

DAILY MIOC INTELLIGENCE BRIEF

April 1, 2026



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



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STRAIT OF HORMUZ AND MARITIME CHOKEPOINTS

April 1, 2026



KEY METRICS — TODAY

01 · SITUATIONAL OVERVIEW

VESSELS IN GULF

658

Active vessels tracked

↑ +52 vs yesterday

INBOUND CROSSINGS

5

5 AIS · 0 Dark

↑ +1 vs yesterday

OUTBOUND CROSSINGS

6

6 AIS · 0 Dark

↑ +2 vs yesterday

DARK ACTIVITY EVENTS

784

AIS-off events

↑ +103% vs yesterday

VESSELS ATTACKED

22

Since conflict start

↑ +1 this week

FLEET COMPOSITION — 658 VESSELS IN GULF

04 · FLEET INTELLIGENCE



155

BULK CARRIERS



80

PRODUCT TANKERS



68

CRUDE TANKERS



46

CONTAINER SHIPS



42

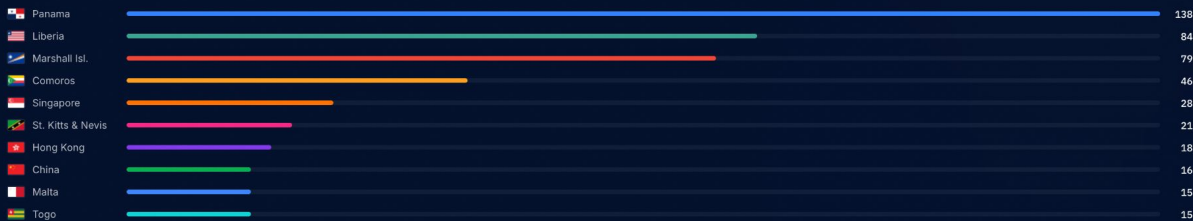
LNG / LPG



156

OTHER

FLAG REGISTRY — TOP COUNTRIES



ANALYTICS — CROSSINGS & DESTINATIONS

Hormuz Crossings

AIS-visible · Last 7 days · Inbound vs Outbound



EPIC FURY Daily Analysis - HORMUZ



Transits / Static in the Strait:
April 1, 2026

- 3 AIS Transmitting Vessels Exited the Gulf
- 1 AIS Transmitting Vessel Entered the Gulf

Vessels Breakdown - [See Annex 1](#)

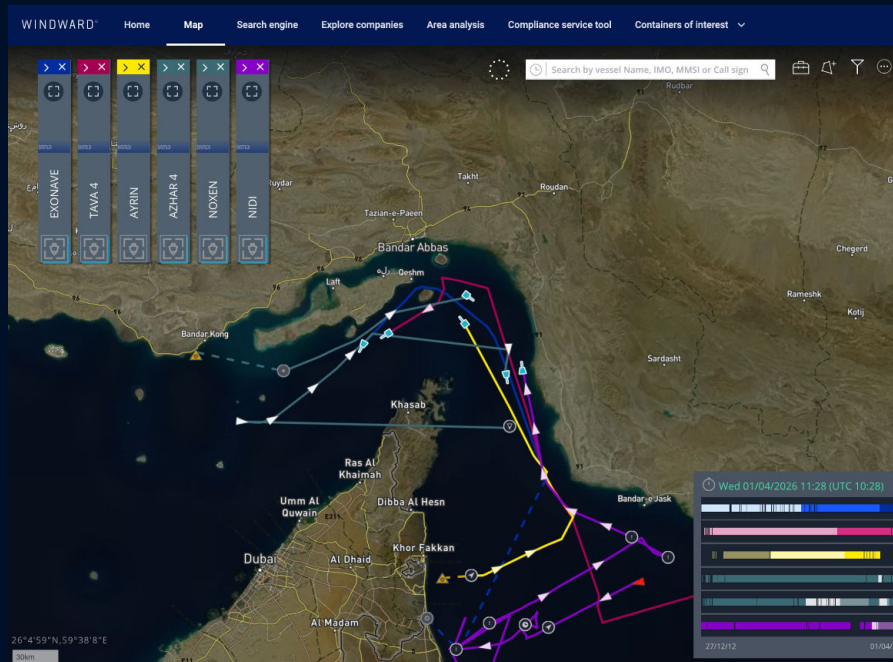


Figure - AIS Transmitting Vessels Transiting Hormuz April 1 Windward



Oil-on-Water:

- Iran's Cargo-on-Water is currently estimated at 183.5 million barrels, vs 185.4 on March 31, This comprises 168 Mbbbl of crude & condensates, 10.4 Mbbbl of CPP, and 5.5 Mbbbl of DPP.

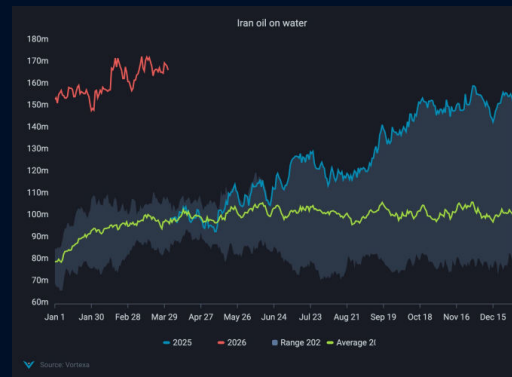
WEST OF HORMUZ OIL EXPORTS

* Exports of crude and condensate, clean petroleum products and dirty petroleum products loaded on tankers at ports West of Hormuz totalled 5.28m bpd in March, compared with 22.2m bpd the prior month, a fall of 76%.

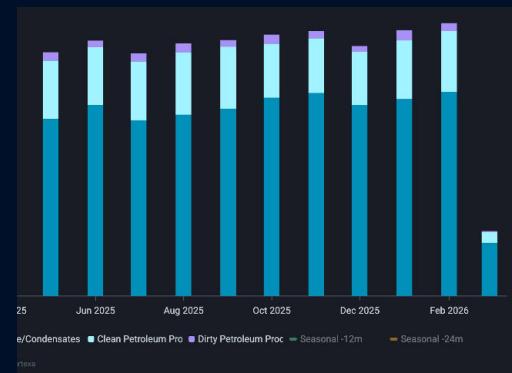
* Crude and condensate loadings at 4.3m bpd in March compared with 16.6m bpd in February

* CPP loaded in March were at 880,000 bpd compared with 4.95m bpd in the prior month.

* Of the 142.5m barrels loaded, 128m barrels remains in transit or floating storage indicating the severity of the closure which has prevented tankers leaving Hormuz to deliver cargoes

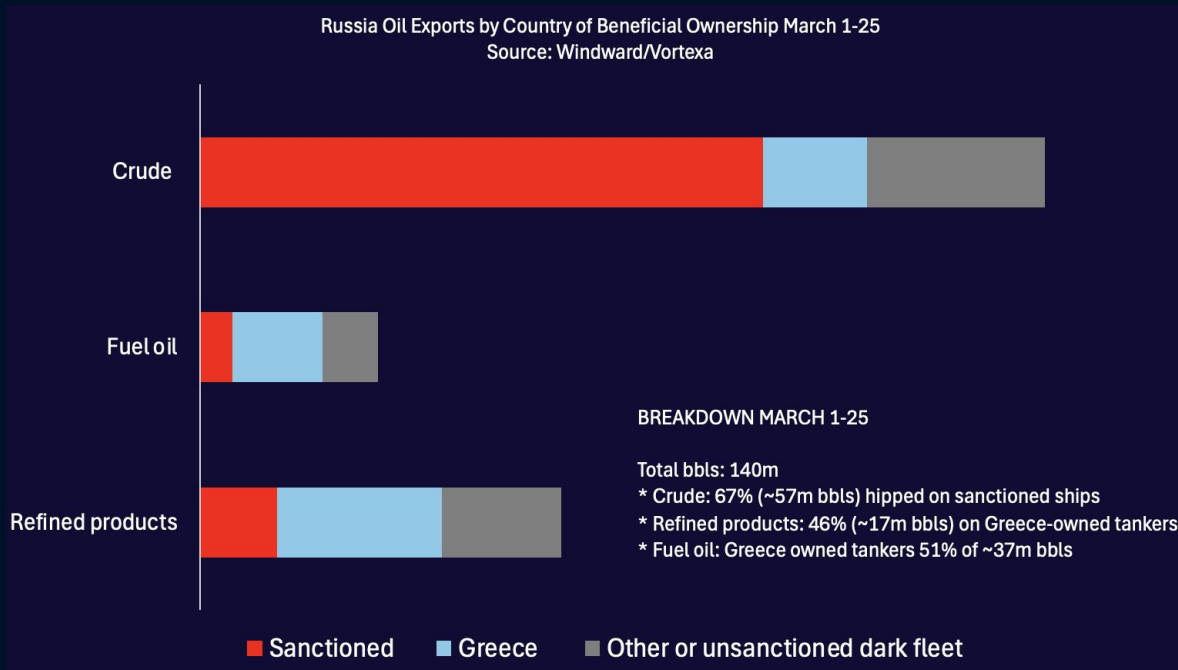


Iranian oil on water, April 1. Vortexa



West of Hormuz monthly loadings Vortexa

EPIC FURY Daily Analysis - RUSSIA



The war in Iran, higher oil prices, and a US sanctions waiver alongside the effective closure of the Strait of Hormuz is reshaping who ships Russia oil.

Analysis of tankers calling at Russia (excluding Kazakh and CPC grades), showed 67% of crude was shipped on tankers sanctioned by the US, EU or UK.

“Other or unsanctioned dark fleet tankers” comprised 21% of crude shipped and Greece-owned ships 12%, one of the lowest levels ever.

EPIC FURY Daily Analysis - RUSSIA



- Greek shipowners have remained in the Russia oil market even as price reporting agencies assessed prices of crude, refined products and jet fuel above the G7 Oil Price Cap over March.
- Globally assessed diesel prices exceeded the \$100/bbl cap in early March. Many of the world's largest export refineries are in Saudi Arabia, Kuwait, and UAE, with the shortage in middle distillates hiking global prices.
- Complicating enforcement in March was the U.S. decision that saw Russian cargoes on the water as of March 12 exempted from sanctions under a waiver issued by the Department of Treasury. The move affected about 377 tankers.
- EU and UK marine service providers cannot benefit from the US sanctions waiver, as it diverges from their existing sanctions regime which remains unchanged.



EPIC FURY Daily Analysis - VESSEL ATTACK



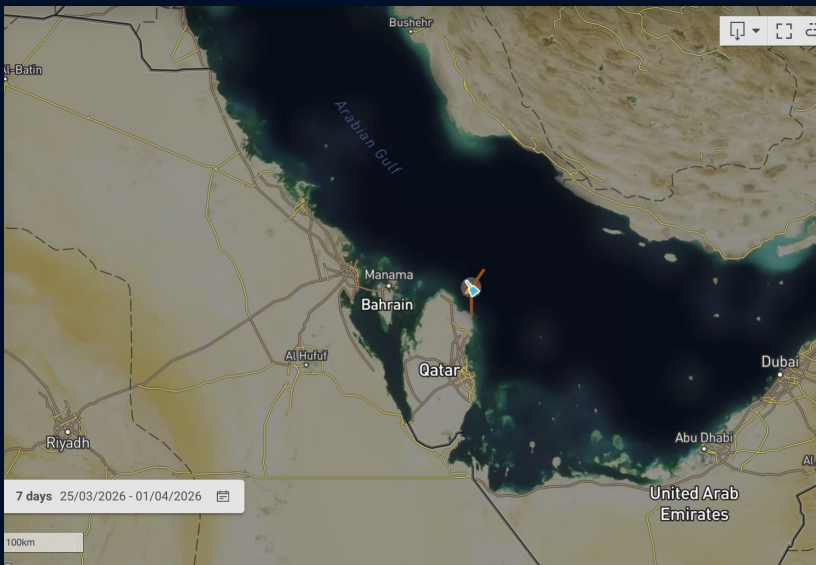
On April 1, 2026, the Panama-flagged 47,917 dwt tanker AQUA 1 (IMO 9573660) was struck by two Iranian cruise missiles ~17 nautical miles north of Ras Laffan, Qatar. Vessel sustained port-side hull damage above the waterline. All 21 crew members were evacuated safely with no injuries reported. No environmental impact or oil spill reported.

Qatar's armed forces detected 3 Iranian cruise missile launches. 2 were intercepted, one struck AQUA 1. The vessel was on charter to Qatar Energy.

One missile caused a fire which has since been extinguished. The other remains unexploded within the vessels engine room and is being investigated by the relevant authorities.

UKMTO logged 24 maritime incidents since February 28 across the Middle East Gulf, Strait of Hormuz, and Gulf of Oman including 22 confirmed attacks. The AQUA 1 attack followed the March 31 drone strike on Kuwaiti VLCC AL SALMI at Dubai Anchorage.

Recent Voyage: Last confirmed port call was Ras Laffan, Qatar (March 8-11, 2026)



Location of Aqua 1 at time of attack, Windward



EPIC FURY Daily Analysis - INDIA TO IMPORT IRAN OIL



PING SHUN (IMO 9231901), an OFAC-sanctioned Aframax crude oil tanker flying the false flag of Eswatini is transporting ~600,000 barrels of Iranian crude from Kharg Island to Vadinar, India—the first Iranian oil delivery to India since May 2019.

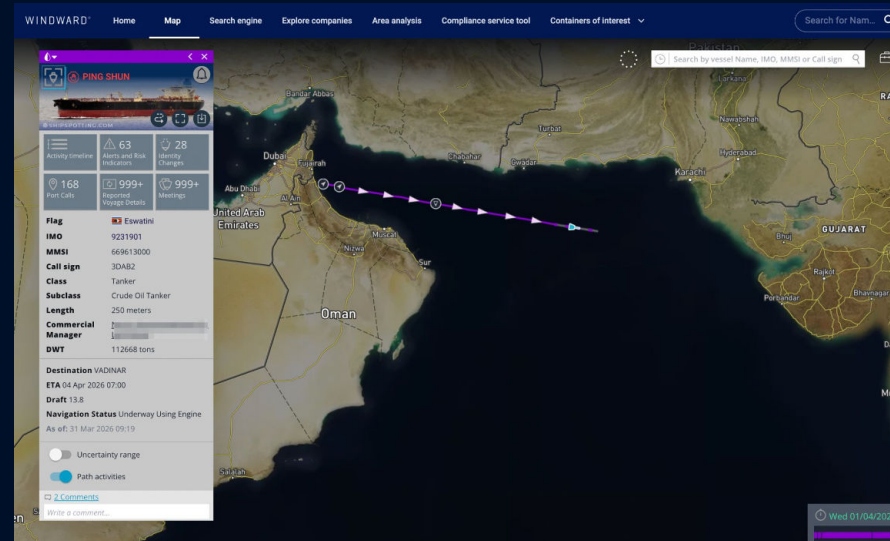
Both tanker & operator (Nycity Shipmanagement Co Ltd, China) were designated under OFAC Executive Order 13902 (Iran sanctions) on February 25, 2025.

Expected Receivers: Indian Oil Corp., Bharat Petroleum Corp., or Nayara Energy Ltd.

Peak India-Iran Trade: 518,000 bpd (11.5% of India's crude imports) in 2018

Voyage enabled by US General License U (March 20, 2026), authorizing delivery of Iranian crude loaded before the March 20 cutoff.

GL U does not override vessel-specific sanctions—does not delist the sanctioned vessel or authorize transactions with the sanctioned operator. This creates significant legal complexity for Indian refiners (IOC, BPCL, Nayara Energy) if receiving the cargo at Vadinar port.



PING SHUN sails for Vadinar, Windward

The vessel exhibits sustained sanctions evasion tradecraft: undocumented China operations, and complete ownership opacity (beneficial owner unknown).

ANNEX 1 - VESSELS TRANSITED THE STRAIT OF HORMUZ APRIL 1 (AM)



Vessel Name	IMO	Flag	Subclass	Reported Destination
Azhar 4	9119048	Comoros	Cargo	Dubai (old)
Nidi	8818843	Botswana (false flag)	Tanker	Sharjah OPL
Exonave	9014456	Madagascar (false flag)	Tanker	To order
Noxen	9189146	Comoros	Tanker	TBA
Tava 4	9292151	Comoros (false flag)	Containership	For order



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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