



Worldwide

(U) Worldwide Threat to Shipping (WTS) Report, 30 October–27 November 2024

27 NOVEMBER 2024

(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 November, two perpetrators boarded a Panama-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait Traffic Separation Scheme (TSS).
2. (U) GUINEA: On 25 November, a small boat approached and followed a Palau-flagged cargo vessel while underway approximately 100 NM southwest of Port Kamsar.
3. (U) ARABIAN SEA: On 24 November, a merchant vessel was approached by a dhow while underway approximately 204 NM northeast of Socotra, Yemen.
4. (U) INDONESIA: On 24 November, six perpetrators boarded a Panama-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait TSS.
5. (U) INDONESIA: On 23 November, two perpetrators boarded a Vietnam-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait TSS.
6. (U) GULF OF ADEN: On 21 November, 12 small boats repeatedly approached a Cayman Islands-flagged yacht while underway in the Gulf of Aden approximately 74 NM southwest of Aden, Yemen.

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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.

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(U) WEST AFRICA – GULF OF GUINEA

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



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1. **(U) GUINEA:** On 25 November at 1615 UTC, a small boat approached and followed a Palau-flagged cargo vessel while underway approximately 100 NM southwest of Port Kamsar, near position 10:05N – 016:12W. The master reported that the small boat was green in color and had as many as eight people onboard. The boat, which came to within 1.5 NM of the cargo vessel, followed the vessel for approximately one and a half hours before changing course. Following the incident, the crew were reported safe and the vessel proceeded to its next port of call. (MDAT-GoG; Clearwater Dynamics)

(U) ARABIAN GULF

(U) No current incidents to report.

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(U) INDIAN OCEAN – EAST AFRICA – RED SEA

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(U) Figure 2. Suspicious Activity in the Gulf of Aden and Arabian Sea

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1. **(U) ARABIAN SEA:** On 24 November at 0445 local time, a merchant vessel was approached by a dhow while underway approximately 204 NM northeast of Socotra, Yemen, near position 13:31N – 057:52E. The dhow approached to within 0.5 NM of the vessel at a speed of 6 knots. After the dhow did not respond to calls on VHF, the security team onboard the vessel fired signal flares, at which point the dhow changed course and passed within 1 NM of the vessel's stern. The vessel and crew were reported safe following the incident. (Clearwater Dynamics)
2. **(U) GULF OF ADEN:** On 21 November at 0330 UTC, 12 small boats repeatedly approached the Cayman Islands-flagged yacht *Triple Seven* while underway in the Gulf of Aden approximately 74 NM southwest of Aden, Yemen (exact position not specified). The approaches took place over the course of approximately 5 hours. One of the small boats came to within 1 NM of the yacht. In response to the approaches, the yacht increased speed and conducted evasive maneuvers. Following the incident, the vessel and crew were reported safe. (UKMTO; Clearwater Dynamics; Joint Maritime Information Center)
3. **(U) RED SEA/GULF OF ADEN:** On 17 November at 1613 UTC, a missile targeted the Panama-flagged bulk carrier *Anadolu S* while underway approximately 25 NM west of Mokha, Yemen (exact position not specified). The missile impacted the water near the stern of the vessel.

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On 18 November at 0958 UTC, another missile targeted the bulk carrier while underway approximately 60 NM southeast of Aden, Yemen. This missile also landed in the water near the vessel. After the incident, all crew were reported safe. The vessel proceeded to its next port of call. (UKMTO; Clearwater Dynamics; Joint Maritime Information Center)

4. (U) RED SEA: On 12 November at 0001 UTC, multiple explosions occurred in close proximity to a Marshall Islands-flagged bulk carrier approximately 70 NM southwest of Hodeida, Yemen (exact position not specified). As many as six missiles exploded up to 6 NM from the vessel, with one missile exploding 2 NM off the port quarter. The vessel did not sustain any damage from the attack. Following the incident, the crew were reported safe and the vessel continued its voyage. (UKMTO; Clearwater Dynamics; Joint Maritime Information Center)
5. (U) GULF OF ADEN: On 9 November at 1807 UTC, an entity declaring itself to be the Yemeni authorities hailed the Panama-flagged bulk carrier *S Line* while underway approximately 57 NM southwest of Aden, Yemen (exact position not specified). The alleged Yemeni authorities hailed the master of the vessel over VHF and threatened to target the vessel if it transited north through the Bab el Mandeb Strait. When hailed, the vessel was underway with AIS on. After the VHF communication, the vessel's AIS was turned off, and, as of 9 November, the master was awaiting company guidance before proceeding to the next port of call. (UKMTO; Clearwater Dynamics; Joint Maritime Information Center)
6. (U) GULF OF ADEN: On 7 November at 0445 UTC, up to 15 small boats approached the Cayman Islands-flagged motor yacht *Liquid Sky* while underway approximately 53 NM southwest of Aden, Yemen. The crew of the small boats were armed, and at least one of the boats approached to within 0.3 NM of the yacht. Following the incident, the master reported that all crew were safe, and the vessel continued its voyage. (UKMTO; Clearwater Dynamics; Joint Maritime Information Center)
7. (U) RED SEA: On 1 November at 1910 UTC, two small boats approached a Portugal-flagged passenger ship underway approximately 35 NM west of Hanish Islands, Yemen, near position 13:55N – 042:15E. The boats were sighted after they turned on their lights approximately 0.5 NM from the ship. At 2030 UTC, an aerial vehicle was heard and seen hovering over the ship near position 13:38N – 042:25E; due to darkness, it was not possible to determine if the aerial vehicle was a drone or helicopter. After the incident, the crew were confirmed safe. (Clearwater Dynamics)

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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 26 November at 0001 local time, two perpetrators boarded a Panama-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait TSS, near position 01:05N – 103:43E. The perpetrators left the vessel empty-handed after duty crew spotted them onboard. The vessel did not require assistance and proceeded to its next port of call. (Clearwater Dynamics)
2. **(U) INDONESIA:** On 24 November at 1000 local time, six perpetrators boarded a Panama-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:41E. The perpetrators, one of whom was armed with knife, left the vessel empty-handed after being spotted by crew in the engine room. Following the incident, the master reported that all crew were safe and the vessel continued to its next port of call. (Clearwater Dynamics)
3. **(U) INDONESIA:** On 23 November at 0150 local time, two perpetrators armed with knives boarded a Vietnam-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:42E. The perpetrators left the vessel after being spotted by crew in the engine room. The master was unable to determine if anything had been stolen. All crew were reported safe and the vessel continued to its next port of call. (Clearwater Dynamics)

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4. (U) INDONESIA: On 20 November at 0510 local time, four unarmed perpetrators boarded the Marshall Islands-flagged bulk carrier *Genco Lion* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:04N – 103:41E. The duty crew spotted the perpetrators in the engine room, and the perpetrators subsequently escaped empty-handed. Following the incident, the master confirmed that the crew were safe. The vessel did not require assistance and proceeded to its next port of call. (Clearwater Dynamics)
5. (U) INDONESIA: On 20 November at 0510 local time, four unarmed perpetrators boarded the Bahamas-flagged bulk carrier *Ammos* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:04N – 103:41E. The duty crew spotted the perpetrators in the engine room, and the perpetrators subsequently escaped empty-handed. Following the incident, the master confirmed that the crew were safe. The vessel did not require assistance and proceeded to its next port of call. (Clearwater Dynamics)
6. (U) INDONESIA: On 17 November at 0400 local time, three perpetrators in a small boat attempted to board the Marshall Islands-flagged bulk carrier *Dokos* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:03N – 103:37E. After the duty crew discovered the boarding attempt, they raised the alarm and the perpetrators fled the area. Nothing was reported stolen and the crew were reported safe. (Clearwater Dynamics; ReCAAP)
7. (U) INDONESIA: On 14 November at 0507 local time, as many as eight robbers boarded the Hong Kong-flagged general cargo ship *Saga Fjord* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:02N – 103:38E. The duty crew spotted the perpetrators, one of whom was armed, in the engine room. After they were discovered, the perpetrators escaped with engine spares and other unsecured items. The crew were reported safe and the vessel continued its voyage to its next port of call. (Clearwater Dynamics; ReCAAP)
8. (U) INDONESIA: On 14 November at 0355 local time, one perpetrator armed with a gun-like object boarded the Liberia-flagged bulk carrier *Dara* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:02N – 103:38E. The perpetrator escaped after being discovered on the upper deck by duty crew. Nothing was reported stolen, the crew were reported safe, and the vessel continued to its next port of call. (Clearwater Dynamics; ReCAAP)
9. (U) INDONESIA: On 14 November at 0248 local time, five perpetrators armed with metal rods boarded the Comoros-flagged LPG tanker *Nus* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:02N – 103:38E. The perpetrators escaped after being discovered in the engine room by duty crew. The crew were reported safe and nothing was reported stolen. The vessel resumed its transit. (Clearwater Dynamics; ReCAAP)

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10. (U) INDONESIA: On 13 November at 0012 UTC, an unspecified number of robbers boarded the Liberia-flagged crude oil tanker *Metro Ionian* while underway in the eastbound lane of the Singapore Strait TSS, near position 01:02N – 103:39. Members of the crew observed the perpetrators on the poop deck. A speed boat subsequently approached the stern of the tanker. The crew later conducted a search for unauthorized persons onboard the tanker. During the search, the crew discovered 12 main engine fuel injection valves had been stolen. All crew were reported safe. (Clearwater Dynamics; ReCAAP)
11. (U) INDONESIA: On 13 November at 0440 local time, four robbers armed with machetes and a gun-like object boarded a Philippines-flagged bulk carrier while underway in the eastbound lane of the Singapore Strait TSS, near position 01:04N – 103:41E. Duty crew raised the alarm after spotting the perpetrators in the engine room. After the alarm was raised, the perpetrators fled the vessel. Following the incident, spare parts were reported stolen from the engine room. All crew were reported safe. (Clearwater Dynamics)

(U) INDIAN SUBCONTINENT

(U) No current incidents to report.

(U) AUSTRALIA – NEW ZEALAND – PACIFIC OCEAN AREA

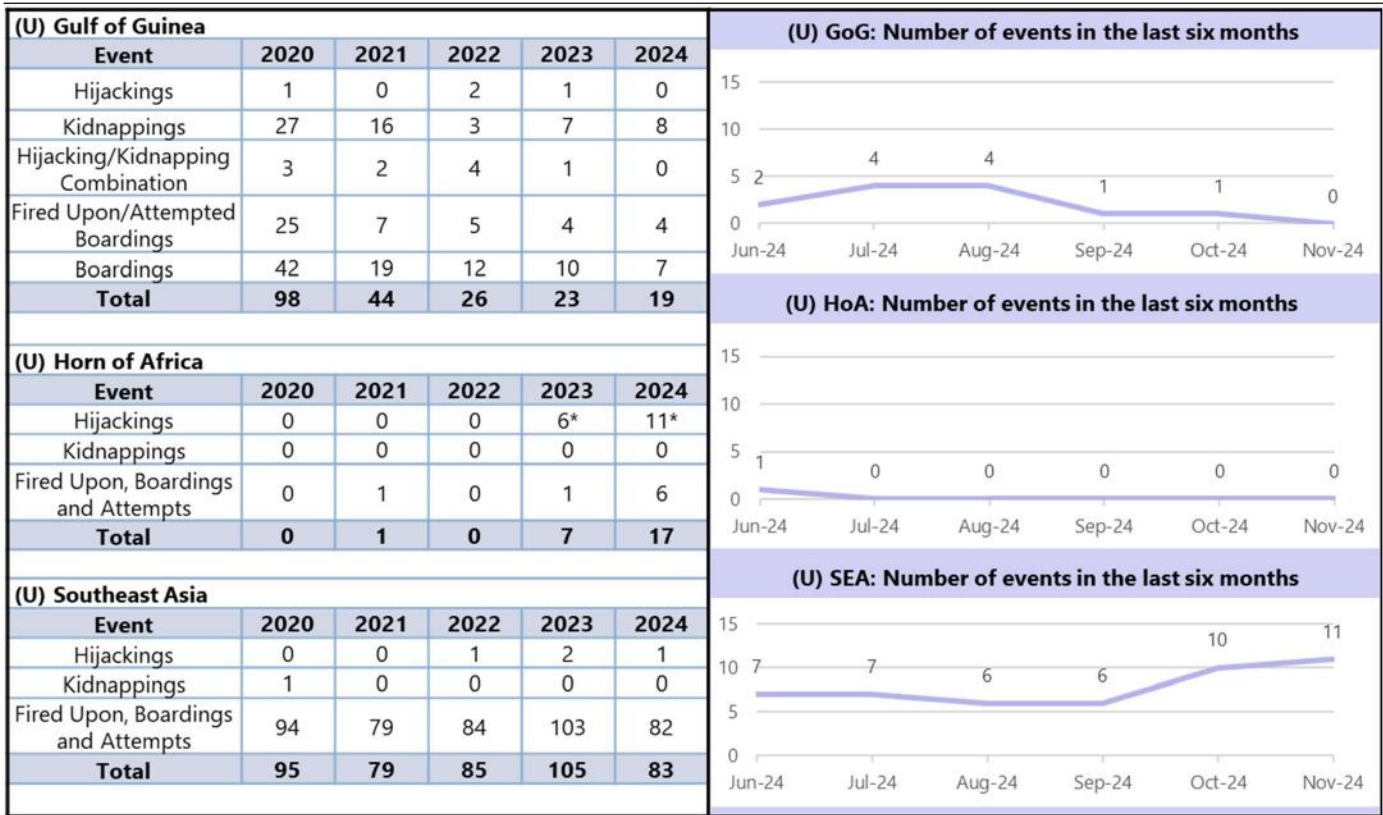
(U) No current incidents to report.

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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 |
|---|----------------|-----------------|
| 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 |
| 2024-007: Gulf of Guinea – Piracy/Armed Robbery/Kidnapping for Ransom | 24 Jun 2024 | 21 Dec 2024 |

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