



Worldwide

(U) Worldwide Threat to Shipping (WTS) Report, 1–29 January 2025

31 JANUARY 2025

(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) INDONESIA: On 26 January, two robbers armed with gun-like objects boarded a Saint Kitts and Nevis-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS).
2. (U) INDONESIA: On 26 January, five perpetrators boarded a China-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait TSS.
3. (U) INDONESIA: On 24 January, six perpetrators armed with hammers boarded a Panama-flagged bulk carrier while anchored in the Makassar Strait at Balikpapan Anchorage.
4. (U) PERSIAN GULF: On 24 January, a small military craft approached a merchant vessel while approximately 86 NM northeast of Ras Tanura, Saudi Arabia.
5. (U) INDONESIA: (Late Reporting) On 21 January, the duty crew of a United Kingdom-flagged bulk carrier anchored at Balikpapan Anchorage discovered a boarding had occurred.
6. (U) INDONESIA: (Late Reporting) On 8 January, an engine room crew noticed footprints and auxiliary engine spare parts missing during routine rounds onboard a tanker underway in the Singapore Strait.

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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

(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) COTE D'IVOIRE: On 13 January at 1910 local time, one robber armed with a knife boarded a Vanuatu-flagged offshore supply vessel anchored at Abidjan, near position 05:16N – 004:00E. The robber stole a phone then escaped. (Clearwater Dynamics; IMB)
2. (U) ANGOLA: On 7 January at 0250 local time, persons onboard a wooden boat claiming to be selling cigarettes and drinks approached a supply vessel anchored at Luanda, near position 08:45S – 0013:20E. They diverted the crew's attention while robbers boarded the vessel on the opposite side. The robbers escaped unnoticed with the lifeboat's outboard engine. The robbery was discovered and consequently reported some time later. (Clearwater Dynamics)

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- (U) NIGERIA: On 2 January at 2142 local time, four unauthorized persons boarded a tanker while berthed at Lagos port, near position 06:26N – 003:18E. After the duty crew spotted the perpetrators onboard the vessel, the perpetrators, seeing the alerted crew, escaped. The incident was reported to port authorities. (IMB; Clearwater Dynamics)

(U) PERSIAN GULF

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(U) Figure 1. Suspicious Approach in the Persian Gulf



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- (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 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)

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(U) INDIAN OCEAN – EAST AFRICA – RED SEA

(U) No current incidents to report.

(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 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)
2. **(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)

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3. **(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)
4. **(U) INDONESIA:** (Late Reporting) On 21 January at 0740 local time, the duty crew of a UK-flagged bulk carrier anchored at Balikpapan Anchorage, near position 01:20S – 116:58E, discovered a boarding had occurred. The crew found a broken padlock on the foredeck locker and ship's stores missing. The robbers were believed to have accessed the vessel by climbing the anchor cable. All crew were reported safe. (Clearwater Dynamics)
5. **(U) INDONESIA:** (Late Reporting) On 8 January at 0330 local time, an engine room crew noticed footprints and auxiliary engine spare parts missing during routine rounds onboard a tanker underway in the Singapore Strait, near position 01:07N – 103:43E; no further information was available. (IMB)
6. **(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)
7. **(U) INDONESIA:** On 19 January at 0515 local time, six robbers armed with knives boarded the Marshall Islands-flagged bulk carrier *Golden Calvus* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:10N – 103:49E. The duty crew sighted the robbers in the engine room and informed the bridge. After the alarm was raised and the crew mustered and searched the ship; the crew reported no perpetrators onboard, that the chief engineer had been tied up, and engine spare parts had been stolen. (IMB; Clearwater Dynamics; ReCAAP)
8. **(U) INDONESIA:** On 17 January at 1736 local time, two robbers boarded the Singapore-flagged chemical tanker *Golden Curl* while anchored at the Belawan Anchorage, near position 03:55N – 098:44E. A crew member spotted the perpetrators on the port side main deck near the accommodation area. After the crew member alerted the bridge, the general alarm was sounded and the crew mustered to conduct a search. Seeing the crew's alertness, the perpetrators escaped by jumping onto a boat waiting alongside the ship. The master

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informed authorities that crew members were not injured and that unsecured items were stolen. (Clearwater Dynamics; ReCAAP)

9. (U) INDONESIA: On 16 January at 0237 local time, two perpetrators armed with gun-like objects boarded the Liberia-flagged bulk carrier *Jolanda* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:05N – 103:43E. After the second engineer spotted the perpetrators in the engine room and reported their presence to the master, the alarm was raised to muster the crew to search the ship. The search was completed with no sightings of the perpetrators. Nothing was stolen, all crew were safe and there were no reported injuries. The master informed authorities that no further assistance was need and the vessel proceeded to its next port of call. (Clearwater Dynamics; ReCAAP)
10. (U) INDONESIA: On 9 January at 0540 local time, six robbers armed with knives boarded the Hong Kong-flagged bulk carrier *Trinity Island* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:08N – 103:45E. The duty crew reported seeing the perpetrators armed with knives at the port quarter of the upper deck. After the crew mustered and searched the ship, the master reported that a crewman had been found tied up in the engine room but all crew were safe, and that engine parts had been stolen. The vessel did not require assistance and continued its voyage to its next port of call. (Clearwater Dynamics; ReCAAP)
11. (U) INDONESIA: On 8 January at 0400 local time, four perpetrators boarded the Liberia-flagged bulk carrier *Anabela* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:36E. The duty crew had observed the perpetrators armed with knives in the steering gear room. After the incident, the master reported that the crew was safe and that nothing was reported stolen. The vessel continued its transit to its next port of call. (Clearwater Dynamics; ReCAAP)
12. (U) INDONESIA: On 7 January at 0400 local time, four robbers armed with a gun boarded a bulk carrier while underway in the eastbound lane of the Singapore Strait TSS, near position 01:05N – 103:35E. After the robbers entered the engine room, the alarm was raised and the crew mustered to conduct a search. Seeing the crew's alertness, the robbers escaped with ship's stores. The local authorities were informed and the Singapore Coast Guard arrived at the bulk carrier's location to board and inspect the vessel. (IMB; Clearwater Dynamics)

(U) INDIAN SUBCONTINENT

1. (U) BANGLADESH: On 13 January at 0050 local time, eight robbers, in a wooden boat armed with knives and steel bars, boarded the Sri Lanka-flagged bulk carrier *Ceylon Breeze* using hooks attached to ropes. The ship was anchored at Payra Outer Anchorage, near position

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21:19N – 090:04E. The robbers overpowered the duty crewman on rounds, tied him up, and broke into the forecandle and paint lockers. Another duty crew noticed the robbers and informed the bridge. The bridge raised the alarm and mustered the crew to conduct a search. Upon hearing the alarm and seeing the crew's alertness, the robbers escaped with ship's properties and stores. (IMB; Clearwater Dynamics; ReCAAP)

(U) AUSTRALIA – NEW ZEALAND – PACIFIC OCEAN AREA

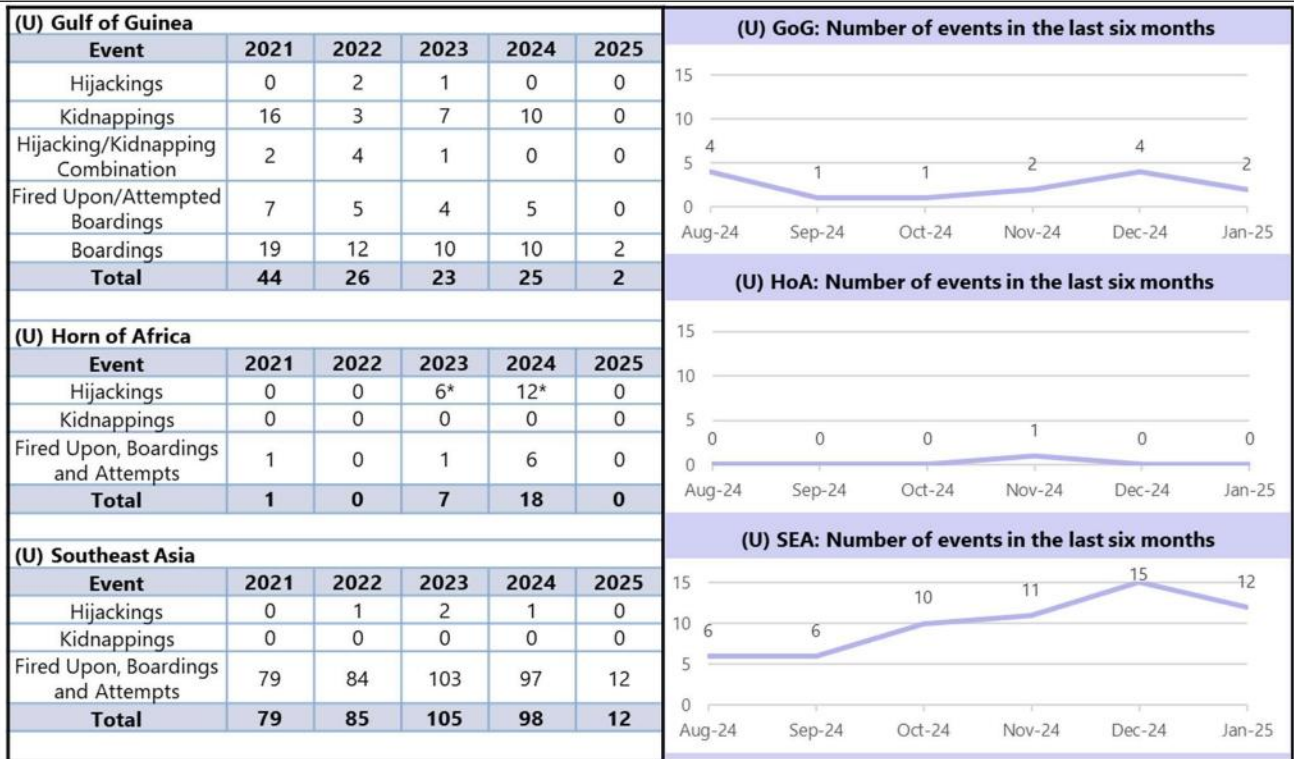
(U) No current incidents to report.

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

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(U) * 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
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
2024-010: Gulf of Aden, Arabian Sea, Indian Ocean – Piracy/Armed Robbery/Kidnapping for Ransom	16 Aug 2024	12 Feb 2025
2024-009: Strait of Hormuz, and Gulf of Oman – Iranian Illegal Boarding/Detention/Seizure	16 Aug 2024	12 Feb 2025
2024-008: Southern Red Sea, Bab el Mandeb Strait, and Gulf of Aden – Houthi Attacks on Commercial Vessels	16 Aug 2024	12 Feb 2025

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