



Worldwide

(U) Worldwide Threat to Shipping (WTS) Report, 14 May–11 June 2025

13 JUNE 2025

ICOD: 11 June 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) Summary:

1. (U) NIGERIA: On 8 June, perpetrators attacked a passenger boat while underway from Port Harcourt to Bonny.
2. (U) INDONESIA: On 7 June, approximately 14 robbers boarded a barge under tow by a Singapore-flagged tug while in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS).
3. (U) INDONESIA: On 7 June, five perpetrators boarded a Cyprus-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait TSS.
4. (U) INDONESIA: On 5 June, four perpetrators, one of whom was armed with a gun-like object, boarded a Singapore-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait TSS.
5. (U) INDONESIA: On 5 June, seven robbers, one of whom was armed with a long knife, boarded a Malta-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait TSS.
6. (U) INDONESIA: On 5 June, three perpetrators boarded a Marshall Islands-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait TSS.
7. (U) INDONESIA: (Late Reporting) On 4 May, as many as four robbers boarded a Portugal-flagged container ship while anchored at Jakarta Anchorage.

NAVAL INTELLIGENCE

(U) Table of Contents

(U) Executive Summary	ii
(U) Table of Contents	iii
(U) Monthly Incidents by Region	1
(U) NORTH AMERICA	1
(U) CENTRAL AMERICA - CARIBBEAN - SOUTH AMERICA.....	1
(U) ATLANTIC OCEAN AREA	1
(U) NORTHERN EUROPE – BALTIC	1
(U) MEDITERRANEAN – BLACK SEA	1
(U) WEST AFRICA – GULF OF GUINEA.....	2
(U) PERSIAN GULF.....	3
(U) INDIAN OCEAN – EAST AFRICA – RED SEA.....	3
(U) EAST ASIA – SOUTHEAST ASIA	4
(U) INDIAN SUBCONTINENT	8
(U) AUSTRALIA – NEW ZEALAND – PACIFIC OCEAN AREA.....	9
(U) Appendix A: Piracy and Armed Robbery at Sea Statistics and Trends.....	10
(U) Appendix B: Definitions	11
(U) Appendix C: Active U.S. Maritime Advisories.....	12

NAVAL INTELLIGENCE

(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

(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.

NAVAL INTELLIGENCE

(U) WEST AFRICA – GULF OF GUINEA

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



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1. **(U) NIGERIA:** On 8 June at 1350 local time, perpetrators attacked a passenger boat while underway from Port Harcourt to Bonny, near position 04:32N – 007:09E. Nigerian police reported that passenger boats were being diverted into a creek near Zion fishing port. The police dispatched a patrol boat after authorities were informed of the incident by the driver of another passenger boat in the area. As the police patrol boat arrived at the scene, the perpetrators abandoned their attack and escaped into the mangroves. The police rescued three passengers from the perpetrators' boat and foiled attempts on other passenger boats. (Clearwater Dynamics)
2. **(U) GULF OF GUINEA:** On 30 May at 1616 UTC, seven armed perpetrators boarded the Curacao-flagged refrigerated cargo ship *Orange Frost* while underway approximately 75 NM northwest of Santo Antonio, Sao Tome and Principe, near position 02:30N – 006:31E. The majority of the crew mustered in the citadel and monitored the situation via the vessel's CCTV. The 2nd Engineer, reported to be a Russian national, was confirmed to have been

NAVAL INTELLIGENCE

kidnapped. Local authorities boarded and searched the cargo ship in the early hours of 31 May 2025 and confirmed there were no perpetrators onboard the vessel. It was further reported that the perpetrators had damaged the vessel's bridge equipment. The remaining crew were safe with one crew member injured. The vessel was escorted to a safe port of call. (MDAT-GoG; Clearwater Dynamics; vesseltracker.com)

3. (U) ANGOLA: On 25 May at an unspecified time, robbers boarded a tanker anchored in Luanda Outer Anchorage, near position 08:40S – 013:17E. After the crew on rounds noticed the forecandle storeroom was broken into, the alarm was raised, the crew mustered, and a search was conducted. Ship's properties were reported stolen and local authorities confirmed the incident. All crew members were reported safe. (IMB; Clearwater Dynamics)
4. (U) NIGERIA: On 23 May at 0515 local time, the duty crew on a general cargo ship berthed at Lagos port (exact position not specified), noticed that the storeroom had been broken into. After their investigation, ship's stores and properties were reported stolen. The incident was reported to the local agent. (IMB; Clearwater Dynamics)

(U) PERSIAN GULF

1. (U) STRAIT OF HORMUZ: On 18 May at 1355 UTC, vessels reported experiencing electronic interference, with disruptions lasting several hours, affecting navigation systems and requiring vessels to rely on backup methods. (UKMTO; Joint Maritime Information Center; Clearwater Dynamics)
2. (U) PERSIAN GULF: On 15 May at 1310 UTC, two small military craft approached a container ship while underway in the northern portion of the Gulf (exact position not specified). The craft hailed the vessel, requesting details on personnel and next port of call but the master did not respond to these queries. The military craft persisted and maintained position off the vessel's starboard quarter and hailing via VHF Channel 16. The master identified the vessel's flag state and stated the vessel was operating in accordance with international law. The two craft continued to hail and at 1323 UTC, they crossed the vessel's bow closely, repositioning to the port beam and quarter, before aborting their pursuit at 1324 UTC. (Joint Maritime Information Center; Clearwater Dynamics)

(U) INDIAN OCEAN – EAST AFRICA – RED SEA

(U) No current incidents to report.

NAVAL INTELLIGENCE

(U) EAST ASIA – SOUTHEAST ASIA

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(U) Figure 2. Piracy and Armed Robbery at Sea in Southeast Asia



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1. **(U) INDONESIA:** On 7 June at 1310 local time, approximately 14 robbers boarded the barge *LKH 7887* under tow by the Singapore-flagged tug *HK Tug 9* while in the eastbound lane of the Singapore Strait TSS, near position 01:14N – 104:01E. While underway, the tug's crew saw three boats on the port side of the barge, four boats on the starboard side, and one boat at the rear. The robbers escaped after the alarm was raised. Scrap metal was reported stolen. All crew members were safe and no injuries were reported. (ReCAAP; Clearwater Dynamics)
2. **(U) INDONESIA:** On 7 June at 0210 local time, five perpetrators boarded the Cyprus-flagged bulk carrier *Mykonos Wave* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:12N – 103:53E. After the crew spotted the perpetrators in the engine room, the alarm was raised and the crew mustered to conduct a search. No unauthorized persons were found onboard. All crew members were safe and nothing was stolen. (ReCAAP; Clearwater Dynamics)

NAVAL INTELLIGENCE

3. **(U) INDONESIA:** On 5 June at 0445 local time, four perpetrators, one of whom was armed with a gun-like object, boarded the Singapore-flagged bulk carrier *Mandarin River* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:05N – 103:33E. The 3rd Engineer sighted the perpetrators in the engine room. The alarm was raised and a search was conducted with no perpetrators found onboard. The crew was not injured and nothing was reported stolen. (ReCAAP; Clearwater Dynamics)
4. **(U) INDONESIA:** On 5 June at 0330 local time, seven robbers, one of whom was armed with a long knife, boarded the Malta-flagged bulk carrier *Densa Shark* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:37E. After an engineer officer spotted the robbers in the engine room, the alarm was raised and all crew members mustered in the engine control room. All crew members were safe and no injuries were reported. Generator spare parts were stolen. (ReCAAP; Clearwater Dynamics)
5. **(U) INDONESIA:** On 5 June at 0152 local time, three perpetrators boarded the Marshall Islands-flagged bulk carrier *Ausone* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:37E. After the crew sighted the perpetrators at the aft station, the alarm was raised and the crew mustered. Upon realizing the crew's alertness, the perpetrators escaped. A search was conducted with no perpetrators found onboard. All crew members were safe and no injuries were reported. Nothing was stolen and no further assistance was required. (ReCAAP; Clearwater Dynamics)
6. **(U) INDONESIA:** (Late Reporting) On 4 May at 0333 local time, as many as four robbers boarded the Portugal-flagged container ship *ALS Juno* while anchored at Jakarta Anchorage, near position 05:58S – 106:54E. The robbers boarded the ship at the aft mooring station while the crew was occupied at the forecandle with weighing anchor for departure. As all entry doors to restricted areas were locked and secured, the robbers stole one heaving line and cables of door sensors before they escaped. The crew was not injured. (ReCAAP)
7. **(U) INDONESIA:** On 3 June at 0435 local time, six perpetrators boarded the Cyprus-flagged bulk carrier *Successor* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:05N – 103:34E. After the crew sighted the perpetrators in the engine room, the master raised the alarm and mustered the crew to search the vessel. The search revealed no further sighting of the perpetrators. The crew was not injured and nothing was reported stolen. (IMB; ReCAAP; Clearwater Dynamics)
8. **(U) INDONESIA:** On 3 June at 0156 local time, one perpetrator boarded a Singapore-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait TSS, near position 01:40N – 103:40E. The ship sounded the alarm which caused the perpetrators to flee. The master reported all crew members safe, that the vessel did not request any assistance, and that the vessel was proceeding to its next port of call. (IMB; Clearwater Dynamics)

NAVAL INTELLIGENCE

9. (U) INDONESIA: On 30 May at 2246 local time, the crew of the Hong Kong-flagged bulk carrier *Powan*, while drifting approximately 12 NM north of Jakarta, near position 05:52S – 106:48E, noticed evidence of activity by unauthorized persons. They discovered that padlocks were missing on the engine room and steering gear room access hatches and then raised the alarm. The crew mustered and conducted a search. After a review of the ship's CCTV, three robbers were seen entering the steering gear room and escaping with engine spare parts. (IMB; ReCAAP; Clearwater Dynamics)
10. (U) INDONESIA: On 30 May at 0630 local time, a number of perpetrators boarded the barge *Jin Hwa 48* under tow by the Malaysia-flagged tug *Jin Hwa 47* in the eastbound lane of the Singapore Strait TSS, near position 01:15N – 104:14E. After the incident, the master reported all crew members were safe and that nothing was stolen. The tug and barge did not require any assistance and continued their transit to their next port of call. (Clearwater Dynamics; ReCAAP)
11. (U) VIETNAM: On 28 May at 0300 local time, two robbers boarded the Republic of Korea-flagged container ship *KMTC Singapore* while anchored at Ho Chi Minh Anchorage, near position 10:13N – 107:00E. The crew sighted the robbers near the forecandle and the alarm was raised. The perpetrators escaped down a rope. The crew was not injured. Unsecured items such as fire nozzles, fire hydrant caps, fire hoses, and deck air-valve caps were stolen. (ReCAAP; Clearwater Dynamics)
12. (U) VIETNAM: On 27 May at 2015 local time, one perpetrator boarded the Hong Kong-flagged bulk carrier *Silver Lake* while anchored at Phu My Anchorage, near position 10:12N – 107:00E. The crew spotted the perpetrator on the port side of the vessel and the alarm was raised. Seeing the alertness of the crew, the perpetrator jumped overboard and escaped. A search was conducted which confirmed 300 liters of paint were stolen. The crew was not injured. (ReCAAP; Clearwater Dynamics)
13. (U) INDONESIA: On 27 May at 0140 local time, four perpetrators boarded the Malta-flagged bulk carrier *Strandja* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:41E. The crew sighted the perpetrators—one armed with a gun-like object and the other three with knives—onboard the bulk carrier. The master sounded the alarm and the crew mustered. One crew member sustained a minor head injury. Nothing was reported stolen and the vessel proceeded to its next port of call. (IMB; Clearwater Dynamics; ReCAAP)
14. (U) INDONESIA: On 25 May at 0302 local time, three perpetrators boarded the Malta-flagged bulk carrier *Ligari* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:07N – 103:45E. After the duty crew spotted the perpetrators on the poop deck, the perpetrators escaped from the ship. The master confirmed that all crew members

NAVAL INTELLIGENCE

were safe with no injuries reported and nothing was stolen. The vessel did not require any assistance and continued to its next port of call without incident. (IMB; Clearwater Dynamics; ReCAAP)

15. (U) INDONESIA: On 23 May at 0156 local time, four robbers, including one armed with a knife, boarded the Singapore-flagged product tanker *Petrel Pacific* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:06N – 103:44E. The 2nd Engineer discovered the robbers in the engine room and notified the bridge. The master raised the alarm, the crew mustered, and then conducted a search. No perpetrators were found onboard. All crew members were safe, spare engine parts had been stolen, and the vessel proceeded to its next port of call. (IMB; Clearwater Dynamics; ReCAAP)
16. (U) INDONESIA: On 23 May at 0112 local time, five robbers armed with long pipes boarded the Marshall Islands-flagged bulk carrier *Aeolian Grace* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:41E. The duty crew observed the perpetrators in the engine room. The master raised the alarm and mustered the crew. After the search, there was no further sighting of the perpetrators onboard. The master confirmed that the vessel and crew were safe, spare engine parts had been stolen, and that the vessel had resumed its voyage to its next port of call. (IMB; Clearwater Dynamics; ReCAAP)
17. (U) INDONESIA: On 22 May at 0330 local time, five perpetrators boarded the Cyprus-flagged bulk carrier *Peace* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:38E. The crew observed one perpetrator with a gun-like object on the starboard side of the vessel and another four unarmed perpetrators in the engine room. The master raised the alarm and the crew mustered. The crew conducted a search with no further sighting of the perpetrators onboard. The master reported all crew members were safe and that nothing was reported stolen. The vessel proceeded to its next port of call. (IMB; Clearwater Dynamics; ReCAAP)
18. (U) INDONESIA: On 22 May at 0220 local time, four perpetrators armed with knives boarded the Liberia-flagged bulk carrier *Alpha Peace* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:39E. The crew spotted the perpetrators on the upper deck. The perpetrators immediately jumped into the water upon seeing the alerted crew. The master raised the alarm and mustered the crew. The master reported all crew members were safe and that nothing was stolen. The vessel continued to its next port of call. (IMB; Clearwater Dynamics; ReCAAP)
19. (U) INDONESIA: On 20 May at 0345 local time, five perpetrators armed with knives boarded the Marshall Islands-flagged crude oil tanker *Plata South* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:38E. The crew spotted the

NAVAL INTELLIGENCE

perpetrators in the engine room. The master later reported that all crew members were safe and that spare parts and three containers of 20 liters of lube oil were reported missing. The vessel was reported safe and was proceeding to its next port of call. (Clearwater Dynamics; IMB; ReCAAP)

20. (U) INDONESIA: On 19 May at 0100 local time, the crew of a Philippines-flagged cargo ship spotted four armed perpetrators as they approached the vessel while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:41E. The master later reported that all crew members were safe and that nothing was reported stolen. (Clearwater Dynamics)
21. (U) INDONESIA: On 17 May at 0143 local time, five perpetrators armed with knives boarded the Malta-flagged bulk carrier *Thalassini Avra* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:07N – 103:44E. The crew spotted the perpetrators on the poop deck and notified the bridge. The master raised the alarm and the crew mustered. A search was conducted with no perpetrators found onboard. The crew was not injured and nothing was reported stolen. (Clearwater Dynamics; ReCAAP)
22. (U) INDONESIA: On 14 May at 0227 local time, three perpetrators boarded the Portugal-flagged bulk carrier *Dioni* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:07N – 103:45E. The crew sighted the perpetrators on the poop deck. The master later reported all crew members were safe and that spare parts were missing. The vessel did not require assistance and continued its voyage to its next port of call. (IMB; Clearwater Dynamics; ReCAAP)

(U) INDIAN SUBCONTINENT

1. (U) BANGLADESH: On 1 June at 2100 local time, 10 robbers, one of whom was armed with a knife, boarded a bulk carrier while anchored at Chittagong Anchorage, near position 22:13N – 091:44E. The duty crew observed the robbers entering the forward storeroom. The alarm was raised and the crew mustered. Seeing the crew's alertness, the robbers escaped with stolen ship's stores. All crew were reported safe and the incident was passed to port control. (IMB; Clearwater Dynamics)
2. (U) BANGLADESH: On 28 May at 0157 local time, five robbers armed with knives boarded the Hong Kong-flagged bulk carrier *Mount ASO* from astern while anchored at Chittagong Inner Anchorage, near position 22:15N – 091:43E. The perpetrators broke the padlock of the oxygen cylinder room and stole six cylinders. The duty crew were threatened with a metal object. The master confirmed no crew members were injured. The incident was reported to local authorities. (ReCAAP; Clearwater Dynamics)

NAVAL INTELLIGENCE

3. (U) BANGLADESH: On 26 May at 0300 local time, 14 robbers armed with multiple weapons boarded the Bangladesh-flagged general cargo ship *Shejyoti* while anchored at Mongla port, near position 22:27N – 089:35E. After the robbers boarded from a fishing trawler, they subdued and restrained the seven crew members before looting the ship. The robbers stole ship's property to include fuel oil, supplies, equipment, and the crew's mobile phones. Some crew members were injured and three personnel required medical aid following the incident. The cargo ship has been laid up in port since June 2024 due to mechanical issues. (IMB; Clearwater Dynamics; Maritime Executive; vesseltracker.com)

(U) AUSTRALIA – NEW ZEALAND – PACIFIC OCEAN AREA

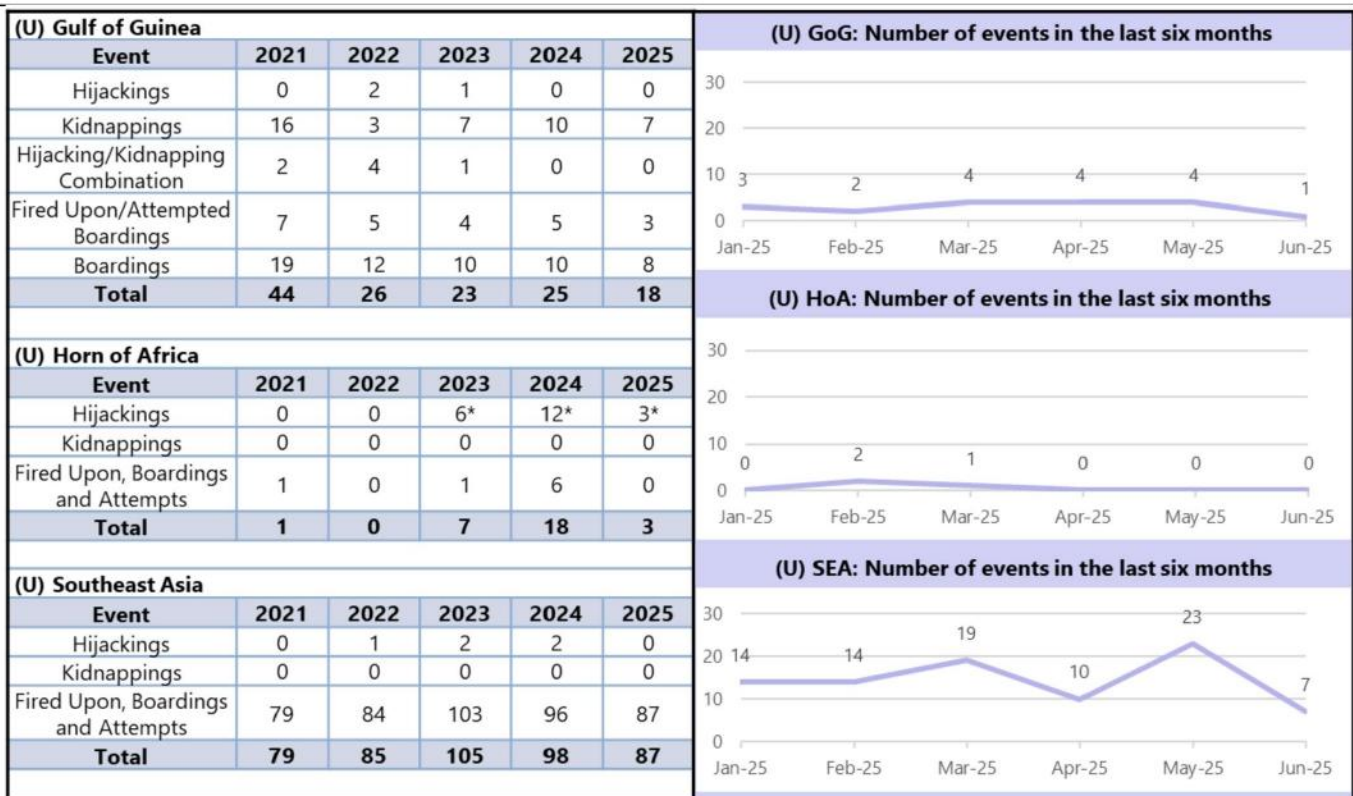
(U) No current incidents to report.

NAVAL INTELLIGENCE

(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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