



MSCIO ATALANTA WEEKLY REPORT

09th Jul – 16th Jul

 postmaster@mscio.eu

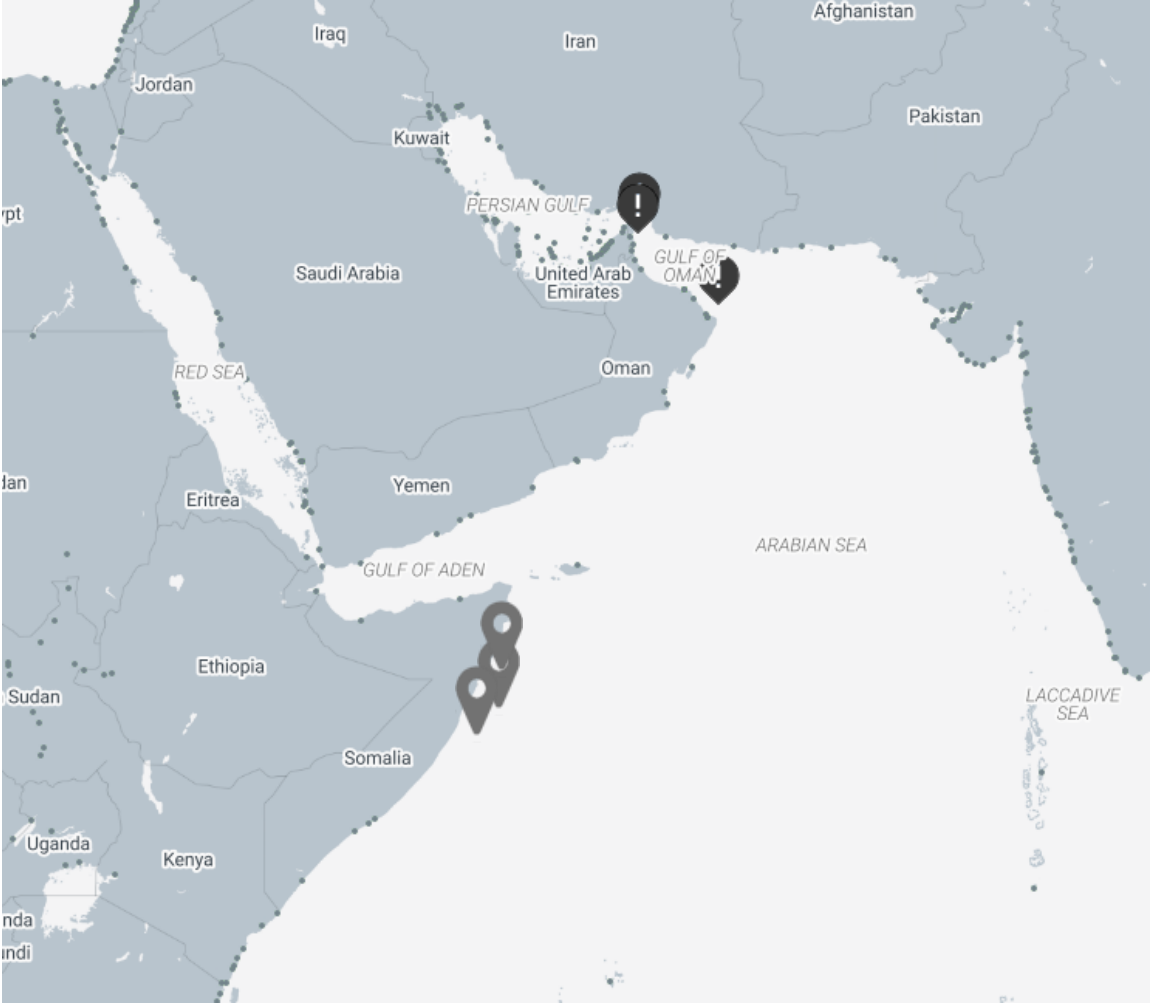
 0033 (0) 298 220 220

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OVERVIEW OF INCIDENTS IN THE VOLUNTARY REPORTING AREA (VRA)

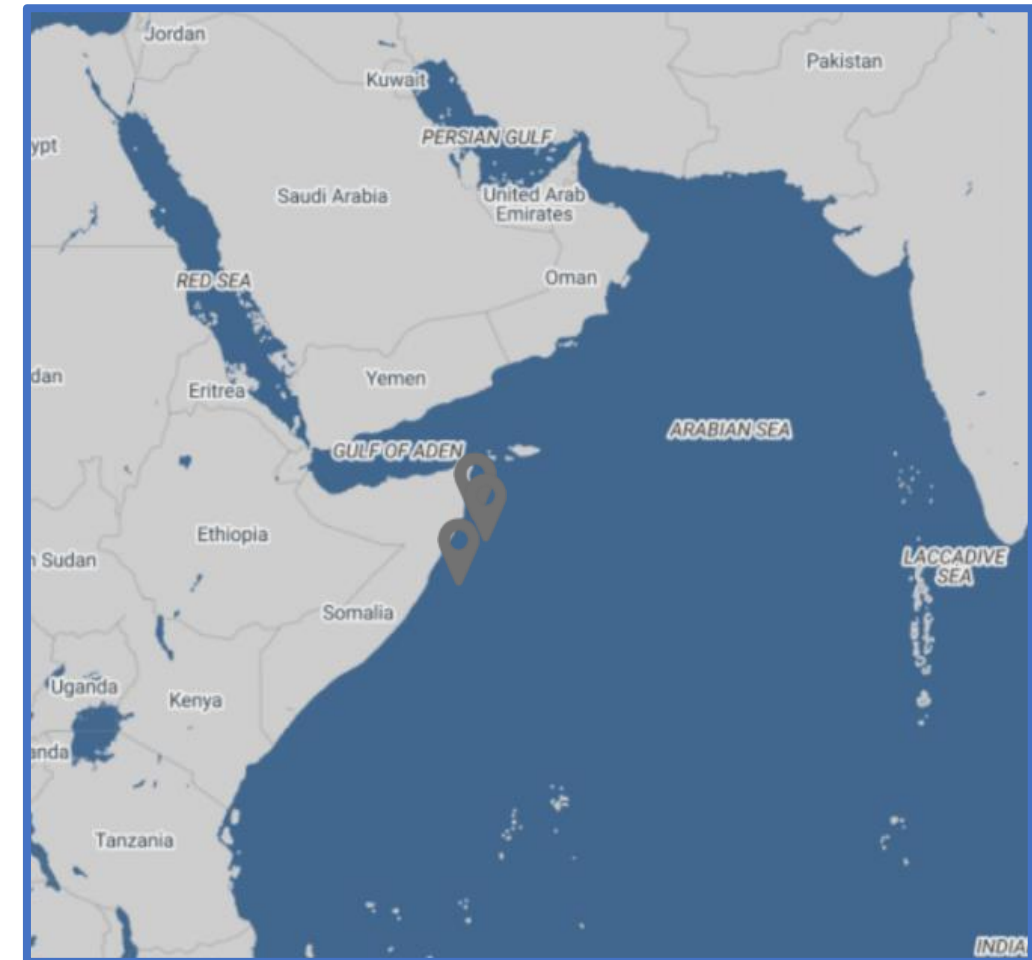


CATEGORY		No.
	Armed Robbery	Nil
	Attack	4
	Attempted Boarding	Nil
	Boarding	Nil
	Hijack	Nil
	Kidnap	Nil
	Piracy	3
	Suspicious Activity	Nil
	Other Maritime Crimes	Nil
Total Incident		7

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 SWORD (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

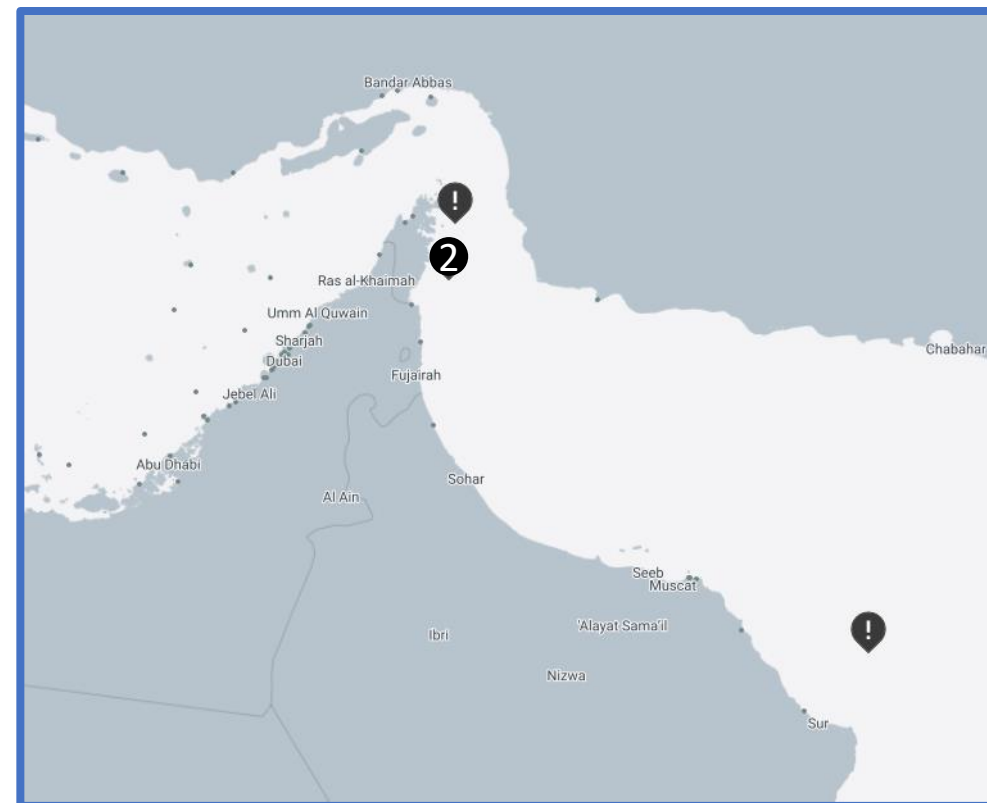
- **TYPE OF INCIDENT:** ATTACK
- **LOCATION:** Strait of Hormuz
- **RELEVANT INFORMATION RELATED WITH THE EVENT:**

On 11 July, MSCIO issued ALERT 74/26 following a reported attack against a container vessel approximately 9NM east of Oman. The vessel reportedly sustained damage to the stern, resulting in a fire onboard. According to the latest information, the crew abandoned the vessel and embarked in a lifeboat.

On 13 July, MSCIO issued ALERT 75/26 following a reported attack against a tanker approximately 40NM northeast of Qalhat, Oman. The vessel was reportedly struck by an unknown projectile, which impacted the starboard side engine room. All crew were reported safe and accounted for, with no environmental impact.

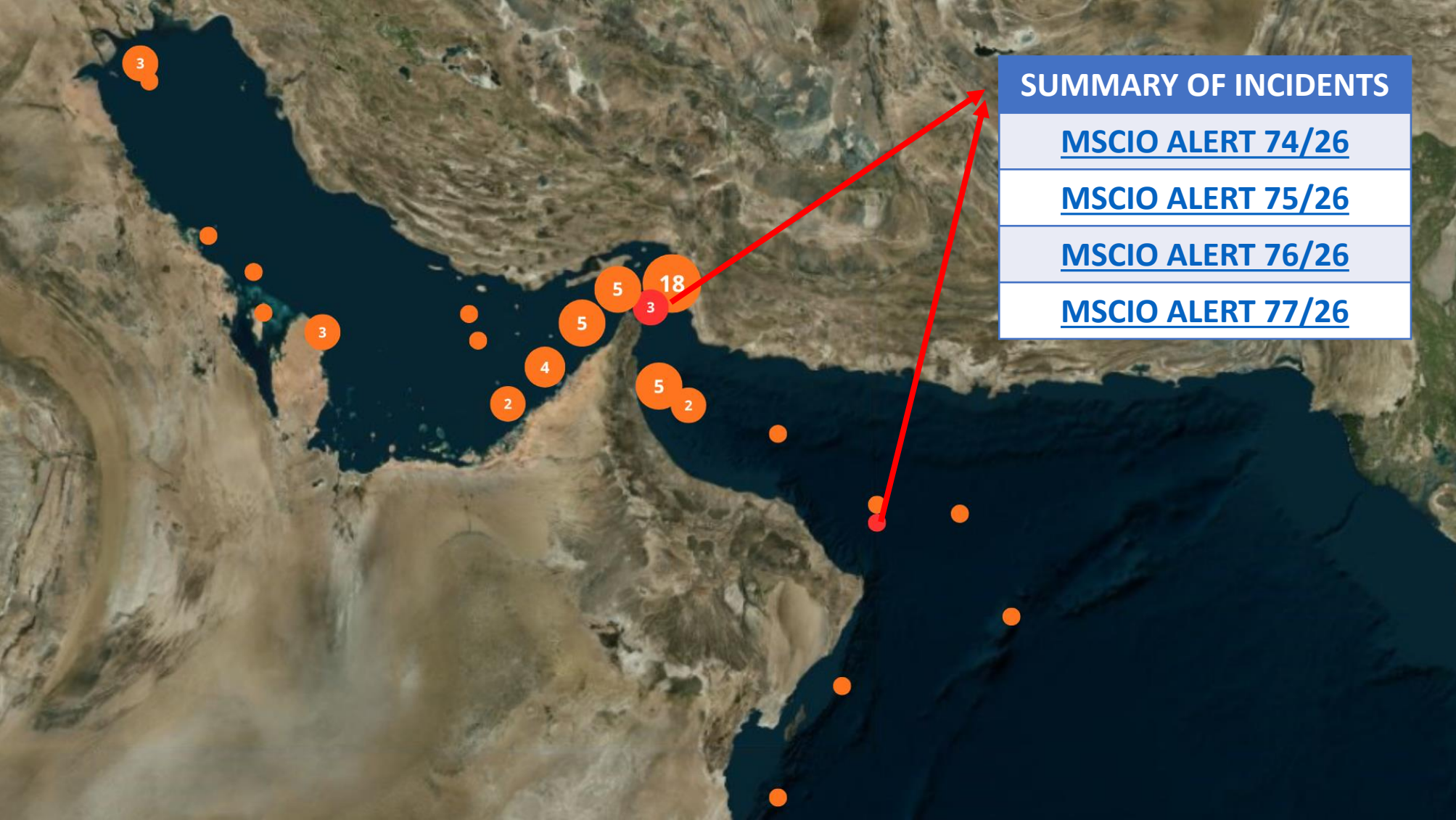
On 14 July, MSCIO issued ALERT 76/26 following a reported missile strike against a tanker approximately 13NM southeast of Limah, Oman. The vessel was reportedly struck while transiting outbound on the southern route.

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OVERVIEW OF INCIDENTS IN THE AS/SoH/GoO





ASSESSMENT AND GUIDANCE FOR AS/SoH/GoO



- The maritime security environment in the Arabian Gulf, Strait of Hormuz and Gulf of Oman remains highly volatile. The regional threat level in the Strait of Hormuz is currently assessed as SEVERE, with deliberate hostile action considered highly likely under current conditions.
- Commercial traffic through the Strait of Hormuz continues at reduced levels, with vessels transiting via both the southern Omani corridor and the northern Iranian-controlled route. Operator caution remains high following recent attacks, the enforcement of the U.S. naval blockade of Iranian ports and coastal areas, and the overall elevated regional threat environment. Several companies continue to delay transits, while U.S.-assisted commercial passages remain ongoing.
- In accordance with JMIC Advisory 015-26, blockade enforcement commenced on 14 July 2026 at 2000 UTC and is assessed to remain concentrated around Iranian ports and coastal waters. Neutral transit through the Strait of Hormuz remains permitted; however, vessels should expect visit-and-search procedures, an increased multinational naval presence, persistent IRGC monitoring, and frequent VHF hails. Vessels are advised to maintain a minimum distance of 30NM from U.S. naval units to reduce the risk of misidentification.
- The risk of drifting or uncharted mines within and adjacent to the Traffic Separation Scheme (TSS) remains. Mine clearance and survey operations continue throughout the Strait of Hormuz, while GNSS interference and AIS anomalies continue to be consistently reported across the Strait of Hormuz, Gulf of Oman and Arabian Gulf. Vessels transiting with AIS activated may also be subjected to directed hails instructing them to divert towards the northern Iranian-controlled route.
- Merchant vessels should:
 - Maintain heightened situational awareness throughout all approaches and transits.
 - Expect increased VHF hails, surveillance activity, and possible visit-and-search procedures.
 - Maintain a minimum distance of 30NM from U.S. naval units whenever practicable.
 - Contact the relevant coastal State before entering the selected transit route.
 - Report suspicious activity or relevant information immediately 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 the 3 MAR 26 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 Durdura coast. Boat size and engine are not coherent with piracy TTP.
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 th 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 th 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 th 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 th 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 DHAHANAAN, 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.

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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.

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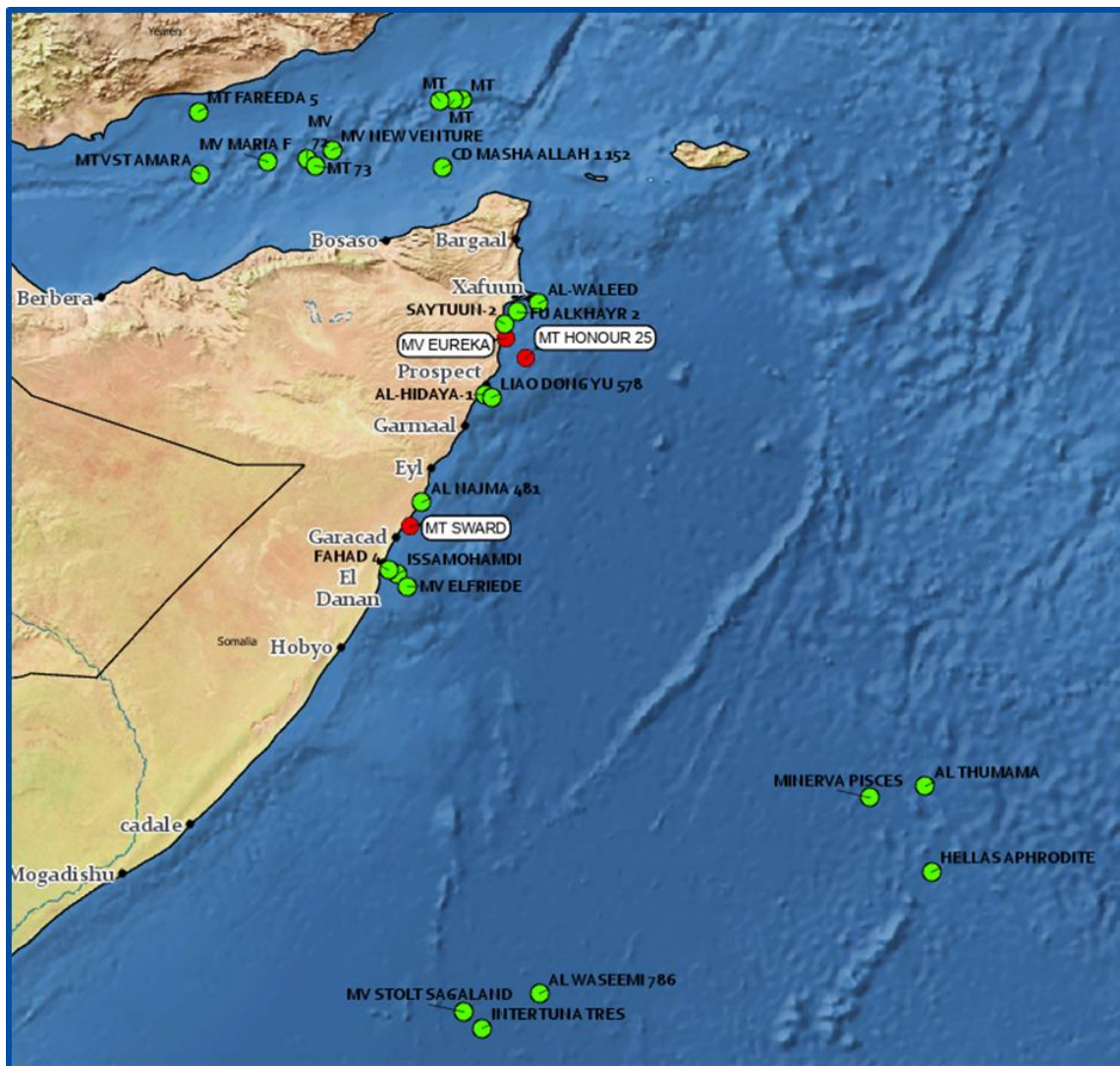


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PIRACY ASSESSMENT

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.

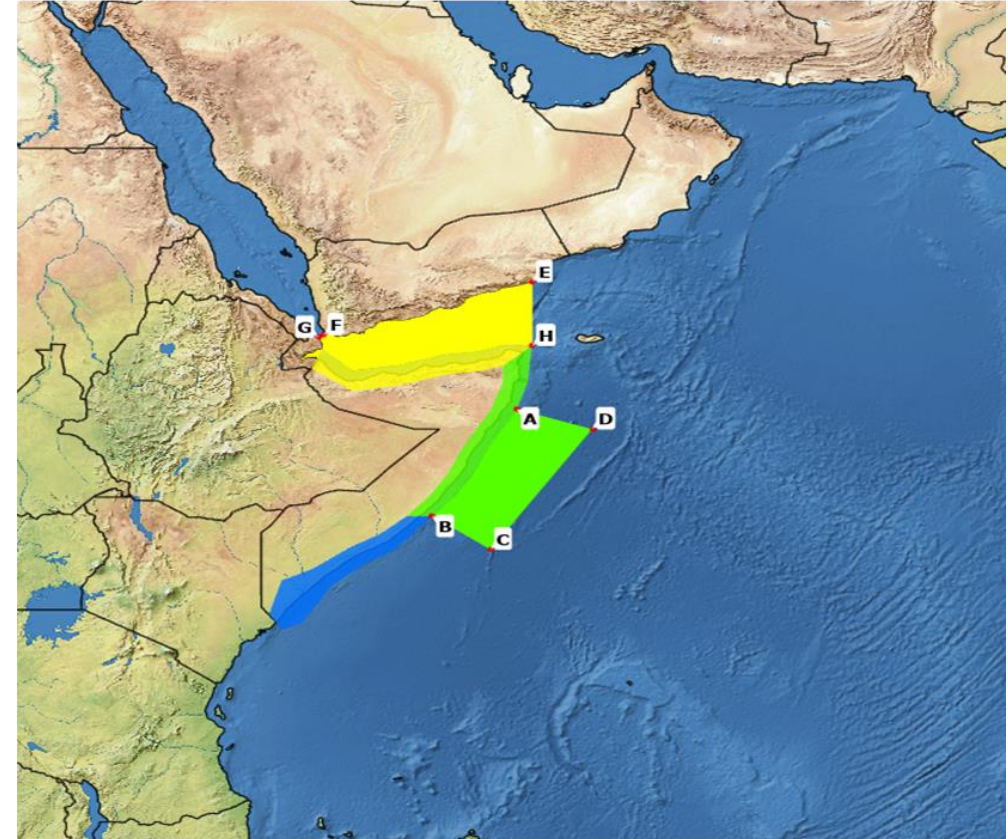
On the other hand, that risk could be amplified if local fishermen turn into pirates as a consequence that no effective action is being taken from the authorities to safeguard Somali TTW from IUUF.

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 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% - 100%)



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

Email: 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
- Email: postmaster@mscio.eu
- Copy UKMTO: 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