



# **MSCIO ATALANTA WEEKLY REPORT**

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**07 Feb – 13 Feb**

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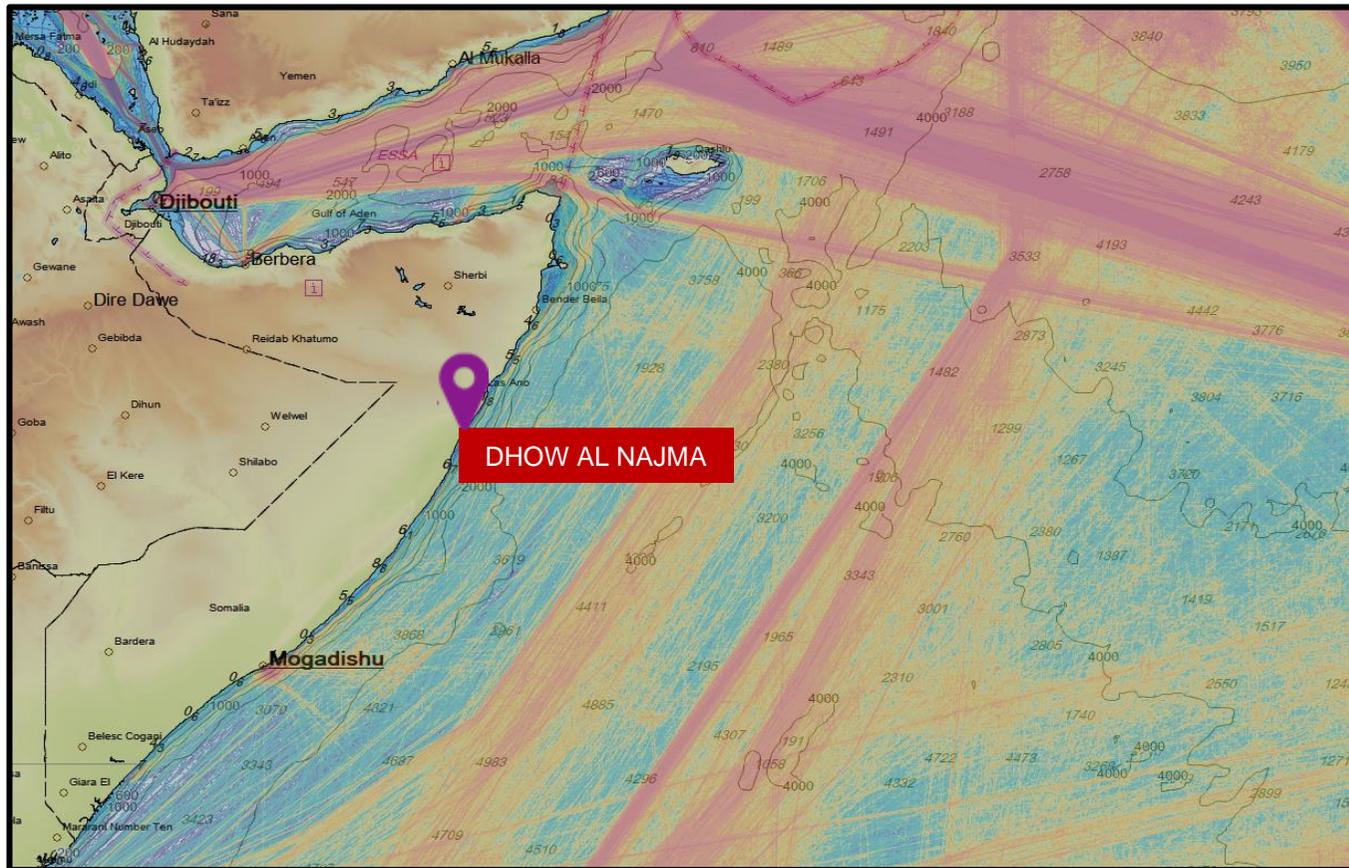
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# 7th Feb – 13th Feb 2025



Category	No	PR
📍 <a href="#">Attack</a>	Nil	NSTR
📍 <a href="#">Attempted Boarding</a>	Nil	NSTR
📍 <a href="#">Boarding</a>	Nil	NSTR
📍 <a href="#">Hijack</a>	Nil	NSTR
📍 <a href="#">Kidnap</a>	Nil	NSTR
📍 <a href="#">Piracy</a>	Nil	NSTR
📍 <a href="#">Armed Robbery</a>	01	2
📍 <a href="#">Suspicious Activity</a>	Nil	NSTR
📍 <a href="#">Maritime Crimes</a>	Nil	NSTR
<b>Total Incidents</b>	<b>01</b>	

# ARMED ROBBERY

## 1. SIGNIFICANT RECENT INCIDENT

### 1.1 FV AL NAJMA Hijacking

**Date:** 07 FEB 2025

**Location:** MARREYA Harbour, Eyl vicinity (07°54'N 049°56'E)

**Vessel Type:** Yemen-flagged fishing vessel

**Duration:** 7 days (07-13 FEB 2025)

**Outcome:** Successfully recovered by ATALANTA forces

#### 1.1.1 Incident Details

- Vessel hijacked by organized Pirate Action Group (PAG)
- 12 Yemeni crew members held aboard
- 1 Somali security guard released during incident
- Last observed near port of Kulub, moving toward Garacad
- EUNAVFOR ATALANTA assets deployed for recovery operation
- Vessel recovered 13 FEB 2025 near Garacad

#### 1.1.2 Tactical Analysis

- Organized operation indicating pre-planning
- Strategic selection of target and location
- Effective use of local knowledge and infrastructure
- Demonstrated capability to hold vessel for extended period



# PIRACY THREAT UPDATE

ATALANTA

**UPDATE ON THE PIRACY THREAT OFF THE  
COAST OF SOMALIA**

**14 FEB 2025**

**Situation:** Recent incidents in the Western Indian Ocean, Gulf of Oman, Red Sea and Gulf of Aden demonstrate ongoing piracy and armed robbery threats to commercial vessels. Most recently, on 07 FEB 2025, the Yemen-flagged fishing vessel AL NAJMA was hijacked at MARREYA Harbour near Eyl, within Somali territorial waters. A Pirate Action Group (PAG) of six armed individuals conducted a coordinated attack, holding 12 Yemeni crew members aboard while releasing one Somali security guard. The vessel transited between multiple coastal locations including Kulub and Garacad. EUNAVFOR ATALANTA assets successfully located and assisted the vessel on 13 FEB 2025 after the pirates had abandoned it, having stolen valuable equipment. 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:** The recent armed robbery within Somali territorial waters demonstrates 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 sophisticated operational capabilities. The incident highlights 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.

**Contact Information:**

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