





# MSCIO ATALANTA WEEKLY REPORT

19th Jun – 25th Jun

 [postmaster@mscio.eu](mailto:postmaster@mscio.eu)

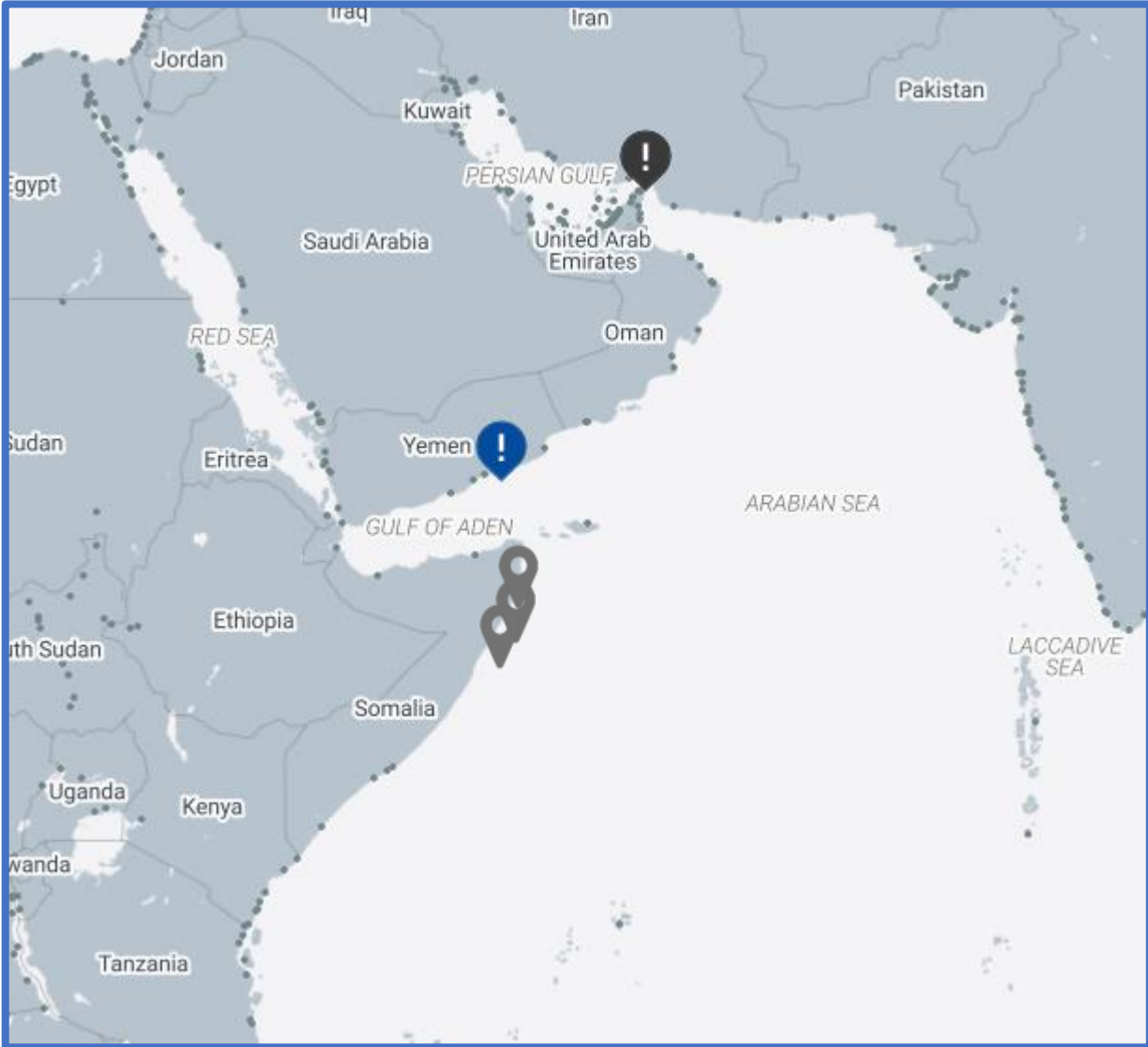
 0033 (0) 298 220 220

 <https://mscio.eu/>

 0033 (0) 298 220 170



# OVERVIEW OF INCIDENTS IN THE VOLUNTARY REPORTING AREA (VRA)



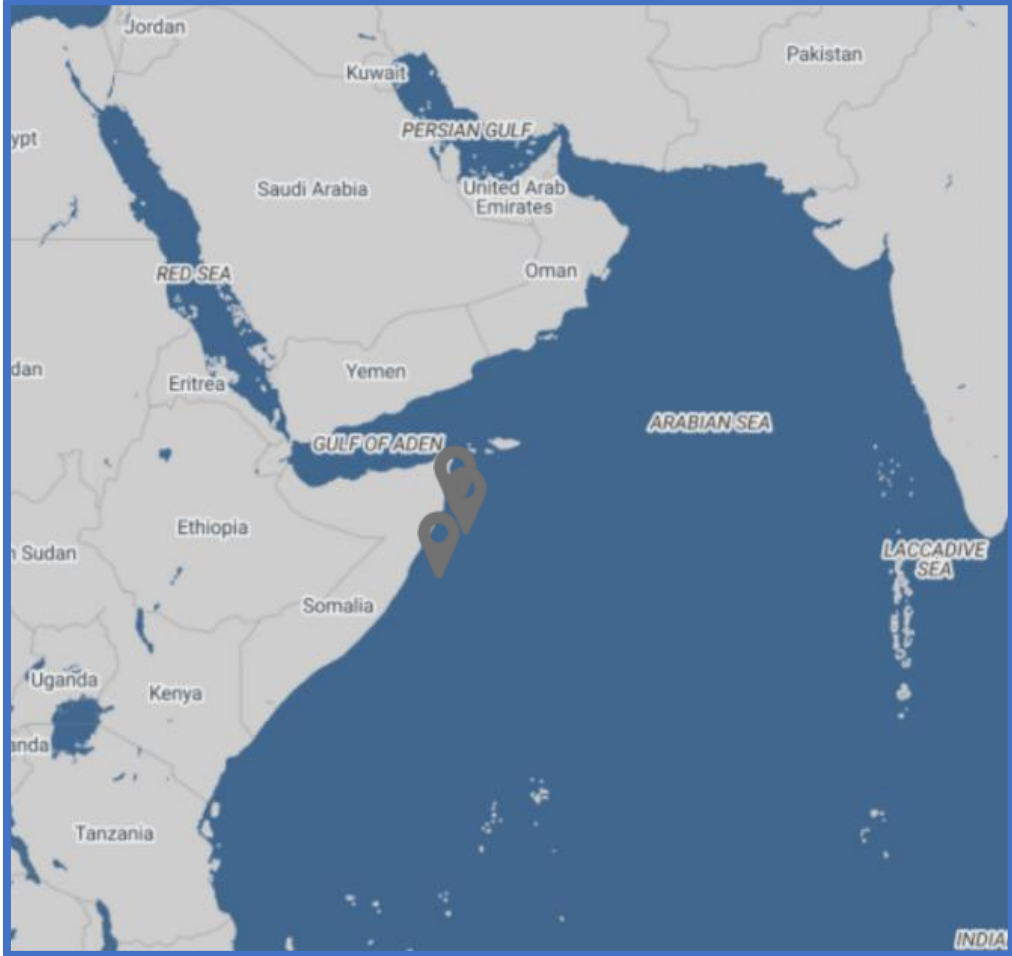
| CATEGORY               |                       | No.      |
|------------------------|-----------------------|----------|
|                        | Armed Robbery         | Nil      |
|                        | Attack                | 1        |
|                        | Attempted Boarding    | Nil      |
|                        | Boarding              | Nil      |
|                        | Hijack                | Nil      |
|                        | Kidnap                | Nil      |
|                        | Piracy                | 3        |
|                        | Suspicious Activity   | 1        |
|                        | Other Maritime Crimes | Nil      |
| <b>Total Incidents</b> |                       | <b>5</b> |



# PIRACY

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

Several piracy-related incidents continue to be monitored 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. Operation ATALANTA assets have also confirmed that the dhow hijacked on 25 April 2026 has been released and the crew is safe. All remaining incidents continue to be 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.



## ATTACK/SUSPICIOUS ACTIVITY

- **TYPE OF INCIDENT:** ATTACK/SUSPICIOUS ACTIVITY

- **LOCATION:** Strait of Hormuz

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

On 21 June, ALERT 66/26 was issued following a SUSPICIOUS ACTIVITY incident approximately 50NM southeast of Al-Shihr, Yemen, where a product tanker reported being approached by a skiff carrying five armed persons who appeared to be attempting to board the vessel. The vessel conducted evasive manoeuvres and altered course, causing the skiff to disengage. The incident was not considered piracy-related.

On 25 June, ALERT 67/26 was issued following an ATTACK approximately 7.5NM southeast of Dahit, Oman, where a cargo vessel was struck on the starboard side by an unknown projectile, resulting in damage to the bridge. No casualties or environmental impact were reported.







## ASSESSMENT AND GUIDANCE FOR AS/SoH/GoO



- The maritime security environment in the Arabian Gulf, Strait of Hormuz and Gulf of Oman remains assessed as MODERATE following the implementation of the U.S.–Iran Memorandum of Understanding. Active mine clearance operations remain ongoing within the Strait of Hormuz, and caution should continue to be exercised.
- Commercial traffic through the Strait of Hormuz continues to increase, with vessels transiting via both the southern Omani corridor and the northern Iranian-controlled corridor. A temporary traffic regime remains in place while mine clearance operations continue.
- NAVAREA IX Warnings 180/26 and 201/26 remain in force. The existing Traffic Separation Scheme (TSS) remains assessed as unsafe for navigation, and vessels should follow the temporary traffic regime published by the relevant authorities.
- During the reporting period, the IMO Secretary-General announced that the IMO framework for evacuation in the Arabian Gulf has been temporarily paused pending further clarity.
- Merchant vessels should expect the continued presence of multinational naval forces supporting maritime security and mine clearance operations. Navigation interference, including GNSS degradation and AIS anomalies, continue to be reported in the Strait of Hormuz, Gulf of Oman and Arabian Gulf.
- It is advised for merchant vessels to:
  - Follow the latest JMIC Advisory Notes and applicable NAVAREA warnings.
  - Comply with the temporary traffic regime established for the Strait of Hormuz.
  - Contact the relevant coastal State before entering the selected transit route.
  - Report suspicious activity or relevant information to MSCIO and UKMTO.



## ASSESSMENT AND GUIDANCE FOR RED SEA/BeM



- The maritime threat level in the Gulf of Aden, Bab el-Mandeb and Southern Red Sea remains MODERATE. Commercial traffic continues steadily through the area and no confirmed attacks on merchant shipping have been reported during the latest reporting period.
- Houthi messaging and hostile rhetoric continue without associated operational indicators, while the potential for renewed disruption remains should regional tensions escalate. Merchant vessels should continue to consider possible exposure based on ownership, cargo, Flag State affiliations or perceived associations with countries of interest.
- GNSS interference remains a residual hazard across the central Red Sea, with periodic effects extending into the southern sector and Bab el Mandeb approaches. Mariners should verify positions using alternative navigation methods when required.
- 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 and operationally appropriate.
  - Maintain close coordination with MSCIO, UKMTO and relevant maritime security reporting centers.
  - Conduct voyage-specific risk assessments and strictly adhere to BMP-MS.
  - Monitor electronic interference and verify navigation data through radar and visual cross-checks.
  - Review vessel affiliations, cargo exposure and ownership considerations prior to transit.
  - Maintain enhanced vigilance and report suspicious activity immediately to MSCIO and UKMTO.



## 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 | 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.  |
| 56 | 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 approx 400nm from Mogadishu. The PAG group consisting of a number between 10 and 15 pirates. No injuries reported. On 5 <sup>th</sup> 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.  |
|----|--------------|-------------------|------------------------------|---|
| 57 | 19 APR       | FV ALKHAYR 2      | Hijacked                     | PMPF informed via IORIS on 21 April that FV "ALKHAYR 2" was hijacked IVO Xaafuun on 19 <sup>th</sup> April by 11 armed individuals (PAG). The FV was released on 21 Apr by the PAG.   |
| 58 | 21 APR (TBD) | MT HONOUR 25      | Pirated                      | PMPF informed via IORIS on 21 April that FV "ALKHAYR 2" was hijacked IVO Xaafuun on 19 <sup>th</sup> April by 11 armed individuals (PAG). On 21 Apr OHQ was informed that MT HONOUR 25 was pirated by the PAGAND and subsequently MT HONOUR 25 sailed ivo KULULE, SOMALIA where is currently anchored. Operation Atalanta assets are closely monitor the ongoing situation. |
| 59 | 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.   |
| 60 | 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 <sup>th</sup> APR. Released on 04 May 26 after ransom was paid.   |
| 61 | 26 APR       | MV SWARD          | Pirated                      | EUNAVFOR ATALANTA received a report from PMPF that MV SWARD was hijacked near GARACAD offshore area , outside TTW. Vessel owner informed PMPF. Subsequently the hijacked vessel sailed to SOMALIA where currently is anchored ivo CEEL DHAHANAN, SOMALIA. Operation Atalanta assets are closely monitor the ongoing situation.  |
| 62 | 28 APR       | MT MINERVA PISCES | Suspicious Approach/Activity | A suspicious Dhow crossed the MT 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. MT 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.   |
|----|--------|---------------------|------------------------------|--|
| 63 | 01 MAY | MV NEW VENTURE      | Suspicious Approach/Activity | 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. |
| 64 | 02 MAY | MT EUREKA           | Pirated                      | 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 sailed to the Somalian coast and is currently anchored ivo FUNDHUC DULE, SOMALIA. Operation Atalanta assets are closely monitor the ongoing situation.                           |
| 65 | 23 MAY | EVENT 65 (MT)       | Attempted Boarding           | On 23 May 0215Z (86NM NNW of CAALULA), EVENT 65 (MT) reported that they were approached and followed by 1 skiff with 5 POB (after photo received, the actual number was found to be 7). The MT implemented BMP and PAST and attackers aborted their approach.  |
| 66 | 23 MAY | EVENT 66 (MT)       | Attempted Boarding           | On 23 May 0325Z (close posn to EVENT 65 ), EVENT 66 (MT)reported that they were approached by a skiff matching the same description from the previous report of EVENT 65. The MT implemented BMP and PAST and attackers aborted their approach.  |
| 67 | 23 MAY | EVENT 67 (MT)       | Attempted Boarding           | On 23 May 0728Z (close posn to events Nr 65 and 66), EVENT 67 (MT)reported that they were being approached by a skiff. The MT implemented BMP and PAST and attackers aborted their approach.   |
| 68 | 23 MAY | CD MASHAALLAH 1 152 | Attempted Boarding           | On 23 May 1634Z (close posn to events Nr 65 5,66 and 67), the skiff approached this cargo dhow . Indian Navy intercepted the skiff which escaped back to Somalian coast.   |
| 69 | 10 JUN | MV MARIA F          | Suspicious Approach/Activity | On 10 Jun 0342Z, a small craft with 6 armed POB approached the vessel and there was an exchange of fire between the small craft and vessel. No persons were reported injured, small craft turned away and MV MARIA F continued their destination to next Port of Call.   |

- Solved or closed cases.
- Active cases



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



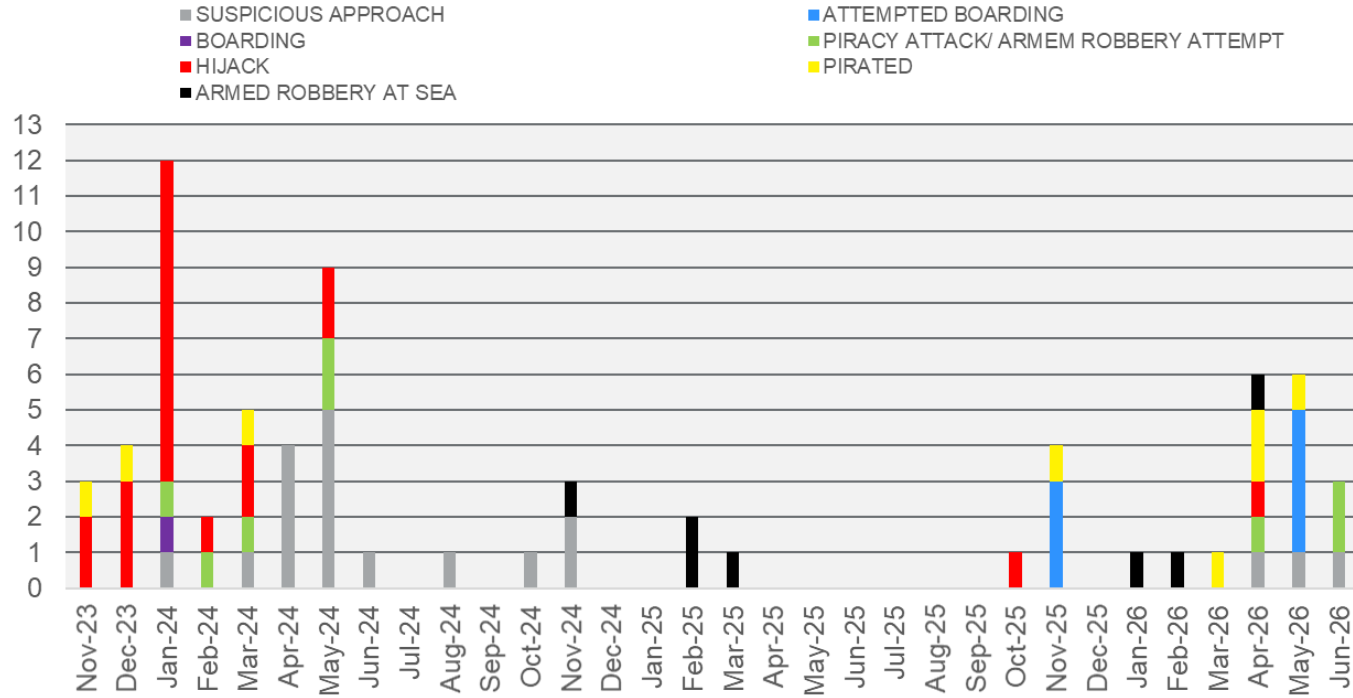
| No | Date      | Name         | MSE Category  | Last info.   |
|----|-----------|--------------|---------------|--|
| 70 | 15 JUN 26 | MT VST AMARA | Piracy Attack | On 15 Jun 1335Z, MSCIO received a report of an incident involving a MT, while sailing towards the IRTC. A suspicious skiff carrying approximately 3 -5 armed people approached the vessel, and reportedly opened fire on the vessel using an RPG. The vessel implemented defensive measures and the attack was unsuccessful. No injuries or damages were reported. MT continued with its journey to its next Port of Call. |
| 71 | 17 JUN 26 | MT FAREEDA 5 | Piracy Attack | On 17 Jun 1610Z, MSCIO received a report of an incident involving a MT, while sailing towards the IRTC. Two skiffs carrying unknown number of armed POB approached the vessel, and reportedly opened fire. The vessel implemented defensive measures and the attack was unsuccessful. MT continued with its journey to its next Port of Call , according to YCG one person of the crew was injured.                        |
|    |           |              |               |  |

- Solved or closed cases.
- Active cases

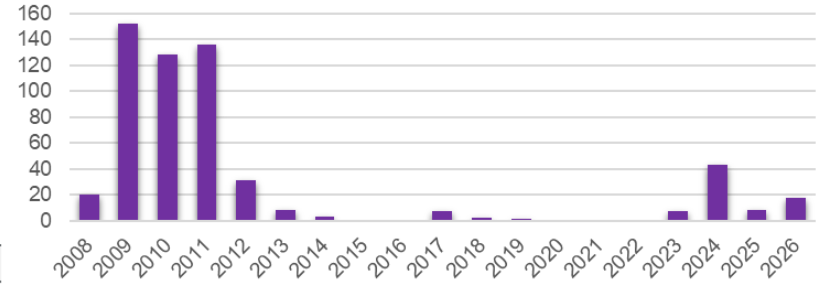


# PIRACY STATISTICS (NOV 2023 – MAY 2026)

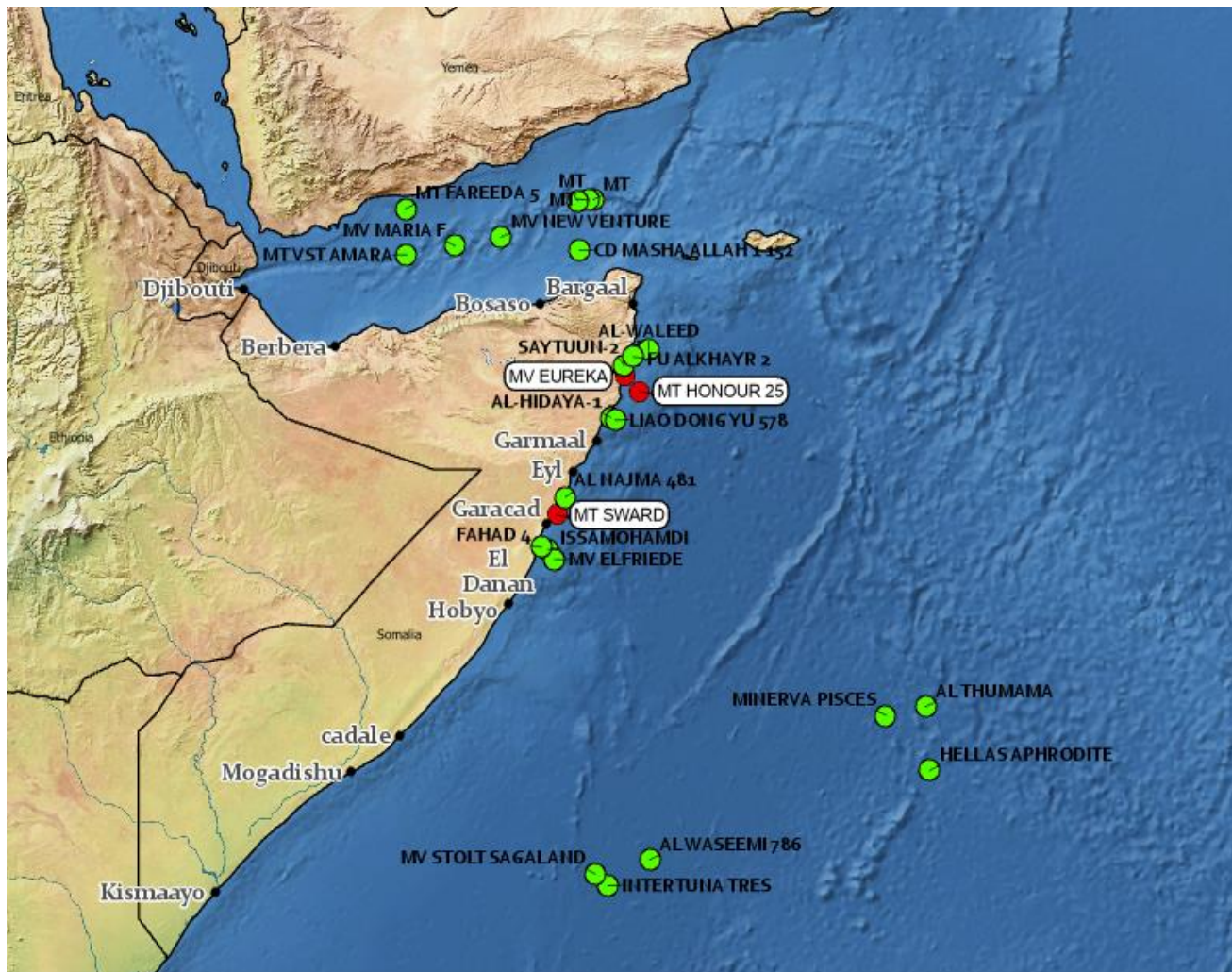
## PIRACY RELATED EVENTS FROM NOV 2023 (71)



## PIRACY RELATED EVENTS FROM 2008



- SUSPICIOUS APPROACH/ ACTIVITY
  - 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.

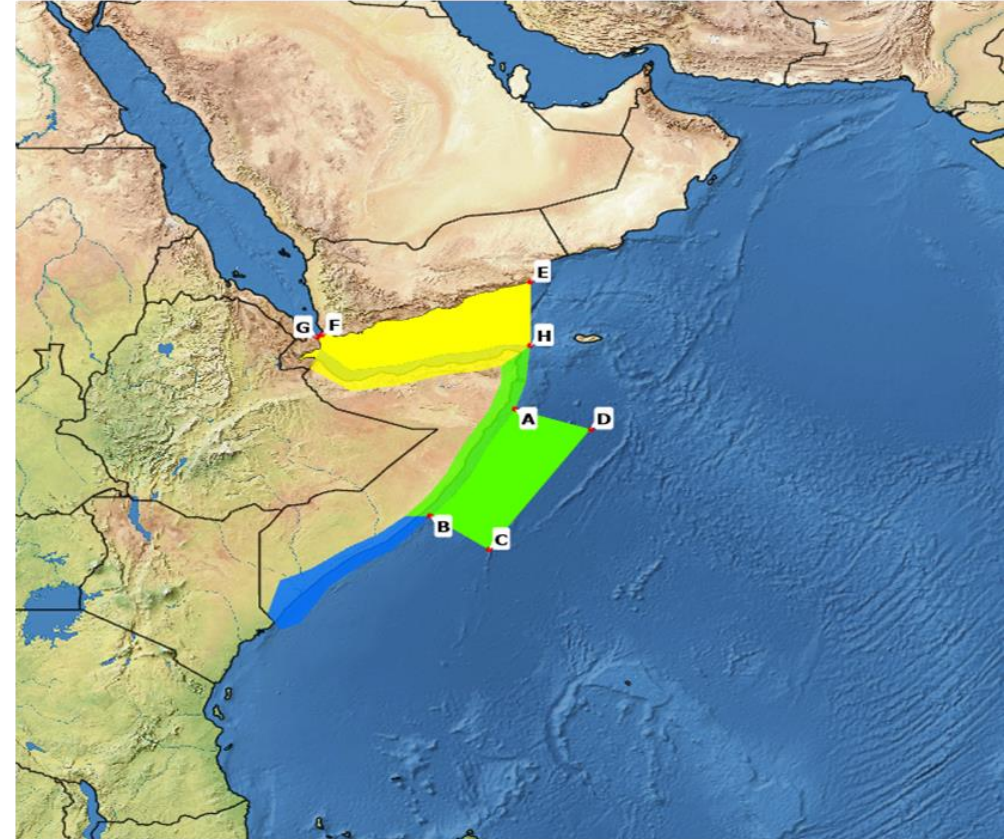
On the other hand, that risk could be amplified if local fishermen turn into pirates as a consequence that no effective action is being taken from the authorities to safeguard Somali TTW from IUUF.

It is **ALMOST CERTAIN** that the ransom paid for the LIAO DONG YU have 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:

- **MODERATE** in the perimeter drawn between points A, B, C and D.
- **SUBSTANTIAL** in the perimeter drawn between points E, F, G and H.
- **LOW** in the remaining areas.



| THREAT ASSESSMENT | BENIGN  | LOW                                      | MODERATE   | SUBSTANTIAL  | SEVERE  | CRITICAL                                    |
|-------------------|---|--|--|--|---|---|
| YARDSTICK         | An attack is<br>HIGHLY<br>UNLIKELY<br>(10% - 20%) | An attack is<br>UNLIKELY<br>(>25% - 35%) | An attack is a<br>REALISTIC<br>POSSIBILITY<br>(40% - <50%) | An attack is<br>LIKELY /<br>PROBABLE<br>(55% - <75%) | An attack is<br>HIGHLY<br>LIKELY<br>(80% - 90%) | An attack is<br>ALMOST<br>CERTAIN<br>(>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](http://www.mscio.eu)

Email: [postmaster@mscio.eu](mailto: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](http://www.mscio.eu)
- Email: [postmaster@mscio.eu](mailto:postmaster@mscio.eu)
- Copy UKMTO: [watchkeepers@ukmto.com](mailto: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