THE REPUBLIC OF LIBERIA
LIBERIA MARITIME AUTHORITY

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MARINE SECURITY BULLETIN –27/2026

Dear Shipowners, Operators and Masters

Subject: Multiple Attacks in the Black Sea

In the past 4 days, there have been multiple attacks on commercial vessels in the Black Sea. The regional maritime security threat remains high.

A Liberian flagged bulk carrier was struck by three drones on 17 August in position 42-37.6N 038-05.6E while sailing in the Black Sea. The impacts caused damage to the bridge and steering gear room. The crew was able to successfully abandon the vessel and was recovered by a passing vessel. There are no injuries to crew members. There is currently no risk of pollution. Vessel is currently drifting without power approximately 25 nautical miles south of Novorossiysk.

A second Liberian flagged tanker vessel was struck on 16 August by unmanned aerial drones in position 44-41N 037-39E, while vessel was drifting at Novorossiysk terminal after completing loading operations. No crew members were injured. No current risk of pollution.

A third Liberian flagged cargo vessel was struck on 14 August while outside Russian territorial seas in position 43-04N 039-39E, by two consecutive aerial drone attacks. During the attack, the Chief Officer observed the incoming drone, sounded the general alarm and adjusted course to the South while the Master conducted evasive maneuvers. The first impact struck the aft portion of the vessel near the lifeboats, resulting in a fire that was combated by the ship's crew. The second impact struck below the navigation bridge, causing a severe fire and significant damage to navigational and radio equipment. The fire spread through accommodation spaces to include the master's cabin and office. Master reports seven crew members sustained injuries, five of which were evacuated by helicopter for medical treatment ashore. The fire could not be contained with ship's equipment and the remainder of the crew safely abandoned the vessel. There is no sign of pollution and damage assessments are ongoing. Ship's company is arranging for a towing contractor to begin recovery operations.

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 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:
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