# MSCIO ATALANTA
# WEEKLY REPORT

## 23rd Oct-30th Oct

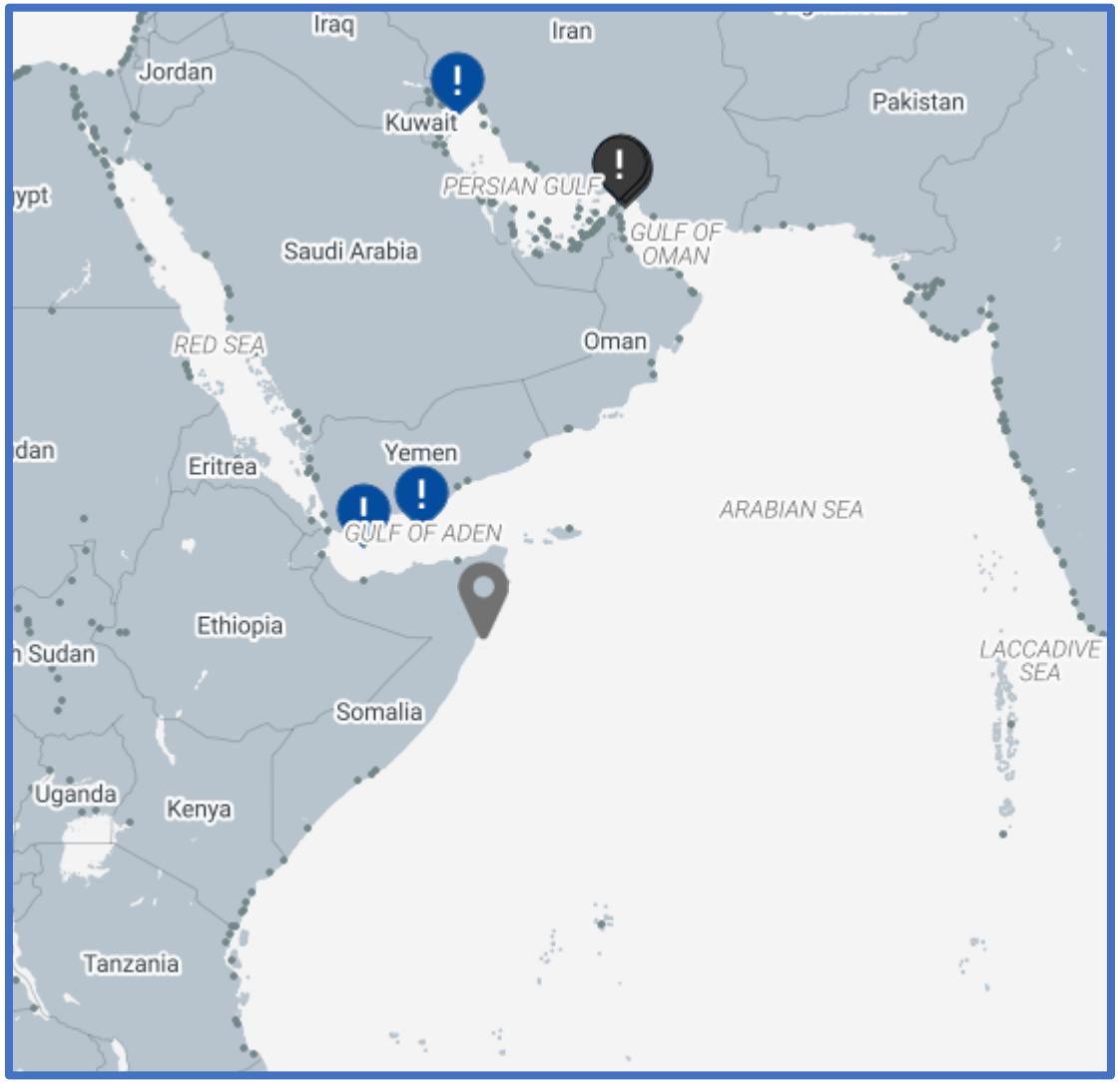

postmaster@mscio.eu

0033 (0) 298 220 220

https://mscio.eu/

0033 (0) 298 220 170

# OVERVIEW OF INCIDENTS IN THE VOLUNTARY REPORTING AREA (VRA)

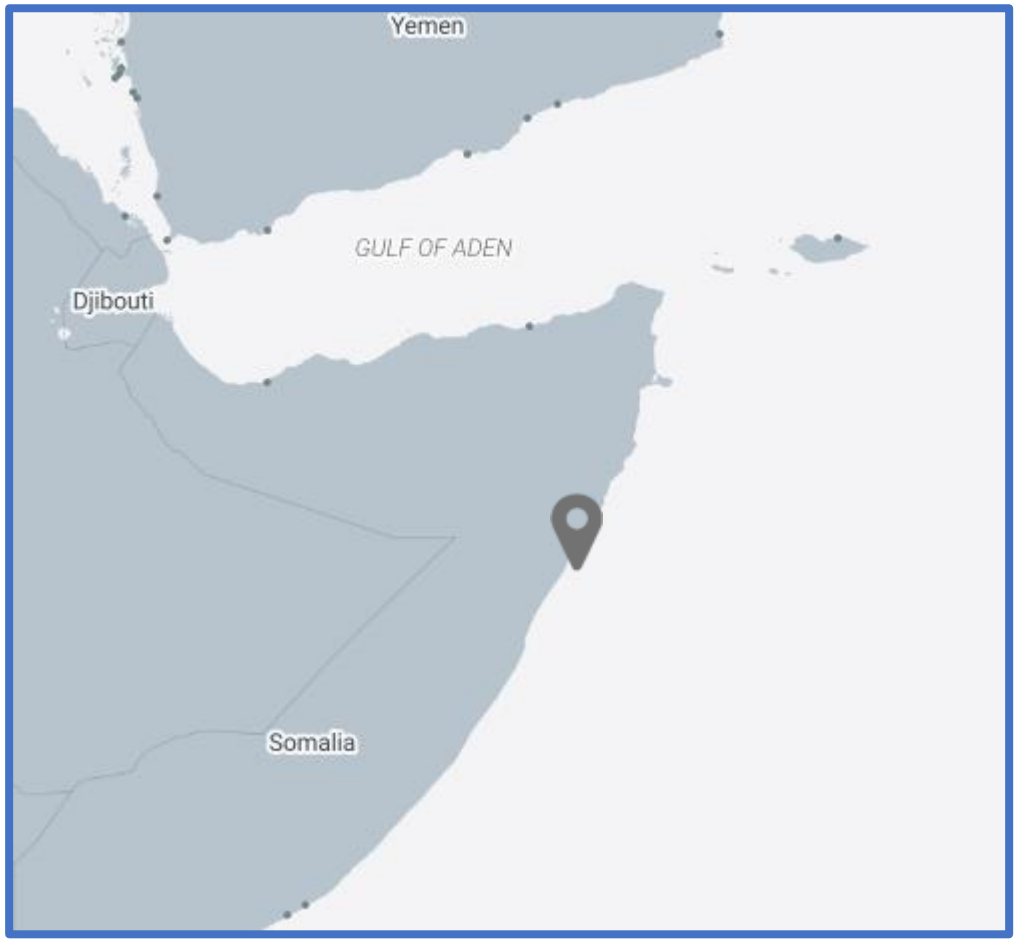



| CATEGORY | | No. |
|---|---|---|
| | Armed Robbery | Nil |
| | Attack | 4 |
| | Attempted Boarding | Nil |
| | Boarding | Nil |
| | Hijack | Nil |
| | Kidnap | Nil |
| | Piracy | 1 |
| | Suspicious Activity | 4 |
| | Other Maritime Crimes | Nil |
| **Total Incidents** | | 9 |

# PIRACY

- **TYPE OF INCIDENT:** PIRACY.
- **LOCATION:** Horn of Africa, Somalia.
- **RELEVANT INFORMATION RELATED WITH THE EVENT:**

Operation ATALANTA continues to monitor the ongoing piracy incident involving MT ASANA, hijacked approximately 65NM southwest of Mukalla, Yemen, on 17 July.



# ATTACK/SUSPICIOUS ACTIVITY

- **TYPE OF INCIDENT:** ATTACK/SUSPICIOUS ACTIVITY

- **LOCATION:** SoH.

- **RELEVANT INFORMATION RELATED WITH THE EVENT:**

On 23 October, MSCIO issued **ALERT 153/26** following a time-late report of an attack against a tanker transiting outbound through the **Strait of Hormuz** on 22 October. The vessel was reportedly struck by an unknown projectile on the port side of its hull. No casualties or environmental impact were reported, and the vessel subsequently anchored off Khor Fakkan, UAE.

On 26 October, MSCIO issued **ALERT 154/26** following a verified time-late report of an attack against a tanker transiting outbound through the **Strait of Hormuz** on 23 October. The vessel was struck by an unknown projectile, leaving it disabled. All 24 crew members were rescued by the Omani Navy, and a salvage operation was underway.

On 27 October, MSCIO issued **ALERT 155/26** following reports of a vessel on fire in the **Northern Arabian Gulf**, approximately 63NM southeast of Al-Faw, Iraq, on 26 October. The vessel's identity, crew status and circumstances of the incident remained unknown.

On 28 October, MSCIO issued **ALERT 156/26** following reports of a suspected **Pirate Action Group (PAG)** in the **Gulf of Aden**. A small craft carrying nine persons, two ladders and one hook was reportedly travelling south at approximately 10–18 knots.

On 29 October, MSCIO issued **ALERT 157/26** following a report of a small tanker on fire and mostly submerged in the **Strait of Hormuz**. The vessel had reportedly been struck by an unknown projectile, although the cause remained unconfirmed. The crew status and environmental impact were unknown.



# ATTACK/SUSPICIOUS ACTIVITY

- **TYPE OF INCIDENT:** ATTACK/SUSPICIOUS ACTIVITY

- **LOCATION:** SoH.

- **RELEVANT INFORMATION RELATED WITH THE EVENT:**

On 29 October, MSCIO issued **ALERT 158/26** following a reported attack against a tanker transiting outbound through the **Strait of Hormuz**. The vessel was reportedly struck by an unknown projectile. No injuries or environmental impact were reported.

On 30 October, MSCIO issued **ALERT 159/26** following a reported attack against a tanker approximately 25NM northeast of Khasab, Oman, in the **Strait of Hormuz**, on 29 October. A small boat reportedly attached two explosive devices to the vessel's hull, causing an engine-room fire and temporarily disabling the tanker. The fire was subsequently extinguished, the crew were reported safe, and the vessel resumed its voyage.

On 30 October, MSCIO issued **ALERT 160/26** following a reported suspicious activity incident involving a merchant vessel in the **Gulf of Aden**. Two suspicious craft approached the vessel, including a fast skiff carrying four persons and reportedly equipped with a mounted machine gun. The skiff closed to approximately 300 metres before aborting its approach after the embarked armed security team displayed their weapons. No shots were fired or boarding attempts reported, and the vessel continued its voyage.



# 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 remained at reduced levels, with vessels transiting via both the southern Omani corridor and the northern Iranian-controlled route. Operator caution persisted following previous attacks, and several companies continued to delay or reschedule passages.

- The risk of drifting or uncharted mines within and adjacent to the Traffic Separation Scheme (TSS) remains. Mine danger areas remain active, while GNSS interference and AIS anomalies continue to be consistently reported across the Strait of Hormuz, Gulf of Oman and Arabian Gulf.

- Merchant vessels should:

- Maintain heightened situational awareness throughout all approaches and transits.
- Expect increased VHF hails, surveillance activity and possible UAS overflights.
- Consider the operational implications of AIS transmission in accordance with company procedures and applicable regulations.
- 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 is currently assessed as **SUBSTANTIAL**, following the two confirmed Houthi attacks against a Saudi-flagged tanker. The incident demonstrated a renewed capability and willingness to target merchant shipping, and further attacks are assessed as a strong possibility.

• Commercial traffic continues to transit steadily through the Southern Red Sea and Bab el Mandeb.

• Houthi messaging continues to assert that the Bab el Mandeb is closed to Saudi-affiliated vessels, reinforcing hostile intent towards vessels perceived as linked to Saudi interests. Regional reporting indicates that missile and drone systems remain forward deployed near Bab el Mandeb, maintaining the capability to disrupt commercial shipping should regional tensions escalate.

• 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 centres.
- Conduct voyage-specific risk assessments and strictly adhere to BMP-MS.
- 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. |
|---|---|---|---|---|
| 52 | 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. |
| 53 | 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. |
| 54 | 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 15pirates. No injuries reported. On 5th 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. |
|---|---|---|---|---|
| 55 | 19 APR | FV ALKHAYR 2 | Hijacked | PMPF informed via IORIS on 21 April that FV "ALKHAYR 2" was hijacked IVO Xaafuun on 19th April by 11 armed individuals (PAG). The FV was released on 21 Apr by the PAG. |
| 56 | 21 APR (TBD) | MT HONOUR 25 | Pirated | PMPF informed via IORIS on 21 April that FV "ALKHAYR 2" was hijacked IVO Xaafuun on 19th 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. ON 29 SEP 26 MT HONOUR 25 was released.5 crew members are reported dead and others injured. |
| 57 | 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. |
| 58 | 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 28th APR. Released on 04 May 26 after ransom was paid. |
| 59 | 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. On 11 SEP 26, ATALANTA was informed that MV SWARD has been released. All crew members are reported safe and well. |
| 60 | 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. |

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. |
|---|---|---|---|---|
| 61 | 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. |
| 62 | 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. ON 29 SEP26, MT EUREKA was reported as abandoned in COMANCHE Beach and all crew are reported safe on land. |
| 63 | 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. |
| 64 | 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. |
| 65 | 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. |
| 66 | 23 MAY | CD MASHA ALLAH 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. |
| 67 | 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. |

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. |
|---|---|---|---|---|
| 68 | 15 JUN 26 | MT VST AMARA | Piracy Attack | On 15 Jun 1335Z, MSCIO received a report of an incident involving a MT, while sailing towards the IRTC. A suspicious skiff carrying approximately 3 -5 armed people approached the vessel, and reportedly opened fire on the vessel using an RPG. The vessel implemented defensive measures and the attack was unsuccessful. No injuries or damages were reported.MT continued with its journey to its next Port of Call. |
| 69 | 17 JUN 26 | MT FAREEDA 5 | Piracy Attack | On 17 Jun 1610Z, MSCIO received a report of an incident involving a MT, while sailing towards the IRTC. Two skiffs carrying unknown number of armed POB approached the vessel, and reportedly opened fire. The vessel implemented defensive measures and the attack was unsuccessful.MT continued with its journey to its next Port of Call , according to YCG one person of the crew was injured. |
| 70 | 1 JUL 26 | MV GOLDEN ARSENAL | BOARDING | On 01 JUL 26 0715Z, the MV reported that she was approached by a skiff carrying armed persons on board and possible RPG. Unconfirmed reports have been received from a nearby vessel about shots being fired upon the vessel. The crew entered the citadel, the POB the skiff using ladders boarded the MV but as they did not take control of the ship , they made some damages and they abandon the MV. The master of the MV exited from the citadel inspected the MV and send photos of the ship. INS warship approached but did not board. CMF warship approached the area but left. |
| 71 | 1 JUL 26 | MT JAL KISAN | SUSPICIOUS APPROACH | On 01 JUL 26 1147Z, an MT reported that she was approached by a skiff carrying 4 armed persons on board. The vessel implemented defensive measures and the attack was unsuccessful. MT continued with its journey to its next Port of Call. |

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. |
|---|---|---|---|---|
| 72 | 17 JUL 26 | MT ASANA | PIRATED | On 17th JUL 26 at 0630Z, MT ASANA was hijacked by a PAG of 5 armed persons at 65NM SW of MUKULLA, YEMEN. Afterwards, MT ASANA kept on sailing and the last known position on 19 JUL 26 was approx 19NM from BEREEDA, SOMALIA, while continuing to proceed towards SOMALI TTW. Operation Atalanta assets are closely monitor the ongoing situation. |
| 73 | 16 JUL 26 | FD MAKRAN | PIRATED | On 16 JUL26, FD MAKRAN was possibly hijacked in east of Mogadishu. The details are unknown, however she was detected close to pirated MVs ivo Kulule, Somalia. Information has been received that this DHOW was released few days after a ransom was paid. On 23rd of July AIS was on and the dhow was sailing in GoA |
| 74 | 16 JUL 26 | UNKNOWN DHOW | PIRATED | On 16 JUL26, UNKNOWN DHOW was possibly hijacked in east of Mogadishu. The details are unknown, however she was detected close to pirated MVs ivo Kulule, Somalia. Information has been received that this DHOW was released few days after ransom was paid. |
| 75 | 17 AUG 26 | MV LUTUF | ARMED ROBBERY AT SEA | On 17 AUG 26 at 1136Z, MV LUTUF was hijacked by a PAG of at least 8 armed persons, 4.5NM South of MARAYA (EYL DISTRICT). On 29 AUG 26 MV LUTUF has been released, currently bound for expected NPOC as scheduled. All crew are reported to be safe. |
| 76 | 20 AUG 26 | MT SIBU 1 | PIRATED | On 20 AUG 26 at 0600Z, MT SIBU 1 was hijacked by a PAG of 6 armed persons in posn 14-41N 051-27E. Operation Atalanta assets are closely monitor the ongoing situation. ON 25 SEP 26 MT SIBU1 was released. All crew are reported to be safe. |

Solved or closed cases.
Active cases

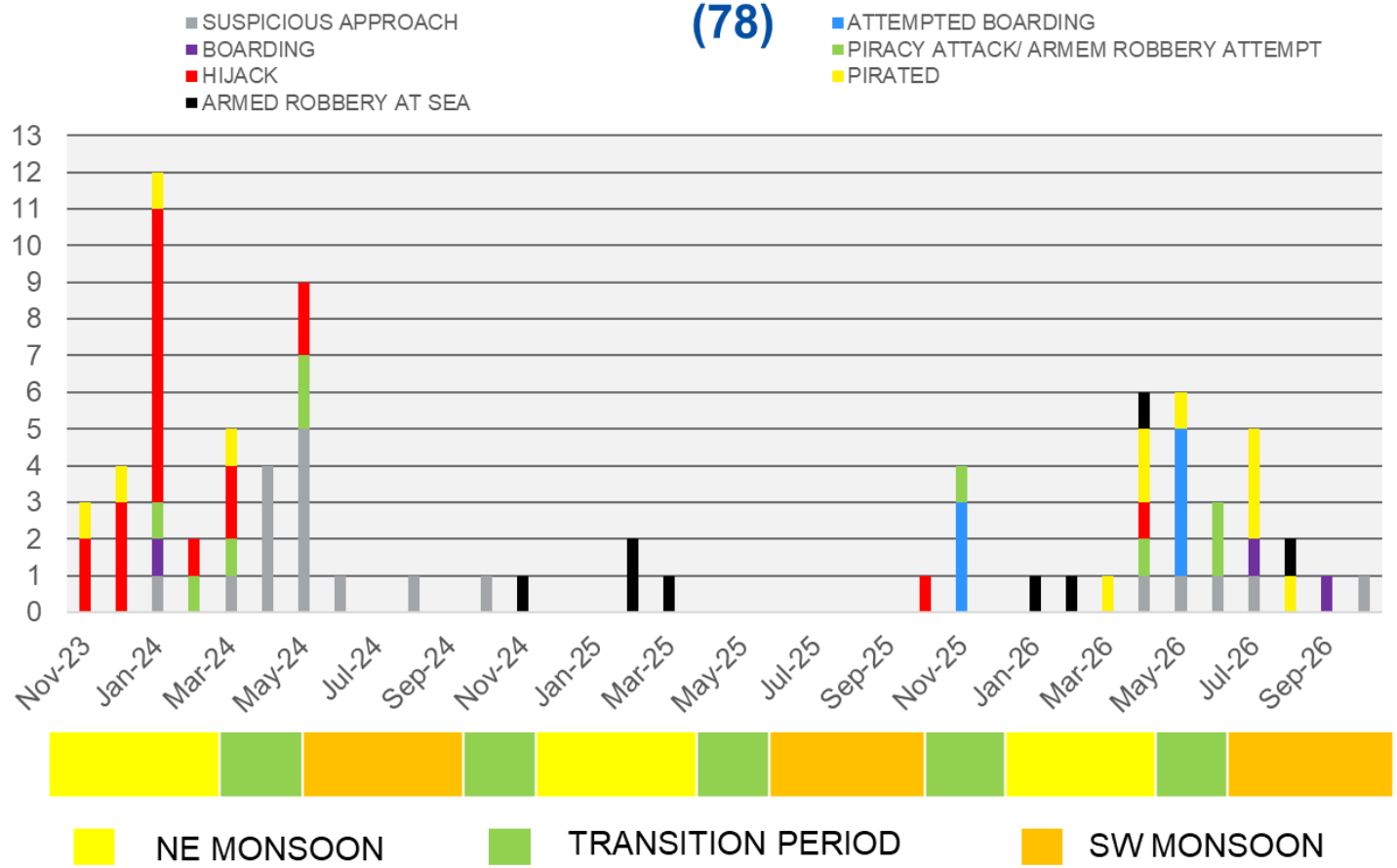
# MARITIME SECURITY EVENTS RELATED TO PIRACY
# (STATUS AND DETAILED DESCRIPTION FROM JAN 2026)

| No | Date | Name | MSE Category | Last info. |
|---|---|---|---|---|
| 77 | 10 SEP 26 | MV GLAMOR | BOARDING | 10 SEP 26 0900Z, MV GLAMOR was approached by a boat with approximately 6 armed persons on board, 38 NM Southwest of Balhaf, YEMEN. Crew proceeded to citadel MV GLAMOR confirmed armed persons on board, but armed personnel were unable to gain access to the citadel/engine room. After following checks, MV GLAMOR crew confirmed that unauthorized persons have disembarked. MV GLAMOR continued with its journey to NPOC. Crew is reported safe. |
| 78 | 17 OCT 26 | MT AL KHARSAAH | SUSPICIOUS ACTIVITY | On 17 OCT 26 1147Z, MT AL KHARSAAH reported that she was approached by a skiff carrying 7 armed persons on board and fired 2 shots but no confirmations if they were aimed at the vessel/ The vessel implemented defensive measures and skiff altered course to North.. MT continued with its journey to its next Port of Call. All crew reported safe. No damages to the vessel were reported and no environmental impact. |

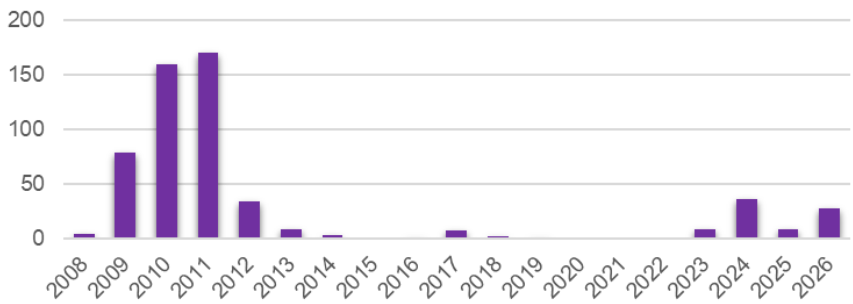
Solved or closed cases.
Active cases

# PIRACY STATISTICS

## PIRACY RELATED EVENTS FROM NOV 2023 (78)




## PIRACY RELATED EVENTS FROM 2008




**SUSPICIOUS APPROACH/ ACTIVITY**

- Sudden changes of course towards the ship and aggressive behavior. CPA inside 1nm with clear intention to attack and/or weapons clearly displayed.

**ATTEMPTED BOARDING**

- An Act where the PAG failed to get onboard and gain control of the vessel or members of the crew. Boarding paraphernalia were employed or visible in the approach.

**BOARDING**

- A boarding in which the attackers have boarded the ship but have NOT taken control.

**PIRACY ATTACK/ ARMED ROBERY ATTEMPT**

- Ship has been subject to an aggressive approach by unidentified craft and weapons have been discharged. Also, paraphernalia/ tripwires related to piracy, hooks, ladders ect have been reported.

**HIJACK**

- Attackers have illegally boarded and taken control of a vessel at the high seas against the crew's will.

**PIRATED**

- A pirated vessel is a vessel subject to an act that falls under the UNCLOS Article 101 definition of piracy.

**ARMED ROBBERY AT SEA**

- Any illegal act of violence or detention within a state's internal waters, archipelagic waters and territorial seas.

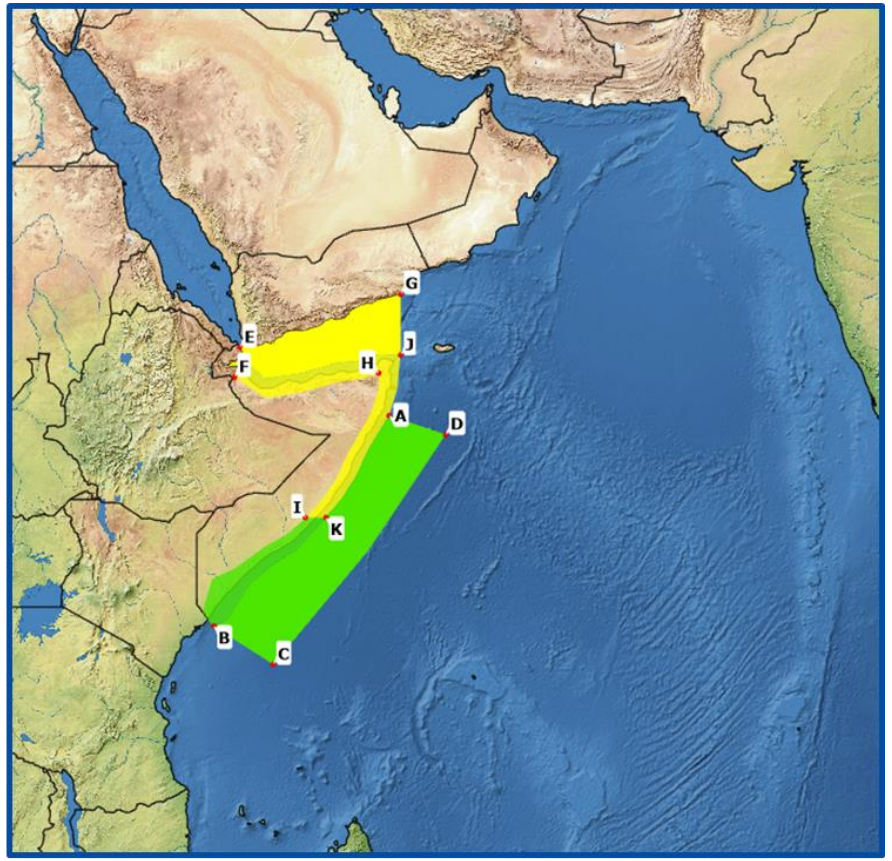
# PIRACY THREAT ASSESSMENT

## PIRACY ASSESSMENT

(EU L) The PIRACY Threat Assessment (TA) is determined as:

- **SUBSTANTIAL** from area E- H and area H – K
- **MODERATE** in area A – D
- **LOW** in the remaining areas.

| Point | Coordinates |
|---|---|
| A | 09-00N 51-02E |
| B | 03-40N 47-43E |
| C | 02-00N 50-00E |
| D | 08-00N 54-00E |
| E | 15-20N 51-38E |
| F | 12-41N 43-27E |
| G | 12-33N 43-13E |
| H | 12-09N 51-39E |
| I | 03-38N 46-41E |
| J | 12-09N 51-39E |
| K | 03-39N 47-44E |




| 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 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**