



Worldwide

(U) Worldwide Threat to Shipping (WTS) Report, 22 January–19 February 2025

21 FEBRUARY 2025

ICOD: 19 February 2025

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(U) Executive Summary

(U) Scope

(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.

(U) Warnings, Advisories and Alerts: See Appendix C for active advisories.

(U) Three U.S. Maritime Advisories (2025-001, 2025-002, and 2025-003) were issued on 14 February 2025. These advisories provide clarity on specific threats faced in the Red Sea, Bab el Mandeb Strait, Gulf of Aden, Gulf of Oman, Arabian Sea, Strait of Hormuz, and Indian Ocean. For maritime industry questions on these advisories, contact the Global Maritime Operational Threat Response Coordination Center at GMCC@uscg.mil. Supplemental information about U.S. Maritime Alerts and Advisories, including subscription details, may be found at <https://www.maritime.dot.gov/msci>. These advisories will automatically expire on 11 August 2025.

1. (U) U.S. Maritime Advisory 2025-001: Southern Red Sea, Bab el Mandeb Strait, and Gulf of Aden – Houthi Attacks on Commercial Vessels

This advisory cancels U.S. Maritime Advisory 2024-008. On 19 January 2025, Houthi officials in Yemen claimed that they were ceasing their attacks on U.S.- and U.K.-flagged, owned, and affiliated commercial vessels; commercial vessels partially owned or managed by Israeli individuals or entities; and commercial vessels bound for Israeli ports. Due to current uncertainty regarding these Houthi announcements, commercial vessels remain at risk from terrorism and other hostile actions from the Houthis when transiting this region until further notice.

2. (U) U.S. Maritime Advisory 2025-002: Strait of Hormuz, and Gulf of Oman – Iranian Illegal Boarding / Detention / Seizure

This advisory cancels U.S. Maritime Advisory 2024-009. Although there is no specific threat to U.S.-flagged vessels, commercial vessels transiting this region may be at risk of being illegally boarded and detained or seized by Iranian forces. Iranian forces have utilized small boats and helicopters during boarding operations and have attempted to force commercial vessels into Iranian territorial waters.

3. (U) U.S. Maritime Advisory 2025-003: Gulf of Aden, Arabian Sea, Indian Ocean – Piracy / Armed Robbery / Kidnapping for Ransom

This advisory cancels U.S. Maritime Advisory 2024-010. Recent cases of piracy pose a general threat to all commercial vessels operating in this region. Since November 2023, there have been seven reported boarding/hijacking incidents. Pirates have

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utilized captured fishing vessels as motherships. Successful or attempted boardings and suspicious approaches have been reported up to 960 NM off the coast of Somalia. Specific case details are available at <https://www.oni.navy.mil/ONI-Reports/Shipping-Threat-Reports/Worldwide-Threat-to-Shipping/>.

(U) Summary:

1. (U) SOMALIA: On 17 February, six armed pirates hijacked a Yemen-flagged fishing dhow while operating off Garmaal, north of Eyl.
2. (U) INDONESIA: On 16 February, three unarmed perpetrators boarded a Panama-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS).
3. (U) GULF OF AMERICA: On 15 February, robbers boarded an offshore oil platform in the Bay of Campeche.
4. (U) INDONESIA: On 14 February, four armed perpetrators boarded a Liberia-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait TSS.

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(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.

(U) NORTH AMERICA

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(U) Figure 1. Piracy and Armed Robbery at Sea in the Gulf of America



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1. **(U) GULF OF AMERICA:** During the night of 14 February, armed men boarded and took control of a Mexico-flagged offshore oil platform in the Bay of Campeche (no position was specified). The robbers remained on the platform until the morning of 15 February. A call for assistance was made from the platform but no response was received. The robbers escaped with the platform crew's personal effects. Some of the crew had been assaulted during the incident and two were transferred to a hospital. (Clearwater Dynamics; theyucatantimes.com)

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(U) CENTRAL AMERICA – CARIBBEAN – SOUTH AMERICA

(U) No current incidents to report.

(U) ATLANTIC OCEAN AREA

(U) No current incidents to report.

(U) NORTHERN EUROPE – BALTIC

(U) No current incidents to report.

(U) MEDITERRANEAN – BLACK SEA

(U) No current incidents to report.

(U) WEST AFRICA – GULF OF GUINEA

1. (U) GULF OF GUINEA: On 1 February at 2115 local time, three perpetrators armed with guns boarded a Portugal-flagged general cargo ship while underway approximately 55 NM west of Bata, Equatorial Guinea, near position 02:02 N – 008:51E. After the perpetrators were detected cutting through razor wire to access the ship's deck, the master turned on the vessel's outside lights, the crew retreated to the citadel safe area, and a distress call was made. Following their discovery, the perpetrators escaped the ship and a small boat was observed on the ship's radar at a distance of approximately 1 NM, trailing the ship for 45 minutes before departing the area. All crew members were safe and no damage or theft were reported. The ship continued to Douala, Cameroon, under surveillance from Cameroonian Maritime Forces. (MDAT-GoG; Clearwater Dynamics)
2. (U) GULF OF GUINEA: On 31 January at 2100 local time, pirates boarded a fishing vessel while operating 15 NM from the shore off Libreville, Gabon (exact location not specified). The pirates destroyed communications systems; threatened the crew; and kidnapped the captain, chief engineer and one crew member. All of the kidnapped crew were Senegalese nationals. The remainder of the crew sailed the vessel south to Port Gentil, Gabon. The Gabon authorities dispatched a military vessel to the vessel's location to investigate. (Clearwater Dynamics)

(U) PERSIAN GULF

1. (U) PERSIAN GULF: On 24 January at 0300 UTC, a small military craft approached a merchant vessel while approximately 86 NM northeast of Ras Tanura, Saudi Arabia, near position 27:45N – 051:13E. Unconfirmed reports indicate the vessel was the U.S.-flagged RO/RO cargo ship *Liberty Power*. The small craft flashed a green laser light toward the ship's bridge

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while attempting to redirect the ship toward Iranian territorial waters. The JMIC assessed a possible connection between the incident and exercise GREAT PROPHET XVIII, which was announced to take place across Iran and the waters of the Persian Gulf. (UKMTO; Maritime Executive; Joint Maritime Information Center; Clearwater Dynamics)

(U) INDIAN OCEAN – EAST AFRICA – RED SEA

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(U) Figure 2. Piracy and Armed Robbery at Sea in the Indian Ocean



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1. **(U) SOMALIA:** On 17 February at 0001 UTC, six armed pirates hijacked a Yemen-flagged fishing dhow, took the captain and four crew members hostage, and released the remaining crew. The dhow was operating off Garmaal, north of Eyl, near position 08:32N – 050:31E. Reports suggest the fishing vessel may be used as a mothership for maritime criminal activities. (Clearwater Dynamics; IMB; eunavfor.eu)
2. (U) SOMALIA: On the night of 7 January, six armed persons boarded and hijacked a fishing dhow reportedly flagged in Yemen while approximately 6 NM southeast of Eyl, near position 07:49N – 050:12E. (IMB; Clearwater Dynamics; Maritime Executive)

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(U) EAST ASIA – SOUTHEAST ASIA

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(U) Figure 3. Piracy and Armed Robbery at Sea in Southeast Asia



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1. **(U) INDONESIA:** On 16 February at 0445 local time, three unarmed perpetrators boarded the Panama-flagged bulk carrier *Atrotos Heracles* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:05N – 103:43E. The duty crew observed the perpetrators at the stern of the ship and raised the alarm. After the crew mustered and conducted a security search, they discovered that the perpetrators had escaped from the ship. The crew was not injured and nothing had been stolen. (Clearwater Dynamics; ReCAAP; IMB)
2. **(U) INDONESIA:** On 14 February at 0255 local time, four perpetrators, one of whom carried a pistol and the other three carried knives, boarded the Liberia-flagged bulk carrier *Cancun* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:04N – 103:41E. After spotting the perpetrators in the engine room, the duty crew raised the alarm and all crew mustered to conduct a search with no further sighting of the perpetrators. No crew members were injured and nothing was reported stolen. The vessel continued its voyage to its next port of call without the need for assistance. (Clearwater Dynamics; ReCAAP)
3. **(U) INDONESIA:** On 12 February at 0250 local time, four robbers armed with knives boarded a Greece-flagged crude oil tanker while underway in the eastbound lane of the Singapore

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Strait TSS, near position 01:06N – 103:44E. After the duty crew encountered the robbers in the engine room, the perpetrators escaped from the tanker. The master confirmed that the crew was safe and accounted for and that engine spares had been stolen. The vessel proceeded to its next port of call. (Clearwater Dynamics)

4. (U) INDONESIA: On 11 February at 0330 local time, seven robbers boarded a Panama-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait TSS, near position 01:05N – 103:32E. The duty crew spotted the robbers armed with a pistol and knives in the engine room. After threatening a crew member, the robbers stole spare parts before escaping the vessel. One crew member sustained minor injuries during the incident. The ship continued its transit to its next port of call. (Clearwater Dynamics)
5. (U) INDONESIA: (Late Reporting) On 1 February at 0600 local time, five perpetrators boarded the Panama-flagged petroleum product tanker *Haima* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:07N – 103:45E. An engine department crew member sighted the perpetrators coming out of the engine room. The chief engineer was informed and notified the bridge. After the alarm was raised, a search was conducted with no perpetrators found. The master reported that the crew was not injured and that nothing was stolen. The vessel continued to its next port of call. (ReCAAP; Clearwater Dynamics)
6. (U) INDONESIA: On 3 February at 0415 local time, six robbers armed with knives boarded the Malaysia-flagged product tanker *Zevirous* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:06N – 103:44E. After the duty crew sighted the robbers in the engine room, the alarm was raised and the crew mustered to search. The crew reported no perpetrators onboard, no injuries to the crew, and that engine spare parts had been stolen. (ReCAAP, Clearwater Dynamics)
7. (U) INDONESIA: On 3 February at 0359 local time, four robbers armed with knives and gun-like objects boarded the Norway-flagged bulk carrier *Balaja* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:05N – 103:43E. The duty crew spotted the robbers in the engine room which resulted in the perpetrators escaping. The master confirmed that all crew members were safe and accounted for, and that engine spares had been reported stolen. (ReCAAP; Clearwater Dynamics)
8. (U) INDONESIA: On 29 January at 0105 local time, a robber boarded the Panama-flagged bulk carrier *Manali* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:04N – 103:42E. After the robber was sighted in the engine room, the alarm was raised and the crew mustered for safety in the citadel. A search was conducted with no reports from the crew of any perpetrators. Crew members were not injured and engine spares were stolen. (ReCAAP; IMB; Clearwater Dynamics)

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9. (U) INDONESIA: On 28 January at 2355 local time, two perpetrators boarded the Greece-flagged crude oil tanker *Bristol* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:07N – 103:45E. The crew sighted the perpetrators near the starboard quarter and notified the bridge. When the duty officer raised the alarm, the perpetrators escaped. A search was conducted with no further sightings of the perpetrators. The crew was not injured and nothing was reported stolen. (ReCAAP; Clearwater Dynamics)
10. (U) INDONESIA: On 26 January at 0215 local time, two robbers armed with gun-like objects boarded the Saint Kitts and Nevis-flagged bulk carrier *Asian Enterprise* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:40E. After the crew spotted the robbers in the engine room, the general alarm was raised and all crew mustered to conduct a search. Following the search, the crew reported engine spares being stolen. The master reported all crew members accounted for with no injuries. The vessel continued its voyage to its next port of call. (IMB; Clearwater Dynamics; ReCAAP)
11. (U) INDONESIA: On 26 January at 0135 local time, five perpetrators boarded the China-flagged bulk carrier *Shi Dai 9* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:39E. After the crew spotted the perpetrators in the engine room, the alarm was raised and the crew mustered to search the ship. The master reported that no perpetrators were found onboard and nothing was reported stolen. The vessel continued its voyage to its next port of call. (Clearwater Dynamics; IMB; ReCAAP)
12. (U) INDONESIA: On 24 January at 0354 local time, six perpetrators armed with hammers boarded a Panama-flagged bulk carrier while anchored in the Makassar Strait at Balikpapan Anchorage, near position 01:21S – 116:58E. The duty crew sighted the perpetrators and raised the alarm. After the crew mustered to search the vessel, the perpetrators, seeing the crew's alertness, escaped empty-handed. The incident was reported to the authorities, who dispatched a patrol boat to the vessel to investigate the boarding. (IMB; Clearwater Dynamics)
13. (U) INDONESIA: On 22 January at 0403 local time, as many as six robbers, including one armed with a knife and one carrying a gun-like object, boarded the Portugal-flagged bulk carrier *Delfin* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:30N – 103:36E. The duty crew spotted the robbers in the engine room. After the incident, the master reported to Singapore authorities that all crew members were safe, uninjured, and accounted for. The ship continued to its next port of call. (Clearwater Dynamics; ReCAAP)

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(U) INDIAN SUBCONTINENT

1. (U) INDIA: On 27 January at 2150 local time, a robber boarded the India-flagged product tanker *Success* while anchored outside the port limits at Kakinada, near position 16:54N – 082:25E. The duty crew spotted the robber near the forecastle area and notified the bridge. After the duty officer sounded the alarm, the robber jumped overboard where another person waited in a boat. The perpetrators escaped in two boats. The crew were not injured and two mooring lines were stolen. (ReCAAP; Clearwater Dynamics)

(U) AUSTRALIA – NEW ZEALAND – PACIFIC OCEAN AREA

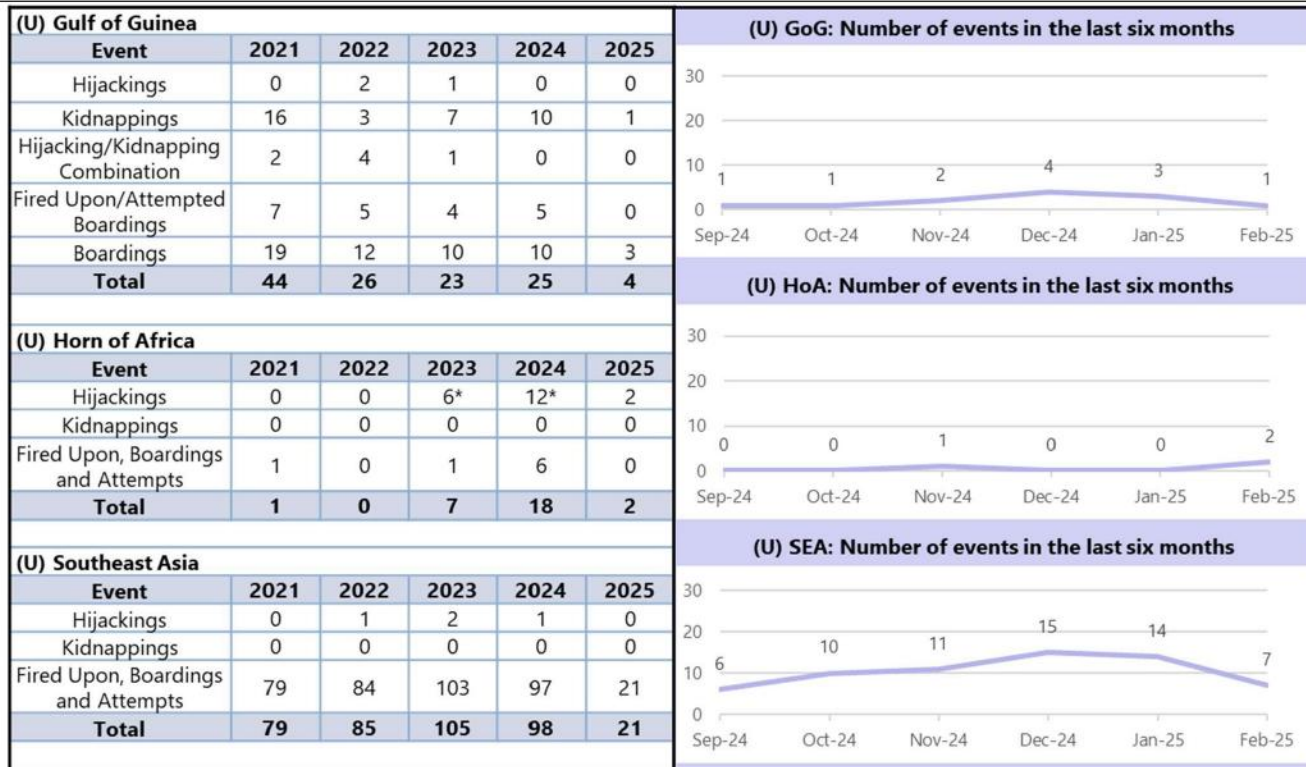
(U) No current incidents to report.

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(U) Appendix A: Piracy and Armed Robbery at Sea Statistics and Trends

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(U) Appendix A: Piracy and Armed Robbery at Sea Statistics and Trends



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(U) * HORN OF AFRICA HIJACKING NUMBERS INCLUDE DHOWS AND FISHING VESSELS

(U) Appendix B: Definitions

(U) 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.

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(U) Appendix C: Active U.S. Maritime Advisories

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(U) Active U.S. Maritime Advisories

Title	Effective Date	Expiration Date
2025-003: Gulf of Aden, Arabian Sea, Indian Ocean – Piracy/Armed Robbery/Kidnapping for Ransom	14 Feb 2025	11 Aug 2025
2025-002: Strait of Hormuz, and Gulf of Oman – Iranian Illegal Boarding/Detention/Seizure	14 Feb 2025	11 Aug 2025
2025-001: Southern Red Sea, Bab el Mandeb Strait, and Gulf of Aden – Houthi Attacks on Commercial Vessels	14 Feb 2025	11 Aug 2025
2024-014: Gulf of Guinea – Piracy/Armed Robbery/Kidnapping for Ransom	20 Dec 2024	17 Jun 2025
2024-013: Global – U.S. Maritime Advisory Updates, Resources, and Contacts	11 Oct 2024	11 Apr 2025
2024-011: Worldwide – Foreign Adversarial Technological, Physical, and Cyber Influence	9 Oct 2024	7 Apr 2025
2024-012: Black Sea and Sea of Azov – Military Combat Operations	6 Sep 2024	21 Feb 2025

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