





MSCIO ATALANTA WEEKLY REPORT

07th Nov – 13th Nov

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OVERVIEW OF INCIDENTS IN THE VOLUNTARY REPORTING AREA (VRA)



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



PIRACY

1.1. TYPE OF INCIDENT: PIRACY.

1.2. PERIOD: FM 6TH 0730 UTC TO 11TH NOV 1230 UTC.

1.3. LOCATION: 711Nm East from Mogadishu. (02-07N 057-10E).

2. VESSELS DETAILS.

2.1. ATTACKED VESSEL.

MV HELLAS APHRODITE.

2.2. ATTACKING VESSEL.

A skiff operating from a hijacked dhow.

3. RELEVANT INFORMATION RELATED WITH THE EVENT.

On 6th Nov, MV HELLAS APHRODITE was boarded by a PAG linked to previous boarding attempts in the area. The crew remained in the citadel and the PAG eventually left the MV.

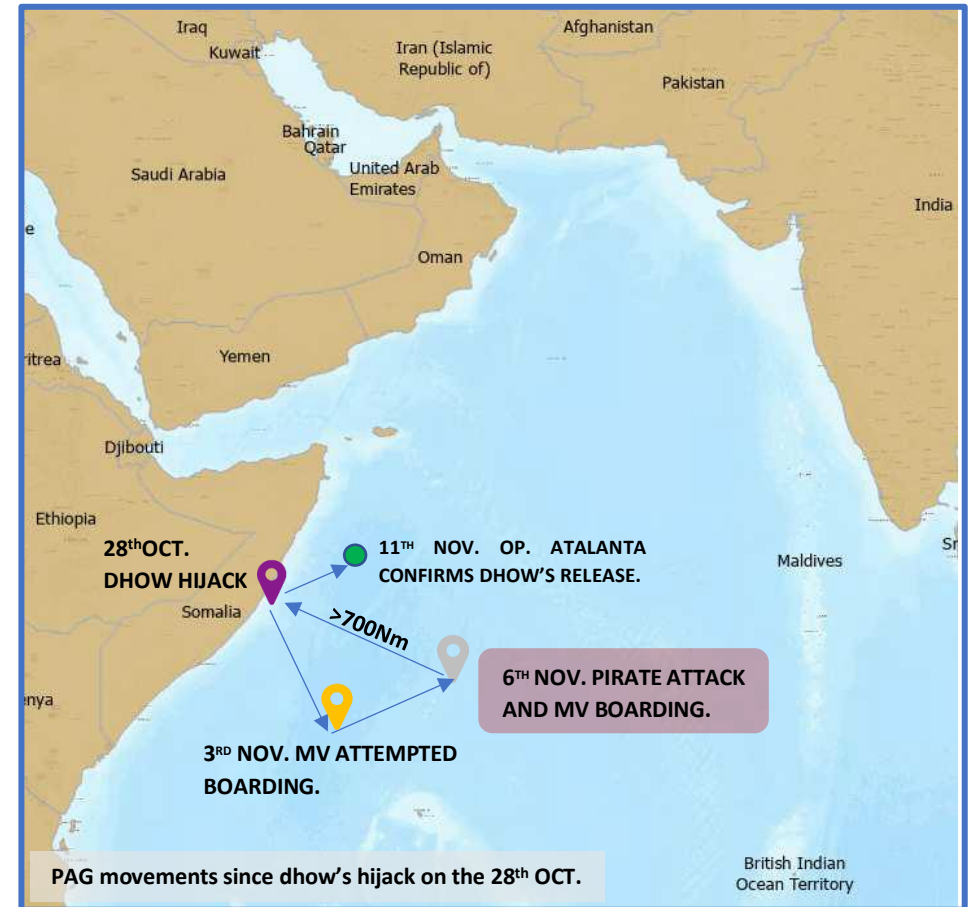
On 07th Nov, the MV AL THUMAMA was also approached by a skiff linked to the same PAG. The vessel increased speed and successfully avoided the approach.

Also on 7th Nov, [EUNAVFOR OP. ATALANTA assets liberated the crew of MV HELLAS APHRODITE](#), who were all in good health. After this, OP. ATALANTA started monitoring the dhow until she reached Somalia TTW, in close cooperation with the Indian Navy.

On the 11th Nov, EUNAVFOR ATALANTA assets confirmed on scene that the PAG had abandoned the hijacked dhow and had returned to Somalia.

4. ANALYSIS

It has been assessed that this PAG was agile (rapidly changing its area of operation), determined (did not hesitate to attack) and capable of operating at extended ranges (over 700Nm from the coastline).



More information available in the following links:

MSCIO:

[MSC IO | Alerts](#)

[20251106-Industry Releasable Threat Bulletin 48. UPDATE 3.](#)

UKMTO:

[20251103-ukmto_warning_040. Update 001](#)

JMIC:

[JMIC Information Note - 6 November 2025](#)



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OTHER REPORTS

The following reports were received by MSCIO and were subjected to a thorough assessment. The analysis concluded that the events were not piracy-related; therefore, issuing an alert was deemed unwarranted as it could have generated unnecessary concern and potentially misled both seafarers and the shipping industry. They are shared in this report for information and awareness purposes. MSCIO encourages masters to keep reporting any suspicious activity observed while transiting through the VRA to MSCIO and UKMT0.

REPORT 1. 10NOV. 0240 UTC

MSCIO received a report from a merchant vessel regarding a fishing vessel with AIS switched on that started following the MV. The MV later reported that they were opening distance and that the FV was unable to catch up.

REPORT 2. 10NOV. 1035 UTC

MSCIO received a report of a skiff with a white and blue hull, which started to follow a MV at 7Nm astern and closed distance to 3.5NM. The MV manoeuvred and increased speed, opening the distance. No details were reported on POB or gear.

REPORT 3. 13NOV. 1035 UTC

MSCIO received a report of a fishing vessel, white accommodation and black hull, altering course and speed to reach CPA 0 with a MV. The MV increased speed and started to open distance. No details on POB or gear were reported.



SUMMARY GNSS EVENTS

1. SUMMARY OF THE GNSS EVENTS REGISTERED BY MSCIO FROM 24th OCT to 13th NOV 2025.

Although MSCIO has not received any GNSS interference reports in recent days, even a single loss of GNSS service within a limited area can create a high-risk situation. Therefore, MSCIO encourages masters not only to remain prepared to face potential GNSS interference, but also to avoid relying solely on the current low number of reported incidents.

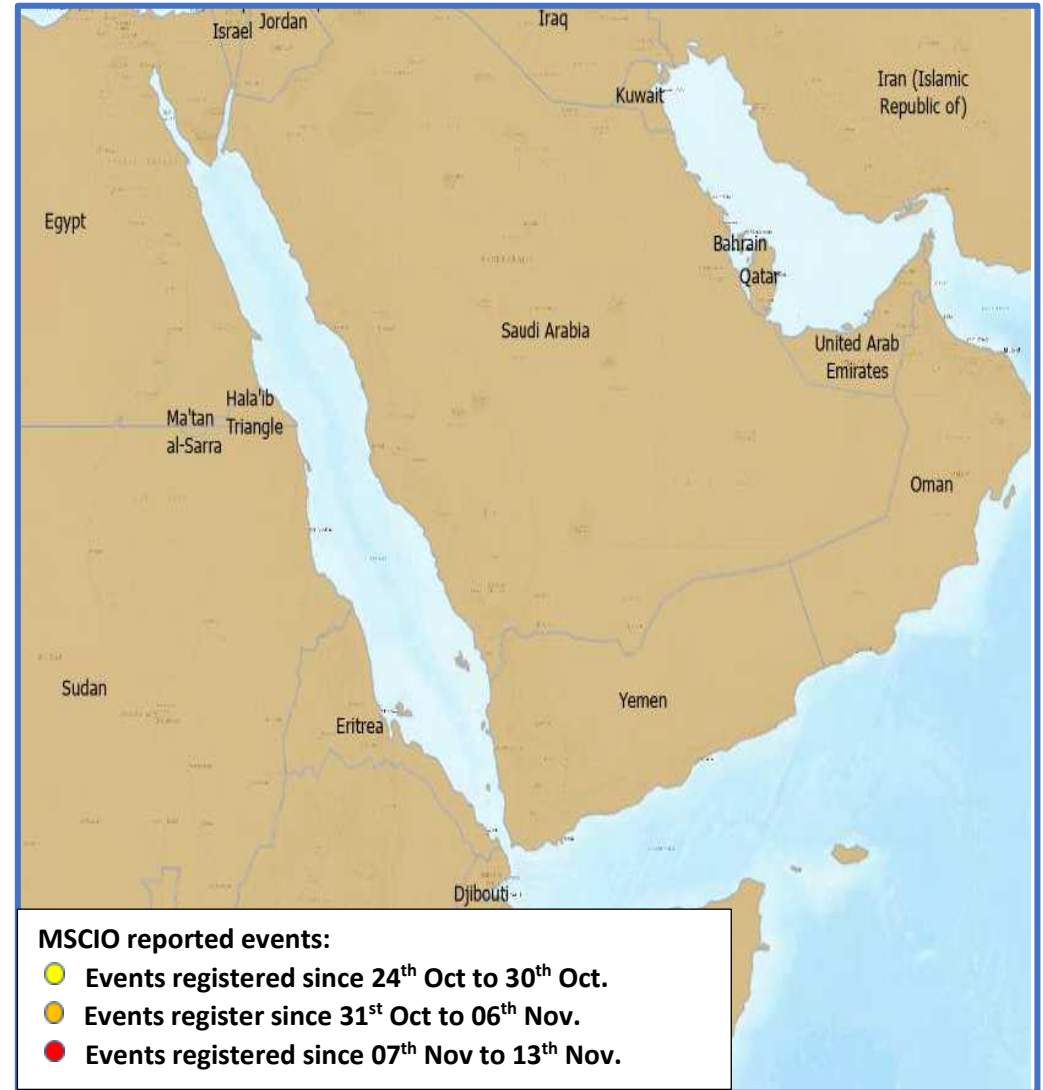
As stated in both [UKMTO Summary Report](#) and [JMIC Weekly Dashboard](#) some AIS speed anomalies continue to be observed around Sudan and the Central Red Sea, with concentrations remaining moderate to high. Furthermore, significant clustering persists around Strait of Hormuz and Suez Canal regions.

Masters of vessels are encouraged to report any GNSS interference event to MSCIO and UKMTO.

More information available in the following links:

Flightradar24:
[GPS Jamming Data](#)

NAVWARN:hydrography.paknavy.gov.pk/wp-content/plugins/navarea-warnings/custom_uploaded_warnings_for_navarea/20251013SEC474.txt



OPEN SOURCES: [MSC IO](#) | [Maritime Cybersecurity Information](#)



MSCIO WEBSITE. USEFUL LINKS

To know more about different maritime security threats, please access to the following links:

[MSC IO | Useful Links](#)

1. General Maritime Security:

[MSC IO | General Maritime Security](#)

2. Maritime Terrorism:

[MSC IO | Maritime Terrorism](#)

3. Piracy Information:

[MSC IO | Piracy Information](#)

4. Illegal Traffic and Fishing

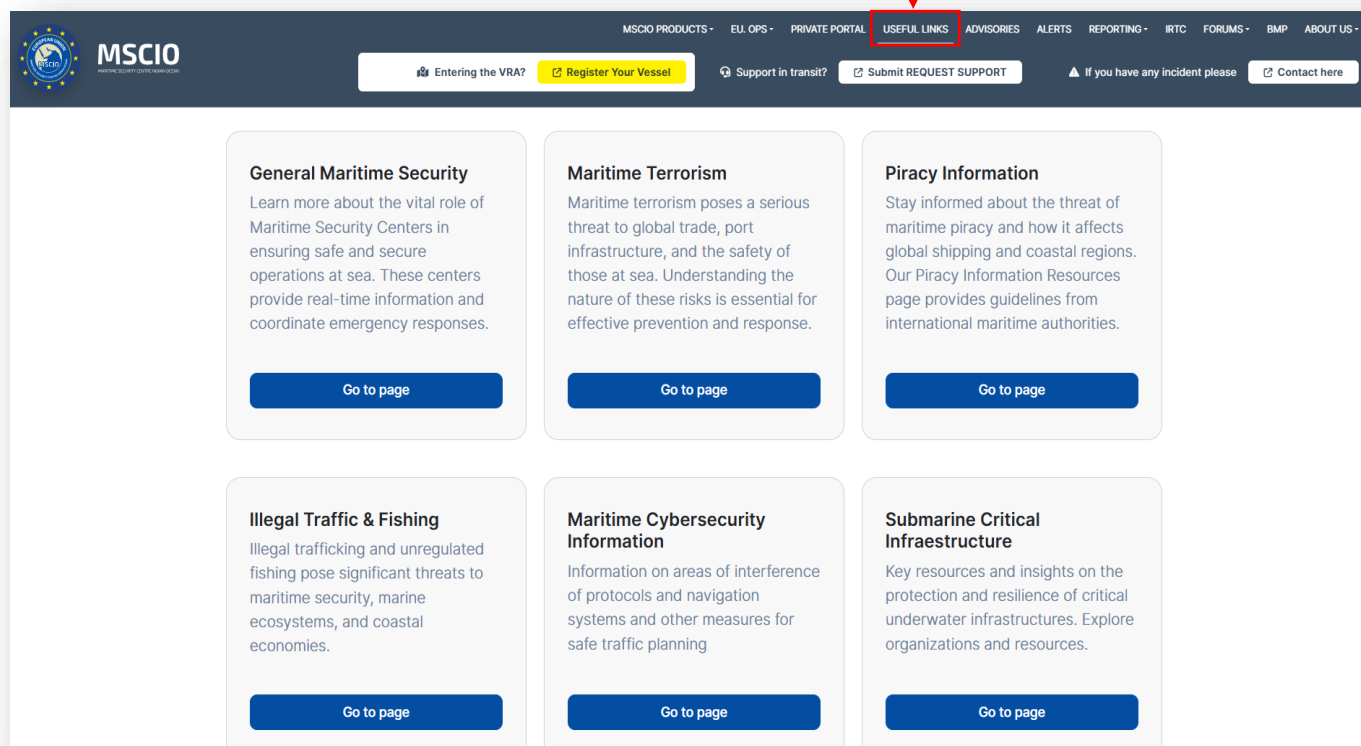
[MSC IO | Illegal Traffic & Fishing](#)

5. Maritime Cybersecurity Information.

[MSC IO | Maritime Cybersecurity Information](#)

6. Submarine Critical Infrastructure.

[MSC IO | Submarine Critical Infrastructure](#)



LAST PIRACY RELATED EVENTS (STATUS AND DETAILED DESCRIPTION)

No	Date	Name	MSE Category	Last info.
45	7 FEB	FV AL NAJMA	Armed Robbery	Reported hijacked dhow ivo EYL. 6 hijackers. On 12 Feb, the hijackers left the dhow. No information of any ransom paid was confirmed.
46	15 FEB	FV SAYTUUN 2	Armed Robbery	Reported hijacked vessel ivo EYL. 6 hijackers. On 22 Feb, the hijackers, after stealing the crew's belongings, abandoned the dhow. A ransom has been paid.
47	16 MAR	FV AL-HIDAYA	Armed Robbery	Hijack reported off the coast of "DURDURA" South of XAFUN, Somalia - 5 hijackers. After 5 days it was reported that the hijackers left the vessel. According to Yemeni authorities no ransom has been paid.
48	28 OCT	FV 314055ISSAMOHAMDI	Armed Robbery	Hijack reported off the coast of Garacad.
49	02 NOV	FV INTERTUNA TRES	Piracy Attack	362nm East of Mogadishu, Master reports 4 unauthorized persons attempted to board his vessel using a skiff. The boarding was repelled by the PAST onboard who shot 2 warning shots.
50	03 NOV	MV STOL SAGALAND	Piracy Attack	332nm East of Mogadishu, Master reports 4 unauthorized persons attempted to board his vessel using a skiff. The boarding was repelled by the PAST onboard which exchanged fire with the PAG.
51	06 NOV	MT HELLAS APHRODITE	Piracy Attack	760nm East of Mogadishu. MT was boarded by PAG. Op Atalanta currently (07/11/25) Liberating the vessel.
52	11 NOV	MT AL THUMAMA	Piracy Attack	714nm NE of Mogadishu (120NM North of event 51) Master reports being approached by a skiff with 3 PAGs. The MT managed to outrun the skiff.

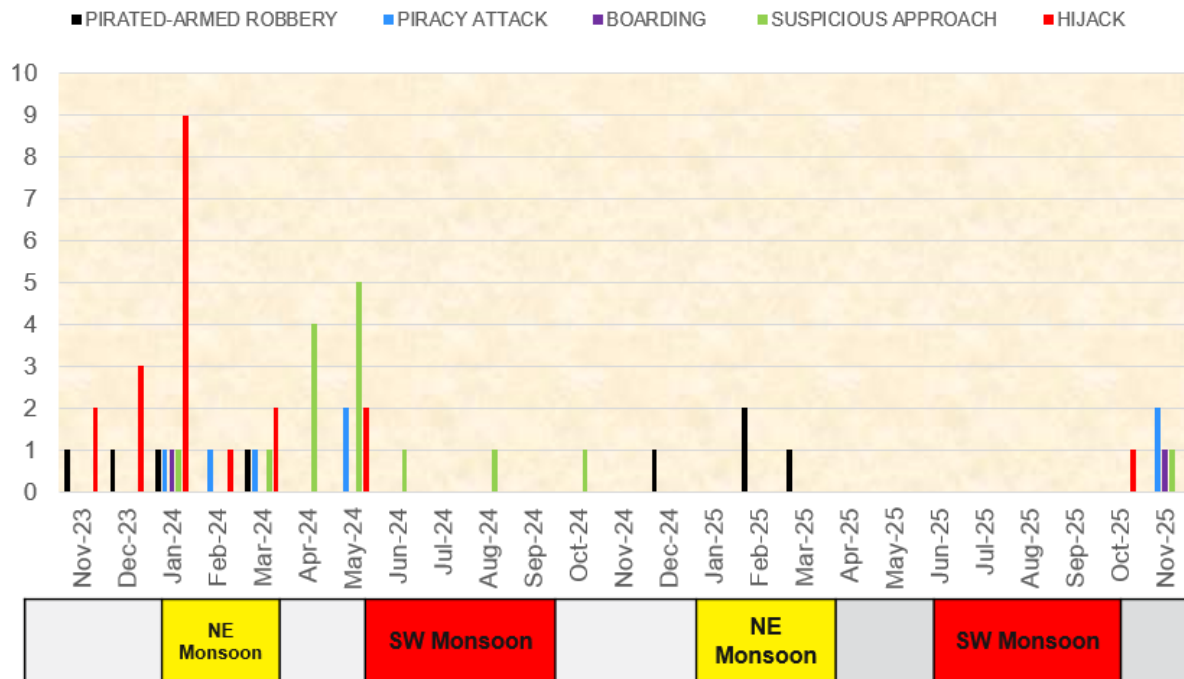
Locations of the events are marked with  in [page 8](#).

 Solved or closed cases
  Active cases
  Unsolved cases

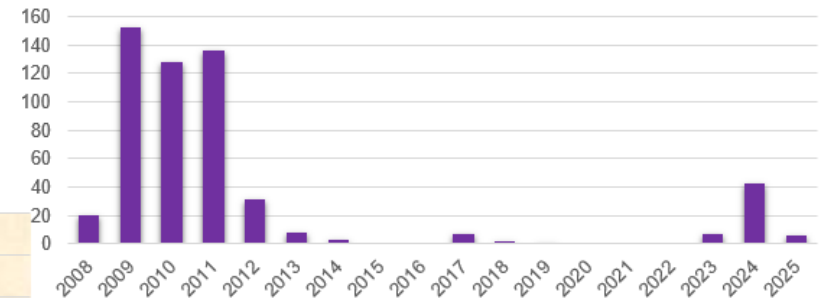


PIRACY STATISTICS (NOV 2023 – NOV 2025)

52 Events



PIRACY RELATED EVENTS



Pirated (Outside TTW) / Armed Robbery at sea (Inside TTW)

- PAG takes control of the ship and requests a ransom

Piracy Attack

- PAG unsuccessful attack on ship

Hijack

- Attackers boarded and taken control of a ship against the crew's will

Boarding

- Successful attack but pirates do not take control

Suspicious Approach

- Suspicious maneuvering with clear intentions to attack. (weapons clearly displayed)



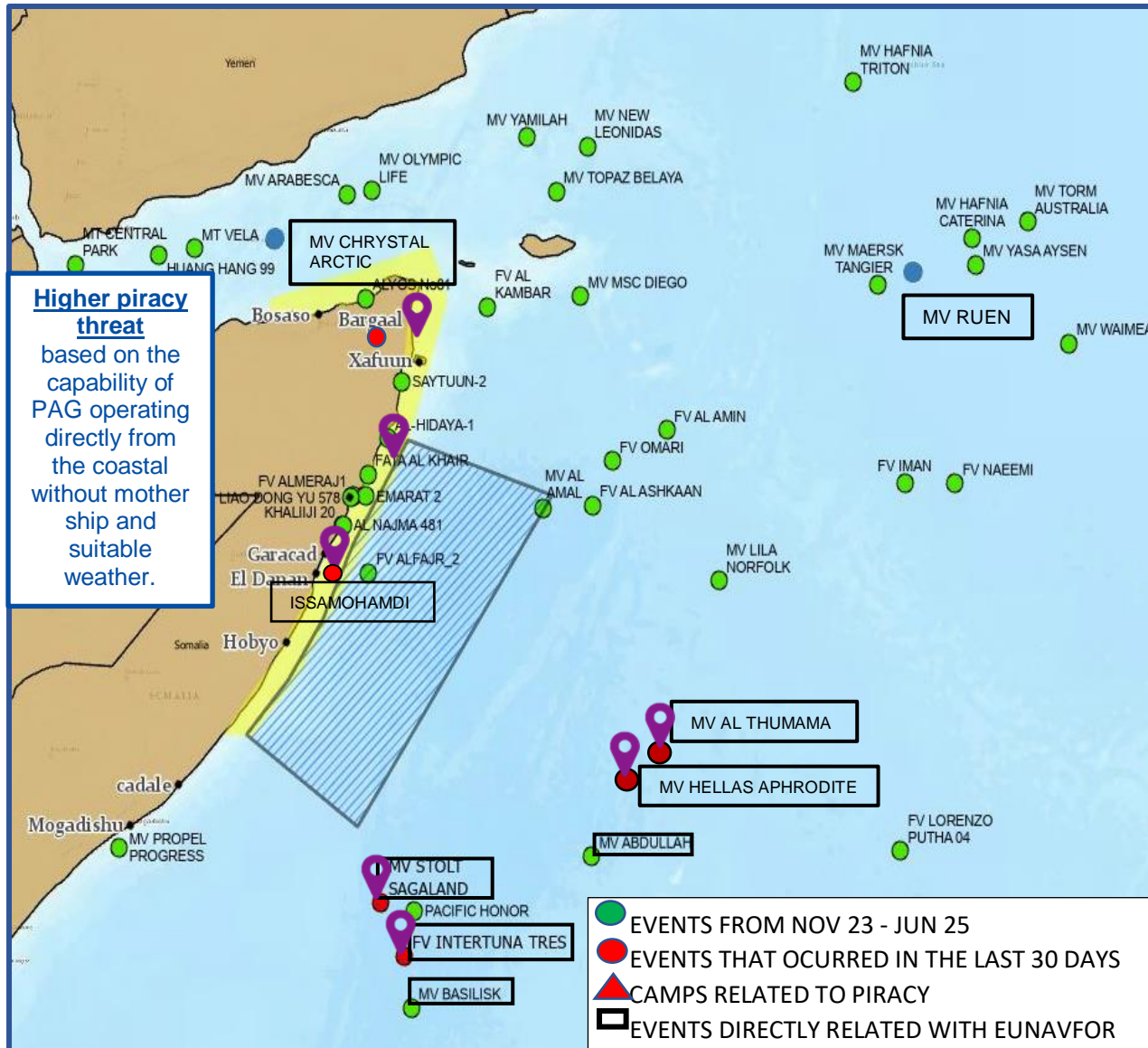
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PIRACY SITUATION (NOV 2023 – NOV 2025)



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 October 2025 the PAG used an Iranian fishing dhow as a mother ship to target MV in high seas. 3 attempts were unsuccessful however they manage to board a MT. EUNAVFOR ATALANTA assets liberated the MT. The PAG later forced to abandon the dhow and return in Somalia as she was closely monitored by EUNAVFOR Atalanta.

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.

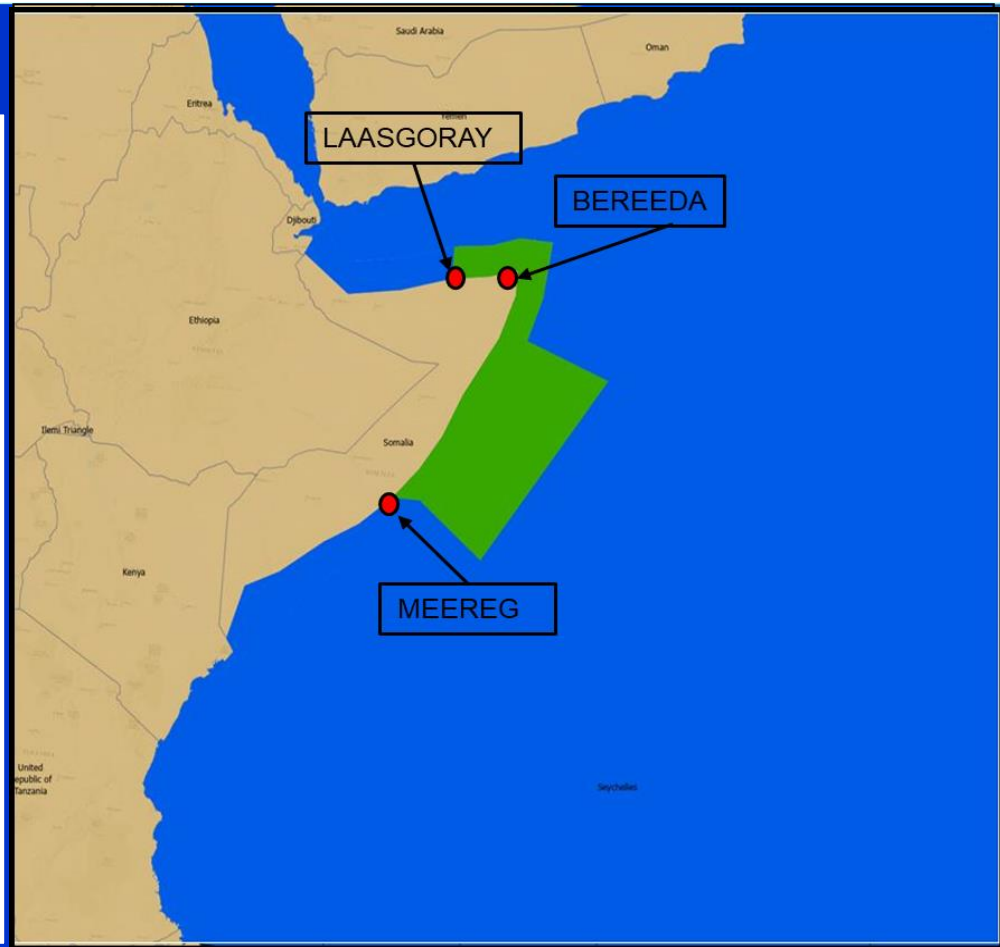


ATALANTA PIRACY THREAT UPDATE

PIRACY ASSESSMENT

The PIRACY Threat Assessment (TA) is determined as **LOW** in the GULF OF ADEN.

From LAASGORAY to BEREEDA and from BEREEDA to MEEREG remain **MODERATE**.



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 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):

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