



MSCIO ATALANTA WEEKLY REPORT

27th Feb – 05th Mar

 postmaster@mscio.eu

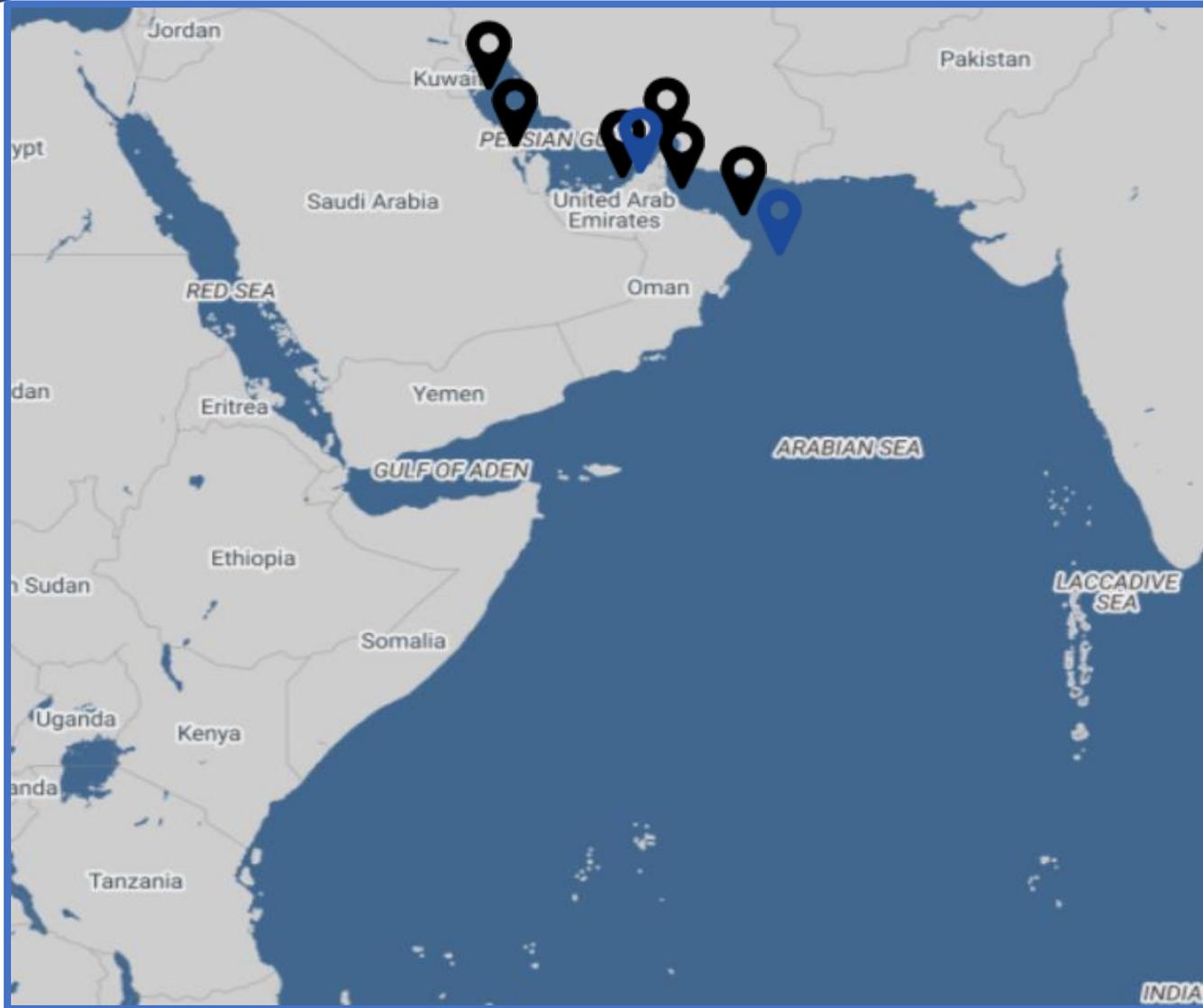
 0033 (0) 298 220 220

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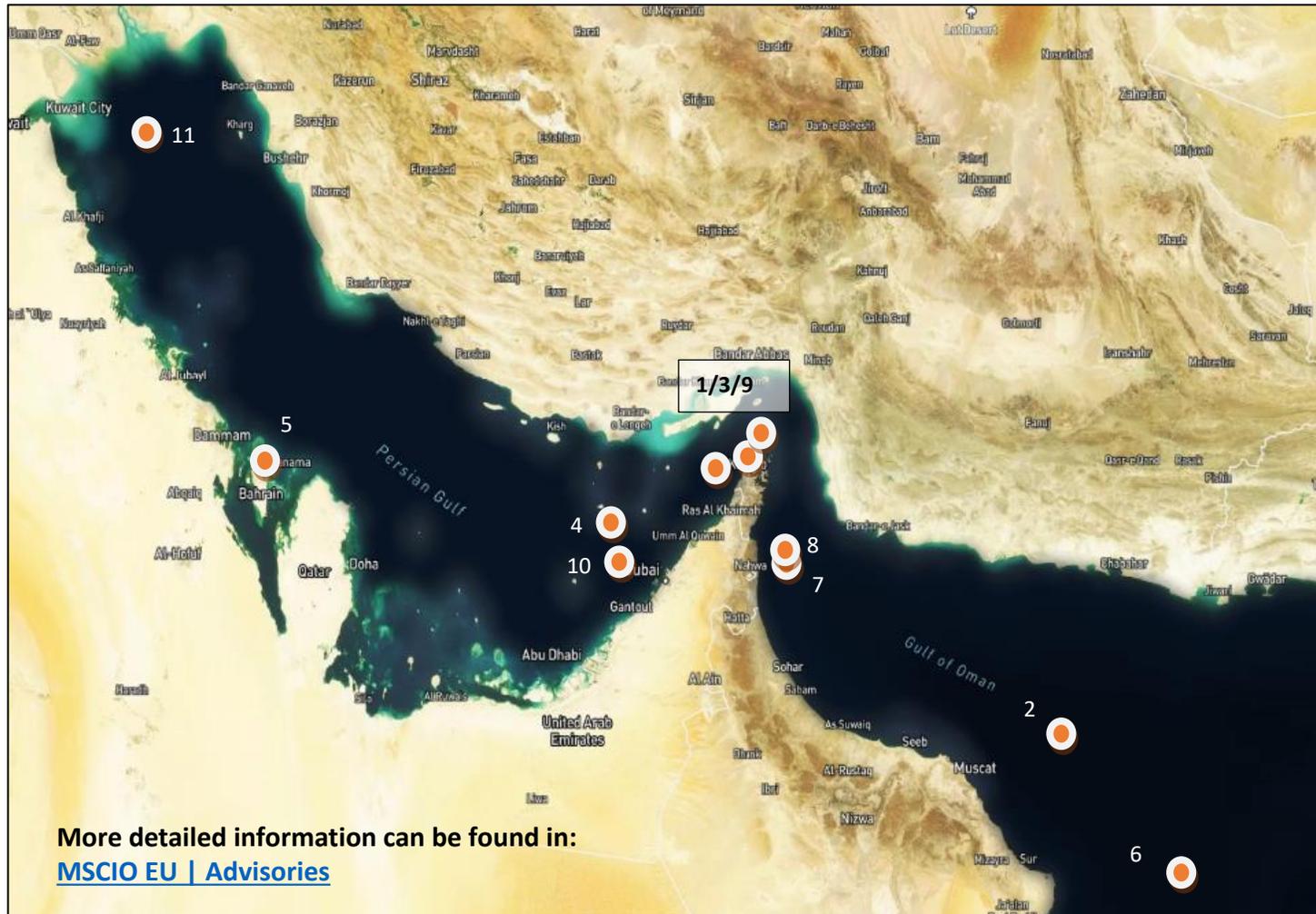


OVERVIEW OF INCIDENTS IN THE VOLUNTARY REPORTING AREA (VRA)



CATEGORY		No.	Page Ref.
	Armed Robbery	Nil	NSTR
	Attack	9	Slide 3
	Attempted Boarding	Nil	NSTR
	Boarding	Nil	NSTR
	Hijack	Nil	NSTR
	Kidnap	Nil	NSTR
	Piracy	Nil	NSTR
	Suspicious Activity	2	Slide 3
	Other Maritime Crimes	Nil	NSTR
Total Incidents		11	

OVERVIEW OF INCIDENTS IN THE AS/SoH/GoO



More detailed information can be found in:
[MSCIO EU | Advisories](#)

EVENT NR	DATE	LOCATION	DESCRIPTION
11	04MAR	29-33N 048-50E	A tanker at anchor 30NM southeast Mubarak al Kabeer (Kuwait) reported an explosion on its port side. A small craft was observed departing the area shortly after the blast. Water ingress has been reported. All crew are reported safe.
10	04MAR	25-03N 054-29E	A container ship drifting 20NM west of Dubai reported a splash from an unknown projectile in close proximity to the vessel. No damage to the vessel has been reported.
9	04MAR	26-25N 056-21E	A container vessel has reportedly been struck by an unknown projectile while initiating transit eastbound through the Strait of Hormuz.
8	03MAR	25-11N 056-32E	An oil tanker was struck by an unidentified projectile. A loud explosion was heard and observed on the starboard side. No fire was reported and no major structural damage to the hull was observed.
7	03MAR	25-10N 056-30E	A bulk carrier at Fujairah Anchorage reported an impact on the side of the superstructure. No fire or water ingress was reported, and all crew members are safe.
6	03MAR	23-20N 061-01E	A bulk carrier drifting in the Arabian Sea reported a loud explosion in close proximity to the vessel followed by smoke. No damage was reported.
5	02MAR	26-11 N 050-40E	An oil tanker alongside in Port Salman, Bahrain, was hit by unidentified projectiles, resulting in a fire. All crew members were safe. One shipyard worker was killed and two others were injured.
4	01MAR	25-34N 054-45E	An unidentified projectile detonated in close proximity to a bulk carrier, approximately 35 NM west of Sharjah, United Arab Emirates. No damages to hull or crew reported.
3	01MAR	26-13N 055-55E	An oil tanker was struck by an unidentified projectile, approximately 17 NM northwest of Mina Saqr, United Arab Emirates, causing a fire onboard. The fire was extinguished and the vessel continued its voyage.
2	01MAR	24-19N 058-20E	An oil tanker was hit by an unknown projectile, 45 NM north of Muscat, in the Gulf of Oman. One fatality was reported. The vessel is currently drifting approximately 60 NM off the coast of Muscat. Further information confirms the vessel was struck by an unmanned surface vessel (USV). The crew has been safely evacuated ashore.
1	01MAR	26-17N 056-15E	An oil tanker was struck while at anchor in the waiting area off Khasab, Oman. The impact resulted in a fire onboard and the crew was evacuated. Four crew members sustained injuries. The fire has since been extinguished



ASSESSMENT AND GUIDANCE FOR AS/SoH/GoO

- Military operations keep ongoing in the region and the maritime security environment in the Strait of Hormuz and adjacent waters remains significantly deteriorated.
- Due to current high threat level, **TRANSIT THROUGH THE STRAIT OF HORMUZ IS NOT RECOMMENDED.**
- Heavy GNSS/AIS spoofing inside the Arabian Gulf, SoH and Gulf of Oman is still reported.
- A significant clustering of merchant vessels remains anchored or loitering in the following locations: Jebel Ali, Dubai, Khor Fakkan, Fujairah, Eastern part SOH TSS, Eastern part of GOO/Northern part of Arabian Sea. Enhanced caution and vigilance are advised when transiting or loitering in these areas and maintain safe separation distances.
- It is advised for merchant vessels to:
 - Adhere to guidance issued by their Flag State or competent national authorities when considering transit.
 - Perform enhanced risk assessment.
 - Strictly adhere to BMP-MS.
 - Monitor Ch16 VHF and be prepared to be hailed.
 - Use AIS as per company policy.
 - Whenever possible, increase distance from any naval forces to mitigate risk.
 - Enhance radar and landmark procedures to support safe navigation, since GNSS are highly likely to be unreliable.



MARITIME SECURITY RELATED EVENTS (STATUS AND DETAILED DESCRIPTION) From 31st DEC 2025

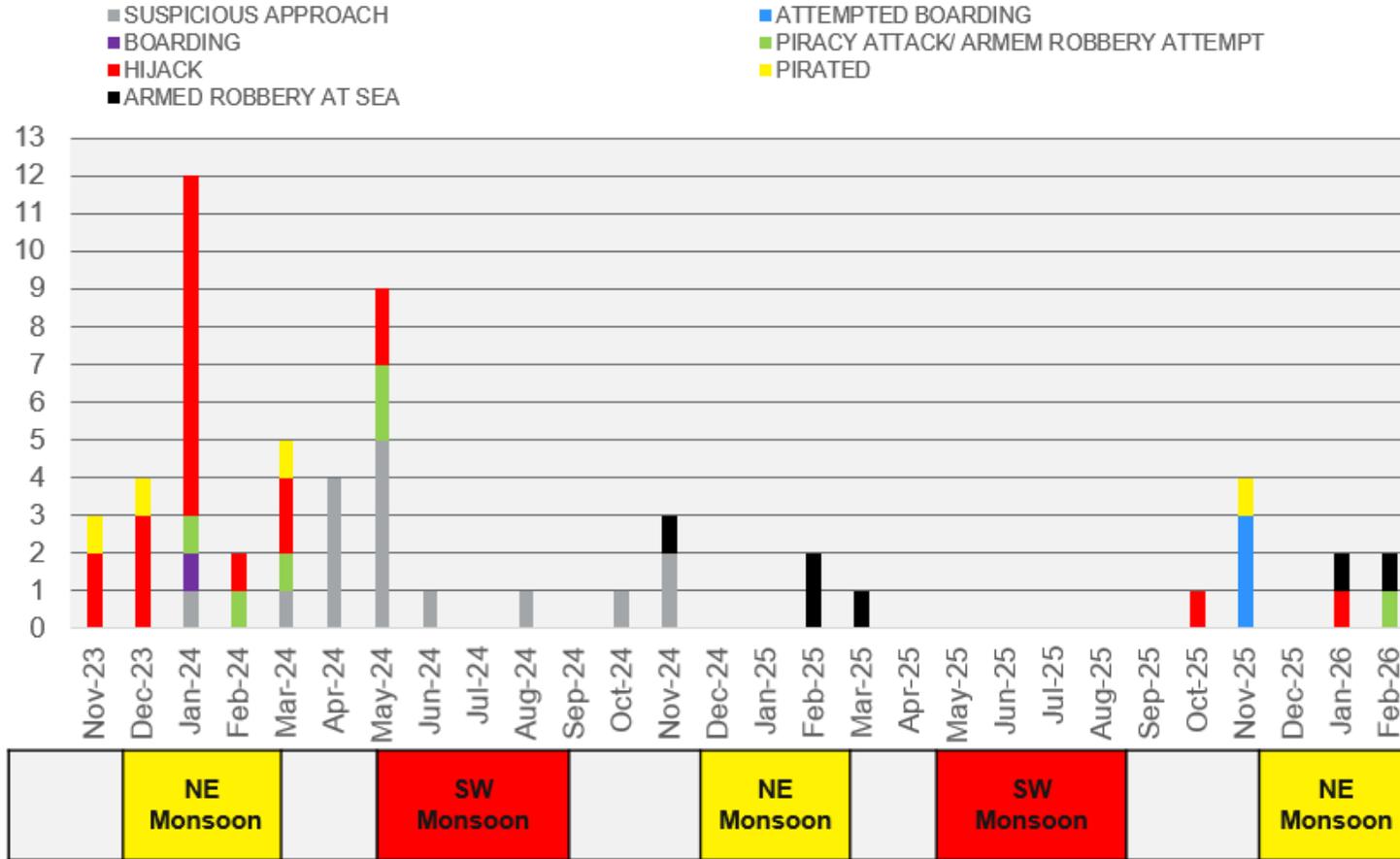


No	Date	Name	MSE Category	Last info.
54	31 DEC	FV LIAO DONG YU 578	Armed Robbery	Armed robbery reported off the coast of Banderbeyla (Bari Region). Chinese Embassy in Mogadishu has informed that the Vessel has been released near Ceel Dhidar, Bandarbeyla district. According to local credible sources a ransom of 1.2 USD was paid.
55	02 JAN	FV SULTANA 2	Hijack	Alert on IORIS from PMPF. Dhow located off Al- Nushayah. All passengers disembarked. 13JAN Yemen Coast Guard confirmed. RESOLVED after agreement with the vessel's owner. Dhow and crew RELEASED
56	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 Dudura coast. Boat size and engine are not coherent with piracy TTP. Event still pending further investigation.
57	26 FEB	UNKNOWN	Piracy Attack	PMPF has reported that two skiffs attempted attacking an Iranian flagged vessel. The vessels defensive actions prevented the boarding. One attacker reportedly killed and two injured. Initial information from LNO MOG and Puntland police, the PAG composition is 9 pirates. PMPF has also allegedly arrested 3 pirates and taken in custody 1 of the 2 skiffs.

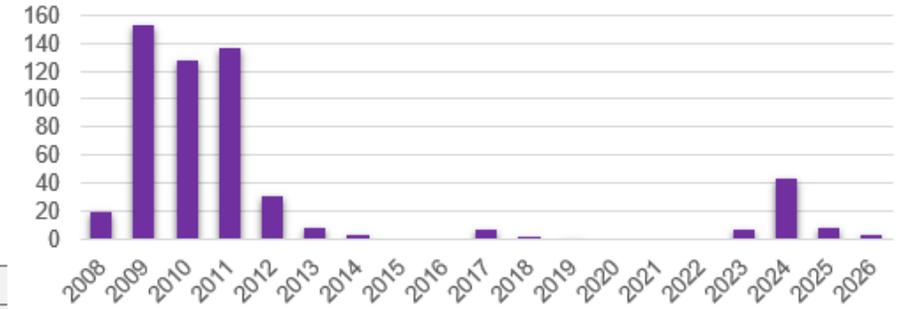
 Solved or closed cases

 Active cases

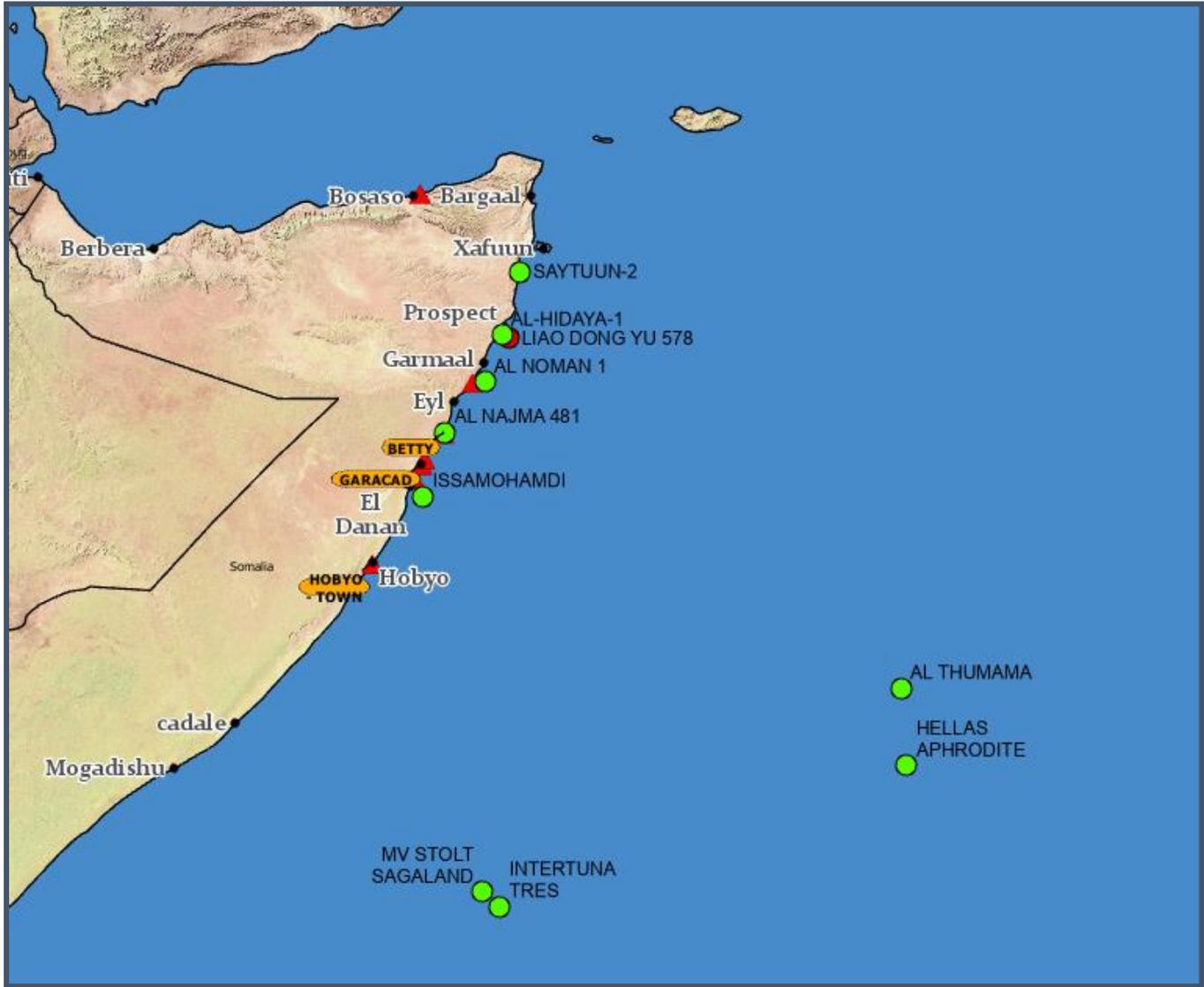
PIRACY RELATED EVENTS FROM NOV 2023 (57)



PIRACY RELATED EVENTS FROM 2008



- SUSPICIOUS APPROACH**
 - 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 ROBBERY 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 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 organize 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.

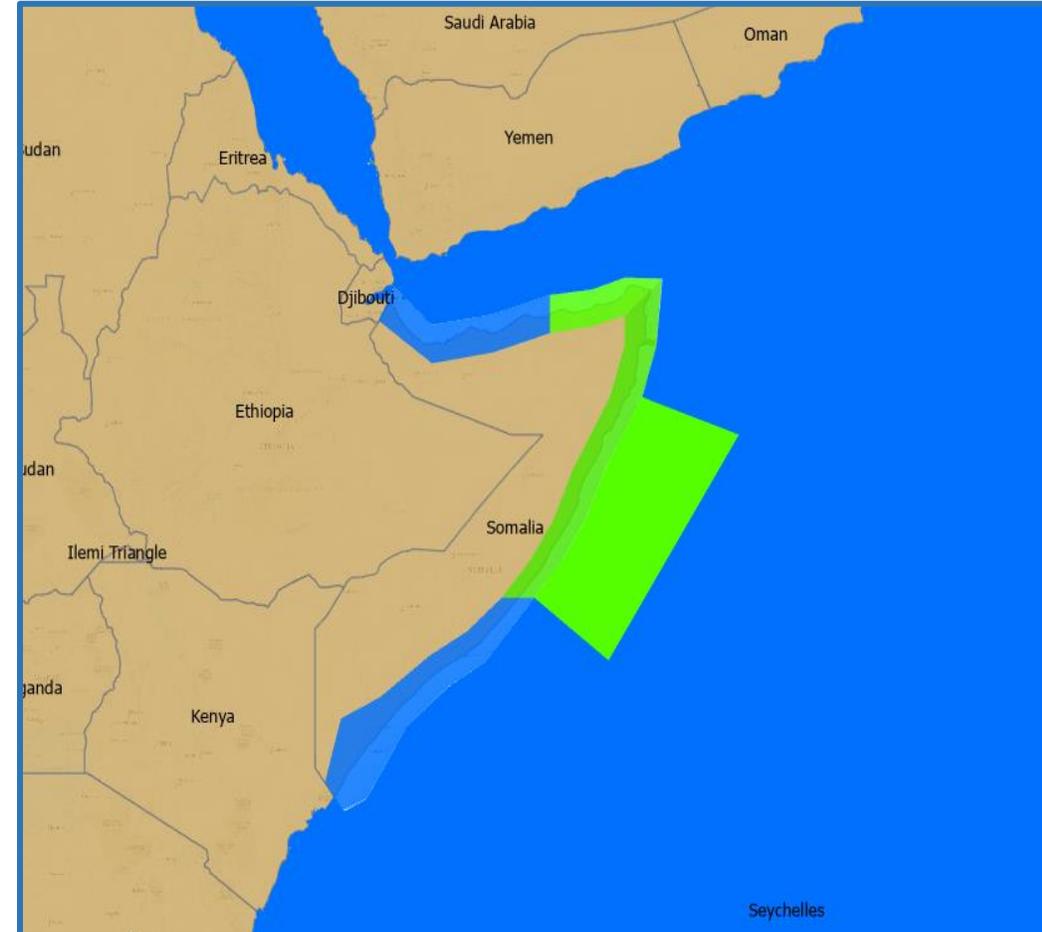
IUUF in Somali TTW is still considered an increasing risk factor as local artisan fishermen may become pirates as a result of predation and depletion of fish stocks. On the other hand, that risk could be amplified if local fishermen turn into pirates as a consequence that no effective action is being taken from the authorities to safeguard Somali TTW from IUUF.

It is **ALMOST CERTAIN** that the ransom paid for the LIAO DONG YU will set a bad example for other pirate groups trying to conduct pirate actions imitate that operation.

PIRACY ASSESSMENT

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

Coast of Bari (NE of Somalia) and East coast from Bari to Galgadud region 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%)

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



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):

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