floating storage or in transit with Russian oil that have yet to discharge at ports, Windward



The licence allows activities "ordinarily incident and necessary to the sale, delivery, or offloading" of Russian-origin oil, even if those cargoes are being shipped on US-sanctioned tankers.



OFAC's licence covers operational services required to complete voyages, including vessel management, crewing, bunkering, port services, classification, insurance, salvage and emergency repairs, as well as activities necessary for safe berthing, anchoring and crew welfare.

However, the licence does not authorise new trade in Russian crude, or permit transactions banned under other sanctions programs. The authorisation excludes dealings involving Iran or Iranian-origin goods or services that remain restricted under separate U.S. sanctions regimes.

A similar 30-day waiver was issued last week to allow India to import Russian oil loaded before March 5. The March 12 measure now extends this to other buyers of Russian oil which are typically based in Turkey, and countries in South America, North Africa, as well as China. increase in oil prices since the beginning of EPIC FURY on February 28, and the effective closure of the Strait of Hormuz.

4. INTERDICTION OF THE OWL I

The SEA OWL I (IMO 9321172) completed a round-trip voyage between Russian oil terminals and Brazil in the months leading up to its March 12, 2026 boarding by Swedish authorities. The 74,998 DWT oil products tanker, currently flagged under Comoros and sanctioned by both the EU and UK for Russian oil trade, departed Russian waters in early January 2026 after spending over 227 hours in the Russian EEZ and conducting two separate periods of dark activity totaling 48 hours near Primorsk. On January 4, the vessel conducted a ship-to-ship meeting with the Russian-flagged tanker TAURUS in Baltic waters before beginning its transatlantic voyage westbound through the English Channel. After crossing the Atlantic via Madeira and Cape Verde, the vessel arrived in Santos, Brazil on February 10, where it remained for five days before beginning its return journey north. The vessel retraced its Atlantic route through Cape Verde, Madeira, and the English Channel, entering the North Sea in early March and transiting through Danish waters into the Baltic. On March 12, as the SEA OWL I passed through Swedish territorial waters southeast of Malmö via The Sound strait, it was intercepted and boarded twice by Swedish Coast Guard vessels KBV 496 and KBV 432 within a three-hour period. Windward data shows the vessel carries a Level 3 Compliance Risk designation—the highest level—due to its presence on EU and UK sanctions lists for Russian oil transport, with its risky activity dating to April 2025 when it first called at the Russian port of Primorsk. The vessel's pattern of frequent flag changes, identity modifications (previously named VELOS RUBY), and systematic dark activity near Russian terminals aligns with common sanctions evasion tactics employed by vessels in Russia's shadow fleet.



I'll retrieve the vessel data and research the boarding incident, then synthesize a narrative about its recent journey.



Figure - OWL I Movements in the past 70-days, Windward

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.



DISCLAIMER

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