



Industry Releasable Threat Bulletin (IRTB) 051

Issued: 25 Mar 2026

Latest IRTA 16 Dec 25



For General Use. This threat bulletin has been released to the Shipping Industry.

1. **Foreword.** This Industry Releasable Threat Bulletin (IRTB) has been written in coordination between Combined Maritime Forces (CMF) and European Union Naval Force (EUNAVFOR) ATALANTA. It is intended to help shipping operators who are responsible for merchant and large commercial fishing vessels that pass through or operate in the Western Indian Ocean, Gulf of Oman, Red Sea and Gulf of Aden.
2. **Purpose.** The purpose of an IRTB is to bring a specific incident or threat to the attention of the shipping industry.
3. **Incident.** Piracy.
4. **Date.** 24 Mar 2026.
5. **Location.** The incident took place at the Somali basin (see Figure 1).
6. **Incident Description.** According to information received yesterday (March 24), since March 19, 2026, at 01:00 UTC a pirate action group (PAG) consisting of an unknown number of Somali pirates (possibly 10-15) attacked and hijacked an Iranian type fishing vessel (dhow) (see figure 2) with 24 POB by the name AL WASEEMI 786 (see Figure 3). No further info is available at this time.
7. **Vessel's Details**

Fishing vessel - Iranian type dhow named AL WASEEMI 786 (see Figure 3, dated on Oct 25).

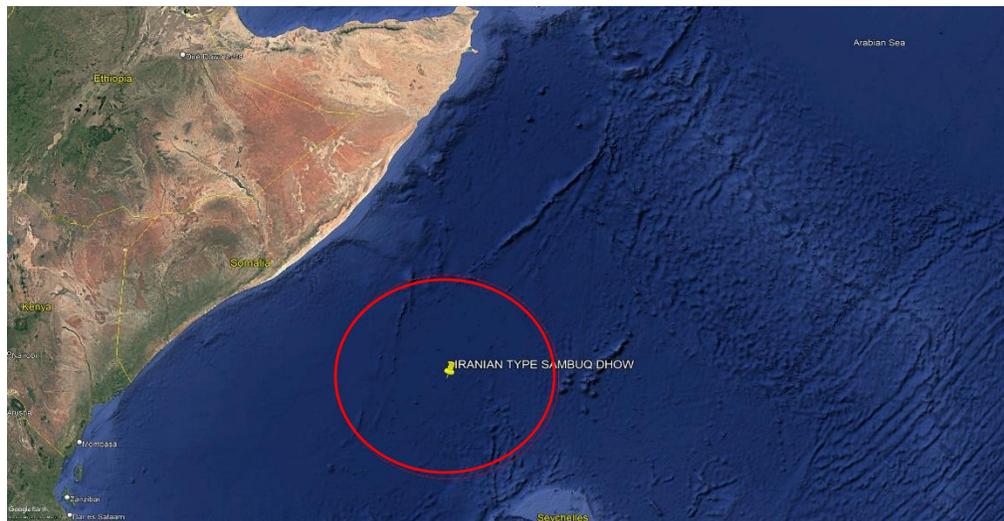


Figure 1. Area of interest of the incident.



Figure 2. Illustrative picture of typical Iranian sambuq dhow

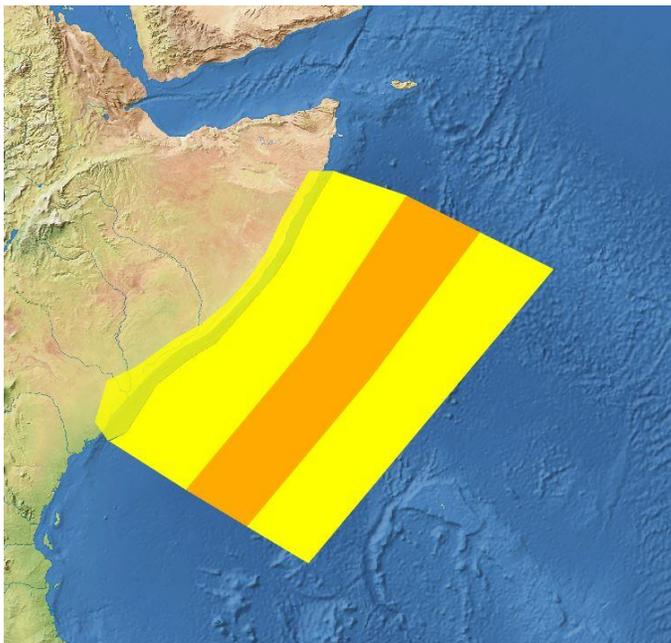


Figure 3. Last acquired picture of "AL WASEEMI 786" dhow, on OCT25.

8. **Assessment.** The case remains under investigation by EUNAVFOR ATALANTA, with additional details still being gathered. However, preliminary indicators suggest the incident was likely an opportunistic hijacking intended to repurpose the dhow as a mothership to facilitate subsequent piracy operations.

9. **Recommendations.** Vessels are requested to remain vigilant and avoid the area indicated on Figure 1 (Circle with centre 00.30N 051.42E and radius of 200nm). Furthermore to adhere to BMP Maritime Security when transiting the Western Indian Ocean and the Somali waters. While these waters are routinely patrolled by CMF, EUNAVFOR ATALANTA and other warships, the timely and comprehensive reporting of incidents and suspicious activity remains crucial to allow for a rapid incident response. We request that, where possible, and without endangering the vessel or crew, vessels obtain and report as much factual details as possible of incidents and suspicious activity to include logs, photographs, video, and radar footage. CSO's and masters are strongly recommended to register their vessels with MSCIO when entering the Voluntary Reporting Area and to report any incidents to UKMTO in accordance with BMP Maritime Security. This will enable a more rapid response to incidents and allow CMF and EUNAVFOR ATALANTA to monitor activity, enabling the most effective allocation of resources. CSOs are recommended to gather information on known Pattern of Life and Maritime Situational Awareness along the intended route and ports of call when conducting risk assessments for their fleets.

10. **Threat Assessment for Piracy, as per Figure 4**



11. **Publication.**

- a. Produced by CMF and EUNAVFOR ATALANTA.
- b. Published by MSCIO.

12. **Feedback.** Enquiries about the content of this bulletin should be directed to EUNAVFOR ATALANTA;

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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%)