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@liscr.com
Web: www.liscr.com

11 August 2026

MARINE SECURITY BULLETIN –26/2026

Dear Shipowners, Operators and Masters

Subject: Multiple Security incidents in the Black Sea

In the past 10 days, there have been multiple attacks on commercial vessels in the Black Sea. The regional maritime security threat remains high.

A Liberian flagged tanker was struck twice on 07 August 2026 by unidentified aerial drones in position 44-35N 037-21E while sailing in the Black Sea. There are no injuries to crew members and no casualties to the vessel. There is currently no risk of pollution.

A second Liberian flagged bulk carrier vessel was struck on 07 August 2026 likely by unmanned aerial drones while at anchor in the Odessa anchorage. The vessel had been previously evacuated and left without a crew due to damage sustained from a previous attack. A fire was observed by the harbor Master office. Damage assessments are ongoing. No crewmembers were present. No current risk of pollution.

A third Liberian flagged bulk carrier vessel was struck multiple times between 03 and 05 August 2026, while located at Pivdennyi seaport (Ukraine) and then again while proceeding in the special maritime corridor from Pivdennyi seaport to the Southern awaiting area, likely by unmanned aerial drones. The impact caused significant damage to the bridge, rendering the ship unseaworthy. The crew evacuated the vessel with all eleven (11) crew members safely rescued by local search and rescue vessel. The Master reports no injuries to crew members, and damage assessments are ongoing for the abandoned vessel.

A fourth Liberian flagged tanker vessel was struck on 05 August by an unmanned aerial drone while operating off Novorossiysk in the Black Sea. Initial damage assessment includes damage to the port bridge wing area, affecting radar and communications antennas and equipment. The vessel was able to navigate under her own propulsion and steering to the Bosporus anchorage. The master reports no injuries to crew members and further assessments of the vessel's damage and operational condition are pending.

A fifth Liberian flagged bulk carrier was struck on 03 August 2026 by an unknown military weapon, likely an unmanned aerial drone while vessel was moored at the "Okean" shipyard of Mykolaiv city in Ukraine. The vessel had no cargo onboard and was in ballast. A fire broke out as a result of the strike and was extinguished by State Emergency Service. There was no crew onboard the vessel at the time of the attack.

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, which 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 liaising 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. Vessel operators and Masters are recommended to reference IMO Circular Letter No. 5252 prior to finalizing voyage planning in the region and proceed with appropriate caution.

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