



MARINER'S UPDATE

voice of seafarer

Voyage : 1

28 Apr 2026

CHINA PSC (MSA) CONDUCTING PRE ARRIVAL

EXAM FOR SEAFARERS



DIARY NOTES FROM ONE OF 20,000 SEAFARERS STRANDED IN THE PERSIAN GULF

UPDATES ON SOLAS CH II-1/3-6

Revised interpretation of requirements to Permanent Means of Access (PMA)

DELHI HIGH COURT ORDER TO DG SHIPPING

Issues in crew compensation by RPSL companies in India

PIRACY IN 2026: PROGRESS MADE, VIGILANCE REQUIRED

IMB Piracy and Armed Robbery Report — January to March 2026

YOUR WEEKLY MARITIME INTELLIGENCE BRIEF

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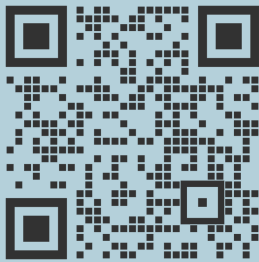
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EDITOR'S NOTE



This magazine delivers key maritime updates, insights, and visuals in one easy, reliable place.



WELCOME TO THE FIRST EDITION OF MARINER'S UPDATE – WEEKLY

At sea, we all know — some journeys are planned, and some moments just arrive.

When Mariners Update started, the aim was simple: to inform, to connect, and to create awareness among seafarers.

We thought we would launch this e-magazine when we reached 5,000 followers. But today, with the support of 17,307 maritime professionals, we feel this is not just the right time — it is our duty.

This magazine is not just a collection of posts. It carries the voice of the industry.

Behind every update, there are many hours of effort. But that effort means nothing without your support, your trust, and your shares.

You are the real strength behind this initiative.

Today, our hearts are heavy. Nearly 20,000 seafarers are affected in the Persian Gulf. They are facing difficult and uncertain conditions.

We may be on different ships, different oceans — but we keep them in our thought. We also understand one truth — people read less today. Life is fast. Time is short.

That is why this weekly edition is made simple. Even if you just read the headlines, you should understand what is happening in the industry. Whether you are an owner, manager, master, or seafarer, this is for you.

Safety at sea is not one person's job. It is everyone's responsibility.

Awareness can save lives.

Sharing knowledge can prevent accidents.

If each of our 17,307 followers shares this, we can reach seafarers across the world — ship to ship, port to port.

This is not easy. But together, it is possible.

This is not just a magazine.

This is our collective voice.

Stay informed. Stay connected. Sail safe.

Capt. Philip



WK 10 - PSC FOCUS



CHINA PSC (MSA) CONDUCTING PRE ARRIVAL EXAM FOR SEAFARERS

China MSA exam for Seafarer – China Ports (Ningbo & Surrounding Areas)

Please find a sample question paper attached at the end for your reference.

Recent inspections conducted by the China Maritime Safety Administration (MSA) at Chinese ports, particularly Ningbo, indicate a **significant shift from documentation-based checks to competency-based verification.**

MSA boarding teams are now conducting:

- Pre-arrival **knowledge assessments (QR-based exams)**
- Direct questioning of **Deck Officers and Master**
- Detailed verification of:
 - Passage Planning
 - Night Orders
 - Bridge Team Management (BTM)

Inspection Trend

Masters are required to:

- Confirm **receipt of study materials (via agents)**
- Ensure **crew familiarization prior arrival**
- Be accountable for **crew knowledge and practical understanding**

Failure to demonstrate competency may lead to:

- Deficiencies raised
- Vessel delay
- Increased inspection scrutiny

Examination Focus Areas

Based on recent onboard examinations (ref. attached questionnaire):

Navigation in Fishing Vessel Dense Areas

- Minimum 2 watchkeepers on bridge
- Master to take command when required
- Use of Hand Steering mode

Collision Avoidance Practices

- Early communication on VHF Channel 16
- Avoid reliance solely on AIS
- Maintain:
 - 1 NM CPA (normal)
 - 0.5 NM CPA (fishing areas)

Bridge Equipment & Preparedness

- Testing of :
 - Radar (both units)
 - ECDIS
 - AIS / GPS / VDR
 - Navigation lights & sound signals

Fishing Vessel Behavior Awareness

- Sudden course alteration / acceleration
- Poor radar detection (wooden hulls)
- Possible lack of VHF response

Emergency & Collision Response

- **Immediate:**
 - Engine standby / speed reduction
 - Sound signals (≥5 short blasts)
- **Post-collision:**
 - Stop vessel
 - Rescue operations
 - Report to **MSA & SAR immediately**

PSC ATTENTION POINTS

Inspectors are specifically verifying:

- Crew **practical understanding**, not memorization
- Consistency between:
 - Passage Plan
 - Night Orders
 - Actual bridge practice
- Evidence of:
 - Pre-arrival briefing
 - Familiarization records
- Master's involvement and oversight

MASTER'S RESPONSIBILITY

The Master must ensure:

- Study materials received and acknowledged
- Crew briefing conducted prior arrival
- Officers capable of answering practical questions
- Bridge procedures aligned with Chinese coastal requirements

Recommended Actions

Before entering Chinese waters:

- Conduct Navigation Safety Briefing
- Emphasize:
 - Fishing vessel risk management
 - Proper lookout practices
 - COLREG application in congested waters
- Record:
 - Attendance entry in deck log book
 - Discussion points
- Verify:
 - Equipment operational readiness

Message

“Inspection focus has shifted from paperwork to real competence.”
“If the officer cannot explain it, the vessel does not comply.”

Conclusion

All vessels calling Chinese ports must treat this as a **high-priority PSC focus area**.

Preparedness must go beyond documentation and reflect **actual bridge team capability**.

[CLICK HERE TO DOWNLOAD
THE SAMPLE QUESTION PAPER](#)



NEWSLETTER

PSC FOCUS

PORT STATE CONTROL MANAGEMENT FOR MARINERS



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WK 51: SIRE 2.0



CH 2.3.2 : CLASS SURVEY FILE

WK 51 SIRE 2.0

CH 2.3.2:

WERE THE MASTER AND CHIEF ENGINEER FAMILIAR WITH THE COMPANY PROCEDURE TO MAINTAIN THE CLASS SURVEY FILE, AND WAS THE VESSEL FREE OF ANY VISIBLE OR DOCUMENTARY EVIDENCE OF CONCERNS WITH THE STRUCTURAL CONDITION OF THE HULL OR HOLD SPACE AND BALLAST TANK COATINGS?

Objective:

To ensure that the structure of oil and chemical, Gas tankers was subject to enhanced survey and complete historical records of any damage, deterioration and subsequent repairs to their hull structure were available onboard.

Potential Negative observation:

2.3.2.1 : There was no company procedure to ensure the vessel's Survey File is maintained complete and up to date.

2.3.2.2: The Master and/or Chief Engineer were not familiar with the company procedure to ensure the vessel's Survey File is maintained complete and up to date.

2.3.2.3: The Survey File was incomplete and did not include:

- Class status reports.
- Survey reports.
- Repair history.
- Coating Technical File.

2.3.2.4: Maintenance of the protective coating system was not included in the overall ship's maintenance plan.

2.3.2.5: Structural repairs were recorded within the Survey File as having taken place during the previous twelve months, but the vessel's defect reporting system did not include a similar report.

2.3.2.6: Structural repairs were recorded as having taken place following a casualty/incident but there was no incident investigation report available onboard.

2.3.2.7: Physical inspection of the vessel identified concerns with hull structural integrity such as cracking, denting, distortion, significant corrosion or thinning of structural members which had not been subject to an occasional class survey.

2.3.2.8: A survey report contained details of substantially corroded tanks/areas or areas with deep pitting.

2.3.2.9: Classification society reports recorded fair or poor ballast tank coating condition.

2.3.2.10: Coating repairs were reported to have taken place within ballast tanks, but the coating technical file had not been updated accordingly.

Inspection Guidance:

The vessel operator should have developed a procedure to ensure the vessel's Survey File is maintained complete and up to date. The file should include:

- Class status reports.
- Survey reports.
- Repair history.
- Coating technical file, where required to be carried.

Human:

The Master and/or Chief Engineer must be familiar with the company procedure to ensure the vessel's Survey File is maintained, complete and up to date.

Process:

The vessel operator must ensure there is a procedure in place to maintain and update the vessel's Class Survey File, reflecting the complete Class status reports, survey reports, repair history, and coating conditions.

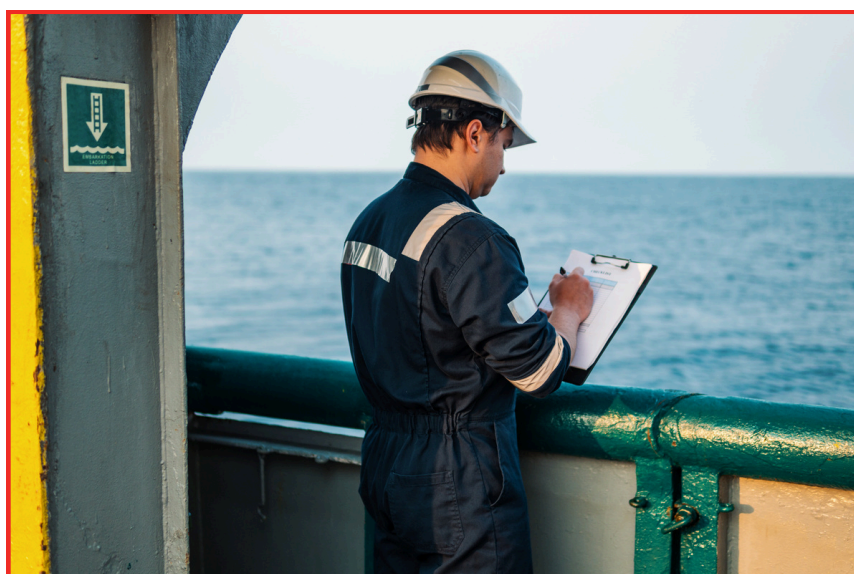
The ship's crew is responsible for conducting periodic inspections of cargo holds, ballast tanks, and void spaces as scheduled. The Inspector will request inspection reports for review.

Class Survey File must include records of any structural repairs identified, indicating whether they were completed. The vessel's defect reporting system should be updated to reflect the repair status. For damages resulting from a casualty or incident, an incident report must be available onboard.

The Inspector will review the Survey File and compare the vessel's repair history with the preceding 12 months of records in the defect reporting system.

Cracking, denting, distortion, excessive corrosion, or thinning of structural members should have been addressed through an occasional survey. The follow-up from the occasional survey must be completed, with records and evidence available for presentation to the Inspector.

The Coating Technical File should be updated to reflect the coating condition of cargo or ballast tanks, especially if reported as fair or poor. A survey report detailing substantially corroded tanks or areas with deep pitting will lead to a negative observation, as will Classification reports showing fair or poor coating conditions in ballast tanks.



Hardware:

During the physical inspection, the Inspector will also be observing if there are any other concerns with hull structural integrity such as cracking, denting, distortion and excessive corrosion or thinning (as compared with design profile) of structural members that were not reflected in the files and documents.

Expected evidence:

- Survey File.
- Coating Technical File, where required to be carried.
- Inspection reports for cargo, ballast, hold and void space inspections by ship's personnel.
- Incident investigation reports relevant to structural damage and repair.

Reference:

TMSA KPI 4.2.2 requires that cargo, void and ballast spaces are inspected to ensure their integrity is maintained. The frequency of inspections is determined by the applicable regulations of Class, Flag State and national authorities. IMO: ISM Code/10.1 IMO: SOLAS/Chapter II-1 Regulation 3-2

IMO: MSC.215(82) Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers. IMO: MSC.215 (82) Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks.

IACS: UR Z7.2 Rev

6 Feb 2015 Hull Surveys of Liquefied Gas Carriers IMO



NEWSLETTER

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PROCEDURES AND OBSERVATIONS



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PIRACY IN 2026: PROGRESS MADE, VIGILANCE REQUIRED

IMB PIRACY AND ARMED ROBBERY REPORT — JANUARY TO MARCH 2026

Global Piracy Incidents Drop in Q1 2026 — But Vigilance Remains Critical

IMB PRC — January to March 2026

Maritime Safety Advisory

April 2026

16

Total incidents

14

Vessels boarded

1

Vessel hijacked

2

Crew affected

We have received the Q1 2026 Piracy and Armed Robbery Report from the International Maritime Bureau Piracy Reporting Centre (IMB PRC). The summary below highlights key developments by region. For full details, please refer to the attached media release.



Overview

A total of 16 incidents were reported to the IMB PRC between January and March 2026 — comprising 14 boardings, one hijacking, and one attempted attack. Violence directed at crews persists, with two crew members taken hostage and one injured during the quarter. Most incidents occurred while vessels were underway and steaming.

Incidents by vessel status when attacked

Status when attacked	Attempted	Boarded	Hijacked	Grand Total
Anchored	—	6	—	6
Steaming	1	8	1	10
Grand Total	1	14	1	16

Incidents by region

Region	Attempted	Boarded	Hijacked	Grand Total
Africa (Somalia)	1	—	1	2
Africa (Gulf of Guinea)	—	1	—	1
Rest of the World	—	1	—	1
SE Asia	—	12	—	12
Grand Total	1	14	1	16

Regional Breakdown

SOMALIA

Two incidents were reported off the Somali coast in Q1 2026 — one attempted attack and one successful hijacking of a dhow, which was subsequently used as a mother vessel. While coalition forces continue to provide a meaningful deterrent, Masters are urged to remain alert and follow the latest Best Management Practices. Pirates in this region retain the capability to strike vessels at significant distances from shore.

GULF OF GUINEA

There is cautious optimism in the Gulf of Guinea, where only a single low-level theft was recorded at Takoradi anchorage in Ghana during the quarter. While this is an encouraging development, the IMB continues to stress the importance of sustained vigilance and international cooperation to protect seafarers in these waters.

SINGAPORE STRAITS

There is cautious optimism in the Gulf of Guinea, where only a single low-level theft was recorded at Takoradi anchorage in Ghana during the quarter. While this is an encouraging development, the IMB continues to stress the importance of sustained vigilance and international cooperation to protect seafarers in these waters.

PHILIPPINES

Four incidents were recorded in Philippine waters during Q1 2026 — two at Manila anchorage and two at Batangas Bay. This contrasts sharply with the same period in 2025, when no incidents were reported. One crew member was taken hostage during these incidents, highlighting the need for heightened precautions at Philippine anchorages.

The IMB emphasises that while the overall reduction in incidents is encouraging, the threat to seafarers remains real. Continued vigilance, adherence to Best Management Practices, and robust cooperation between governments, regional bodies, and the maritime industry are essential to sustaining and building on this progress.

UPDATES ON SOLAS CH II-1/3-6



Revised interpretation of requirements
to Permanent Means of Access (PMA)



UPDATES ON SOLAS CH II-1/3-6

Revised interpretation of requirements to Permanent Means of Access (PMA)

IMPORTANT NOTICE

For ships fitted with Permanent Means of Access (PMA), the revised interpretation from the IMO introduces additional requirements that must be followed by ship owners and managers. This revised interpretation is particularly relevant for oil tankers and bulk carriers

INTRODUCTION

The International Maritime Organization (IMO) has released a revised interpretation of SOLAS Regulation II-1/3-6 via MSC.1/Circ.1572/Rev.2. This update establishes more stringent expectations for the inspection, maintenance, and documentation of Permanent Means of Access (PMA) on vessels built on or after 1 January 2006. The revisions follow reports of a near-miss incident involving degraded inspection platforms. Consequently, the new guidelines aim to ensure that PMA remains safe and structurally sound throughout a vessel's operational life by mandating systematic inspection routines and rigorous recordkeeping.

APPLICATION

The requirements set forth in MSC.1/Circ.1572/Rev.2 apply to crew-led inspections conducted after 1 January 2025. The regulation applies to the following vessel types constructed on or after 1 January 2006: Oil Tankers: 500 GT and more Bulk Carriers: 20,000 GT and more

KEY REGULATORY CHANGES

Owners, managers, and crews must adhere to the following updated protocols:

1. Expanded Inspection Protocols

- Annual Reviews: All access arrangements, including portable equipment and fittings, must undergo an annual inspection.
- Clarification on Tank Entry: It has been clarified that "annual inspection" does not mandate opening cargo tanks solely for PMA checks. In alignment with SOLAS II-1/3-6 and major Flag State guidance, these inspections should occur when the space is otherwise accessed for scheduled surveys or when access is practicable.
- Pre-Entry Checks: Before any space is examined using PMA, a specific condition check of the access equipment must be performed and recorded for that individual space.

2. Standardized Assessment of Damage

- Where deterioration is identified (e.g., coating breakdown or material wastage), a formal assessment must be conducted to determine if the safety of the access arrangement is compromised.
- Findings classified as "substantial damage" must be explicitly recorded in Part 2 of the **Ship Structure Access Manual (SSAM)**.

3. Rigorous Documentation Requirements

Inspection records must be comprehensive and include:

- Date of inspection and the inspector's name/title.
- Specific sections of the access arrangements inspected.
- Verification of safe condition or details of identified damage.
- Descriptions of any repairs performed.
- Surveyor Access: These records must be made available to classification surveyors prior to any official surveys.

AMENDMENTS TO THE SHIP STRUCTURE ACCESS MANUAL (SSAM)

Ship operators are required to update their SSAM to reflect the provisions of MSC.1/Circ.1572/Rev.2. Additionally, IACS has introduced a revised template (IACS Rec. 90) to assist in standardizing these manuals.

- Approval Process: The updated SSAM does not need to be resubmitted for formal class approval.
- Verification: Class surveyors will verify the updated manual and its associated records during the vessel's subsequent scheduled surveys.

RECOMMENDATIONS

We strongly recommend that owners and operators perform a gap analysis to determine the impact of these IMO amendments on their current safety management systems.



**MARINERS
UPDATE WILL DO
GAP ANALYSIS
FOR YOUR SMS**

IMMEDIATE ACTIONS SHOULD INCLUDE:

- Updating the SSAM to comply with the new MSC provisions.
- Training crew members on the enhanced recording requirements for Part 2 of the SSAM.
- Ensuring all PMA inspection logs are current and ready for surveyor review after 1 January 2025.

DELHI HIGH COURT ORDER TO DG SHIPPING

ISSUES IN CREW COMPENSTAION BY RPSL COMPANIES IN INDIA



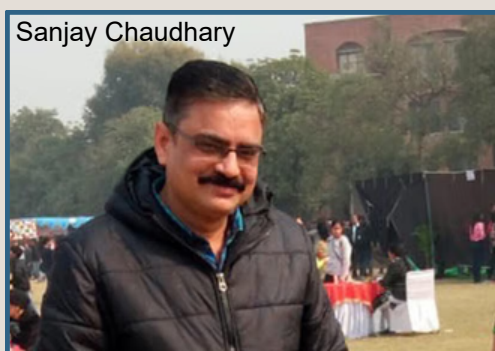
DELHI HIGH COURT ORDER TO DG SHIPPING : DELHI HIGH COURT

On 21 April 2026, the Delhi High Court took cognizance of serious complaints raised by families of deceased Indian seafarers and issued notice to the Enforcement Directorate in a petition seeking investigation into alleged irregularities linked to maritime recruitment and financial claims.

The matter, connected to issues surrounding RPSL companies under the Directorate General of Shipping, is now listed for further hearing on 16 July 2026.

AFFECTED FAMILIES:

- Dr. Amrita Singh, wife of deceased Chief Engineer Sanjay Chaudhary;
- Madhusudan Mishra, father of deceased Cadet Jatin Mishra;
- Shyam Kumar Mishra, father of deceased Seafarer Saurabh Kumar;
- Vinati Pandey, mother of deceased Oiler Saurav Pandey; Ashutosh Prajapati, brother of deceased Seafarer Santosh Prajapati;
- Taufiq Ahmad, brother of deceased Seafarer Touqeer Mohammad Rafiq; and Davinder Kumari, mother of deceased Captain Vivek Verma.



Sanjay Chaudhary



Saurav Pandey



Jatin Mishra

WHAT THIS REALLY MEANS

Behind this order are families still waiting for:

- Death compensation
- Insurance settlements
- SWFS & SPFO funds

Months... even years later.

These are not favors.
These are rightful dues of seafarers who never returned home.

ACT NOW – DON'T STAY SILENT

Submit your complaint with supporting documents to:
ed-del-rev@nic.in

Because every complaint adds weight.
Every voice builds pressure.
And pressure brings accountability.



You – Indian SEAFARERS

If you have experienced:

- Fraud or cheating by an RPSL company
- Unfair wage deductions
- Withheld benefits or compensation
- Negligence or exploitation

This is your moment to step forward.

A copy of the Delhi High Court order dated 21 April 2026 is attached for reference.



\$~97

* **IN THE HIGH COURT OF DELHI AT NEW DELHI**

+ W.P.(CRL) 1266/2026, CRL.M.A. 12212/2026

AMRITA SINGH & ORS.

.....Petitioner

Through: Mr. Pramod Kumar Dubey, Sr. Adv.
with Mr. Tushar Aggarwal,
Ms. Amrita Vatsa, Mr.
Ramchandruni B. Sidhartha, Ms.
Khushi Arora, Ms.
Shivangi Mishra, Mr. Arun Kumr,
Ms. Rashi Choudhary, Adv.

versus

DIRECTORATE OF ENFORCEMENT

.....Respondent

Through: None.

CORAM:

HON'BLE MR. JUSTICE PRATEEK JALAN

ORDER

%

21.04.2026

1. By way of this petition under Article 226 of the Constitution, the petitioners seek a direction upon the respondent, *inter alia*, to conduct investigation on the basis of the complaints filed on 15.07.2025 and 16.07.2025 and to register an FIR.
2. Issue notice. Notice be served upon the respondent by all Standing permissible modes, including through learned Counsel/nominated counsel, if any.
3. Reply be filed within a period of four weeks from today.
4. List on 16.07.2026.

PRATEEK JALAN, J

APRIL 21, 2026

Tg/JM/

MASSIVE COCAINE SEIZURE IN HAMBURG:



German customs authorities seized around 1.6 tonnes of cocaine worth nearly €30 million hidden in banana shipments at the Port of Hamburg, in a joint operation with local police. The drugs, concealed in containers from Ecuador, were discovered after irregularities triggered a detailed inspection by the Hamburg Customs Investigation Office.

Although the seizure took place in mid-March, it was announced later. Officials credited strong coordination between customs, police, and the Port Security Center for the success, calling it a major blow to organized drug trafficking. Investigations are ongoing under the Hamburg Public Prosecutor's Office.

SINGAPORE BUNKERS FLAGGED

VPS FLAGS FUEL QUALITY IRREGULARITIES

Recent testing by Veritas Petroleum Services (VPS) has raised concerns over bunker fuel quality in Singapore, leading to multiple alerts and an official circular.

Veritas Petroleum Services (VPS) has reported the detection of quality irregularities in Very Low Sulphur Fuel Oil (VLSFO) supplied in Singapore during February and March 2026.

Laboratory analysis revealed the presence of shale oil-derived components within certain VLSFO blends, with characteristics linked to Estonian shale oil streams. According to VPS, such compounds are not typically found in conventional marine fuels and may impact long-term fuel stability. Potential risks include sludge formation, filter clogging, and purifier fouling. While no immediate operational issues have been recorded, vessel operators are advised to closely monitor fuel treatment systems and injection performance.

In addition, VPS has issued separate bunker alerts highlighting cases of:

- Seawater contamination in High Sulphur Fuel Oil (HSFO)
- Repeated instances of low flash point VLSFO
- Elevated Aluminium and Silicon content in VLSFO, indicating abrasive characteristics



VPS clarified that these findings do not represent the overall fuel quality across Singapore. However, ships are strongly encouraged to verify fuel quality prior to use, avoid unnecessary mixing of fuels, and follow strict fuel management procedures onboard.

AUDIT & INSPECTION

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- ✓ MLC AUDIT
- ✓ INTERNAL AUDIT
- ✓ VESSEL INSPECTION REPORT
- ✓ VDR AUDIT
- ✓ DYNAMIC NAVIGATION AUDIT
- ✓ DYNAMIC CARGO AUDIT
- ✓ DYNAMIC MOORING AUDIT
- ✓ INTERNAL DOC AUDIT
- ✓ PRE SIRE/RIGHTSHIP/CDI INSPECTION
- ✓ FLAG STATE INSPECTIONS
- ✓ PRE PURCHASE INSPECTION
- ✓ ON/OFF HIRE SURVEY
- ✓ BUNKER SURVEY
- ✓ PRE TAKE OVER SURVEY

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PRACTICAL GUIDANCE FOR SEAFARERS: SUPPORTING CREWS IN TIMES OF UNCERTAINTY

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PRACTICAL GUIDANCE FOR SEAFARERS:

A guide for those affected by conflict in the Middle East

During long periods of uncertainty, focusing on what you can do day-to-day can make conditions on board safer, calmer and more manageable for everyone. Here's some guidance on how you can manage essential resources and support each other while vessels remain stranded in the Middle East:

Understanding the situation

- Ships and crew have been stranded in the Persian Gulf, Gulf of Oman or Strait of Hormuz since February 2026
- Supplies such as fuel, fresh water and food may be running low
- There is uncertainty about when normal operations will resume

Focus on what you can control

Use fuel and lubricants wisely

- Monitoring fuel use carefully – avoid unnecessary consumption
- Minimise steam wastage to save fuel and fresh water
- Use machinery lubricants and diesel sparingly if resupply is unlikely



Protect your fresh water supply

- Reduce non-essential water use
- Consider showering less often if supplies become low
- Wash only necessary clothing items
- Work together as a crew to use water fairly



Make food supplies last

- Plan simple meals that stretch supplies
- Support the galley team by reducing menu variety
- Prepare only what's needed to avoid waste
- Use cold storage well to keep food safe for longer



Use personal essentials mindfully

- Take stock of essential personal items like toiletries and medicines
- Use supplies sparingly to help them last longer
- Let a senior officer know early if you are running low on anything essential



Looking after yourself and each other

- Check in with each other regularly
- Small acts of kindness or humour can lift morale
- Contact your company's shore team when guidance is needed
- Make sure your family has contact details for company representatives



You don't have to manage this alone. ISWAN's helplines are available 24/7 to provide emotional support whenever you or a fellow crew member might need it.

Visit [iswan.org.uk/get-support](https://www.iswan.org.uk/get-support) to talk to someone confidentially.



WHEN GPS LIES:

NAVIGATING GNSS DISRUPTIONS AT SEA

Modern ships sail through oceans guided by invisible constellations. Global Navigation Satellite Systems (GNSS), including GPS, power everything from ECDIS and AIS to radar overlays and autopilot. These systems have turned navigation into a near-symphony of precision. But lately, that orchestra has started hitting the wrong notes.



Recent advisories from maritime authorities highlight a growing pattern of GNSS disruptions in high-risk regions like the Persian Gulf, Strait of Hormuz, Red Sea, Black Sea, and Eastern Mediterranean. What was once rare is now a recurring operational challenge.

GNSS interference is no longer theoretical. It is a real-world risk that bridge teams must actively manage.

Cozy Atmosphere:

GNSS interference mainly occurs as jamming or spoofing. Jamming blocks satellite signals with radio noise, causing loss of position and obvious system failure. Spoofing is more dangerous—it sends false signals, creating believable but incorrect positions while systems appear normal. In simple terms: jamming blinds you, spoofing misleads you.

Warning Signs on the Bridge

GNSS issues quickly affect interconnected systems. Key signs include unusual position shifts on ECDIS, radar misalignment, speed discrepancies, heading inconsistencies, erratic AIS targets, and depth mismatches. The biggest risk is partial failure, where incorrect data still seems reliable.

Back to Basics: Situational Awareness Matters

When GNSS is unreliable, traditional navigation becomes essential—radar, visual bearings, echo sounder, and dead reckoning. Radar overlay can help detect errors. Strong bridge discipline, clear communication, and cautious use of AIS are critical. Never rely on a single source for position.

Managing the Risk: Practical Steps

Treat GNSS disruption as a routine risk. Use clear procedures, regular training, and strong bridge practices with frequent cross-checks. Adopt multi-constellation systems and monitoring tools, and report incidents to authorities. Technology supports safety, but seamanship is key.

Final Thought

GNSS disruption is now a reality in maritime operations. Safe navigation requires both trust and skepticism—when systems seem doubtful, rely on skill, judgment, and fundamentals.

WHAT DOES A SHIPOWNER ACTUALLY DO?

5 CORE RESPONSIBILITIES IN MARITIME TRADE

5 CORE RESPONSIBILITIES OF A SHIPOWNER IN MARITIME TRADE



In the world of maritime trade, the shipowner is far more than simply the legal owner of a vessel. They are the backbone of every voyage — the party responsible for ensuring the ship is fit, legal, compliant, and commercially reliable from port to port. While charterers, shippers, and agents each play their part, the shipowner's obligations form the bedrock on which safe and efficient shipping is built.

Whether you're navigating a charter agreement, assessing maritime risk, or simply trying to understand how global shipping works, knowing what a shipowner is accountable for is essential. Here are five responsibilities that define the role.

1. Keeping the Vessel Fit for Sea

A shipowner's primary duty is to ensure the vessel is seaworthy at all times—not just structurally sound, but properly equipped, maintained, and suitable for its voyage and cargo. Seaworthiness is an ongoing responsibility, and failure can lead to serious claims, including cargo damage, delays, or personal injury.

2. Staying on the Right Side of International and Local Law

Shipowners must ensure compliance with international conventions and local laws covering safety, environmental protection, and crew standards. Non-compliance can result in detentions, fines, reputational damage, and increased liability when incidents occur.

3. Hiring and Managing a Qualified Crew

Shipowners are responsible for employing qualified, certified crew and ensuring proper training, rest hours, and living conditions. Effective crew management is critical, as poor standards are a common cause of maritime accidents.

4. Maintaining the Ship in Good Technical Condition

Regular maintenance and timely repairs are essential to prevent breakdowns and safety risks. Neglect can lead to disputes, financial losses, reputational harm, and even total vessel loss, while also weakening legal protections.

5. Carrying the Right Insurance and Accepting Financial Accountability

Adequate insurance, especially P&I cover, is vital to manage risks like pollution, injuries, and cargo damage. Without proper coverage, a single incident can have severe financial consequences for the shipowner and stakeholders.

CONCLUSION:

The Shipowner as the Foundation of Safe, Reliable Trade

Shipownership involves significant legal and operational responsibilities that directly impact maritime safety and reliability. Understanding these duties helps reduce disputes, manage liability, and ensure smooth shipping operations.

PEST INFESTATION AND ITS IMPACT ON SEAFARER WELFARE

THE PROBLEM BEGINS: A SHIP OVERRUN

A vessel reported a severe pest infestation, with cockroaches spreading across nearly every corner of life on board. They contaminated food stores, refrigerators, utensils, sleeping areas, and personal spaces. This wasn't just unpleasant, it turned daily life into a constant battle. Eating became unsafe. Sleeping became stressful. The crew found themselves trapped in an environment that felt both physically unclean and mentally exhausting.



THE HUMAN COST: FEAR, STRESS, AND ISOLATION

The infestation severely affected crew wellbeing, worsened by the captain's intimidating behavior. Fear of speaking up led to stress, anxiety, poor sleep, and a complete breakdown of psychological safety—even during inspections.

A DANGEROUS “SOLUTION”: FUMIGATION GONE WRONG

Fumigation was carried out without proper risk assessment, crew briefing, or safety measures. Some crew were exposed while asleep, and later asked to repeat the process without protective equipment—turning a solution into a serious health hazard.

SYSTEM FAILURE: WHEN PROCEDURES EXIST ONLY ON PAPER

Although a Safety Management System existed, it was not followed. This reflects “paper compliance,” where procedures are documented but not practiced, due to poor leadership and lack of enforcement.

WHAT WENT WRONG: ROOT CAUSES

Local Practices: Decisions ignored established safety procedures
Weak Safety Culture: Fear discouraged reporting issues
Lack of Capability: Leadership failed to manage safety effectively

WELFARE IMPACT: MORE THAN JUST PHYSICAL RISK

Operational failures harmed both mental and physical health, eroded trust in leadership, and reduced morale and performance.

LESSONS FOR THE MARITIME INDUSTRY

For Seafarers: Speaking up is essential for safety
For Managers: Safety culture must be practiced, not just documented
For Regulators: Inspections should ensure open communication, not just compliance

FINAL THOUGHT

True safety depends on accountability, communication, and genuine care for crew—not just procedures on paper.

UNACCEPTABLE LIVING CONDITION AT SEA

SAFE WORKING CONDITIONS ARE NOT OPTIONAL — THEY ARE A BASIC RIGHT.



Would you accept living like this at sea?

During a recent deployment, serious concerns were raised about a vessel where essential systems had failed, making daily life extremely difficult.


The drinking water system was not working, forcing the crew to rely on old bottled water, while water used for basic needs was rusty and unsafe. There was no air conditioning, and toilet systems were completely non-functional, creating an uncomfortable and unhygienic environment.

Living quarters were poorly maintained, with a severe bed bug infestation that affected the crew's health and rest. Food quality was also inadequate, with repetitive meals, limited protein options, and rarely available fruit that had an unpleasant metallic taste.

These conditions had a serious impact on crew health, morale, and dignity.

BULLYING SHIP MANAGER: Is This Really Shore Support ?



The manager has instructed to carry out illegal activities .
(bilge water discharge without using the OWS.) 

A vessel manager has reportedly engaged in aggressive and intimidating behavior, creating a stressful and unsafe work environment. Crew members were pressured to carry out unlawful actions, including violating MARPOL regulations by bypassing the oily water separator. When they refused, they faced verbal abuse and threats to their jobs. Internal reporting through the Designated Person Ashore failed to bring action, leaving crew caught between legal compliance and job security.

This situation highlights serious risks to safety and welfare, as fear and poor leadership undermine communication, trust, and teamwork. When internal channels fail, crew should consider external reporting to authorities and maintain proper records. Strong oversight, ethical leadership, and a culture of respect are essential to ensure compliance, protect seafarers, and maintain safe vessel operations.

IN EMERGENCIES, 'ALMOST SAFE' IS UNSAFE.



MAJOR PSC DETAINABLE DEFICIENCY OF THE WEEK

Lifesaving equipment may appear functional during inspection, but appearance can be misleading. In this case, the lifebuoy light is still operational, yet the supporting structure shows severe corrosion and deterioration.

Safety is not defined by whether equipment works today, but whether it will perform reliably in an emergency.

Structural weakness can compromise deployment when every second matters.

Lifesaving appliances must be maintained beyond minimum standards. At sea, reliability is critical and “still working” is never good enough.

FROM THE SHIP: LESSER-KNOWN FACTS

DID YOU KNOW?



Why Ships Say “Starboard” and “Port” ?

Long ago, ships were steered using a wooden board fixed to the right side near the back. This “steering board” helped control the ship’s direction, much like a rudder today. Over time, the name evolved into starboard, meaning the right side of the ship.

Since this board stuck out, sailors avoided docking on that side to prevent damage. Instead, ships were tied up on the left side, which became known as the port side - because it was the side that always faced the port or harbour.



Monkey Island



In the age of sail, young lads “powder monkeys” carried gunpowder during battle in warships. To keep them safer, they stayed on a higher deck above the bridge. Over the time, sailors began calling this space “Monkey Island.”

What’s the Story Behind the Name “Monkey Island”?

The term “monkey island” is believed to come from “powder monkeys”—young boys who worked on naval ships, carrying gunpowder to cannons during battles. Because their job was dangerous, they were sometimes kept in a safer, open area above the bridge.

Over time, this space became associated with these quick, agile boys—nicknamed “monkeys”—and sailors began calling it the “monkey island.” In maritime terms, “island” also refers to a raised or isolated part of a deck, which fits this location perfectly.

What we now call the “bridge” of a ship didn’t begin as a command center—it started as a practical solution.

In the early days of paddle-wheel steamers, officers had to constantly move across cluttered decks just to monitor the ship’s propulsion. To solve this, a walkway was built between the paddle wheels—literally bridging the gap. Over time, this elevated position proved ideal for observation. Gradually, it evolved into the central hub for navigation and control that we recognize today.

Sometimes, the most critical innovations begin as simple fixes.

THE EVOLUTION OF THE SHIP’S BRIDGE



During the era of paddle steamers, the “bridge” began as a simple walkway between the paddle wheels, allowing officers to safely cross cluttered decks and monitor the ship’s propulsion. Over time, this elevated position proved valuable, gradually evolving into the ship’s central hub—for navigation, control, and critical decision-making at sea.

GUNS ONBOARD ? WRONG TARGET.

MARINER'S
UPDATE
COMPLIANCE WITH REGULATIONS



WE'RE THE SUPPLY CHAIN YOU DEPEND ON

**“GUNS
ONBOARD?
WRONG
TARGET.
WE’RE THE
SUPPLY
CHAIN YOU
DEPEND ON.”**

*Out here at sea, there are no headlines...
Just long watches, silent horizons, and responsibility that never sleeps.*

*We are not a threat.
We are the reason shelves are full, fuel keeps flowing, and economies
keep moving.*

*Every container, every drop of oil, every grain carried—
comes with the unseen effort of seafarers who chose duty over comfort,
distance over family, and risk over routine.*

*So when a vessel is approached with weapons drawn,
it doesn't feel like protection...
it feels like being misunderstood.*

*We don't carry conflict.
We carry the world.*

*Behind every ship is a crew that just wants one thing—
to do their job safely and return home alive.*

Remember the human element behind global trade.

DIARY NOTES FROM A SEAFARER SOMEWHERE IN HORMUZ.

Tonight, I am writing this from a small steel cabin on a tanker, anchored somewhere in the Strait of Hormuz.

It is 2:13 a.m.

The sea is calm... too calm.

I haven't slept in four nights.

Every time I close my eyes, I hear it - a distant boorh... something exploding far away. And I wake up instantly... heart pounding... body drenched in sweat... like something inside me refuses to rest.

In my hand, I'm holding a photograph.

My wife.

And my daughter.

Her name is Anika.

She is seven months old.

I have never held her.

Not even once.

Yesterday, over a broken satellite call, my wife whispered to me:

"She said 'Appa' today."

I smiled.

I told her how happy I was.

Then I walked out to the deck... stood alone in the dark... and cried like a child.

Because I don't know if I will ever hear her say it to my face.

My mother is in Kerala.

I heard she sits in front of the television all day now.

Every time the news mentions "attack"...

"tension" ... "strike" she calls

my brother and asks:

"Any news about him?"

He told me her hands shake so much these days, she struggles to even hold a cup of tea.

She hasn't been eating properly.

And I am here... thousands of miles away... unable to even hold her hand and say, "I'm okay."

Maybe right now... you are holding a cup of coffee.

Maybe your day is just beginning.

Maybe a package arrived at your doorstep this morning... exactly on time.

I want to tell you something... not to make you feel guilty... but just so you know.

That coffee likely crossed these same waters.

The fuel in your car passed through routes like this.

The medicine in your home... the things you depend on every day...

They travel through people like me.

Credits: An unknown seafarer
(Names and identities
withheld for safety)

FUN CORNER: LIFE AT SEA

MEME OF THIS WEEK

At sea—
it's not the
number of
certificates that
saves lives...
it's the decisions
made in one
critical moment.

TOP NEWS:

PROFESSOR HOLD 145 ACADAMIC DEGREE



Prof:V.N. Parthiban M.A.(Eco), M.A.(P.A.), M.A.(Soc), M.A.(Bus.Eco.), M.A.(HRM), M.A.(HR), M.A.(RD), M.A.(Journalism), M.A.(IRPM), M.A.(Criminology), M.A.(Police Science), M.A.(Education), M.B.A.(Fin), M.B.A.(HRM), M.B.A.(Risk Mgt), M.B.A. (FS), M.D.A., (Education), M.B.A.(Indi. Engg.), M.B.A.(M.M), M.Com., M.Com.(Acc), M.Com.(BIM), M.Com., (Co-op.Mgt.), M.Com.(Fin.Mgt), M.Com.(Mkg.), M.Com.(Edu.), M.C.S., M.F.M., M.F.T., M.H.R.M., M.I.M., MSW, M.L.(Cron.& Int.), M.L.(Contract), M.L.(Lab & Adm.), M.L.(Property), M.L.(Business law), M.L.(Int.Bus.), M.L.(Crop.Law), M.L.(Cr! Law), M.L.(Ipr), M.L.(Env.Law), M.L.M.(Log.Mgt), M.L.M.(Lab.Mgt.), M.Sc., (Ecol & Envi), M.Sc.(Pey), M.Sc.(TQM), M.Phil. (COM), M.Phil. (Crop.Sec.), M.Phil. (Eco), M.Phil. (Int.Bus), M.Phil.(Lab studies), M.Phil. (Mgt), M.Phil (P.A.), M.Phil. (Pol.Science), M.Phil.(Sco), M.Phil.(Psy.), M.Phil.(Law), M.Phil.(S.W.), MIRM, MBL (NLSIU), PGDCL, M.Sc.(Medical Sociology), All(Gen.), All(Misc.); All(life), ADIM, AMT, ATC, FCMA, FCS, FIII, ASM, MIMA, Grad.O.R. , PDQAM, PGDSM(CiIt), PGDLL, PGDBL, PGDIF, PGDEL, PGDCL, PGTQM, PGDAOR, PGDBA(LIBA), PGDGILP, PGDHRDI, PGDIRP, PGDILA, PGDMA(IMA), PGDOR, PGMM(IIMM), PGDBA (IIMS), PGDPM(NIPM), PGDPM & IR, PGDOM, PDFM, PGIRPM, ADIB, ADIU, C.A.(I), DTD(ISTD), DML, DLAL, Dii, DIB, DCOM, DRTM, DTE, Ph.D, CIA, CIM, CIMA, CPA, CCL, CLS, CiPR, SLET, SET, UGC - NET,

... and many more..!

IF SEAFARER WRITE ALL ACADAMIC THEN....

(More Courses, More Certificates, Still More Incidents too)



Capt. Ocean Kumar,

B.Sc (Nautical Science), M.Sc (Maritime Operations), MBA (Shipping & Logistics), COC (Master Mariner - FG), DCE (Oil/Chemical/Gas Tanker),
FPFF, PSSR, PST, EFA, MFA, AFF, PSCRB, ROC , ERS, STCW BST, STSDSD, SSO, CSO DPA, ISM, H2S, BOSIET, HUET, OPITO, FOET, MIST, BRM, ERM, HELM (O&M), HELM (M), ECDIS (Generic), ECDIS (Type Specific), ARPA, RADAR, GMDSS (GOC), GMDSS (ROC), AIS, BNWAS, VDR, IBS, INS, Ship Security Awareness, Crowd Management, Crisis Management & Human Behaviour, Basic Training for Oil & Chemical Tanker Cargo Operations, Advanced Training for Oil Tanker Cargo Operations, Advanced Training for Chemical Tanker Cargo Operations, Advanced Training for Gas Tanker Cargo Operations, Inert Gas System (IGS), Crude Oil Washing (COW), Tank Cleaning (Basic), Tank Cleaning (Advanced), Ship Stability & Stress, Passage Planning, Bridge Team Management, Watchkeeping, Meteorology, Navigation & Chart Work, Ship Handling, Emergency Response, Damage Control, Fire Prevention & Fire Fighting, Medical First Aid, Medical Care on Board Ship, Maritime Law, ISM Code, ISPS Code, MARPOL, SOLAS, MLC, SIRE 2.0, CDI Awareness, Port State Control (PSC) Awareness, Vetting Inspection, Dry Dock Experience, New Building Supervision, Shipboard Safety Officer, Risk Assessment (JSA), Permit to Work (PTW), Mooring & Anchoring, Towing Operations, Ballast Water Management, Anti-Piracy Awareness, Cyber Security Awareness, ECDIS Charting, Passage Management, Leadership & Teamwork, Communication Skills, Situational Awareness, Fatigue Management, Shipboard Resource Management, Oil Spill Response, Environmental Awareness, Green Ship Awareness, Sustainability in Shipping, AI in Shipping, Digital Ship Operations, And many more.....

NEWS ANCHOR:

SIR, WE NEED AN EXTRA NEWSPAPER TO PRINT YOUR QUALIFICATIONS! 😂



The life of a seafarer starts with a simple dream—just climb and succeed.

From school to maritime college, it feels like you're almost there... until you realize the journey never really ends.

Each milestone only reveals a higher climb ahead—turning confidence into a surprised “WTH?!” moment.



FINAL THOUGHTS

*Stay with us for the
latest in the life of a
seafarer*

EVERY JOURNEY HAS ITS CHALLENGES—AND IN THE MARITIME WORLD, STAYING INFORMED KEEPS YOU AHEAD. STAY CONNECTED FOR MORE UPDATES