





MSCIO ATALANTA WEEKLY REPORT

01st May – 07th May

 postmaster@mscio.eu

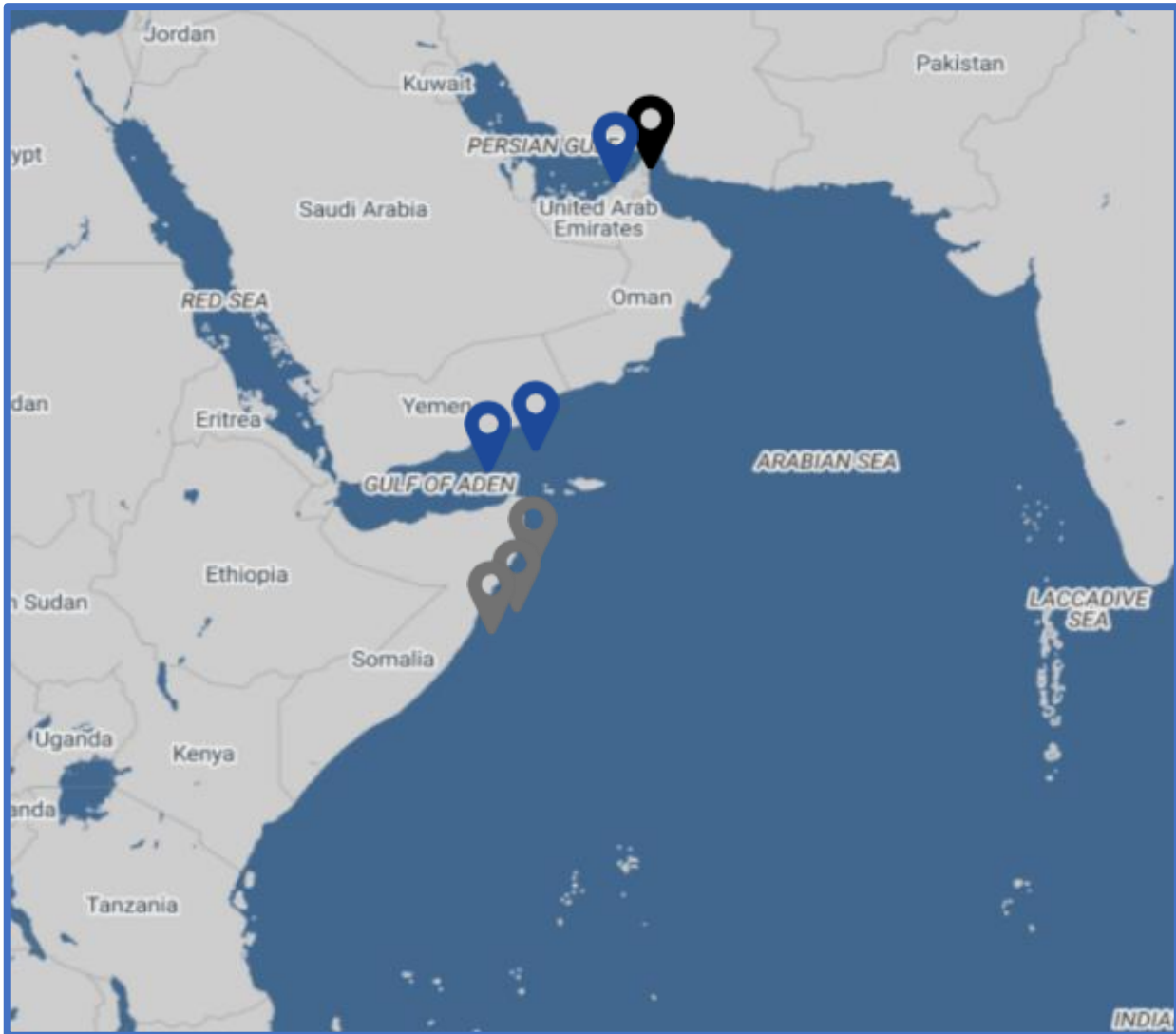
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OVERVIEW OF INCIDENTS IN THE VOLUNTARY REPORTING AREA (VRA)



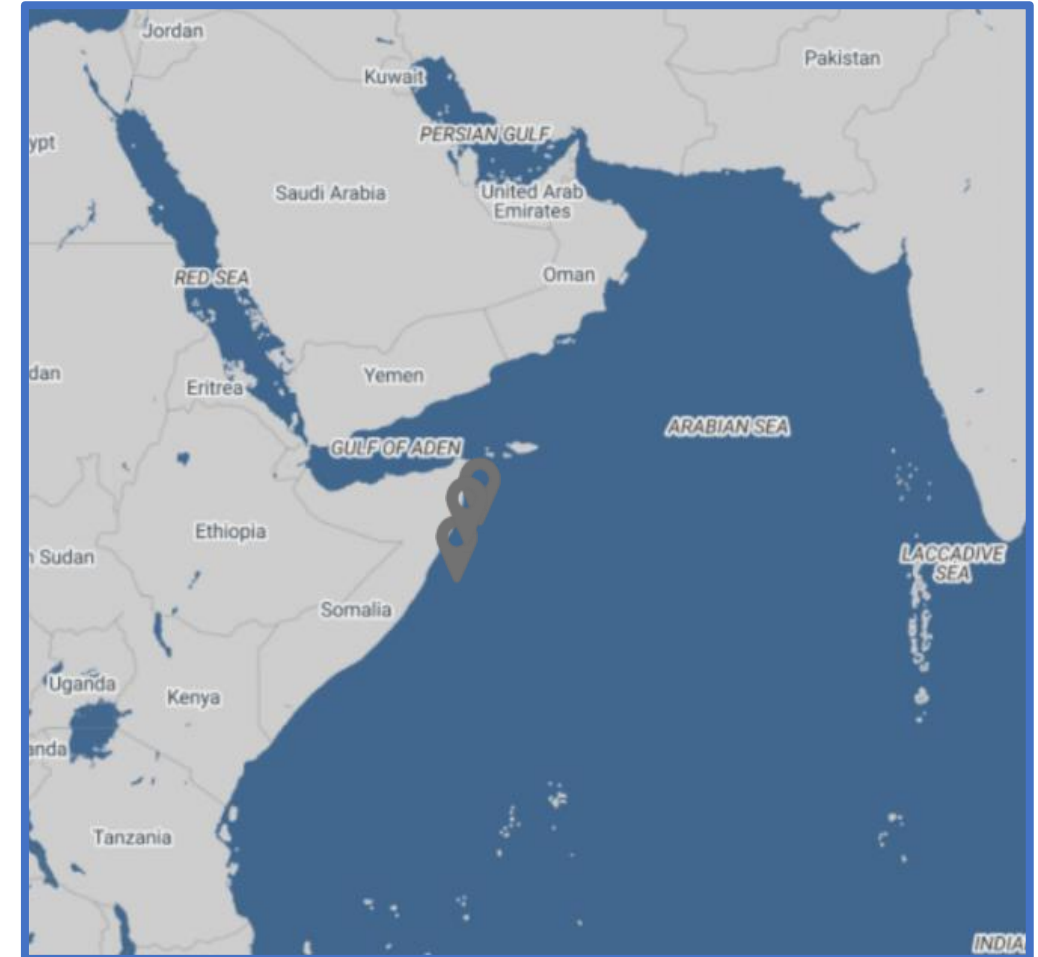
CATEGORY		No.
	Armed Robbery	Nil
	Attack	3
	Attempted Boarding	Nil
	Boarding	Nil
	Hijack	Nil
	Kidnap	Nil
	Piracy	3
	Suspicious Activity	4
	Other Maritime Crimes	Nil
Total Incidents		10



PIRACY

- **TYPE OF INCIDENT:** PIRACY.
- **LOCATION:** Horn of Africa, Somalia.
- **RELEVANT INFORMATION RELATED WITH THE EVENT:**

During the past week, several piracy-related incidents were reported off the coasts of Somalia and Yemen. On 26 April, the merchant vessel M/V SWARD (IMO 9174244) was confirmed hijacked and remains under the control of armed individuals, with its latest reported position at 07°13'N 049°33'E. Operation ATALANTA also continues monitoring the hijacking of tanker M/T HONOUR 25 (IMO 1099735), first reported on 21 April, with the latest reported position at 08°55'N 050°33'E. Additionally, on 2 May, armed individuals reportedly boarded and hijacked tanker EUREKA (IMO 1022823) while at anchorage off Qana Port, Yemen; Operation ATALANTA later confirmed the vessel's position at 09°50'N 050°54'E. All incidents remain ongoing and are being monitored by Operation ATALANTA assets in coordination with regional authorities, while vessels operating in the area are advised to maintain heightened vigilance, adhere to BMP-MS guidance, and report suspicious activity to MSCIO and UKMTO.



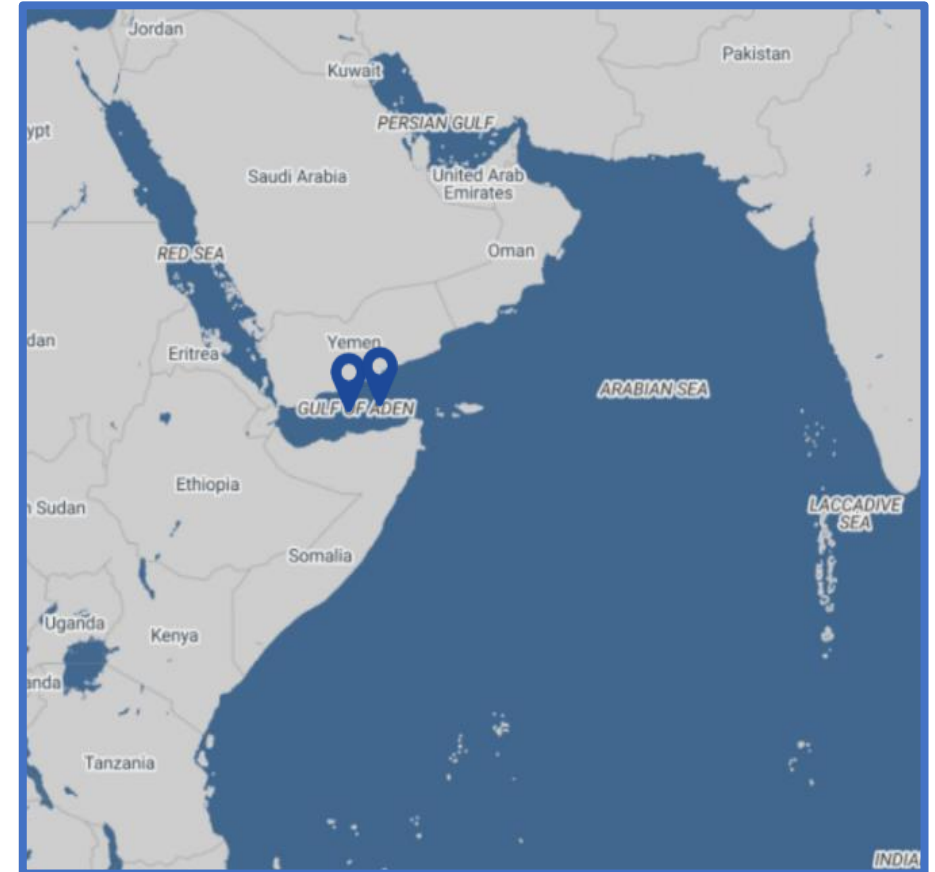
SUSPICIOUS ACTIVITY

- **TYPE OF INCIDENT:** SUSPICIOUS ACTIVITY

- **LOCATION:** Horn of Africa, Somalia.

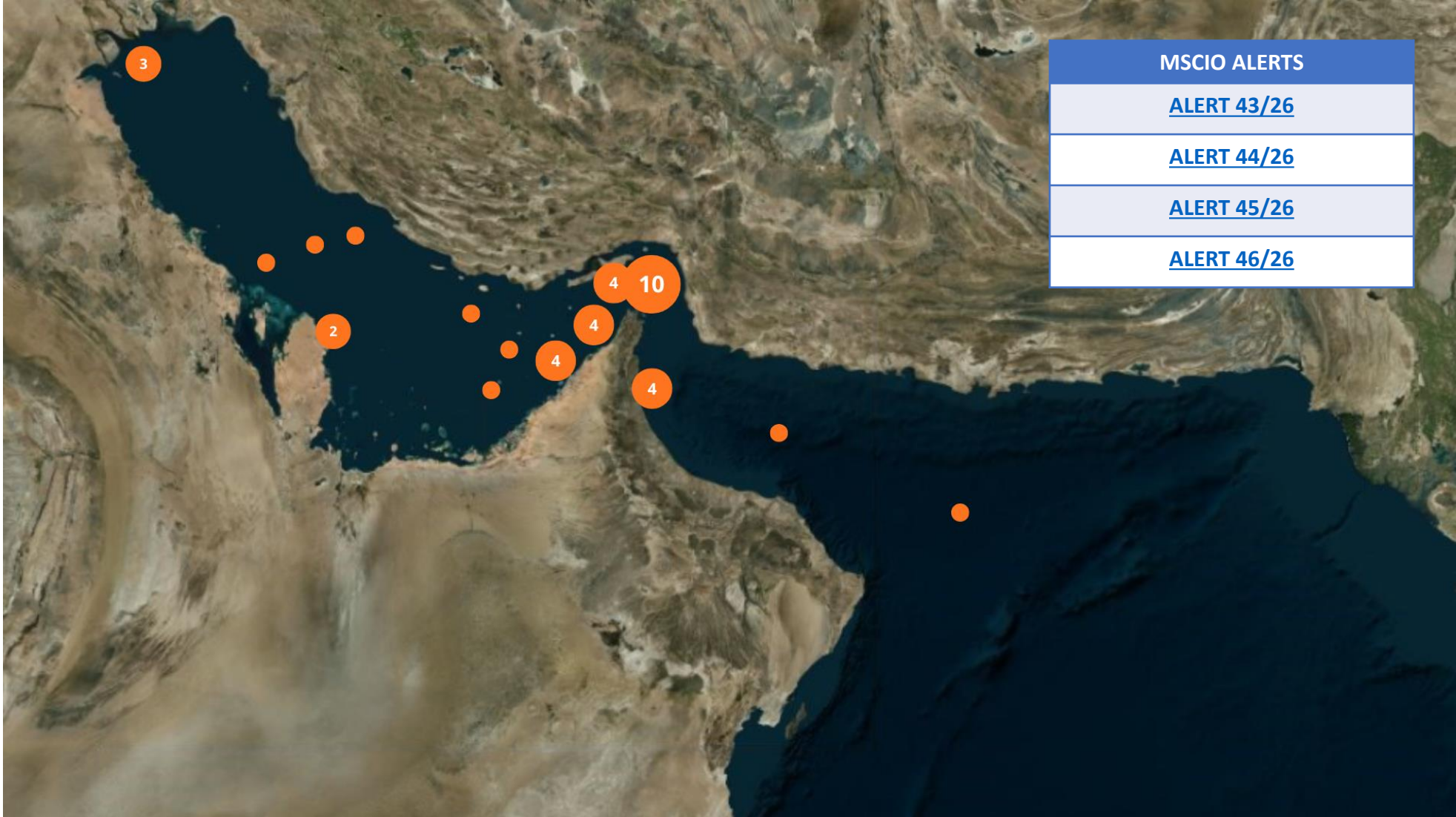
- **RELEVANT INFORMATION RELATED WITH THE EVENT:**

During the past week, two piracy-related approach incidents involving merchant vessels were reported in the Gulf of Aden region. On 1 May at 05:30 UTC, a suspicious skiff carrying approximately seven heavily armed persons aggressively approached a merchant vessel within the IRTC at position 12°59'N 048°39'E, closing to within approximately 10 meters with apparent intent to board; the vessel increased speed and, supported by defensive measures and the readiness of the crew and armed guards, the attackers aborted the approach. On 2 May at 06:40 UTC, a mother ship and one skiff were reported near a merchant vessel at position 13°35'N 050°12'E; the skiff approached from the starboard side and closed to approximately 500 meters over a period of around 10 minutes before the vessel implemented defensive measures and fired a warning shot, prompting the skiff to alter course and move away. In both incidents, all crew members were reported safe and accounted for. Vessels operating in the area were advised to maintain heightened vigilance, comply with BMP-MS guidance, and report suspicious activity to MSCIO and UKMTO.





OVERVIEW OF INCIDENTS IN THE AS/SoH/GoO





ASSESSMENT AND GUIDANCE FOR AS/SoH/GoO



- The maritime security environment in the region remains high following recent incidents involving vessels operating in the area. During the last 48 hours, several reports have indicated aggressive hailing and assertive actions by Iranian units, while blockade-related enforcement activity continues. Further security-related activity may occur at short notice near Iranian territorial waters and nearby anchorage areas.
- It is advised for merchant vessels to:
 - ✓ Avoid transiting the Strait of Hormuz until safe and coordinated framework for transit has been established by the relevant authorities.
 - ✓ Adhere to guidance issued by their Flag State or competent national authorities when considering transit.
 - ✓ Perform enhanced risk assessment.
 - ✓ Strictly adhere to BMP-MS.
 - ✓ Monitor Ch16 VHF and be prepared to be hailed.
 - ✓ Use AIS as per company policy.
 - ✓ Whenever possible, increase distance from any naval forces to mitigate risk.
 - ✓ Enhance radar and landmark procedures to support safe navigation, since GNSS are likely to be unreliable.
 - ✓ Be prepared to rely on dead-reckoning navigation.



ASSESSMENT AND GUIDANCE FOR RED SEA/BeM

- Despite the current ceasefire agreement, the potential for the resumption of hostile activity by Iranian-aligned Houthi forces against commercial shipping in the Red Sea and adjacent approaches remains active.
- Currently, no Houthi attacks have been reported in the maritime domain.
- Merchant vessels should expect:
 - Higher exposure for vessels with certain affiliations.
 - Potential delays for vessels requesting close protection.
- It is advised for merchant vessels to:
 - Maintain navigation through international waters for as long as possible.
 - Navigate closer to the African coastline where feasible.
 - Maintain coordination with maritime security reporting centers, both MSCIO and UKMTO.
 - Conduct a voyage-specific risk assessment and adhere to BMP-MS.
 - Before transiting the area, take into consideration any direct or indirect affiliations between the vessel, its ownership, or its cargo and countries of interest.
- Reports indicate GNSS/GPS disruption in the central Red Sea. Vessels may experience degradation or loss of satellite navigation signals. Masters are advised to exercise caution and verify position using alternative navigation methods.



MARITIME SECURITY EVENTS RELATED TO PIRACY (STATUS AND DETAILED DESCRIPTION FROM JAN 2026)



No	Date	Name	MSE Category	Last info.
54	31 DEC	FV LIAO DONG YU 578	Armed Robbery	Armed robbery reported off the coast of Banderbeyla (Bari Region). PSP has informed that the Vessel has been released near Ceel Dhidar, Bandarbeyla district. According to local credible sources, 2 pirates were apprehended and a ransom of 1.2 USD was paid.
55	02 JAN	FV SULTANA 2	Hijack	Alert on IORIS from PMPF. Dhow located off Al- Nushayah. All passengers disembarked. 13JAN Yemen Coast Guard confirmed. RESOLVED after agreement with the vessel's owner. Dhow and crew RELEASED
56	03 FEB	FV AL-WALEED	Armed Robbery	Received a report from Yemen CG on 03 Feb, that a group of 4 armed men captured a Yemeni 8 meter boat (blue hull) on the coast of Hafun. One fisherman was on board during the capture but was later released. The boat is allegedly taken to Dudura coast. Boat size and engine are not coherent with piracy TTP. Event still pending further investigation.
57	26 FEB	UNKNOWN	Piracy Attack	PMPF has reported that two skiffs attempted attacking an Iranian flagged vessel. The vessels defensive actions prevented the boarding. One attacker reportedly killed and two injured. Initial information from LNO MOG and Puntland police, the PAG composition is 9 pirates. PMPF has also allegedly arrested 3 pirates and taken in custody 1 of the 2 skiffs.
58	24 MAR	AL WASEEMI 786	Pirated	Received a report that Iranian dhow "AL WASEEMI 786" with 19 crew members was pirated on the 19 of March aprox 400nm from Mogadishu. The PAG group consisting of a number between 10 and 15pirates. No injuries reported. On 5 th APR 26 the pirates disembarked the dhow and went inland to an UNKNOWN location. EUNAVOFOR ATALANTA conducted FA to ensure the crew safety and gather further information.

- Solved or closed cases.
- Active cases



MARITIME SECURITY EVENTS RELATED TO PIRACY (STATUS AND DETAILED DESCRIPTION FROM JAN 2026)



No	Date	Name	MSE Category	Last info.
59	19 APR	FV ALKHAYR 2	Hijacked	PMPF informed via IORIS on 21 April that FV "ALKHAYR 2" was hijacked IVO Xaafuun on 19 th April by 11 armed individuals (PAG). The FV was released on 21 Apr by the PAG.
60	21 APR (TBD)	MT HONOUR 25	Pirated	PMPF informed via IORIS on 21 April that FV "ALKHAYR 2" was hijacked IVO Xaafuun on 19 th April by 11 armed individuals (PAG). On 21 Apr OHQ was informed that MT HONOUR 25 was pirated by the PAG and now is anchored near GARMAAL, Puntland .
61	22 APR	MV ELFRIEDE	Piracy attack	A small white fishing boat rapidly approach the MV. At approximately 600 metres warning shots were fired and the persons on-board the approaching boat returned fire. The craft then broke off, joined another FV and moved away both of them. The master of MV reports all crew is safe.
62	25 APR	CV FAHAD 4	Armed Robbery at Sea	EUNAVFOR ATALANTA received info from PMPF stating that it was hijacked by a PAG of 11 individuals IVO DHINOWDA (10NM off coast). ALMOST CERTAIN it has been involved in the suspicious approach towards the MT MINERVA PISCES on 28 th APR. LKP as of 6 MAY 26 is heading towards OMAN.
63	26 APR	MV SWARD	Piracy Attack	EUNAVFOR ATALANTA received a report from PMPF that MV SWARD was hijacked near GARACAD offshore area , outside TTW. Vessel owner informed PMPF.
64	28 APR	MV MINERVA PISCES	Suspicious Approach	A suspicious Dhow crossed the MV from starboard to port at a CPA approx 1.2NM. A skiff was then sighted ahead and later approached from the starboard bow o a distance of approx 400m. All crew are safe and accounted for. MV continued sailing towards the next port of call.

● Solved or closed cases.
● Active cases



MARITIME SECURITY EVENTS RELATED TO PIRACY (STATUS AND DETAILED DESCRIPTION FROM JAN 2026)



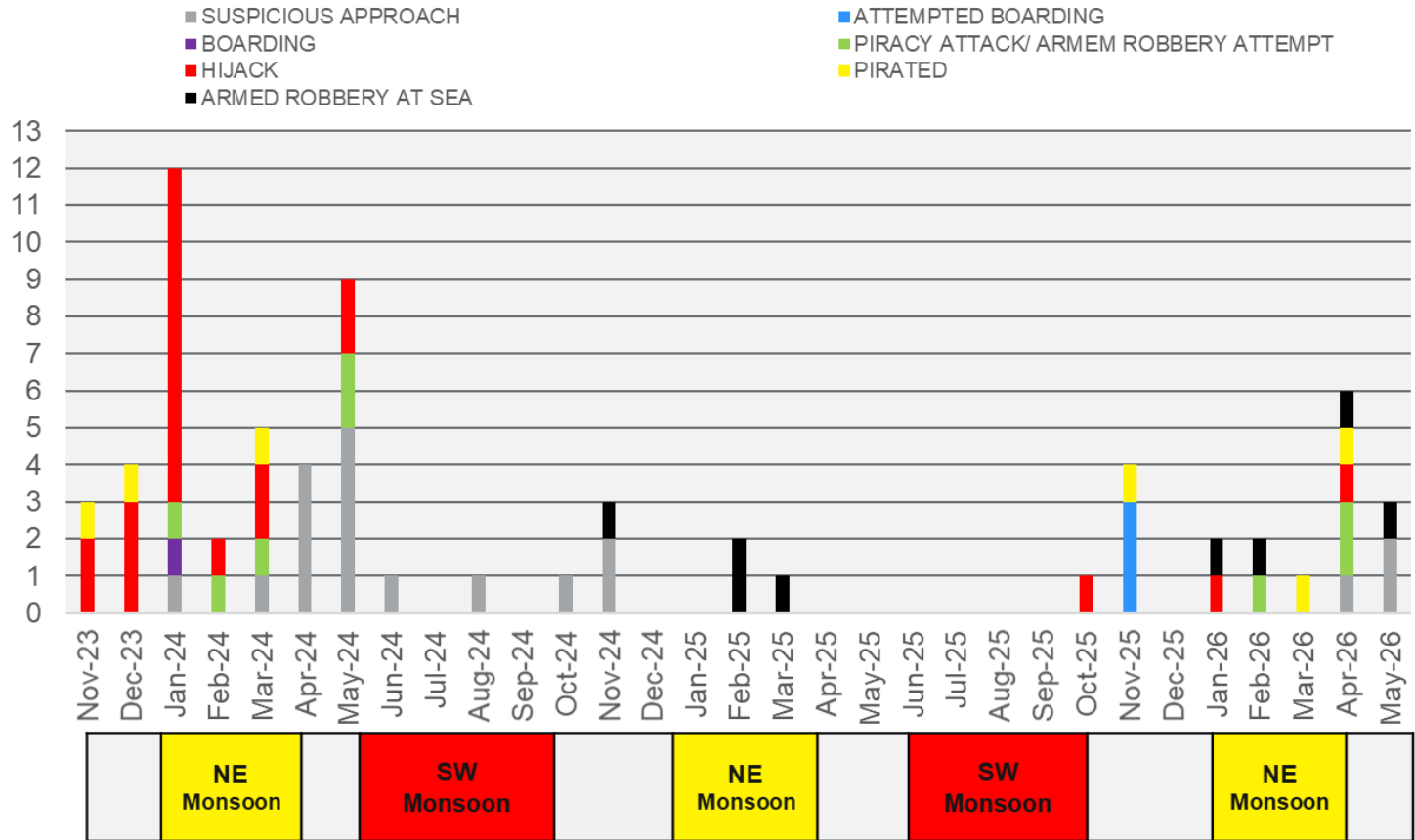
No	Date	Name	MSE Category	Last info.
65	01 MAY	MV NEW VENTURE	Suspicious Approach	MSCIO received a report of an incident involving a MV, while sailing towards the IRTC. A suspicious skiff carrying approximately 7 armed people approached the vessel, closing to a distance of 10 meters approx. and reportedly demonstrating clear intent to board. After MV increased the speed and carried out defensive measures, the skiff aborted their approach.
66	02 MAY	MT EUREKA	Armed Robbery	MSCIO received a report of a possible hijacking involving MT EUREKA, while at anchorage off QANA Port, SHABWA, YEMEN. Armed individuals boarded the vessel and took control. The vessel is currently anchored in the Somalian coast.
67	02 MAY	MV TRIKERI	Suspicious Approach	MSCIO received a report involving a MV, while sailing in the GoA. A mother ship and one skiff were reportedly observed in the vicinity. The skiff approached the vessel, closing the distance to approximately 500 meters during 10 minutes. After defensive measures adopted by the MV, the skiff altered course and moved away.

- Solved or closed cases.
- Active cases

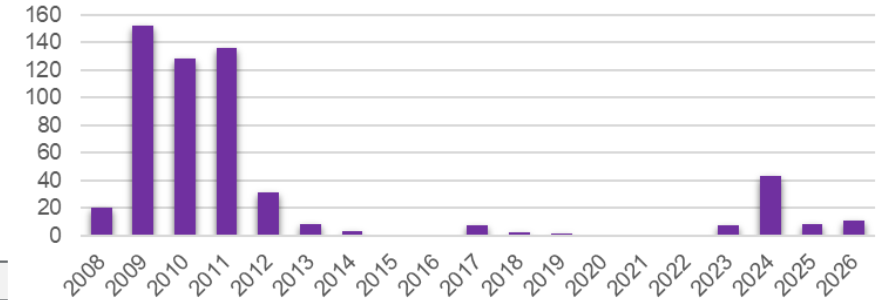


PIRACY STATISTICS (NOV 2023 – MAY 2026)

PIRACY RELATED EVENTS FROM NOV 2023 (67)



PIRACY RELATED EVENTS FROM 2008



- SUSPICIOUS APPROACH**

 - Sudden changes of course towards the ship and aggressive behavior. CPA inside 1nm with clear intention to attack and/or weapons clearly displayed.
- ATTEMPTED BOARDING**

 - An Act where the PAG failed to get onboard and gain control of the vessel or members of the crew. Boarding paraphernalia were employed or visible in the approach.
- BOARDING**

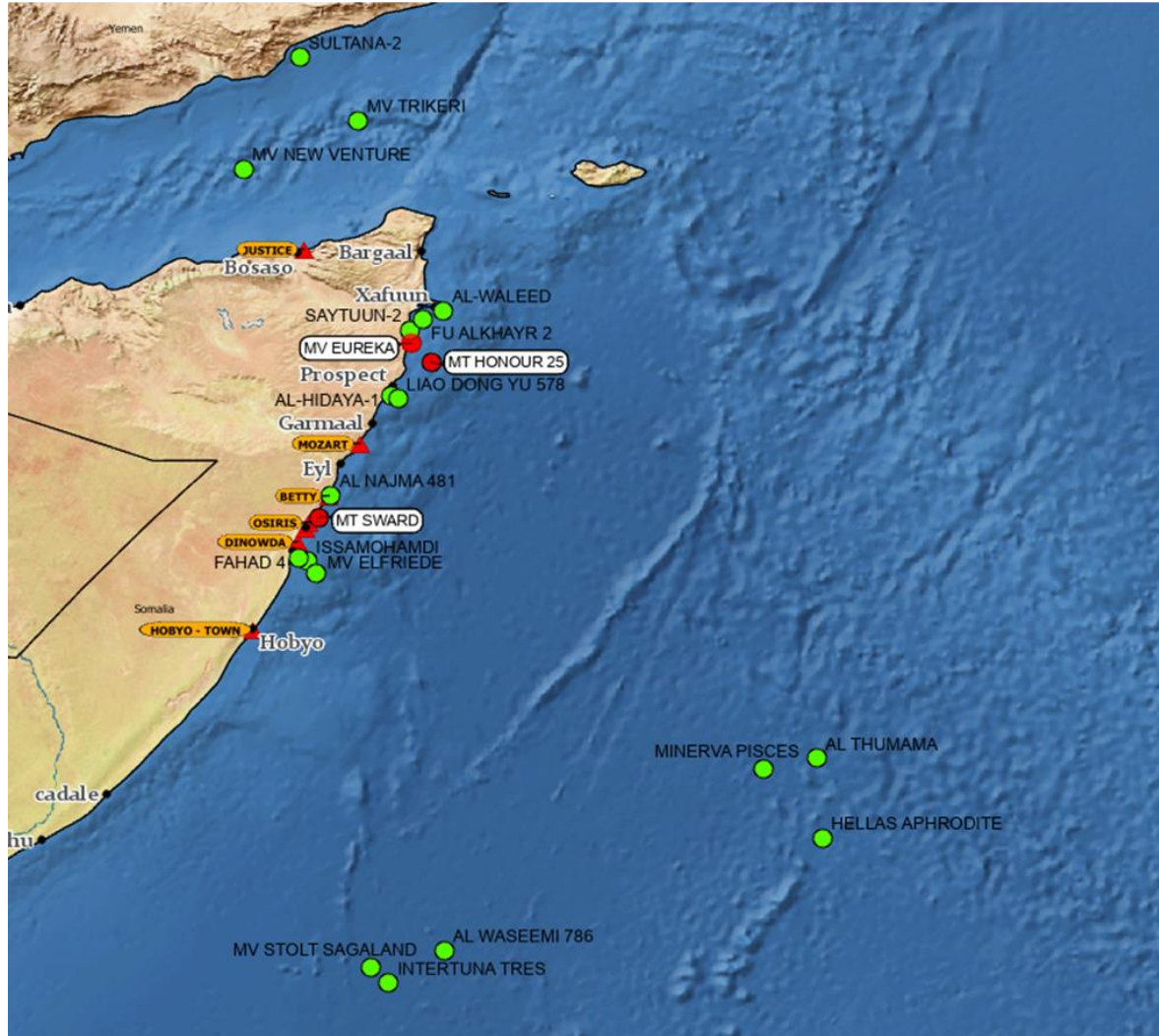
 - A boarding in which the attackers have boarded the ship but have NOT taken control.
- PIRACY ATTACK/ ARMED ROBBERY ATTEMPT**

 - Ship has been subject to an aggressive approach by unidentified craft and weapons have been discharged. Also, paraphernalia/ tripwires related to piracy, hooks, ladders ect have been reported.
- HIJACK**

 - Attackers have illegally boarded and taken control of a vessel at the high seas against the crew's will.
- PIRATED**

 - A pirated vessel is a vessel subject to an act that falls under the UNCLOS Article 101 definition of piracy.
- ARMED ROBBERY AT SEA**

 - Any illegal act of violence or detention within a state's internal waters, archipelagic waters and territorial seas.



PIRACY ASSESSMENT

It is **ALMOST CERTAIN** that the PAG's tactics for conducting piracy on the high seas involve hijacking a dhow and using it as a mother ship. The pirates then blend in with the usual traffic and deploy skiffs from the mother ship to attack vessels. They are able to navigate to the high seas, with evidence of events up to up to 600 nautical miles off the East Somali coast.

Nevertheless, from November 2024 it is becoming increasingly common for a group of people to organise themselves, identify a vulnerable ship close to the coast and use skiffs to carry out an attack. These attacks typically target Yemeni fishing dhows. While there is no confirmed information, it is **HIGHLY LIKELY** that ransoms would have been paid.

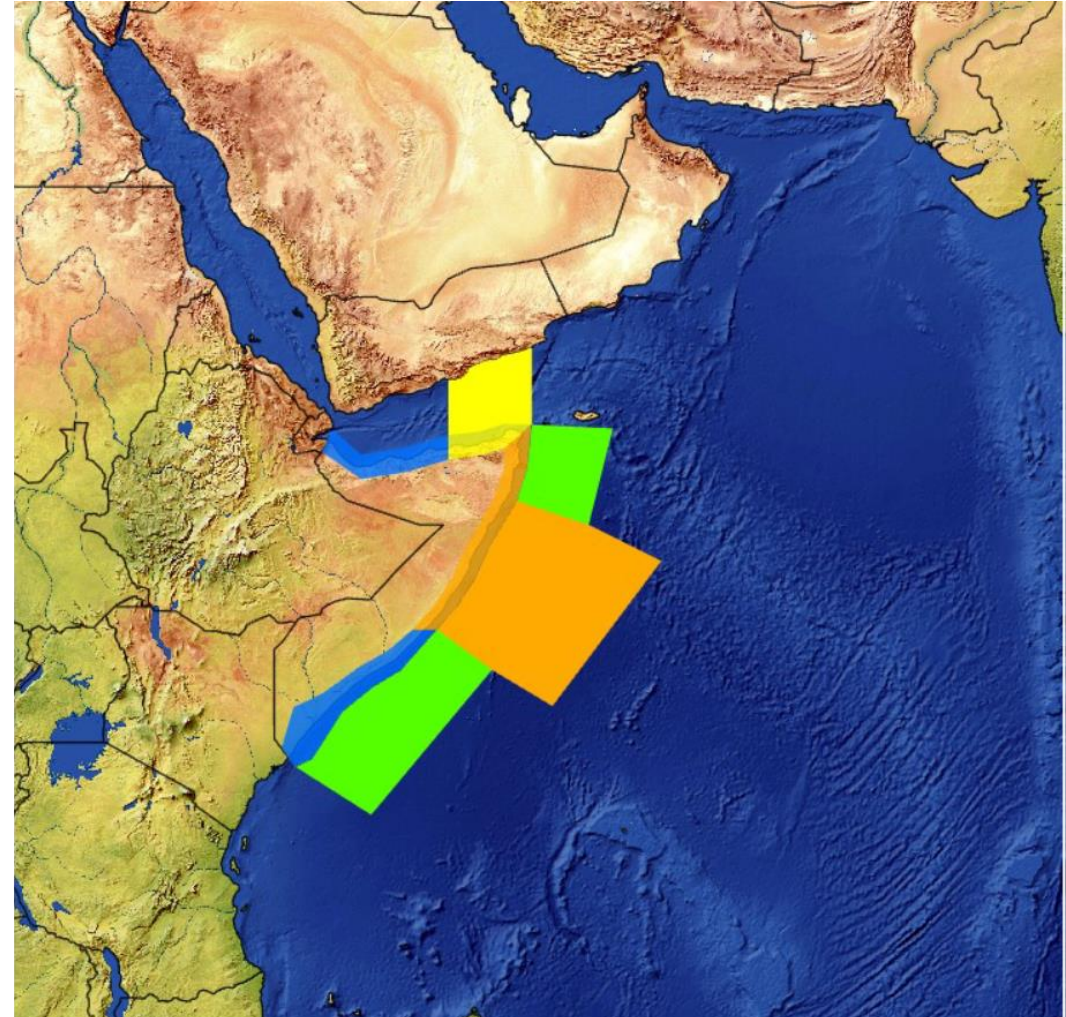
On the other hand, that risk could be amplified if local fishermen turn into pirates as a consequence that no effective action is being taken from the authorities to safeguard Somali TTW from IUUF.

It is **ALMOST CERTAIN** that the ransom paid for the LIAO DONG YU will set a bad example for other pirate groups trying to imitate that operation.

PIRACY ASSESSMENT

(EU R) The PIRACY Threat Assessment (TA) is determined as:

- **SEVERE** off the coast of MUDUG region
- **MODERATE** adjacent of MUDUG region
- **SUBSTANTIAL** north of BOSSASO
- **LOW** in the remaining areas.



THREAT ASSESSMENT	BENIGN	LOW	MODERATE	SUBSTANTIAL	SEVERE	CRITICAL
YARDSTICK	An attack is HIGHLY UNLIKELY (10% – 20%)	An attack is UNLIKELY (>25% – 35%)	An attack is a REALISTIC POSSIBILITY (40% – <50%)	An attack is LIKELY / PROBABLE (55% – <75%)	An attack is HIGHLY LIKELY (80% – 90%)	An attack is ALMOST CERTAIN (>95%)



REGISTRATION AND REPORTING

REGISTRATION AND REPORTING.

CSO's and Masters are encouraged to register their vessels upon entering the UKMTO Voluntary Reporting Area with both:

- MSCIO (<https://mscio.eu/reporting/vessel-registration/>)
- UKMTO (<https://www.ukmto.org/reporting-formats/initial-report>)

And to report all incidents to UKMTO and MSCIO.

When safe to do so, vessels should document incidents and suspicious activity through logs, photographs, video, and radar footage. CSOs should gather information on Pattern of Life and Maritime Situational Awareness for their planned routes and ports of call to support risk assessments. These procedures enable effective monitoring and resource allocation by CMF and EUNAVFOR ATALANTA.

Contact Information (MSCIO):

Tel: 0033 (0) 298 220 220 // 0033 (0) 298 220 170

Website: www.mscio.eu

Email: postmaster@mscio.eu

MARITIME SECURITY CENTRE INDIAN OCEAN (MSCIO)

VOLUNTARY REPORTING THAT MAKES A DIFFERENCE



WHY TO REPORT

- Improve Maritime Situational Awareness (MSA)
- Enable rapid information-sharing and coordination.
- Support vessels in High Risk Areas.
- Contribute to collective maritime security efforts.

WHAT TO REPORT

- Entry into the Voluntary Reporting Area (VRA).
- Daily position updates.
- Exit from the VRA or arrival at a safe port.
- Suspicious activity or incidents.
- Attacks, attempted or successful.

HOW TO REPORT

- Online: www.mscio.eu
- Email: postmaster@mscio.eu
- Copy UKMTO: watchkeepers@ukmto.com

BENEFITS OF REPORTING

- IMPROVED MONITORING AND PROTECTION DURING TRANSIT -
- ACCESS TO TIMELY THREAT ASSESSMENTS AND SECURITY ALERTS -
- ENHANCED COORDINATION WITH NAVAL FORCES OPERATING IN THE REGION -

Your report strengthens maritime security across the Indian Ocean and Red Sea