THE REPUBLIC OF LIBERIA
LIBERIA MARITIME AUTHORITY

Office of
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MARINE SECURITY BULLETIN –34/2026

Dear Shipowners, Operators and Masters

Subject: Vessel Attack in the Black Sea

A Liberian flagged bulk carrier was struck by an unidentified weapon, presumably a drone, on 03 September near berth No. 14/15 of the Chornomorsk Sea Port in Ukraine. The vessel sustained damage to the superstructure during the attack, resulting in a small fire onboard. The fire was extinguished by crew members. No crew members were injured and no risks of pollution are present.

A second Liberian flagged bulk carrier was struck while at anchor by an unidentified military weapon, presumably a drone, on 09 September near anchorage number 354 of the Odessa seaport near Ukraine. The vessel has been at anchor with no crew onboard since mid-July 2026 due to damage caused by previous attacks. No crew members were onboard during this incident.

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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