



Office of  
Deputy Commissioner  
of Maritime Affairs

**THE REPUBLIC OF LIBERIA**  
**LIBERIA MARITIME AUTHORITY**

**Marine Notice**

**SAF-015**  
**Rev. 11/24**

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**TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF MERCHANT SHIPS, AGENTS AND RECOGNIZED ORGANIZATIONS**

**SUBJECT: Requirements for the Reporting of the Loss of Freight Containers or the Observation of Freight Containers Drifting at Sea**

**References:** (a) **Maritime Regulation 2.35**  
(b) **SOLAS 1974, as amended, Chapter V**  
(c) **[Resolution MSC.550\(108\)](#)**

**PURPOSE:**

This Notice provides guidance to vessel owners, operators and managers, concerning the communication requirements for the master of every ship involved in the loss of freight containers and the master of every ship that observes freight containers drifting at sea.

**APPLICABILITY:**

This Notice applies to all Liberian registered ships on all voyages, except:

- a. Warships, naval auxiliaries and other ships owned or operated by the Liberian Government and used only on Government non-commercial service; and,
- b. Ships solely navigating the Great Lakes of North America and their connecting and tributary waters as far east as the lower exit of the St. Lambert Lock at Montreal in the Province of Quebec, Canada.

**1.0 REQUIREMENTS:**

- 1.1 The master of every ship involved in the loss of freight containers shall communicate the particulars of such an incident by appropriate means without delay and to the fullest extent possible to ships in the vicinity, to the nearest coastal State, and also to this Administration via e-mail to [dutyofficer@liscr.com](mailto:dutyofficer@liscr.com) and [investigations@liscr.com](mailto:investigations@liscr.com).
- 1.2 In the event of the ship referred to in paragraph 1.1 being abandoned, or in the event of a report from such a ship being incomplete or unobtainable, the Company, shall, to the fullest extent possible, assume the obligations placed upon the master by this regulation.
- 1.3 The master of every ship that observes freight containers drifting at sea shall communicate the particulars of such an observation by appropriate means without delay and to the fullest extent possible to ships in the vicinity and to the nearest coastal State.

- 1.4 This Administration will report to IMO all communications received with regard to the loss of freight containers.

## 2.0 FORMAT OF COMMUNICATION

- 2.1 **Loss of Freight Containers** - The following information is to be provided in the communication of lost freight containers. It is recognized that at the time of the initial reporting, not all of the information may be available. Therefore, any subsequent and/or additional information shall be reported by the master or Company at the earliest opportunity after the initial reporting.

.1 General information:

- Type of report: Loss of freight container(s) from a ship
- Time (Universal Coordinated Time) and date
- Ship's identity (IMO number/name/call sign/MMSI)
- From: Master of the ship, or contact details of their representative reporting on master's behalf
- To: Nearest coastal State where the incident occurred and flag State
- The message number: In chronological order if other freight container loss messages are sent following the first one.

At the earliest, safe and practicable opportunity, a thorough inspection shall be conducted. The number or estimated number of lost freight containers shall be verified. A message containing this verified number shall be marked as "final" and sent to the same recipients.

.2 Position reporting<sup>1</sup>

Position in latitude and longitude, or true bearing and distance in nautical miles from a clearly identified landmark (where possible):

- Position of the ship when freight container(s) were lost; or
- If the position of the ship when the freight container(s) were lost is not known, the estimated position of the ship when the freight container(s) were lost; or
- If an estimated position of the ship when the freight container(s) were lost is not known or cannot be determined, the position of the ship upon discovery of the loss.

.3 Total number or estimated number of freight container(s) lost, as appropriate.

.4 Type of goods in freight container(s):

- Dangerous goods: Yes/No
- UN number (if known)

.5 Description of freight container(s) lost as far as available and practicable:

- Dimension of freight container(s) (e.g. 20 foot)
  - Type(s) of freight container(s) (e.g. reefer); and,
  - Number or estimated number of empty freight container(s)

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<sup>1</sup> Where available, a system of mechanical, electronic and/or visual aids can be used, allowing near real-time reporting of the drop point of the freight container(s).

- .6 The master may provide additional information, if available and practicable, for example but not limited to:
- Cargo description according to the dangerous goods manifest (if applicable)
  - Description of any cargo spill
  - Wind direction and speed
  - Sea current direction and speed
  - Estimated drift direction and speed of lost freight container(s)
  - Sea state and wave height

2.2 **Observation of Freight Containers Drifting at Sea** - The following information is to be provided in the communication when freight containers drifting at sea are observed:

.1 General information:

- Type of report: Observation of freight container(s) from a ship
- Time (Universal Coordinated Time) and date
- Ship's identity (IMO number/name/call sign/MMSI)
- From: Master of the ship
- To: Nearest coastal State where the incident occurred and flag State
- The message number: In chronological order if other freight container loss messages are sent following the first one.

.2 Position reporting:

- Time (Universal Coordinated Time), date and position of the observed freight container(s) in latitude and longitude, or true bearing and distance in nautical miles from a clearly identified landmark (where possible).

.3 Total number of freight container(s) observed

.4 The master may provide additional information, if available and practicable, for example but not limited to:

- Dimension of freight container(s) (e.g. 20 foot)
- Type(s) of freight container(s) (e.g. reefer)
- Description of any cargo spill
- Wind direction and speed
- Sea current direction and speed
- Estimated drift direction and speed of observed freight container(s)
- Sea state and wave height

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