



Office of
Deputy Commissioner
of Maritime Affairs

THE REPUBLIC OF LIBERIA

LIBERIA MARITIME AUTHORITY

22980 Indian Creek Drive,
Suite 200
Dulles, Virginia 20166, USA
Tel: +1 703 790 3434
Fax: +1 703 790 5655
Email: security@lisr.com
Web: www.lisr.com

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MARINE SECURITY BULLETIN –03/2026

Dear Shipowners, Operators and Masters

Subject: Security incident in the Black Sea

On 4 March, a cargo vessel was departing Ukraine's Chernomorsk port in the Black Sea (affected area) when it was struck by a drone in position 46-10.7N 031-03.7E. Master reported the blast from the strike caused damages to the port side accommodations, seafarers' cabins, handrails doors, bulkhead, ventilation fans, and engine room equipment as well as a fire onboard. None of the bridge or its navigation equipment was damaged, and the vessel at present is fully operational with propulsion and steering. The vessel is currently enroute to a shipyard in Türkiye for repairs.

Liberian flagged vessels are to operate at security level 2 while transiting the affected area and at security level 3 while in Ukrainian ports in accordance with [MSA 10/2022](#) and implement all protective measures in their Ship Security Plan. Vessels at other ports in the affected area are required to act upon the security level set by the Designated Authority at those ports.

Operators and Masters should ensure that any planned operations or voyages do not take the vessel into any area, or engage in any activity, that would expose her to the risk of ongoing military operations. Vessels operating in these areas may encounter GPS interference, AIS spoofing, and/or other communications jamming. Vessels should ensure they are broadcasting on AIS (except when the Master believes that continuing to operate AIS might compromise the safety or security of the ship or when a security incident is imminent) and clearly state their intentions across VHF, consistent with provisions of the International Convention for Safety of Life at Sea (SOLAS), and monitor VHF Channel 16. Any vessels challenged by military vessels should comply fully with instructions.

Recommendations

Ships Masters should obtain the relevant NAVAREA III warnings and contact the local port authorities and ships agents for additional information. Ships navigating in these areas should also monitor NAVTEX messages, maintain a proper lookout for suspicious drifting objects and report immediately to ships and coast radio stations in the area with position and direction and speed of wind and current.

This is a dynamic situation, and changes may occur at any time. Owners, Operators, Company Security Officers and Masters are suggested monitoring the developments and to liaise closely with local port agents and P&I correspondents for the latest information on facility conditions, dangerous sea areas and temporary port closures and navigational restrictions.

Advice, updates and links to external resources can be found at the following link:
<https://www.imo.org/en/MediaCentre/HotTopics/Pages/MaritimeSecurityandSafetyintheBlackSeaandSeaofAzov.aspx>

Operators and Masters should complete a Risk Assessment prior to entering the Black Sea area. In the event of any incident or suspicious activity, Liberian flagged vessels should activate the Ship Security Alert System (SSAS) immediately and notify the Liberian Security Department.

Contact Information

Please keep LISCR's Security Department informed of any security incidents at:
Office of the Senior Deputy Commissioner of Maritime Affairs
Republic of Liberia
22980 Indian Creek Drive, Suite 200 Dulles, Virginia 20166 USA
D: +1 571 495 5944 / O: +1 703 790 3434 / F: +1 703 790 5655
Email: Security@liscr.com
www.liscr.com