



# MARINER'S UPDATE

voice of seafarer

Voyage : 5

26 May 2026



## CAPE SIZE COLLISIONS NEAR SINGAPORE



COLLISION NEAR SINGAPORE'S EASTERN ANCHORAGE

CAPE XL & HUGE KUMANO INVOLVED



INCIDENT NEAR AEA EASTERN BUNKERING ANCHORAGE



HULL DAMAGE REPORTED NO INJURIES CONFIRMED

ONE OF THE WORLD'S BUSIEST WATERWAYS  
COMPLEX TRAFFIC. HIGH STAKES.  
INVESTIGATION UNDERWAY

WEEKLY WEALTH PLAN FOR SAILORS  
WEEK 5

## THE EASY EMI TRAP

TODAY'S EASY EMIs, TOMORROW'S FINANCIAL PRESSURE

PHONE FURNITURE ELECTRONICS

FATHER BROTHER

MARINER'S UPDATE  
COMPLIANCE WITH SIMPLICITY

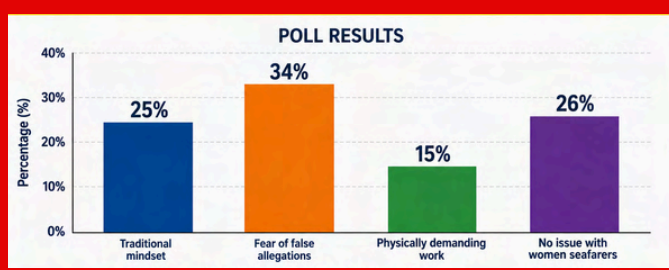
PSC FOCUS  
WK - 14

### BALLAST WATER PSC OBSERVATION AROUND THE WORLD

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## WOMEN ONBOARD SHIPS POLL RESULTS



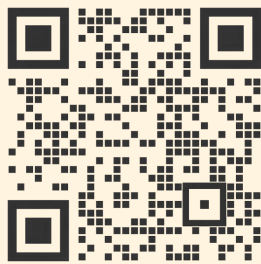
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# EDITOR'S NOTE



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



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## WELCOME TO THE 5TH EDITION

Dear Mariners,

The recent Huga Kumano and Cape XL incident once again reminds the maritime industry that safety is built not only on technical competency but also on soft skill competency.

Modern ships are equipped with advanced navigation and monitoring systems, yet incidents continue to occur. In many cases, the contributing factors extend beyond machinery failure and involve communication gaps, situational awareness, bridge teamwork, decision-making, and operational pressure. These soft skills are equally important in preventing casualties and protecting lives at sea.

Another growing concern within the industry is the increasing number of accidents involving pilot transfer arrangements. A pilot ladder may appear to be a simple arrangement, but non-compliance can place lives at immediate risk. For this reason, we have introduced a dedicated Pilot Ladder Compliance Page in this edition to support awareness and encourage practical compliance onboard ships.

Maritime safety is not achieved through regulations alone. It depends on the collective commitment of ship staff, shore management, inspectors, and industry stakeholders to maintain standards and learn from every incident.

We thank our readers and maritime followers for their continued support toward Mariners Update and our shared mission of promoting safety, compliance, and professional awareness across the maritime community.

Simple actions, strong standards, safer seas.

*Capt. Philip*



**MARINER'S  
UPDATE**

**COMPLIANCE WITH SIMPLICITY**



**PSC FOCUS**

**WK - 14**

**BALLAST WATER**

**PSC OBSERVATION**

**AROUND THE WORLD**

# BALLAST WATER RELATED OBSERVATION AND STATISTICS LIST ALL OVER THE WORLD

## Global Port State Control — Ballast Water Management (BWM) Statistics

CIC REPORT: 1 September – 30 November 2025

TABLE 1 — MoU Campaign Overview

Parameter	Tokyo MoU	Paris MoU (Joint w/ Tokyo)	Black Sea MoU	Global Trend
Total PSC Inspections	9,244	Joint campaign with Tokyo	775	~10,019+
CIC Questionnaire Applied	6,930	Integrated	624	~7,554+
Total Detentions	184	—	76	260+
BWM-Related Detentions	30	—	16	46+
BWM Detention Rate	<b>0.43%</b>	—	<b>2.56%</b>	~0.5–2.6%
Top Deficiency Code	14811 – BWMS not operational	Same	BWMS operability	BWMS Ops

TABLE 2 — Top BWM Deficiency Categories (Global CIC 2025)

#	Deficiency Category	Tokyo MoU Severity	Black Sea Severity	Key Inspector Observations
1	<b>BWMS Not Operational (Code 14811 – Q6)</b>	<b>CRITICAL</b>	<b>CRITICAL</b>	UV faults, TRO sensor failure, filter clog, bypass misuse
2	Ballast Water Record Book (BWRB) Inaccuracies	<b>HIGH</b>	<b>HIGH</b>	Missing entries, wrong tank IDs, date/time errors, no signatures
3	Crew Familiarization & Competency	<b>HIGH</b>	<b>HIGH</b>	Unable to explain treatment sequence or contingency steps
4	BWMP Not Followed / Not Onboard	<b>MODERATE</b>	<b>MODERATE</b>	Plan not matching actual operational practice
5	Certificate / Exemption Issues	<b>MODERATE</b>	<b>MODERATE</b>	Expired IBWMC or invalid exemption documentation
6	Sediment Management Non-Compliance	<b>LOW</b>	<b>LOW</b>	Sediment removal records absent or incomplete

TABLE 3 — Flag State Exposure — Tokyo MoU CIC 2025

Flag State	Inspections	BWM Deficiencies	Risk Indicator
Panama	1,983	475	<b>HIGHEST VOLUME</b>
Liberia	958	234	<b>HIGH VOLUME</b>
Marshall Islands	683	168	<b>HIGH VOLUME</b>
Bahamas	—	—	Moderate
Hong Kong	—	—	Moderate

TABLE 4 — Ship Type Detention Distribution (Combined MoUs)

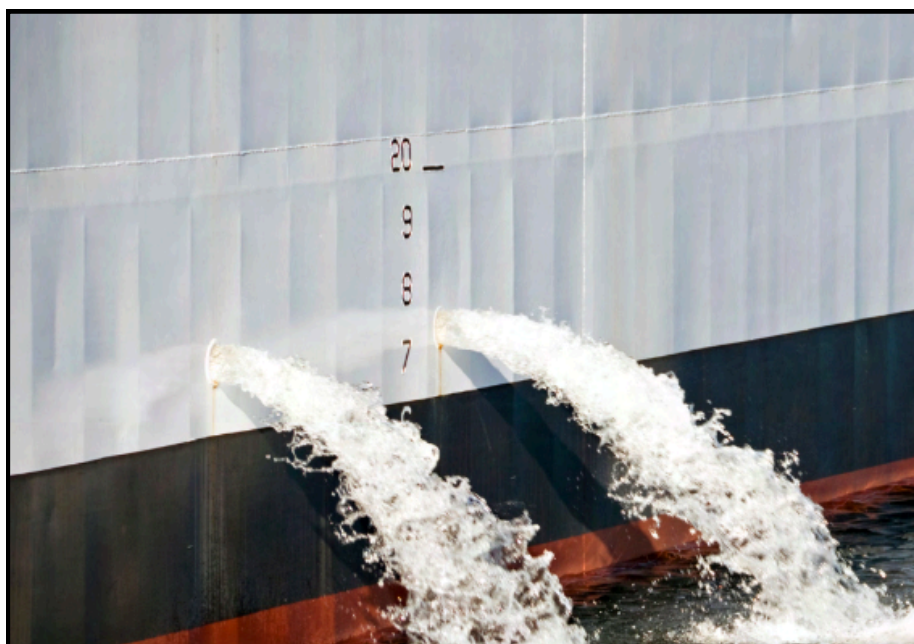
Ship Type	Detention Rank	Age Profile (yrs)	Notes
General Cargo / Multi-purpose	<b>1st</b>	19–24	43%+ of Tokyo BWM detentions

Ship Type	Detention Rank	Age Profile (yrs)	Notes
Bulk Carriers	2nd	15–25	>68% of Black Sea inspections
Oil Tankers	3rd	15–20	Significant BWRB issues noted
Gas Carriers	4th	10–20	BWMS calibration concerns
Chemical Tankers	5th	12–22	Crew familiarity gaps observed

**TABLE 5 — Key PSC Compliance Takeaways for Ship Operators**

	Priority Area	Action Required
1	<b>BWMS Operational Readiness</b>	Ensure system is fully functional before port arrival; resolve UV/TRO/filter faults
2	<b>Ballast Water Record Book</b>	Maintain real-time, accurate entries; verify tank IDs, times, officer signatures
3	<b>Crew Competency</b>	Officers must explain treatment sequence, alarms, and contingency procedures
4	<b>Maintenance &amp; Calibration</b>	Keep calibration certificates current; maintain onboard spare parts inventory
5	<b>BWMP Compliance</b>	Approved plan must match actual operations; review before each port call
6	<b>Certificates &amp; Exemptions</b>	Verify IBWMC validity; ensure exemption documents are up to date if applicable

*Sources: Black Sea MoU CIC 2025 Final Report (May 2026) | Tokyo MoU Preliminary CIC Results (Mar 2026) | Paris MoU Joint Campaign Framework | DGS India Engineering Circular 34/2025 — Compiled for reference purposes. Always verify against the latest PSC authority publications.*



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NEWSLETTER

## PSC FOCUS

PORT STATE CONTROL MANAGEMENT FOR MARINERS



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# EXPERIENCE EXCHANGE - KEY INSPECTION INSIGHTS

## WK 55 - SIRE 2.0

 **MARINER'S UPDATE**  
COMPLIANCE WITH SIMPLICITY



# WK 54 - SIRE 2.0 : EXPERIENCE EXCHANGE - KEY INSPECTION INSIGHTS

**SIRE 2.0**  
**GENOA, ITALY**  
**VIVA ENERGY**

## OVERVIEW

The inspection highlighted the practical approach followed under SIRE 2.0, where inspection questions are dynamically generated from the vessel's HVPQ and PIQ submissions.

The inspection focused heavily on operational understanding, practical demonstrations, crew interviews, record verification, and correlation between submitted photographs and actual onboard conditions.



## 1. DOCUMENTATION & COMPLIANCE FOCUS

### Key Areas Verified

- Certificates cross-checked against uploaded records.
- Class status memorandums reviewed against HVPQ entries.
- Verification of LSA/FFA certificates.
- Review of MOC records, particularly for BWTS and EPL modifications.
- SEEMP implementation, training records, fuel reporting compliance, and EEXI/CII understanding.
- Drill records including MOB, ECDIS failure, and emergency preparedness.
- Ozone-depleting substances record book verification.
- Mooring winch brake test records and calibration methods.
- Crew certification checks including ECDIS, DCE, lifting appliance operation, and cargo-related qualifications.

## Important Learning Points

- Tank inspection procedures for void spaces, cofferdams, and bunker tanks should be clearly referenced within the SMS.
- Technical superintendent visits are recommended to be recorded in the deck logbook for traceability.
- Mooring audits should comprehensively include anchoring systems.
- Inspectors increasingly expect evidence linking onboard practices directly with company SMS procedures.

## 2. BRIDGE OPERATIONS & NAVIGATION READINESS

### Areas Examined

- EPIRB testing, HRU and battery expiry verification.
- GMDSS equipment testing and battery condition checks.
- DSC communication testing between VHF units.
- Verification of watch level records and correlation between deck and engine logs.
- Passage planning, UKC policy, safety settings, and pilot-master exchange procedures.
- ECDIS backup transfer demonstration and BNWAS alarm testing.
- GPS accuracy monitoring including HDOP and SNR awareness.
- Bell book entries, engine notices, lookout arrangements, and security status documentation.

### Key Takeaways

- Inspectors emphasized practical equipment demonstrations rather than theoretical explanations.
- HDOP monitoring should be routinely documented to demonstrate GPS reliability awareness.
- Passage plans should include security levels and engine room watch status where possible.
- Bridge teams must remain familiar with alarm systems, redundancy arrangements, and transfer procedures.

### 3. DECK & CARGO AREA OBSERVATIONS

#### Inspection Focus

- Fire stations, hydrants, vent meshes, and emergency lighting.
- Lifeboat readiness including air bottle pressure and searchlight operation.
- Emergency generator operation and associated shutdown arrangements.
- Pump room bilges, emergency discharge readiness, and local instrumentation.
- Mooring equipment condition and brake settings.
- Manifold arrangements, pressure gauges, and emergency shutdown accessibility.
- PV breaker mesh condition and deck seal inspection.
- SOPEP readiness at manifold areas.
- Verification of submitted vessel photographs against actual onboard condition.

#### Operational Emphasis

- Emergency stops and critical safety equipment should be clearly visible in submitted photographs.
- Oil spill response equipment should be immediately deployable at cargo manifolds.
- Photo submissions under SIRE 2.0 are receiving greater scrutiny and should accurately reflect onboard condition and layout.
- Inspectors paid significant attention to emergency preparedness and equipment accessibility.



## 4. CREW INTERVIEWS AND COMPETENCY ASSESSMENT

### Typical Questions Asked

#### Deck Crew



- Working aloft precautions and permit requirements.
- Enclosed space entry understanding for pump rooms.
- Emergency fire pump starting procedures.
- Accessing company SMS digitally.
- Fire extinguishing arrangements during cargo operations.
- Portable gas meter usage and gas testing awareness.

#### Engine Department

- Fixed firefighting systems and engine room fire response.
- Use of Dräger tubes and gas detection methods.
- OWS alarms, leak-off alarms, emergency steering, and emergency fire pump testing.
- SEEMP implementation, ORB entries, blackout procedures, and critical spare management.
- Fire sensor testing methods and maintenance records.

#### Key Observations

- Crew competency assessments were highly practical and scenario-based.
- Inspectors expected personnel to demonstrate systems physically rather than only explain procedures verbally.
- Alarm testing and emergency response demonstrations formed a major part of the inspection process.
- Records should clearly indicate not only testing completion, but also system status and satisfactory condition.

## 5. SIRE 2.0 PHOTO SUBMISSION EXPECTATIONS

### Improvement Areas Identified

#### **Inspectors recommended:**

- Wider-angle and clearer equipment photographs.
- Visibility of gauges, makers' plates, and operational indicators.
- Vessel name visibility in side profile photographs.
- Better visibility of mooring arrangements and emergency stop stations.
- Bird's-eye views for pump room bilges and cargo pumps.
- Clear visibility of winch brake setting indicators.

#### **Key Learning**


Photographs are now treated as an important verification tool within SIRE 2.0. Poor-quality or incomplete images may attract additional scrutiny during inspection.

### **FINAL TAKEAWAY**

The inspection demonstrated that SIRE 2.0 places strong emphasis on:

- Crew competence and practical understanding.
- Alignment between onboard practices and SMS procedures.
- Functional testing of critical systems.
- Accurate digital documentation and photo submissions.
- Operational readiness rather than checklist-based compliance alone.


Vessels preparing for SIRE 2.0 inspections should focus on practical demonstrations, documentation consistency, crew familiarity with systems, and maintaining high-quality visual records of onboard equipment and arrangements.



NEWSLETTER

## SIRE 2.0

EVERYTHING YOU WANT TO KNOW ABOUT SIRE 2.0  
PROCEDURES AND OBSERVATIONS

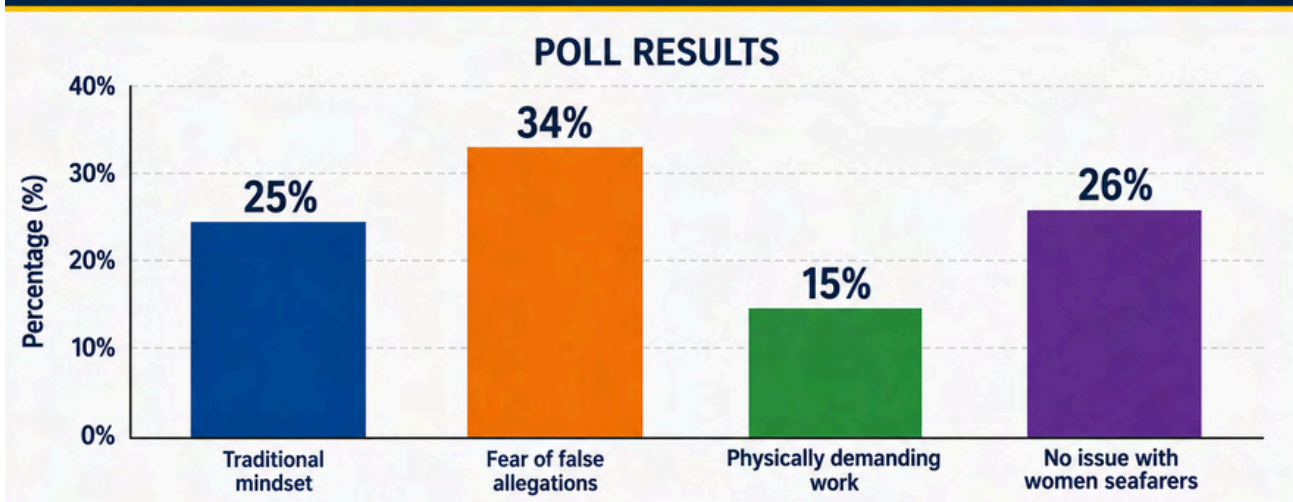


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# WOMEN ONBOARD SHIPS - POLL RESULTS

OPINIONS FROM SEAFARERS WORLDWIDE



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Rightship Inspection  
Safety & Quality

# NEWSLETTER



## CLASS SURVEY STATUS & STATUTORY CERTIFICATION COMPLIANCE

SEC 2.1

WEEK 2



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# CLASS SURVEY STATUS & CERTIFICATION COMPLIANCE

## INSPECTION QUESTION



Is the latest Class Survey Status available, are all statutory certificates valid, is the vessel free from overdue Conditions of Class, and are all surveys up to date?



## GUIDE TO INSPECTION

- Verify an up-to-date Class Survey Status report is on board and attach to inspection report as PDF
- Document must be issued within seven (7) days prior to the inspection date
- Inspector may request Master to demonstrate the certificate verification process available on board



## RECORD A FINDING IF...

- The vessel carries any overdue Condition of Class
- A short-term certificate was issued due to defects/damage affecting structure, machinery, or equipment
- An updated Class Survey Status is not available on board
- Electronic certificates cannot be verified by the Master to the inspector's satisfaction



## INSPECTOR COMMENTS SHOULD INCLUDE...

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>● Conditions of Class (CoC)</li> <li>● Significant Recommendations</li> <li>● Memorandums from Classification Society</li> </ul> | <p><i>If Flag State dispensation issued:</i></p> <ul style="list-style-type: none"> <li>● Flag State dispensation expiry date</li> <li>● Nature of the deficiency noted</li> <li>● Corrective measures required by Flag State</li> </ul> |
|---|--|



## KEY VERIFICATION POINTS

- Class Survey Status issued within 7 days prior to inspection
- All statutory & classification certificates currently in force
- Classification and statutory surveys completed within required intervals
- No overdue Conditions of Class (CoC) present



## CERTIFICATE VERIFICATION STATUS MUST INCLUDE

- Format matching the applicable international convention
- Protection against unauthorized modification Unique tracking/verification number
- Visible authentication symbol confirming the issuing authority

## ELECTRONIC CERTIFICATE VERIFICATION

- Match format and requirements of the applicable international convention
- Protected against unauthorized modification
- Contain a unique tracking or verification number
- Display a visible authentication symbol confirming the issuing authority


## ADDITIONAL NOTE — IMSBC CODE


Under IMSBC Code (2020 Ed.), fitness certificates may be issued voluntarily. For cargoes listed in Table G1 as "Group A and B" or "Group B", a certificate may be issued where the vessel meets applicable construction and equipment requirements.




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 **CAPTAIN'S WEATHER  
DESK**

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Because weather decides everything

 By **MARINERS UPDATE**  
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Published daily  
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# THE ATMOSPHERE - AIR COMPOSITION AND WATER VAPOUR

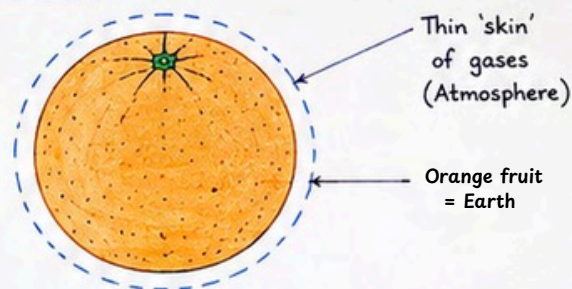
## 1. INTRODUCTION

The Earth with its atmosphere, making their daily revolution together, could be likened to an enormous grapefruit having a skin that is thinner than rice paper. The 'skin' around the Earth is an invisible gas termed the 'atmosphere' and held to the Earth by gravitational force. Its upper boundary has not yet been positively defined.

In meteorology, we are concerned almost entirely with the lower region of the atmosphere called the **TROPOSPHERE**, which extends from the surface to a maximum height of about 16 km (10 miles) (compared with the Earth's diameter of about 11,000 km (6,900 miles)).

Because of its gaseous state, internal motions and physical effects, it is mainly responsible for all our 'weather' (state of sky, clouds, precipitation, fog, mist and other meteorological phenomena).

### ANALOGY :



### TROPOSPHERE



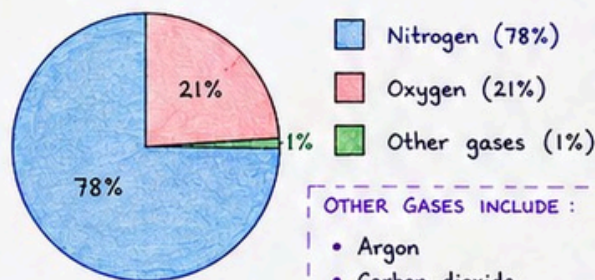
## 2. THE COMPOSITION OF THE ATMOSPHERE

Dry air is composed of a mixture of gases. Within about 16 km (10 miles) of the Earth's surface, which is the zone in which we are interested, the principal ones are **nitrogen** (about 78 per cent) and **oxygen** (about 21 per cent).

There are also small quantities of other gases such as argon, carbon dioxide, helium and ozone.

Finally, there is a variable amount of water vapour in the atmosphere (see below).

### COMPOSITION OF DRY AIR (approx.)



#### OTHER GASES INCLUDE :

- Argon
- Carbon dioxide
- Helium
- Ozone (very small amount)

## 3. THE IMPORTANCE OF WATER VAPOUR

The above gases are all, except carbon dioxide, more or less constant in proportional composition and are essential to life, but meteorological interest is centred chiefly on the amount of moisture (water vapour) in the atmosphere.

The amount of water vapour present at any time is very varied because of changes in temperature and in the amount of **evaporation** from water surfaces and in **condensation** and **precipitation**.

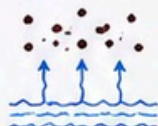
The changing quantities of dust and salt particles in the atmosphere are also of great meteorological importance.

### DUST & SALT PARTICLES

Tiny particles in the atmosphere act as nuclei for condensation.

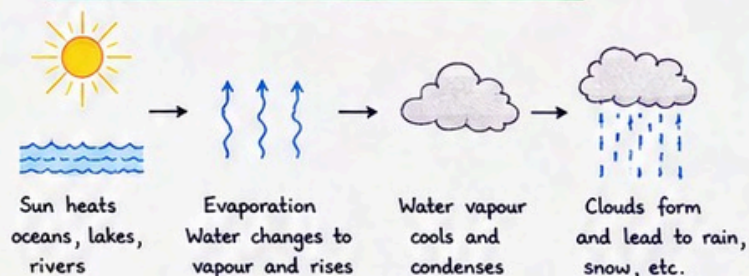
These include :

- Sea salt from ocean spray
- Dust from land
- Smoke and other particles



Without these particles, water vapour would find it difficult to form cloud droplets.

### HOW DOES WATER VAPOUR ENTER THE AIR ?



### QUICK SUMMARY

- \* Atmosphere = Thin blanket of gases around Earth.
- \* Troposphere = Lowest layer (up to about 16 km) where all weather occurs.
- \* Main gases = 78% Nitrogen, 21% Oxygen, 1% other gases.
- \* Water vapour = Very small in amount but most important for weather.
- \* Dust and salt particles help water vapour to condense and form clouds.

\* Remember : Weather may change daily, but the atmosphere is always working !

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## SMS & GAP ANALYSING

SIMPLIFYING SMS & SHIP MANUALS

SMS	SHIP MANUALS
▶ Forms & Checklists	▶ STS
▶ Technical Manual	▶ IHM
▶ Navigation Manual	▶ ETA
▶ Contingency Manual	▶ VOC
▶ Health & Safety Manual	▶ GMP
▶ Cargo Operation Manual	▶ BWMP
▶ Office Procedure Manual	▶ SEEMP I, II, III
	▶ SOPEP/SMPEP
	▶ Rescue From Water
	▶ ERP- Emg Rescue Plan

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## MARINER'S UPDATE

COMPLIANCE WITH SIMPLICITY

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# CRITICAL CO<sub>2</sub> FIREFIGHTING SYSTEM OVERSIGHT DETECTED BEFORE SAILING



# CO<sub>2</sub> FIREFIGHTING SYSTEM FOUND INOPERABLE BEFORE SAILING DUE TO MAINTENANCE OVERSIGHT

## INTRODUCTION

A potentially serious safety failure was identified during a pre-sailing inspection when crew members discovered that safety pins preventing the vessel's fixed CO<sub>2</sub> firefighting system from operating had not been removed after maintenance work.

The pins had been installed by contractors to avoid accidental discharge during servicing. However, once maintenance was completed, the system was returned without restoring it to operational readiness.

Had an engine room fire occurred, the vessel's primary fixed firefighting system may have failed to activate.

## HOW THE NEAR MISS WAS DISCOVERED

Following maintenance activities, the vessel was preparing to return to operational service when crew members conducted routine pre-departure inspections.

During these checks, it was discovered that the locking safety pins inserted into the CO<sub>2</sub> release system remained in place. These pins physically prevented activation of the firefighting system.

The oversight was corrected before sailing, avoiding what could have become a major emergency during vessel operations.

## KEY CONTRIBUTING FACTORS

### Incomplete Equipment Handover

The incident highlighted the importance of proper handover procedures between contractors and ship staff after maintenance work.

A joint verification process confirming:

- System status
- Operational readiness
- Removal of isolation devices
- Safety restoration

could have prevented the oversight.



### Pressure During Dry Dock and Return to Service

Vessels returning from maintenance periods often face operational pressure to resume service quickly. Under such conditions, critical checks can sometimes be overlooked.

### Poor Visibility of Safety Pins

The safety pins were difficult to identify because they visually blended into surrounding equipment. Improved visual indicators such as:

- Bright paint markings
- Warning labels
- “Remove Before Sailing” tags

could significantly reduce the risk of similar incidents.



## SAFETY LESSONS FOR THE MARITIME INDUSTRY

### For Seafarers

- Never assume maintenance work has been fully completed. Always verify that safety-critical systems are restored to operational condition before departure.



### For Ship Managers

Post-maintenance verification and equipment handover procedures should be strengthened, especially following dry dock periods or contractor involvement.

### For Regulators and Operators

Clear identification methods for isolation devices and lock-out components should be encouraged across the industry to improve safety awareness and prevent configuration errors.

## CONCLUSION

This near miss demonstrates how a simple maintenance oversight could have disabled a vessel's emergency firefighting capability during a real engine room fire.

Strong communication, proper handover procedures, and thorough operational readiness checks remain essential to ensuring critical safety systems function when needed most.

# IRAN TIGHTENS CONTROL OVER STRAIT OF HORMUZ WITH NEW SHIPPING AUTHORITY

Iran has officially established the PGSA, a new body responsible for regulating maritime transit through the Strait of Hormuz — one of the world’s most strategically important shipping lanes. Under the new framework, vessels transiting the Strait may be required to comply with PGSA directives and obtain transit permits before passage.

As a major share of global oil and energy trade passes through the Strait of Hormuz, the development could have significant implications for international shipping, tanker operations, freight markets, and global energy security.

## IRAN TIGHTENS GRIP ON STRAIT OF HORMUZ SHIPPING



Iran has launched the Persian Gulf Strait Authority (PGSA) to regulate vessel movement through the Strait of Hormuz. Ships may now require transit permits and must follow new operational directives issued by the authority.

The move comes amid escalating regional tensions and could significantly impact global shipping and energy trade.

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# CUBA TRADE HIT AS CMA CGM AND HAPAG-LLOYD SUSPEND BOOKINGS



Major container carriers CMA CGM and Hapag-Lloyd have suspended Cuba cargo bookings following expanded U.S. sanctions targeting businesses linked to the Cuban economy.

The move could disrupt nearly 60% of Cuba's container trade and further isolate the island from global shipping networks.

# CAPE SIZE BULKERS COLLIDE NEAR SINGAPORE

## CAPE SIZE BULKERS COLLIDE NEAR SINGAPORE

TWO GIANTS. ONE MISJUDGMENT. NO CONFIRMED INJURIES.



### COLLISION NEAR SINGAPORE'S EASTERN ANCHORAGE



**CAPE XL & HUGE KUMANO INVOLVED**



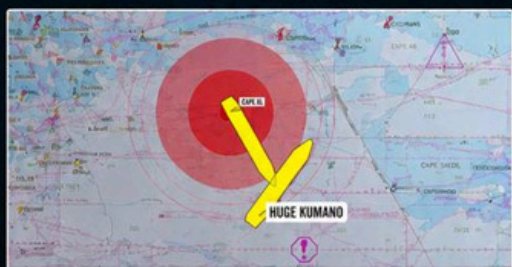
**INCIDENT NEAR AEBA EASTERN BUNKERING ANCHORAGE**



**HULL DAMAGE REPORTED  
NO INJURIES CONFIRMED**



**NO MAJOR POLLUTION CONFIRMED**



- ONE OF THE WORLD'S BUSIEST WATERWAYS
- **COMPLEX TRAFFIC. HIGH STAKES.**
- INVESTIGATION UNDERWAY

A detailed case study video will be released once the official investigation report becomes available.

Stay tuned for insights and lessons learned.

Two Capesize bulk carriers, CAPE XL and HUGE KUMANO, collided near Singapore's AEBA eastern bunkering anchorage on 20 May while navigating one of the world's busiest shipping corridors.

CAPE XL reportedly made contact with HUGE KUMANO while departing the anchorage to join the eastbound traffic lane, causing visible hull damage to both vessels.

No injuries or pollution were reported, and both vessels remained nearly stationary after the incident with AIS status temporarily showing "Not Under Command." Investigators are expected to review VDR data, bridge team management, COLREGS compliance, and traffic coordination as part of the ongoing investigation.

# 8 CONTAINERS LOSS REPORTED FOLLOWING VESSEL COLLISION ON INDONESIA'S MAHAKAM RIVER

Eight containers were lost overboard after container vessel MV Spil Ratna collided with MV Meratus Kolawa on Indonesia's Mahakam River on 13 May. Both vessels sustained structural damage, while the drifting containers created a navigational hazard in the busy waterway.

Recovery operations were launched, and mariners in the area were advised to navigate with caution.

Click the link or scan the QR code to watch video.



# COLLISION REPORTED BETWEEN TWO TANKER VESSELS AT PORT OF CAMPANA

Two tanker vessels collided on Monday afternoon at Argentina's Port of Campana. The vessels involved were the chemical tanker Ginga Bobcat and the oil tanker Helios.

Authorities and port officials responded to inspect both vessels and assess any possible damage or pollution risk. The cause of the incident remains under investigation.



Click the link or scan the QR code to watch video.



# UNKNOWN FACTS

## DID YOU KNOW THE PHRASE "THE BITTER END" HAS ITS ROOTS IN MARITIME HISTORY?

The term "bitter end" comes from sailing ships, where ropes were secured around strong posts called bitts. When all the rope had been paid out, the last section attached to the bitts was known as the bitter end — literally the final part remaining.

Sailors later used the phrase to describe enduring something until the very last moment. Even today, the inboard end of a ship's anchor cable is still called the bitter end, preserving its nautical origin.

A common everyday phrase — born at sea.

**SAILING SHIP TO MODERN SHIP**

**BITTER END**

**UNKNOWN FACTS**

The phrase "the bitter end" comes from sailing ships, where ropes were wrapped around two strong posts called bitts. When all the rope had been paid out, the last section attached to the bitts was known as the bitter end, meaning the very end or final limit of something. Today, the inboard end of a ship's anchor cable is still called the bitter end because of this maritime origin.

## SAFETY BREACH

**WATCH VIDEO NOW**

**WEEKLY MARITIME SAFETY BREACH**

**MARINER'S UPDATE**  
COMPLIANCE WITH SIMPLICITY

## WEEKLY MARITIME SAFETY BREACHES

Click the link on the image or scan the QR code to watch the Weekly Maritime Safety Breaches video.



These clips highlight unsafe acts, near misses, and onboard safety violations from across the maritime industry — reminding us why safety procedures must never be ignored.

# WEEKLY PILOT LADDER COMPLIANCES

Around 96,000 pilot transfers take place every year, with nearly 400 accidents reported. The biggest danger is not the equipment — it is the competency gap in Pilot Ladder safety.

 [WATCH VIDEO NOW](#)



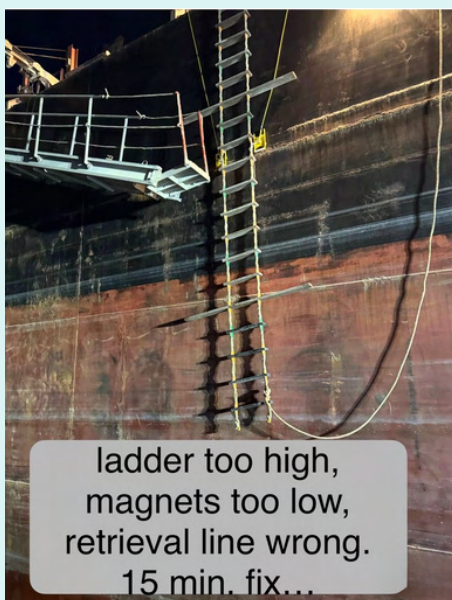
**ONLINE TRAINING PILOT LADDER**

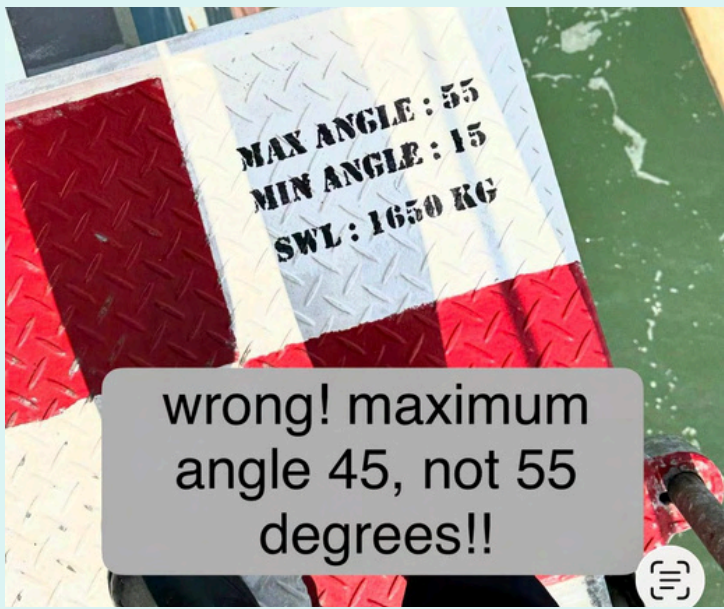
**INVEST IN PENNIES TO SAVE MILLIONS**

Click the link on the image or scan the QR code to watch the video.

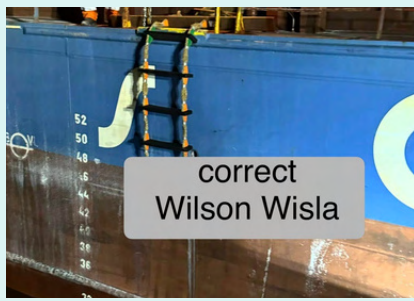


To register for our course, kindly click the icon below.





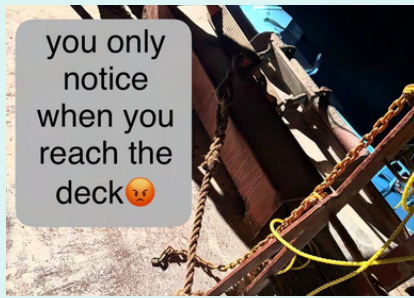
wrong! maximum angle 45, not 55 degrees!!



correct Wilson Wisla



correct Nabucco



you only notice when you reach the deck 🤔



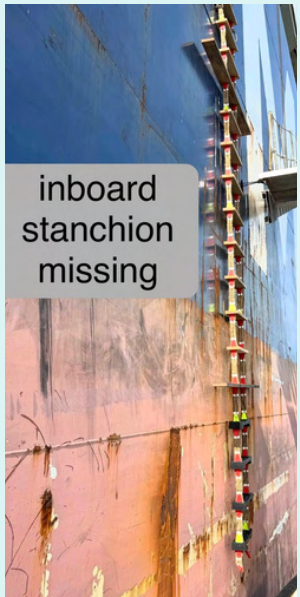
correct Autostar



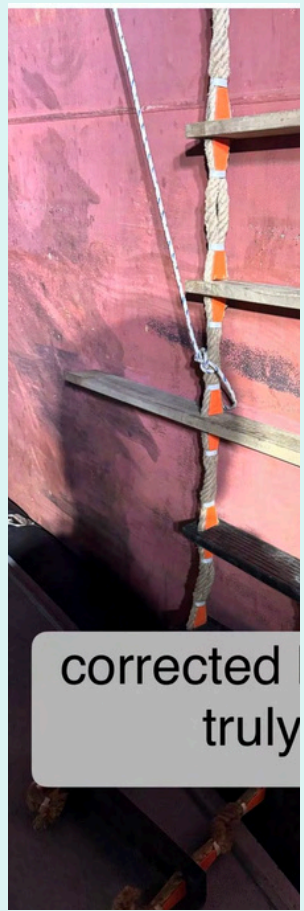
correct Marietje Marsilla



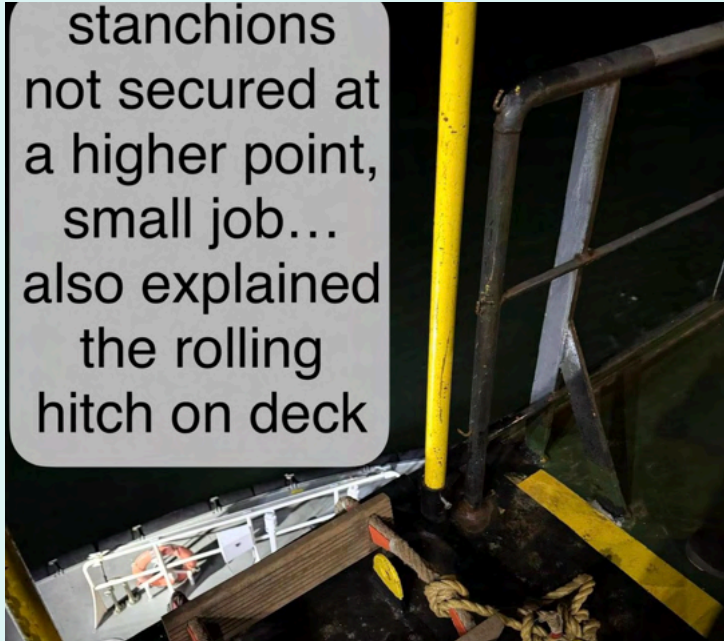
winch not mechanically secured



inboard stanchion missing



corrected truly



stanchions not secured at a higher point, small job... also explained the rolling hitch on deck



retrieval line wrong



magnets too low, retrieval line wrong

For all kind of a ship, company, institute poster contact us +91 72001 63695 / mu@marinersupdate.com

# PPE SAVES LIVES

Safety onboard starts with what you wear.

## UNSAFE

NO SAFETY HELMET

NO EYE PROTECTION

NO EAR PROTECTION

LOOSE SHIRTS

SHORT PANTS

FIELD SNEAKERS / SANDALS

## SAFE

WEAR SAFETY HELMET

WEAR EYE PROTECTION

WEAR EAR PROTECTION

WEAR DUSK MASK

FASTEN CHIN STRAP

FITTED WORKING CLOTHES

WEAR HARNESS

BUTTON SLEEVES

WEAR SAFETY GLOVES

KEEP TROUSER'S EDGE IN PLACE

WEAR SAFETY SHOES

Personal Protective Equipment (PPE) plays a vital role in protecting seafarers from workplace hazards onboard. Wearing the correct PPE reduces the risk of injuries and ensures a safer working environment for everyone at sea.



# MARINER'S UPDATE

COMPLIANCE WITH SIMPLICITY

— WEEKLY WEALTH PLAN FOR SAILORS —

WEEK 5

# THE EASY EMI TRAP

TODAY'S EASY EMIs, TOMORROW'S FINANCIAL PRESSURE



BIKE



PHONE



FURNITURE



ELECTRONICS



FATHER



BROTHER



MOTHER



SISTER



PLAN YOUR SPENDING



SAVE CONSISTENTLY



INVEST WISELY



BUILD SECURITY FOR TOMORROW

# THE EASY EMI TRAP

A young 3rd Officer returned home after months at sea with good savings and one goal in mind:

**This time, I want to make my family happy.**

His parents wanted new appliances.  
His brother wanted a bike.  
His sister asked for a new phone.  
The house needed furniture upgrades.

**He did not want to say no.**

Instead of planning properly, he purchased everything on EMI.



- Bike on EMI
- Phones on EMI
- Furniture on EMI
- Electronics on EMI



Every showroom said the same thing: “Sir, easy monthly installment only.”

At first, it felt manageable. But slowly, the monthly deductions started increasing.

**Before joining his next vessel:**

- Most of his future salary was already committed,
- savings started reducing,
- emergency funds disappeared,
- financial pressure increased.

**BANK BALANCE = 0**

**Started looking for a ship earlier than expected.**

**After a few years:**

- most gadgets lost value,
- newer models replaced them,
- but the financial stress remained.

## WHAT HE SHOULD HAVE DONE INSTEAD

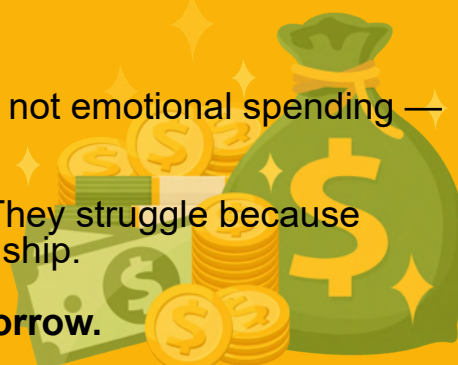
Purchase	Smarter Decision
Expensive phone	Continue using current phone for another contract
Premium bike	Wait until 50% amount available upfront
Home appliances	Buy only essential items first
Multiple EMIs	Keep total EMI below 15% of monthly salary
Lifestyle spending	Maintain a fixed leave-period budget

## THE REAL LESSON

Helping family is important. But real financial support is not emotional spending — it is creating long-term stability.

Many seafarers do not struggle because of low salary. They struggle because future salaries are already spent before joining the next ship.

**Easy EMI today can become financial pressure tomorrow.**



# FUN CORNER: LIFE AT SEA

**MARINER'S UPDATE**  
COMPLIANCE WITH SIMPLICITY

**Captain:** "Emergency on board! The ship's on fire!"

**Young Cadet (Gen z):** "Understood, sir... perfect time for a selfie with good lighting"



**Gen Z vibes:**  
Maritime Edition

The ship is literally on fire, but you are here for the disaster aesthetic.

**Fun aside:**

In real emergencies, stay alert, follow safety procedures, and keep your phone away. Safety first, always!

♥ A DOCTOR AND SEAMAN LOVED THE SAME GIRL ♥



# FINAL THOUGHTS

**THE OCEAN NEVER STOPS TEACHING THOSE  
WILLING TO LEARN.**

**KEEP GROWING, KEEP ADAPTING, AND STAY  
SAFE AT SEA.**

**UNTIL THE NEXT EDITION.**

26 MAY 2026