



MSCIO ATALANTA WEEKLY REPORT

21 Feb – 27 Feb

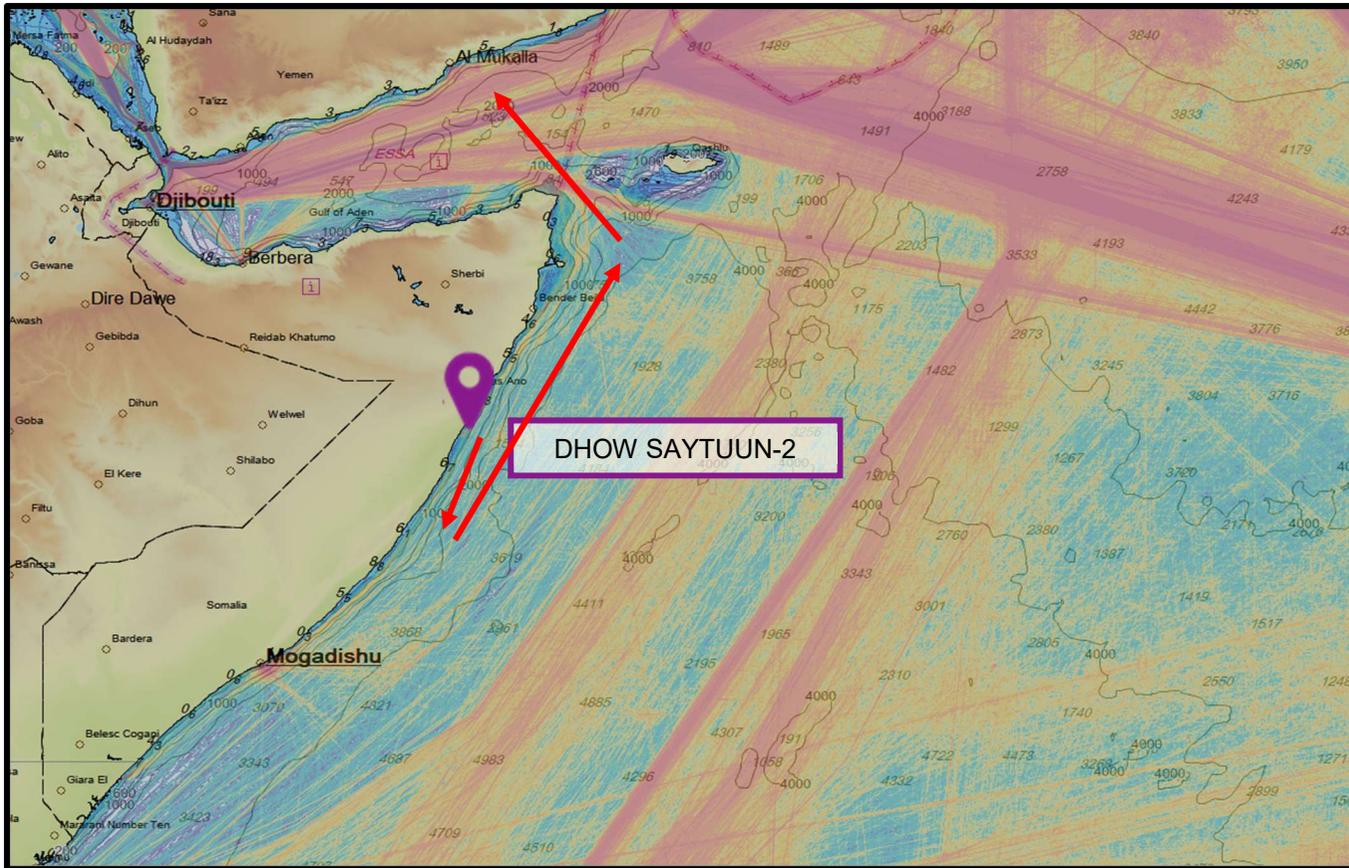
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OVERVIEW OF INCIDENTS IN THE VOLUNTARY REPORTING AREA (VRA)



CATEGORY	No.	Page Ref.
 Armed Robbery	1	2
 Attack	Nil	NSTR
 Attempted Boarding	Nil	NSTR
 Boarding	Nil	NSTR
 Hijack	Nil	NSTR
 Kidnap	Nil	NSTR
 Piracy	Nil	NSTR
 Suspicious Activity	Nil	NSTR
 Other Maritime Crimes	Nil	NSTR
Total Incidents		1



ARMED ROBBERY

1. SIGNIFICANT RECENT INCIDENT

1.1 FV SAYTUN-2 Hijacking

Date: 15 FEB 2025

Location of hijacking: At Baarmadoobe, North of Eyl.

Vessel Type: Yemen-flagged fishing vessel.

Location: The fishing vessel was reported to be moving South.

1.1.1 Incident Details

- **17/02/2025** EUNAVFOR ATALANTA receives first information from PMPF, reporting the captivity of the YEMENI FV SAYTUUN-2, attackers (6 armed individuals) kept the master and 4 members of the crew.
- **18/02/25** Yemen Coast Guard reported that FV is stationary south of Eyl since they were running out of fuel. PMPF reported on **18/02/25** afternoon that the FV with the PAG on board moved to JIIFLE, for loading logistics.
- **19/02, 20/02** and **21/2** search for FV conducted without success.
- **22/02/25** The Yemen Coast Guard reported the FV had been abandoned by the pirates, who had taken some crew belongings, according to statements from the owner and the agent. The crew and vessel are now free from pirate control.
- **22/02/25** FV had been located by a helicopter from OP Atalanta.
- **23/02/25** A Spanish navy vessel from OP Atalanta conducted a friendly approach to FV SAYTUUN-2, South-East of ALMUKALA. The crew stated that after the hijack, they proceeded on the high seas to try and attack a larger vessel. After 3 days of trying with no success, they went back to shore. There they received more pirates on board. After 2-3 more days the pirates decided to abandon the FV.



PIRACY THREAT UPDATE

ATALANTA

UPDATE ON THE PIRACY THREAT OFF THE
COAST OF SOMALIA

27 FEB 2025

Situation: Most recently, on 15 FEB 2025, the Yemen-flagged fishing vessel SAYTUUN-2 was hijacked at BAARMADOOBE, located North of Eyl, within Somali territorial waters. The Pirate Action Group (PAG) was holding five crew members on board. EUNAVFOR ATALANTA coordinated closely with Combined Maritime Forces (CMF) and with the Yemeni Coast Guard. On the 23rd of February a Spanish navy vessel from Atalanta confirmed with a friendly approach that the vessel and the crew were safe after the pirates abandoned the FV. This incident highlights the persistent threat to vessels in these waters, particularly within territorial limits, and demonstrates the critical importance of maintaining vigilance and following established security protocols.

Pirates' modus operandi: The typical pirate strategy involves the seizure and hijacking of a dhow, which is subsequently utilized as a mother ship. The pirates then blend in with the usual traffic and deploy skiffs from the mother ship to attack vessels, navigating as far as 600 Nautical Miles or more, off the East Somali coast. The possibility of Attacks in the Gulf of Aden (GOA) should not be ignored, especially in the Eastern side. After a vessel is seized, it is likely that this is taken to the Somali coast and held there whilst ransom negotiations are ongoing.

Threat evaluation: These recent armed robberies within Somali territorial waters demonstrate an active and evolving threat in the region. Despite routine patrols conducted by CMF, EUNAVFOR ATALANTA and other warships in these waters, pirates continue to demonstrate operational capabilities. These incidents highlight the existence of well-established coastal support infrastructure and the ability to conduct coordinated operations. The successful execution of recent attacks indicates that pirate action groups maintain the capability and intent to target vessels in this region. This assessment is supported by their demonstrated ability to operate within territorial waters, utilize multiple coastal locations, and sustain extended operations

Registration and reporting. CSO's and masters must register their vessels with both MSCIO (<https://mscio.eu/reporting/vessel-registration/>) and UKMTO (<https://www.ukmto.org/reporting-formats/initial-report>) upon entering the UKMTO Voluntary Reporting Area and report all incidents to UKMTO in accordance with BMP. 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 Domain 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.

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