



Worldwide

(U) Worldwide Threat to Shipping (WTS) Report, 12 March–9 April 2025

11 APRIL 2025

(U) Kennedy Maritime Analysis Center (KMAC), 560-2827, DL-Kennedy MAC 110 MAD MTEC@nmic.ic.gov

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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.

1. **(U) U.S. Maritime Advisory 2025-007: Global – U.S. Maritime Advisory Updates, Resources, and Contacts**

Issued on 9 April 2025. This advisory provides updates to maritime security resources, websites, and information. The U.S. Maritime Advisory System website <https://www.maritime.dot.gov/msci/> which contains all current and expired U.S. Maritime Alerts and Advisories, is maintained by the Maritime Administration (MARAD). U.S. commercial maritime stakeholders' feedback should be forwarded to MARADSecurity@dot.gov. This advisory cancels U.S. Maritime Advisory 2024-13 and will automatically expire on 6 October 2025.

2. **(U) U.S. Maritime Advisory 2025-006: Worldwide – Foreign Adversarial Technological, Physical and Cyber Influence**

Issued on 9 April 2025. This advisory seeks to alert maritime stakeholders of potential vulnerabilities to maritime port equipment, networks, operating systems, software, and infrastructure. Foreign companies manufacture, install, and maintain port equipment that create vulnerabilities to global maritime infrastructure information technology (IT) and operational technology (OT) systems. The U.S. Government in the past few years has published several documents illuminating the risks associated with integrating and utilizing China's state-supported National Public Information Platform for Transportation and Logistics (LOGINK), Nuctech scanners, and automated ship-to-shore cranes worldwide. For more information about U.S. Maritime Alerts and Advisories, please visit <https://www.maritime.dot.gov/msci/>. This advisory cancels U.S. Maritime Advisory 2024-011 and will automatically expire on 6 October 2025.

(U) Summary:

1. (U) COTE D'IVOIRE: On 8 April, one perpetrator attempted to board a Marshall Islands-flagged container ship while anchored at Abidjan Anchorage.
2. (U) INDONESIA: On 7 April, three robbers boarded a Malta-flagged tanker while underway in the eastbound lane of the Singapore Strait TSS.

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3. (U) INDONESIA: On 6 April, five perpetrators boarded a Vietnam-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait TSS.
4. (U) NIGERIA: On 5 April, armed men onboard a speedboat equipped with a 200HP engine attacked a passenger boat while in transit between Port Harcourt and Bille, Rivers State, and kidnapped five passengers.
5. (U) STRAIT OF HORMUZ: On 4 April, vessels further experienced GPS interference, with disruptions lasting several hours, affecting navigation systems and requiring vessels to rely on backup methods.
6. (U) INDONESIA: On 3 April, three robbers armed with knives boarded a Hong Kong-flagged container ship while underway in the eastbound lane of the Singapore Strait TSS.
7. (U) ANGOLA: On 3 April, a robber boarded a merchant vessel anchored at Luanda Anchorage.

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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

(U) No current incidents to report.

(U) CENTRAL AMERICA – CARIBBEAN – SOUTH AMERICA

1. (U) HAITI: On 2 April at 0300 UTC, armed individuals boarded a drifting Panama-flagged bulk carrier while approximately 6 NM west of the port of Port-au-Prince, near position 18:34N – 072:27W. Crew members sought safety in their cabins and the engine room. The armed assailants abducted two crew members before fleeing. The incident was reported to the Haitian coast guard. (Clearwater Dynamics; lenouvelliste.com; IMB)
2. (U) COLOMBIA: On 13 March at 2217 local time, eight perpetrators in two speedboats boarded a Portugal-flagged container ship while underway approximately 36 NM northwest of Santa Marta, near position 11:49N – 074:25W. The bridge raised the alarm and notified the authorities which resulted in a patrol boat being dispatched to investigate the incident. The crew mustered in the citadel until it was observed that the perpetrators had made their escape. The container ship diverted to Santa Marta under direction of the coast guard in order to be inspected. The master confirmed that the crew was safe and that nothing had been stolen. (Clearwater Dynamics; IMB)

(U) ATLANTIC OCEAN AREA

(U) No current incidents to report.

(U) NORTHERN EUROPE – BALTIC

(U) No current incidents to report.

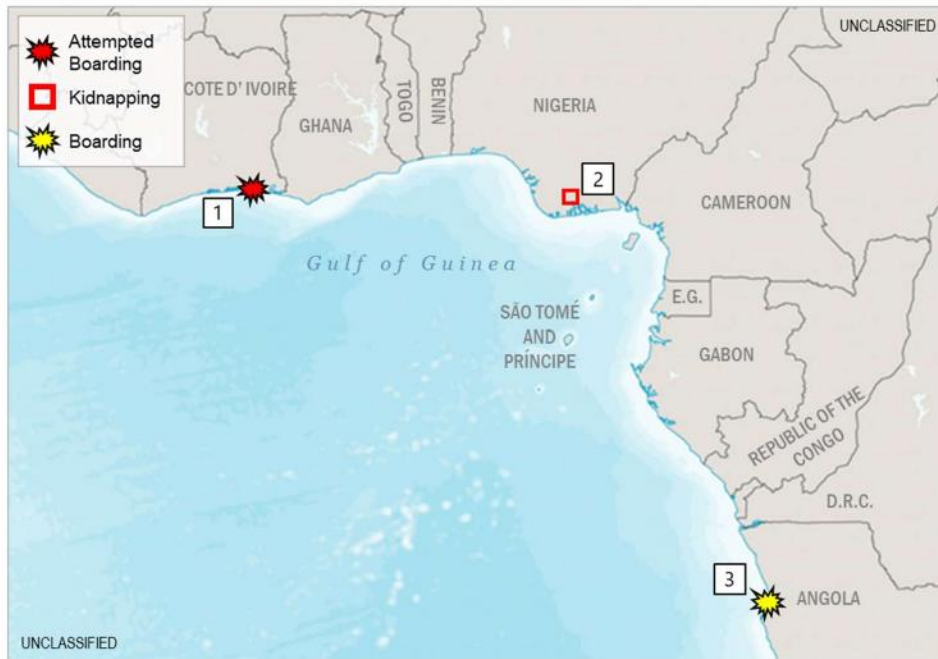
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(U) MEDITERRANEAN – BLACK SEA

(U) No current incidents to report.

(U) WEST AFRICA – GULF OF GUINEA

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

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1. **(U) COTE D'IVOIRE:** On 8 April at 0145 local time, one perpetrator attempted to board a Marshall Islands-flagged container ship while anchored at Abidjan Anchorage, near position 05:13N – 004:04W. The duty crew spotted the perpetrator while climbing the vessel's anchor chain near the forecandle from a small boat. The alarm was raised which resulted in the perpetrator escaping empty-handed. (Clearwater Dynamics)
2. **(U) NIGERIA:** On 5 April, armed men onboard a speedboat equipped with a 200-horsepower engine attacked a passenger boat while in transit between Port Harcourt and Bille, Rivers State (exact location and time not specified). The perpetrators kidnapped five passengers and then escaped. (Clearwater Dynamics)
3. **(U) ANGOLA:** On 3 April at 0041 local time, a robber boarded a merchant vessel anchored at Luanda Anchorage, near position 08:42S – 013:17E. When the duty crew spotted the robber on the deck, the perpetrator was seen jumping into the water where a small boat was

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located near the starboard bow. After searching the vessel, the crew discovered that the door to the paint locker had been forced open and three drums of paint had been stolen. (Clearwater Dynamics)

4. (U) NIGERIA: On 28 March at 1420 local time, armed persons attacked a passenger boat while underway from Bonny to Port Harcourt in an inland waterway, the Bonny River, Rivers State, near position 04:36N – 007:10E. The Nigerian Navy received a distress call while on routine patrol and responded to the incident. The four perpetrators armed with a rifle fled the area and the 15 passengers were reported safe. (Clearwater Dynamics)
5. (U) GHANA: On 27 March at 1753 local time, five armed pirates boarded the Ghana-flagged fishing vessel *Meng Xin 1* approximately 16 NM south of Accra, near position 05:16N – 000:11W. The pirates kidnapped the vessel's captain, chief mate, and chief engineer, all of Chinese nationality. After the incident, the fishing vessel headed to Tema harbor for further investigations. (MDAT-GoG; Clearwater Dynamics; IMB; vesseltracker.com)
6. (U) NIGERIA: On 26 March, armed men in a speedboat attacked a passenger boat while underway from Elem Kalabari to Port Harcourt in the Calabar River, Rivers State (exact location not specified). The perpetrators who kidnapped three passengers were demanding 10 million Naira for their release. (Clearwater Dynamics)
7. (U) GULF OF GUINEA: On 17 March at 2100 UTC, 10 pirates in one speedboat boarded the Panama-flagged asphalt tanker *Bitu River* while underway approximately 40 NM southeast of Santo Antonio on the island of Principe, Sao Tome and Principe, near position 01:16N – 007:59E. After the boarding, the crew retreated to the citadel. Reports stated that shots had been fired but that no crew injuries had been reported. On 18 March at 0719 UTC, the company security officer reported that the pirates had disembarked the tanker with 10 kidnapped crew, including the captain and the chief engineer. The ten abducted crew members were specifically chosen and comprise of seven Indian nationals and three Romanian nationals. The vessel had then headed to Libreville, Gabon, for a safe port. (MDAT-GoG; IMB; Clearwater Dynamics; vesseltracker.com)

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(U) PERSIAN GULF

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(U) Figure 2. Suspicious Activity in the Strait of Hormuz

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1. **(U) STRAIT OF HORMUZ:** On 4 April at 0800 UTC, vessels further experienced GPS interference, with disruptions lasting several hours, affecting navigation systems, and requiring vessels to rely on backup methods. (UKMTO; Clearwater Dynamics)

(U) INDIAN OCEAN – EAST AFRICA – RED SEA

1. (U) RED SEA: On 2 April at 0700 UTC, vessels experienced electronic interference in the central region, near position 21:00N – 038:10E, with disruptions lasting several hours, affecting navigation systems and requiring vessels to rely on backup methods. (UKMTO; Clearwater Dynamics)
2. (U) SOMALIA: On 16 March at 1300 UTC, eight armed pirates boarded, took the crew hostage, and hijacked the Yemen-flagged fishing dhow *Al Hidayah* while operating off the coast of Durdura in the Indian Ocean (exact position not specified). The Yemen Coast Guard Headquarters in Aden confirmed the incident and stated that the dhow is crewed by eight Somali nationals. (IMB; Clearwater Dynamics; Joint Maritime Information Center)

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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 7 April at 0345 local time, three robbers boarded the Malta-flagged tanker *Hafnia Hong Kong* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:08N – 103:28E. The duty crew spotted the robbers onboard the tanker. The captain reported that all crew members were safe and that a breathing apparatus compressor and four padlocks had been stolen. The vessel did not require assistance and continued its voyage to its next port of call. (Clearwater Dynamics; ReCAAP)
2. **(U) INDONESIA:** On 6 April at 2350 local time, five perpetrators boarded the Vietnam-flagged bulk carrier *Silver Star* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:04N – 103:42E. No equipment was reported missing, and the vessel and crew are reported safe. The ship did not require assistance and continued its transit to its next port of call. (Clearwater Dynamics; ReCAAP)
3. **(U) INDONEISA:** On 3 April at 0340 local time, three robbers armed with knives boarded the Hong Kong-flagged container ship *SITC Yuncheng* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:09N – 103:48E. The master confirmed that the perpetrators were spotted on the starboard side quarter of the main deck. The alarm was raised and the crew mustered to conduct a search. After the search, the crew determined

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that the robbers had stolen lashing equipment, and had jumped overboard and escaped. All crew members were safe, with no injuries reported. (Clearwater Dynamics; ReCAAP; IMB)

4. (U) INDONESIA: On 30 March at 0255 local time, three perpetrators boarded the Singapore-flagged container ship *Kota Halus* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:05N – 103:43E. The duty crew sighted the perpetrators on the port poop deck moving toward the aft station. After being spotted, the perpetrators jumped overboard and escaped in a small boat. The master raised the alarm and the crew conducted a search. During the search, the crew discovered that a portable welding machine was missing. All crew members were reported safe and not injured. (Clearwater Dynamics; ReCAAP)
5. (U) INDONESIA: On 30 March at 0145 local time, one perpetrator boarded the Liberia-flagged bulk carrier *Junior* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:09N – 103:47E. After the perpetrator was sighted at the starboard quarter of the ship, the master raised the alarm and a search was conducted. Seeing the crew's alertness, the perpetrator jumped overboard. All crew were reported as safe and nothing was reported stolen. (Clearwater Dynamics; ReCAAP)
6. (U) INDONESIA: On 30 March at 0125 local time, one perpetrator boarded the Malta-flagged bulk carrier *Andreas Petrakis* while underway in the eastbound lane of the Singapore Strait TSS, near position 010:04N – 103:42E. the duty engineer sighted the perpetrator with a gun-like object in the engine room. The bridge was informed and the master raised the alarm. The crew conducted a search with no further sighting of perpetrators. All crew were reported as not injured and that nothing was stolen. (Clearwater Dynamics; ReCAAP)
7. (U) INDONESIA: On 29 March at 0515 local time, four perpetrators boarded the Singapore-flagged container ship *Wan Hai 327* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:06N – 103:44E. The duty crew sighted the perpetrators on the starboard quarter of the ship and notified the bridge. The master raised the alarm and mustered the crew to search the ship. The crew reported no further sighting of the perpetrators, nothing was stolen and that no crew members were injured. (Clearwater Dynamics; ReCAAP)
8. (U) INDONESIA: On 29 March at 0408 local time, five perpetrators boarded the Liberia-flagged tanker *Agneta Pallas III* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:07N – 103:44E. The duty crew spotted the perpetrators at the starboard quarter of the ship's stern area and notified the bridge. The master raised the alarm and mustered the crew to search the ship. After the search, the crew reported that no perpetrators were found onboard, that nothing was stolen, and that no crew were injured. (Clearwater Dynamics; ReCAAP)

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9. (U) INDONESIA: On 28 March at 0630 local time, four robbers boarded the Indonesia-flagged container ship *Selatan Damai* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:09N – 103:47E. The duty crew spotted the robbers moving to the engine room from the portside main deck and notified the bridge. The master raised the alarm and the crew mustered to search the ship. Seeing the alertness of the crew, the robbers escaped. During the search, the crew discovered that engine spare parts were stolen. The crew were reported safe and uninjured. (Clearwater Dynamics; ReCAAP)
10. (U) INDONESIA: On 26 March at 0118 local time, four perpetrators boarded the Liberia-flagged bulk carrier *Su May* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:08N – 103:46E. The perpetrators attempted to board the ship on the port quarter from a wooden boat. The alarm was raised, and a searchlight was shined at the perpetrators who then escaped. The crew mustered and conducted a search. Nothing was stolen except that a small section of razor wire on the port quarter had been cut. All crew were reported safe. (Clearwater Dynamics; ReCAAP)
11. (U) INDONESIA: On 22 March at 0415 local time, four perpetrators attempted to board a tanker while anchored at Tarahan Anchorage, near position 05:33S – 105:18E. The alarm was raised as one perpetrator made the attempt, which resulted in the perpetrators escaping empty-handed. The incident was reported to the Vessel Traffic Service. (Clearwater Dynamics)
12. (U) MALAYSIA: On 23 March at 1210 local time, three perpetrators boarded the barge *Jin Hwa 44* under tow by the Malaysia-flagged tugboat *Jin Hwa 43* while underway at the eastern approaches to the Singapore Strait in the South China Sea, near position 01:24N – 104:31E. The perpetrators had boarded the barge from a small boat and departed after about 20 minutes. The crew was unable to determine any loss of property. All crew members were reported safe, the vessels did not require assistance and proceeded to their next port of call. (Clearwater Dynamics; ReCAAP)
13. (U) INDONESIA: On 23 March at 0138 local time, two perpetrators armed with gun-like objects boarded the Bangladesh-flagged bulk carrier *Fatema Jahan I* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:08N – 103:46E. After the duty crew sighted the perpetrators in the engine room, the master was notified and the alarm was raised. The crew conducted a search for the perpetrators, with no perpetrators found onboard. The master reported that all crew members were safe and nothing was stolen. The ship did not require assistance and has continued its transit to its next port of call. (Clearwater Dynamics; ReCAAP)
14. (U) INDONESIA: On 19 March at 0330 local time, two robbers armed with knives boarded the Singapore-flagged container ship *CNC Leopard* while underway in the eastbound lane of

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the Singapore Strait TSS, near position 01:05N – 103:43E. The duty crew observed the robbers on deck and notified the master. The alarm was raised and a PA announcement was made resulting in the robbers escaping with stolen ship's stores. After the incident, the captain reported that the crew was safe, that the vessel did not require assistance, and it was proceeding to its next port of call. (Clearwater Dynamics; IMB; ReCAAP)

15. (U) MALAYSIA: On 17 March at 0532 local time, robbers from three sampans boarded the barge *POE 2502* under tow by the Malaysia-flagged tugboat *Bonspeed 10* while underway in the westbound lane of the Singapore Strait TSS, near position 01:12N – 103:34E. After the robbers were spotted boarding the barge, the master raised the alarm. Before departing the barge, the robbers stole scrap metal. Crew members were not injured. (Clearwater Dynamics; ReCAAP)
16. (U) MALAYSIA: On 16 March at 0856 local time, robbers from two sampans boarded the barge *POE 2502* under tow by the Malaysia-flagged tugboat *Bonspeed 10* while underway in the approaches to the westbound lane of the Singapore Strait TSS. The master had the crew conduct a search but no perpetrators were found onboard the barge. The crew was not injured and scrap metal had been stolen. (Clearwater Dynamics; ReCAAP)
17. (U) MALAYSIA: On 16 March at 001 local time, robbers boarded the container barge *Linau 135* under tow by the Malaysia-flagged tugboat *Danum 70* while underway in the westbound lane of the Singapore Strait TSS, near position 01:17N – 104:10E. A search conducted after the vessels reached the Western Anchorage Area of Singapore revealed that containers had been pried open and seals cut. Items missing included a gangway ladder from the barge and items from containers on the barge. All crew were safe with no injuries reported. (Clearwater Dynamics; ReCAAP)
18. (U) INDONESIA: ON 13 March at 0330 local time, four robbers armed with knives and guns boarded a container ship while underway in the eastbound lane of the Singapore Strait TSS, near position 01:06N – 103:44E. After boarding, the robbers entered the engine room, restrained the duty oiler crew, and locked them in a side room. The second engineer discovered the duty oiler crew and released them. The alarm was raised and the ship's crew mustered to search the vessel which confirmed that the robbers had made their escape with stolen engine spare parts. (IMB; Clearwater Dynamics)

(U) INDIAN SUBCONTINENT

1. (U) INDIA: On 21 March at 2359 local time, as many as seven robbers boarded the Panama-flagged container ship *Xin Long Yun 58* while anchored at Kandla Anchorage, near position 22:45N – 070:02E. After the duty crew spotted the robbers on the forecandle, the alarm was

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raised which resulted in the perpetrators escaping with stolen ship's property. The crew was not injured. (Clearwater Dynamics; IMB; ReCAAP)

(U) AUSTRALIA – NEW ZEALAND – PACIFIC OCEAN AREA

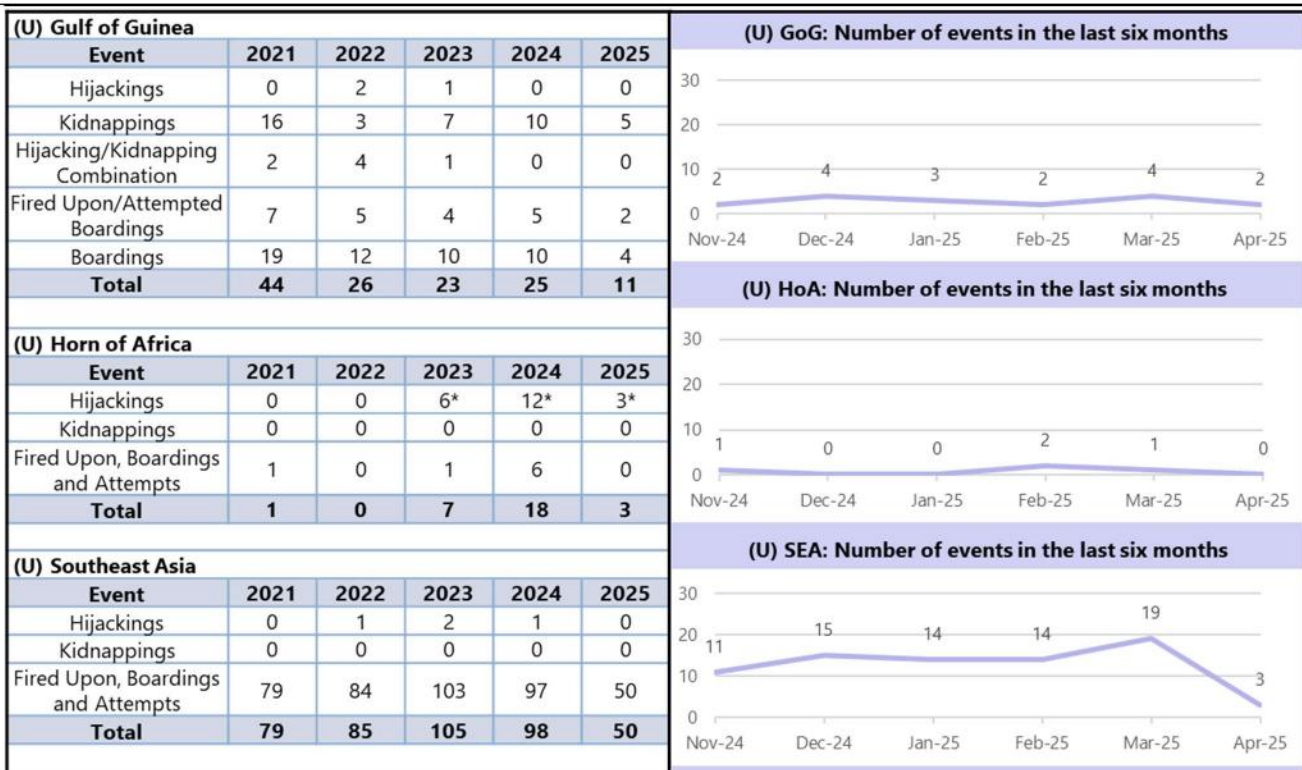
(U) No current incidents to report.

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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
2025-007: Global – U.S. Maritime Advisory Updates, Resources, and Contacts	9 Apr 2025	6 Oct 2025
2025-006: Worldwide – Foreign Adversarial Technological, Physical, and Cyber Influence	9 Apr 2025	6 Oct 2025
2025-005: Red Sea, Bab el-Mandeb Strait, Gulf of Aden, Arabian Sea, Persian Gulf, and Somali Basin – Houthi Attacks on Commercial Vessels	28 Mar 2025	24 Sep 2025
2025-004: Black Sea and Sea of Azov – Military Combat Operations	5 Mar 2025	1 Sep 2025
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
2024-014: Gulf of Guinea – Piracy/Armed Robbery/Kidnapping for Ransom	20 Dec 2024	18 Jun 2025

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