Free weekly e - Magazine for Sailors

MARINER'S UPDATE

voice of seafarer

Voyage : 3

12 May 2026

JUST 300ML WATER A DAY

TABLE OF CONTENTS

EDITOR'S NOTE

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

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WELCOME TO THE 3RD EDITION

Dear Mariners,

The past week once again reminded the world about the harsh realities faced by seafarers at sea. As conflicts continue to grow between nations, ships have become unintended targets in war zones, and sadly, innocent seafarers have lost their lives while simply carrying out their duties. Every lost life at sea is not just a statistic – it is a family waiting ashore, dreams left unfinished, and sacrifices beyond words.

At the same time, another painful incident unfolded off the Mumbai coast, where around 50 seafarers were reportedly stranded onboard with only 300 ml of water per day. Few vessels faced regulatory action due to underpayment issues banned by AMSA.

Far away from home, facing uncertainty, stress, and hardship, these situations remind us how vulnerable life at sea can become when humanity is forgotten.

As seafarers, we are all connected to one eternal protector – our Sea Mother.
She feeds nations, carries world trade, and gives life to millions who depend on maritime transport.

On this Mother's Day, while we remember our mothers ashore, let us also remember and respect the sea that shelters us, tests us, and shapes us into mariners.

May we continue to stand together for the safety, dignity, and welfare of every seafarer around the world.

Fair winds and safe seas to all.

Capt. Philip

WK-12

TOKYO MOU 2025

PORT STATE CONTROL OVERVIEW

Tokyo MoU 2025 - Port State Control Overview

INSPECTIONS ACROSS THE ASIA-PACIFIC REGION

The Tokyo MoU Annual Report 2025 highlights another active year of Port State Control (PSC) inspections across the Asia-Pacific region. During 2025, authorities conducted more than 35,000 inspections covering nearly 20,000 individual ships operating under over 100 different flags.

Inspection activities focused on verifying compliance with international maritime safety, environmental protection, and crew welfare standards. A significant number of inspections identified deficiencies onboard ships, reflecting the continued importance of effective maintenance, operational readiness, and regulatory compliance across the industry.

The overall inspection rate across the region remained strong, demonstrating the ongoing commitment of member authorities toward safer and more sustainable maritime operations.

Deficiencies related to fire safety formed the largest category, followed by issues involving life-saving appliances and crew accommodation standards. Navigation-related deficiencies also remained significant, reinforcing the need for continuous operational vigilance onboard vessels.

The report additionally noted a rise in deficiencies associated with ballast water management requirements. Structural integrity concerns, watertight integrity issues, and deficiencies involving emergency systems and propulsion machinery also showed an increase compared to previous years.

These findings reflect ongoing concerns regarding inadequate maintenance practices onboard some vessels and underline the importance of proactive safety management and preventive maintenance programs.

DEFICIENCY PHOTO OF THE YEAR

The Tokyo MoU continues to promote awareness through its annual “Deficiency Photo of the Year” initiative, encouraging PSC officers to document notable deficiencies identified during inspections.

In 2025, over 12,000 deficiency photographs were submitted by PSC officers across the region. The selected winning photograph, along with several shortlisted entries, highlighted real-world examples of poor maintenance, structural deterioration, equipment failures, and unsafe onboard conditions.

These images serve as important reminders to the maritime industry about the consequences of inadequate maintenance and the need for stronger compliance cultures onboard ships.

INDUSTRY TAKEAWAY

The Tokyo MoU 2025 report demonstrates that while inspection activity across the Asia-Pacific region remains robust, recurring deficiencies continue to challenge ship safety, environmental compliance, and operational reliability.

The findings reinforce the importance of:

- Effective planned maintenance systems
- Crew training and operational awareness
- Compliance with international regulations
- Strong safety management culture onboard
- Timely rectification of deficiencies before port inspections

As regulatory scrutiny increases, shipowners, operators, and crews must continue prioritizing safety, maintenance, and compliance to reduce detention risks and improve vessel performance standards globally.

TOKYO MOU 2025 – DEFICIENCIES BY CATEGORIES

The Tokyo MoU Annual Report 2025 recorded more than 91,000 deficiencies during Port State Control inspections across the Asia-Pacific region, highlighting ongoing challenges in vessel maintenance, operational compliance, and onboard safety standards.

Among all categories, Fire Safety deficiencies remained the most frequently reported issue, with over 18,000 observations recorded during inspections.

Significant numbers were also reported in:

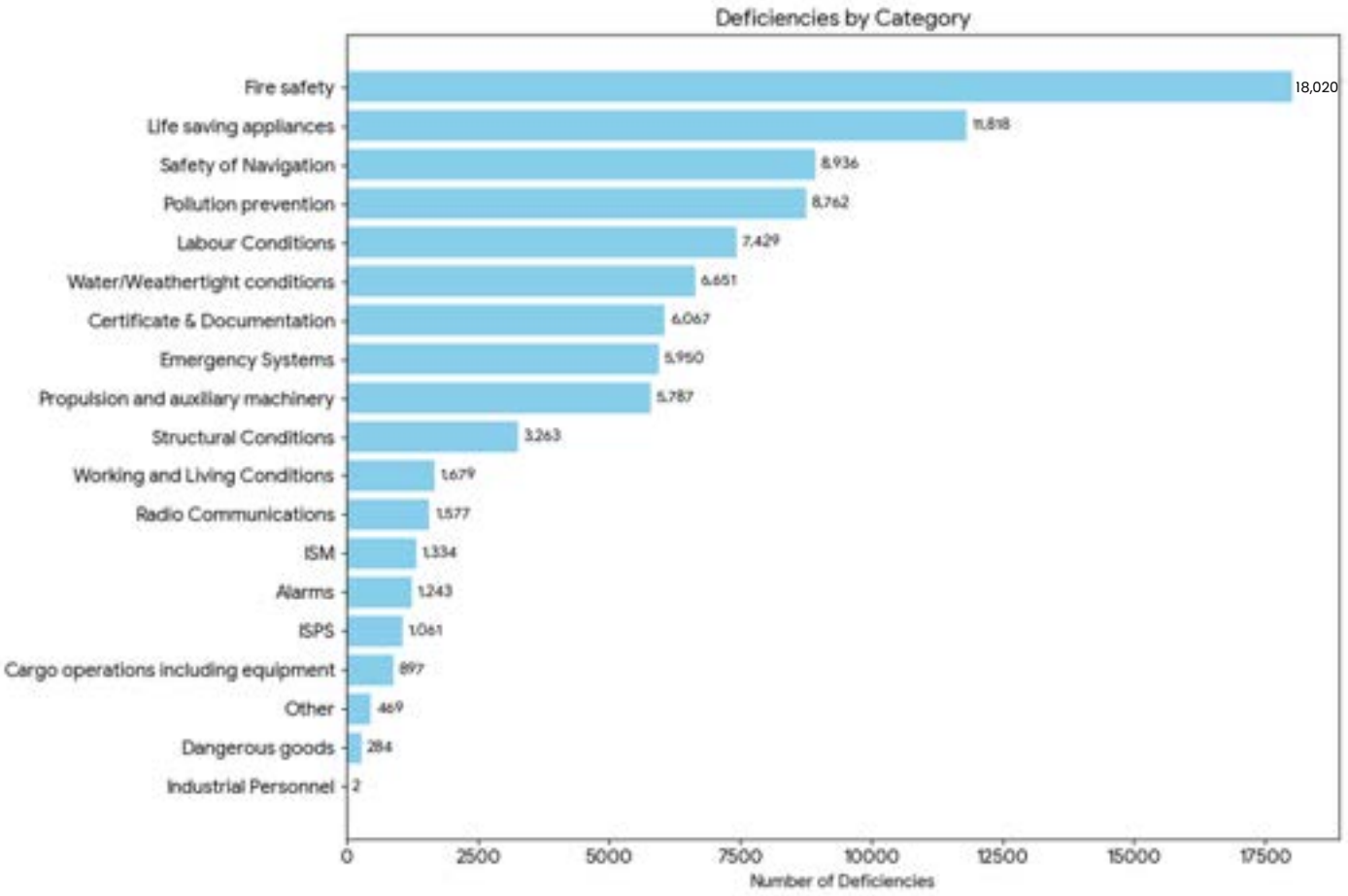
- Life Saving Appliances
- Pollution Prevention
- Safety of Navigation
- Water/Weathertight Integrity
- Emergency Systems
- Propulsion & Auxiliary Machinery

The findings reinforce continued industry concerns regarding preventive maintenance, equipment readiness, crew safety standards, and environmental compliance onboard ships.

As regulatory oversight increases, shipowners and operators are under growing pressure to improve maintenance, compliance, and onboard safety standards.

The following horizontal bar chart provides a detailed breakdown of maritime deficiencies recorded throughout the year 2025.

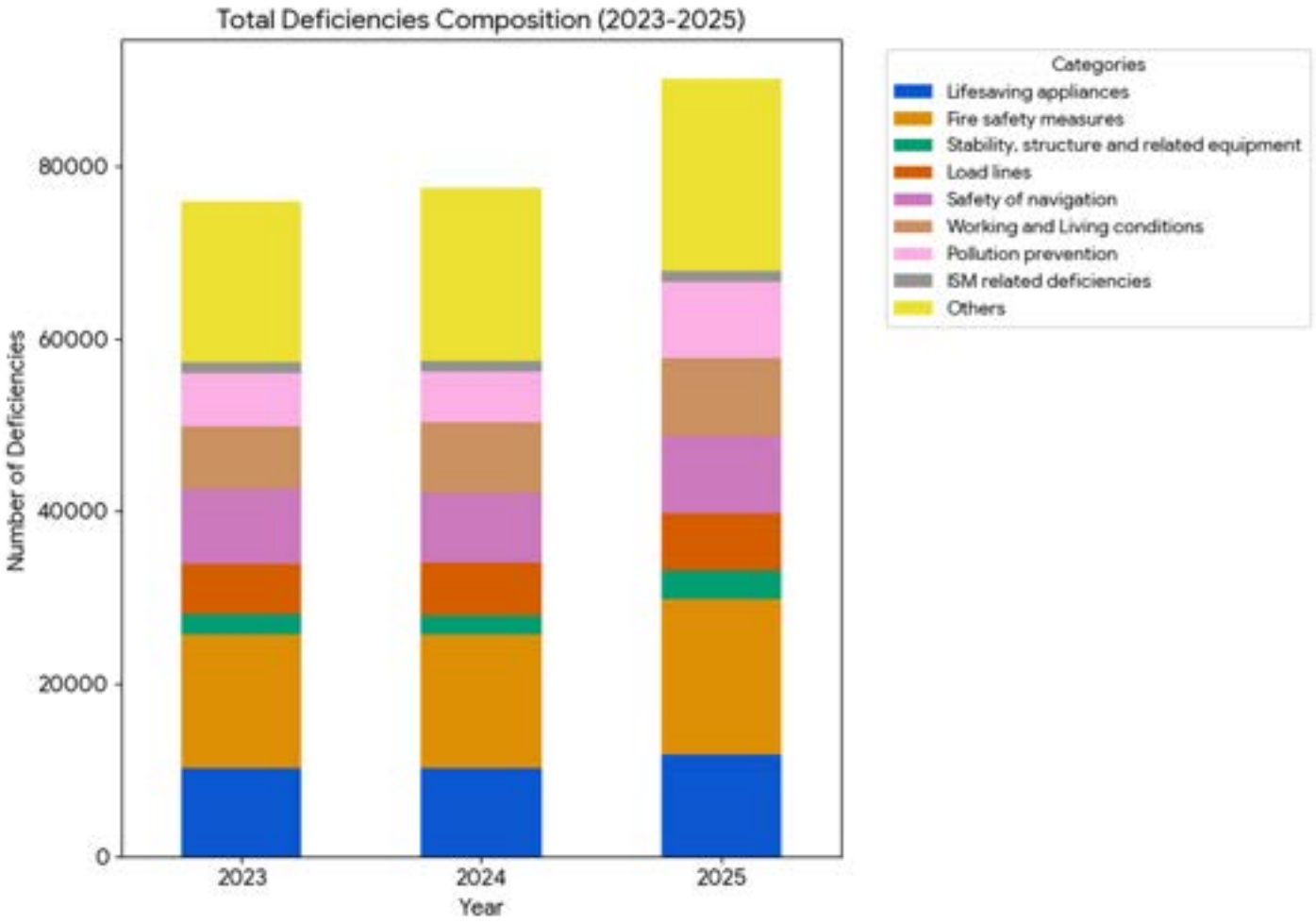
It highlights the most frequent areas of non-compliance, with Fire Safety and Life Saving Appliances emerging as the primary categories of concern. Note that related sub-categories, such as various pollution annexes, have been consolidated into high-level groups to provide a clearer overview of operational impact



Examples of deficiencies identified during PSC inspections in 2025.

This stacked bar chart provides a three-year comparison of deficiencies recorded between 2023 and 2025, highlighting both the overall increase in deficiency numbers and the changing distribution across major inspection categories.

By combining annual totals into a single visual format, the chart offers a clearer understanding of evolving operational, safety, and environmental compliance trends within the maritime industry.



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SIRE 2.0 CHECKLISTS
TANK INSPECTIONS

CARGO | BALLAST | VOID SPACES

- INSPECTION PROCEDURE ✓
- INSPECTION FREQUENCY ✓
- REPORTING CRITERIA ✓
- COATING & STRUCTURAL CONDITION ✓
- DEFECTS REPORTED TO CLASS ✓
- NO OPEN STRUCTURAL DEFECTS ✓

A COMPLETE GUIDE FOR SEAFARERS & INSPECTORS

MARINER'S UPDATE
COMPLIANCE WITH SIMPLICITY

WK 53: SIRE 2.0 : TANK INSPECTIONS

Ch : 2.3.3 Were the Master and senior officers familiar with the company cargo, ballast & void space inspection and reporting procedure and, were records available to demonstrate that all inspections had been accomplished within the required time frame with reports completed in accordance with company instructions?

Applies to: Oil/LNG/LPG/Chem

POTENTIAL GROUND FOR NEGATIVE OBS:

• There were no company procedures for the inspection of cargo/ballast/void spaces which gave clear guidance on the inspection frequency, the inspection process and reporting criteria.

• The required inspection frequency for ballast and void spaces exceeded twelve months.

• The required inspection frequency for cargo spaces on oil and chemical tankers exceeded thirty-six months.

• The accompanying officer was unfamiliar with the company cargo/ballast/void space inspection procedure and/or reporting criteria.

• Cargo, ballast or void space inspection(s) for any single space was overdue by more than a month according to the company defined inspection period for the space(s) in question.

• Any cargo, ballast or void space had been omitted from the onboard inspection regime.

• The cargo, ballast and/or void space inspection reports were not prepared in a standard format which permitted the reporting of coating and structural condition in defined areas of the space in question.

• Defects to tank structure, coating or fittings were reported in an inspection report but the defects(s) had not been transferred to the defect reporting system for subsequent corrective action.

• There were open defect reports specifically related to damage or defects to tank structure.

• Defects to tank structure had not been reported to the vessel's Class Society for evaluation.

CHECKLIST FOR YOU :

1)Have the details required by the company inspection procedure been recorded for each space on the dedicated inspection report form (correct company forms used)?

2) Are all the officers familiar with the company procedure for inspection of cargo/ballast/void spaces including reporting criteria?

3) Do the inspection reports include coating and structural condition in defined areas of the space?

4)Have the cargo, ballast, void spaces inpected as per SMS (inspection frequency, process) and are the inspection reports avaliable? Have the cargo, ballast, void spaces inpected as per SMS (inspection frequency, process) and are the inspection reports avaliable?

5)Have all the ballast and void spaces inspected at intervals not exceeding 12 months?

6)Have all cargo spaces inspected within last 36 months?

7)Are the defects relating to structurs, coating or fitting entered into the defect reporting system?

8)Have the defects to tank structure been reported to the Class for evaluation?

9)Are there any open defect reports specifically related to damage or defects to tank structure?

GUIDELINES:

Human Guidelines:

The accompanying Officer must be familiar with the company cargo/ballast/void space inspection procedure and/or reporting criteria.

Process Guidelines:

The vessel operator must establish procedures for inspecting cargo, ballast, and void spaces. These procedures should define the frequency of inspections and actions to be taken when a space cannot be inspected. The condition of each space must be reported in a standardized format.

- Cargo tanks on oil and chemical tankers should be inspected by ship staff every 2.5 years, with a six-month +/- window to align with renewal and intermediate survey regimes.

- Hold spaces on gas carriers should be inspected annually.

- Ballast tanks, void spaces, pipe trunks, and cofferdams must be inspected annually for all vessel types (ensure inspections are not overdue by more than one month).

- Where Conditions of Class, memoranda, or coating conditions require more frequent inspections, they must be conducted by ship staff and documented.

The Inspector will verify the enclosed space entry records and permits for recent cargo, ballast, and void space inspections.

Date range must be declared in PIQ 2.3

Records of any structural repairs identified, and whether completed or not, must be reflected in the Class Survey File

Hardware Guidelines:

Ensure the availability of the Cargo/ballast tanks/ void space/ FW tanks reports,

REFERENCE:

TMSA KPI 4.2.2 requires that cargo, void and ballast spaces are inspected to ensure their integrity is maintained.

IMO: ISM Code/10.1, 10.2

IACS: Recommendation 87. Guidelines for Coating Maintenance and Repairs for Ballast Tanks and Combined Cargo/Ballast Tanks on Oil Tankers.

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ONLINE TRAINING

FOR SEAFARER & SHIP MANAGEMENT STAFF

MARINER'S UPDATE
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16 TH
SATURDAY

UNIVERSAL TIME
1000 TO 1230

INDIAN STANDARD TIME
1530 TO 1800

OUR COURSE CONTENTS:

1. Why SIRE 2.0
2. Risk Based approach how tie risk analysis
3. Pre Inspection procedures
4. Questionnaires & CVIQ formation
5. Response tools & type in SIRE 2.0
6. Negative Observations
7. Defect management
8. Human factor and PIF
9. Standard classification / TMSA coding
10. Office staff responsibilities
11. Ship staff participation
12. Past SIRE 2.0 observations

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PORT-SPECIFIC INSPECTION UPDATE

PORT HEDLAND, AUSTRALIA

Vessels calling at Port Hedland should note new machinery inspection requirements effective 1 May 2026, introduced under Pilbara Ports Marine Safety Bulletin PH 02/26.

Under defined trigger conditions, ships may be subject to a physical inspection of machinery spaces.

These inspections will assess engine room condition, operational readiness, and overall safety standards.

RightShip has been authorised to conduct these inspections on behalf of Pilbara Ports.

Key implications for operators:

Greater scrutiny of machinery condition before arrival
Possible need to arrange inspections in advance
Increased risk of delays or operational disruptions if standards are not met

Operational experience highlights that inspection outcomes depend not only on technical compliance, but also on the vessel's level of preparation, onboard presentation, and crew readiness.

MARINERS UPDATE - YOUR TRUSTED MARITIME PARTNER

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MARINER'S UPDATE
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BLACKOUT

ONE SHORTCUT. TOTAL LOSS POWER.

FUEL HANDLING FAILURE TRIGGERS MIDNIGHT BLACKOUT AT SEA

A recent machinery incident involving a commercial vessel highlighted the operational risks associated with **improper fuel transfer** and treatment practices during bunkering operations. Shortly after departure, the vessel experienced a **total loss of propulsion during nighttime navigation** after contaminated fuel entered the main engine system.

Preliminary investigation revealed that newly bunkered fuel had been transferred directly into the Fuel Oil Service Tank (FOST/day tank), bypassing the designated bunker storage tanks, settling tanks, and fuel purification process. As a result, untreated fuel containing impurities and unstable components reached the engine supply system without undergoing the required settling, heating, centrifuging, and filtration stages.

Within hours of departure, abnormal engine performance was observed, followed by fluctuating fuel pressure, injector malfunction alarms, and eventual shutdown of the propulsion plant. Multiple fuel injectors suffered severe contamination and blockage, requiring immediate replacement by the engine room team. Engineers subsequently initiated emergency fuel recovery measures by recirculating and purifying the remaining fuel inventory through the separators before propulsion could be restored.

The vessel remained without effective manoeuvrability for approximately five hours while troubleshooting and fuel treatment operations were carried out. Fortunately, environmental conditions at the time were favourable, with calm seas, adequate sea room, and limited traffic density. Had the incident occurred in restricted waters, during pilotage, or under adverse weather conditions, the outcome could have escalated into a grounding, collision, or major navigational emergency.

TECHNICAL OBSERVATIONS

- Fuel transfer procedures deviated from established engine room operating practices.
- The normal fuel treatment chain designed to remove water, sediments, catalytic fines, and contaminants was bypassed.
- Reliance was placed on supplier documentation and samples without sufficient onboard verification.
- Early warning signs such as inconsistent fuel characteristics and abnormal machinery indications were not escalated promptly.
- Operational decisions appear to have been executed without adequate supervision, cross-verification, or risk assessment.

OPERATIONAL CONCERNS

Fuel contamination incidents continue to remain a major contributor to machinery damage and propulsion failures across the industry. Direct transfer of bunkered fuel into service tanks significantly increases the likelihood of untreated contaminants reaching sensitive engine components, particularly injectors, fuel pumps, and precision control systems.

This case also demonstrates how routine operational shortcuts can rapidly compromise vessel redundancy and emergency preparedness. Even temporary propulsion loss during open sea passage can expose vessels to navigational hazards, drifting risks, and delayed emergency response capability.

LESSONS LEARNED

Strict adherence to fuel management procedures remains essential for safe vessel operations. Fuel should always pass through designated settling and purification stages before entering service tanks or engine supply systems. Representative sampling must be conducted throughout bunkering operations, including drip sampling and onboard verification wherever possible.

Engine room teams should remain alert to abnormal fuel behaviour following bunkering, including viscosity fluctuations, purifier discharge abnormalities, unstable combustion, or injector performance issues. Any deviation from standard transfer procedures must be supported by formal risk assessment, senior engineer approval, and operational monitoring.

SAFETY RECOMMENDATIONS

- Ensure all bunkered fuel is routed through approved storage, settling, and purification systems.
- Maintain operational readiness of purifiers, filters, and fuel monitoring equipment at all times.
- Conduct toolbox discussions prior to fuel transfer operations and reinforce procedural compliance among engine room personnel.
- Verify bunker quality using representative samples rather than relying solely on supplier-provided documentation.
- Establish clear communication between watchkeepers, engineers, and shore management whenever fuel abnormalities are identified.
- Raise a Letter of Protest immediately if supplied fuel quality is suspected to be off-specification or contaminated.

- Review emergency response procedures for blackout and loss-of-propulsion scenarios during drills and onboard training sessions.

HIDDEN HAZARD:

ENGINE ROOM CHEMICAL EXPOSURE

NEVER TRUST THE LABEL—VERIFY THE CONTENTS.

A SMALL RESIDUE CAN CAUSE SERIOUS HARM.

SAFETY BEGINS WHERE ASSUMPTIONS END.

MARINER'S UPDATE
COMPLIANCE WITH SIMPLICITY

FALSE LABEL, REAL HARM

MISLEADING LABELS, REAL RISKS: A CHEMICAL SAFETY ALERT

Introduction

In the maritime industry, safety often depends on small decisions made during routine tasks. What may seem like a minor shortcut can quickly escalate into a serious incident. This case highlights how improper labeling and assumptions around “empty” chemical drums led to a dangerous exposure onboard.

The Incident

While tidying the engine room, an engineer placed several chemical drums in the workshop for disposal. To indicate they were empty, blue tape was placed across them, and the word “Empty” was written on top.

However, one drum still contained a small amount of residual acid.
Later that day, a motorman entered the workshop to dispose of the drums. Unable to clearly identify the contents—because the Safety Data Sheet (SDS) was covered—he opened the drum and attempted to identify the chemical by smell.

This resulted in immediate exposure to harmful fumes, leading to severe inhalation and hospitalization.

Compounding the issue, multiple chemicals onboard—including acids, bases, detergents, and defoamers—were stored in identical drums, making proper labeling the only reliable method of identification.

What Went Wrong?

This incident was not caused by a single mistake but a chain of unsafe practices:

- Obscured Safety Labels: Critical information was hidden under tape
- Improper Disposal Practices: Drums were marked “empty” without proper cleaning
- Assumptions Over Verification: The label was trusted without confirmation
- Unsafe Identification Method: Smelling chemicals to identify them
- Lack of Communication: No clear briefing about the drum contents

Key Safety Lessons

1. Never Compromise on Labeling

Original labels and SDS must always remain visible until the container is fully cleaned and decontaminated. Temporary markings should never obscure critical safety information.

2.“Empty” Must Mean Zero Hazard

Even small chemical residues can be dangerous. Drums must be:

- Fully drained
- Properly cleaned
- Safely ventilated

before being declared empty.

3. Smell Is Not a Safety Tool

Attempting to identify chemicals by smell is extremely hazardous and strictly unacceptable. Always refer to the SDS or seek clarification.

4. Use Proper PPE at All Times

When handling chemicals—especially unknown substances—crew must wear:

- Gloves
- Eye protection
- Respiratory protection
- Use gas detectors where necessary

5. Build a “Stop and Check” Culture

If there is any doubt, operations must pause. Verification should always come before action. Safety depends on questioning assumptions.

Human Factors Behind the Incident

Complacency
The "Empty" label created a false sense of safety.

Communication Gaps
There was likely no proper handover or briefing regarding the drum contents.

Lack of Situational Awareness
The downstream risks of leaving chemical residue were not considered.

Safety Culture Weakness
Procedures existed, but enforcement and awareness were insufficient.

Recommendations for the Industry

For Seafarers

- Do not trust makeshift labels—verify contents before handling.
- Never take risks when unsure—ask and confirm.

For Ship Managers

- Treat near-misses as system failures, not individual errors
- Strengthen training on chemical handling and hazard awareness
- Encourage open communication regardless of rank

For Regulators

- Ensure stricter controls on hazardous waste handling
- Conduct spot checks on real onboard practices
- Promote better labeling standards and disposal procedures

Final Thoughts

This incident serves as a powerful reminder: hazards do not disappear just because they are labeled differently.

A drum marked "empty" can still carry serious risks if not handled correctly. Safety onboard is built on discipline, awareness, and a culture where verification always comes before assumption.

ILLEGAL WASTE DISPOSAL AT SEA EXPOSED BY CREW WHISTLEBLOWER

Toxic Practices Beneath the Surface

A courageous seafarer's report sheds light on environmental violations and the urgent need for stronger maritime reporting culture.

A serious case of illegal waste disposal at sea has raised renewed concerns over environmental compliance in the maritime industry. A crew member reportedly exposed the unlawful discharge of oily waste and plastic into the ocean after senior officers allegedly instructed engine room personnel to bypass proper disposal procedures.

The whistleblower documented the incident with photos and videos before reporting it through an independent maritime channel.

Following the report, the vessel's flag state administration launched an onboard inspection and reviewed the evidence provided. The case highlights the importance of protecting seafarers who report illegal practices, while also drawing attention to broader issues involving vessel management, operational oversight, and the need for stronger onboard environmental accountability.

HOW CAN 50 SEAFARERS SURVIVE WHEN EVEN BASIC WATER AND FOOD ARE RUNNING OUT AT ANCHORAGE?

THE TIMES OF INDIA, MUMBAI
TUESDAY, MAY 5, 2026

TIMES

Just 300ml water a day? HC flags plight of 3 detained ships' crew

Rony.Sequeira@timesofindia.com

Mumbai: The Bombay High Court on Monday ordered that nearly 50 crew members stranded aboard three vessels off the city coast since Feb 9 be produced before it on Tuesday, expressing concern over reports of severe food and drinking water shortage. Hearing a habeas corpus petition filed by some of the seafarers, HC criticised the ship owners for "inhuman behaviour" and warned of action if the crew's safety was compromised, prioritising their welfare over concerns about leaving the vessels unmanned. The vessels were intercepted by Coast Guard and later placed under arrest by Yellow Gate police.

Justices Ravindra Ghuge and Hiten Venegaokar were hearing a petition filed by seven crew members of the motor tankers Asphalt Star, Stellar Ruby and Al Jafzia, which are currently about 31 nautical miles from Mumbai. The petitioners stated that the available stock of food and potable water was depleting. On April 29, HC had directed the state govt to make arrangements to supply them with food and potable water.

On Monday, advocate Kunal Mehra, appearing for Bahbai Shipping Inc and Royal Princess Inc – the owners of Al Jafzia and Stellar Ruby – and advocate Dhruva Gandhi, appearing for Star Management Shipping Inc, the owner of Asphalt Star, urged HC to implead them in the petition. They informed the court that the owners had filed another petition seeking the release of the vessels.

Gandhi stated that an order had been placed on May 2 with the same agency that supplied provisions on April 7, and that the supplies would be delivered to the crew. "When will you deliver it to them? After how many days?" asked Justice Ghuge. Advocate Jitendra Mishra, appearing for Coast Guard, said that while the owners claimed they were providing food, the crew had complained otherwise. "They have complained to us that they are now practically living on rotis and pickles. This is what was told to us. They are taking water from the sea," said Justice Ghuge.

The petitioners' advocate said that invoices from March and April showed that a single seafarer was receiving only 300ml of water per day, adding, "They are not allowed to drink more than that." The judges stated, "We want the entire crew before us." When Gandhi said, "The vessels will be left unmanned," Justice Ghuge retorted, "Let them be left unmanned... We are concerned about human beings."

OWNERS ABANDONED VESSELS, ALLEGE CREW

SHIP DETENTION
Location: Mumbai anchorage | Since: Feb 9 | Duration: 84 days*

SHIPS DETAINED
- MT* Asphalt Star
- MT Stellar Ruby
- MT Al Jafzia

*98 days since interception
*Stands for ship prefix 'motor tanker'

CREW ON BOARD
50 (approximately) crew stranded across vessels
7 of them are petitioners in HC

CHARGES FILED
- Customs Act, 1962
- Essential Commodities Act, 1955
- Petroleum Act, 1934
- Merchant Shipping Act, 1958
- BNS Sections 318 (cheating), 336 (forgery), 340 (using forged document), 61 (criminal conspiracy)

KEY EVENTS
Feb 5 | Ships intercepted by Coast Guard
Feb 9 | Brought to Mumbai and detained
Feb 15 | FIR registered

ALLEGATIONS
- Illegal ship-to-ship fuel transfers
- AIS spoofing
- Fraudulent vessel documentation

CURRENT SITUATION
- Crew stranded onboard (floating confinement)
- No food, water, electricity (as per petition)
- Owners allegedly abandoned vessels

A serious humanitarian concern unfolds at Bombay High Court as it flags the plight of 50 Indian seafarers stranded off Mumbai with severe shortages of food, water, and essentials. With vessels allegedly abandoned, urgent intervention from Directorate General of Shipping and Ministry of Ports, Shipping and Waterways is critical to safeguard lives at sea.

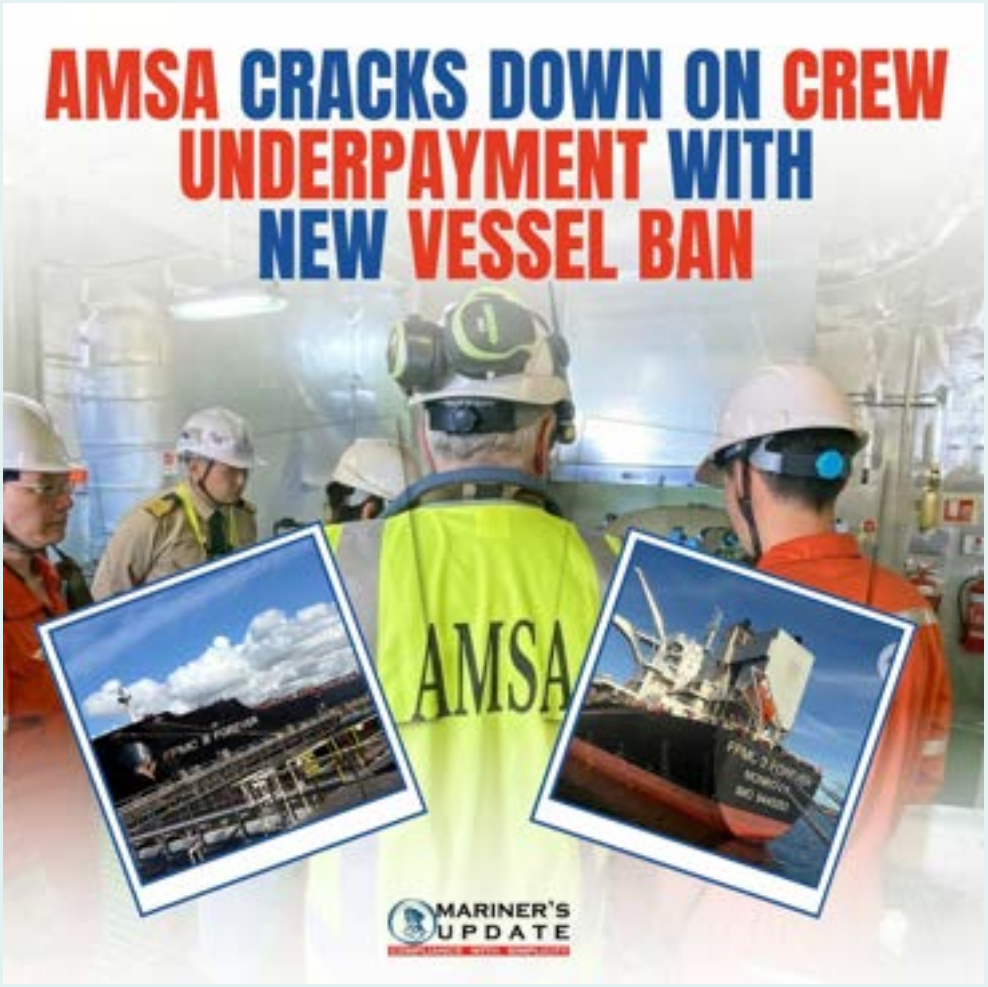
SHIPPING COMPANIES COULD FACE SANCTIONS

IF PAYING TO IRAN FOR PASS THROUGH SOH

Are Shipping Companies Walking Into a Sanctions Trap in the Strait of Hormuz?

Rising tensions in the Middle East have placed global shipping under increased pressure, with the U.S. warning that any payments made to Iran for safe passage through the Strait of Hormuz could lead to sanctions. As one of the world's most critical oil trade routes faces growing security threats, shipowners and operators are now navigating heightened risks involving compliance, vessel safety, and commercial operations.

AMSA ISSUES NEW BAN OVER CREW WELFARE VIOLATIONS



The Australian Maritime Safety Authority (AMSA) has banned the Liberia-flagged vessel FPMC B Forever from Australian waters after inspectors discovered serious breaches of seafarer welfare regulations during a Port State Control inspection at the Port of Newcastle. Authorities found crew members had been underpaid by nearly AUD 15,000 and were unlawfully charged for potable water, violating Maritime Labour Convention (MLC) requirements.

Following the findings, AMSA detained the vessel and issued a ban valid until 28 July 2026. The authority stressed that underpayment of seafarers and violations of basic welfare rights will result in strict enforcement action, warning operators that non-compliance can lead to financial losses, operational disruptions, and increased scrutiny.

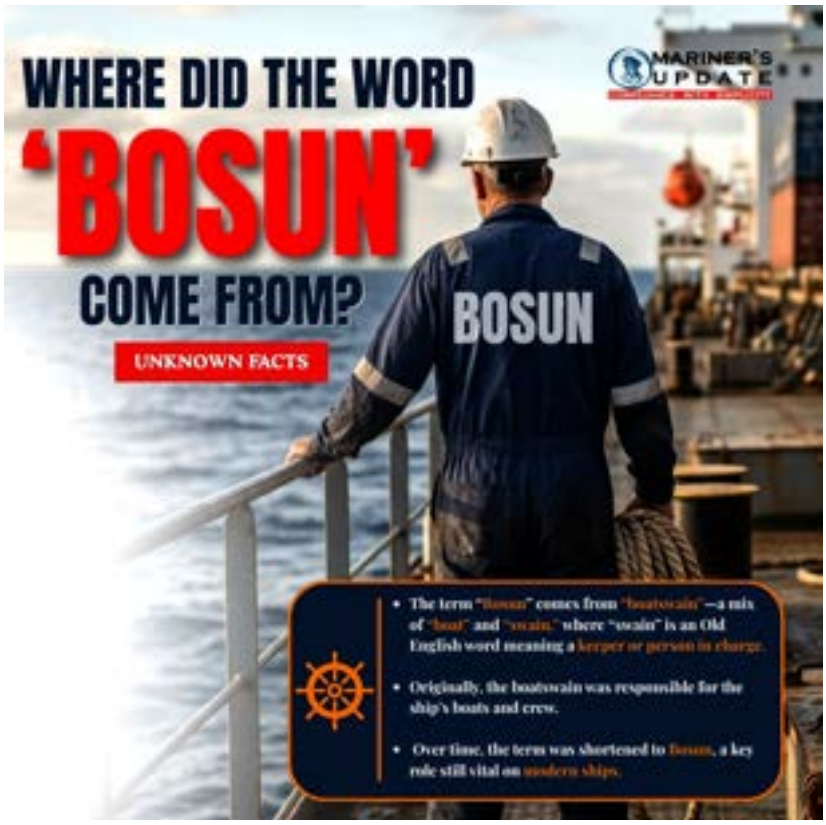
CHINESE-OWNED TANKER ATTACKED NEAR STRAIT OF HORMUZ, FIRE BREAKS OUT ONBOARD

A Chinese-owned oil products tanker was reportedly attacked near the Strait of Hormuz, causing a fire onboard while sailing off the UAE coast near Mina Saqr. Chinese authorities confirmed that all 22 Chinese crew members are safe and no casualties have been reported.

Maritime security agencies identified the vessel as the Marshall Islands-flagged JV Innovation, a 180-metre oil tanker built in 2004. The vessel reportedly suffered a deck fire on 4 May but remains operational with the crew still onboard.

The incident is being closely monitored as it marks the first known attack involving a Chinese-owned vessel in the region since the escalation of the US–Israel–Iran conflict.

UNKNOWN FACTS DID YOU KNOW?



Ever wondered where the term Bosun comes from?

The word originated from “boatswain,” combining boat and swain, an old English word meaning “keeper” or “person in charge.”

Originally, the boatswain was responsible for managing the captain’s boat and overseeing sailors onboard.

Over time, the term was shortened to Bosun, which is still widely used in the maritime industry today.

Curious why maritime speed is measured in knots?
How Nautical miles created?

Click the below link or Scan the QR to find out.

CLICK HERE

DID YOU KNOW?

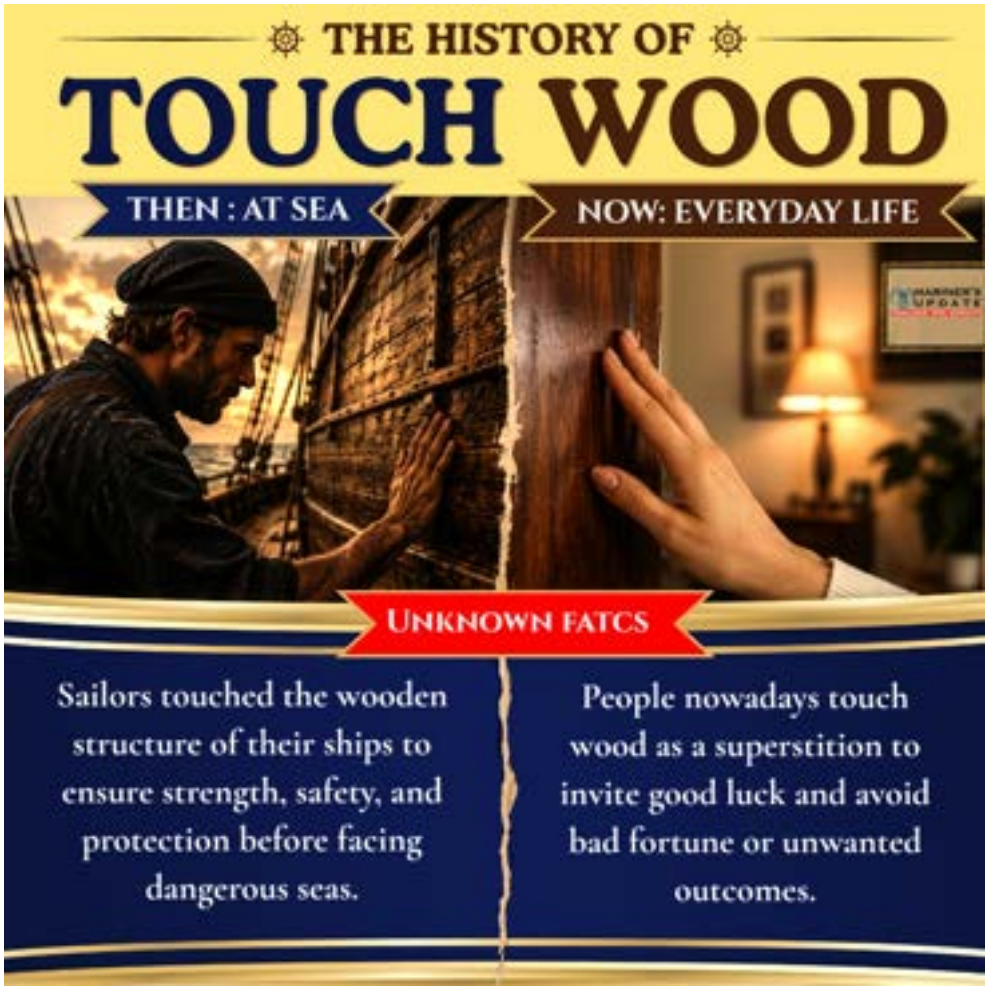
Most seafarers know what “MAYDAY” means, but few know its origin. The word comes from the **French phrase m’aider**, meaning “help me,” and was introduced in the 1920s as an international radio distress call.

Repeated three times — **MAYDAY, MAYDAY, MAYDAY** — it signals grave and imminent danger at sea or in the air, triggering an immediate international rescue response.

THE HISTORY OF TOUCH WOOD

The phrase **“touch wood”** is believed to have maritime roots dating back to the age of wooden sailing ships. Sailors would touch the timber structure of their vessels as a symbol of trust, safety, and protection before facing the uncertainty of the sea.

Over time, the gesture evolved into the **modern superstition** we still use today for good luck and to avoid misfortune.



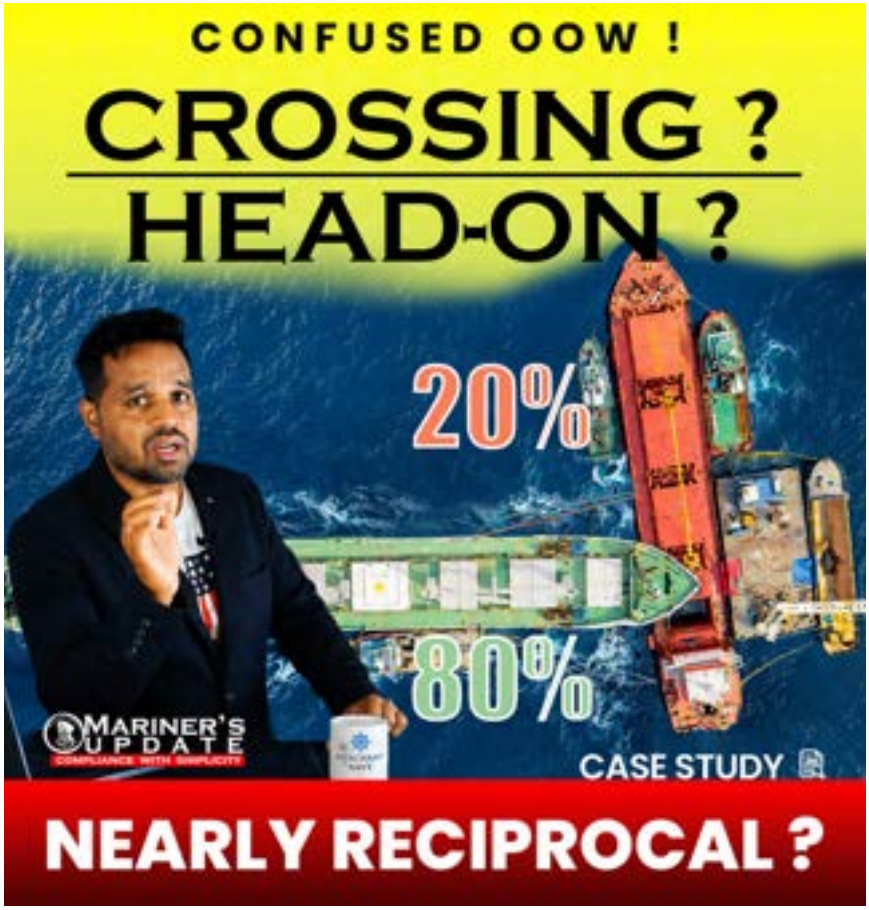
MARITIME BEST PICTURE

"You can feel the exhaustion just by looking at them."

Behind every shipment and port arrival is a seafarer carrying long hours, sleepless nights, and months away from home.

These worn-out shoes are more than footwear — they are a symbol of sacrifice, resilience, and the unseen effort that keeps global trade moving.

MARITIME CASE STUDY



Confused OOW on the Bridge?

Discover how small judgement errors can lead to major collisions.

Click the link below or scan the QR code to watch the case study breakdown.

CLICK HERE


WEEKLY WEALTH PLAN FOR SAILORS
WEEK 2
PORT SPENDING
CONTROL PLAN
— SMALL SPENDS TODAY, BIG WEALTH TOMORROW —
OCEAN BREEZE
SHOPPING COMPLEX
SALE 50% OFF
DUTY FREE
WATCHES
ELECTRONICS
CONTROL YOUR SPENDING.
SECURE YOUR FUTURE.
BUDGET WISELY
SPEND INTENTIONALLY
PROTECT YOUR MONEY
BUILD YOUR FREEDOM
DISCIPLINE TODAY
WEALTH TOMORROW

SMALL PORT EXPENSES SINK BIG SAVINGS

Many seafarers lose thousands yearly through:

- impulse shopping
- expensive nights out
- unnecessary gadgets
- “treat yourself” spending during shore leave

This week focuses on controlling lifestyle leaks without removing enjoyment.

SIMPLE RULE

Before buying anything in port, ask:

“Will I still value this in 30 days?”

If the answer is no:
Don’t buy it.

QUOTE FOR THE WEEK

“A wealthy seafarer is not the one who earns the most — but the one who keeps the most.”

MONEY EXAMPLE

A seafarer spends:

- USD 80 at every port stop
- 10 port calls/month

Monthly Port Spending

80$×10 Port calls = 800$ / per month

Yearly Spending

800$×12months = 9600$ / per year

That’s almost:

- a car down payment
- emergency savings
- investment capital

THIS WEEK’S PLAN

1. Set a Port Budget

Example:

- USD 30–50 max per port visit

Carry cash only.

2. Delay Big Purchases

Wait 48 hours before buying:

- watches
- phones
- electronics
- luxury items

Impulse fades fast.

3. Avoid “Crew Pressure Spending”

Not every outing needs:

- expensive bars
- luxury dining
- shopping malls

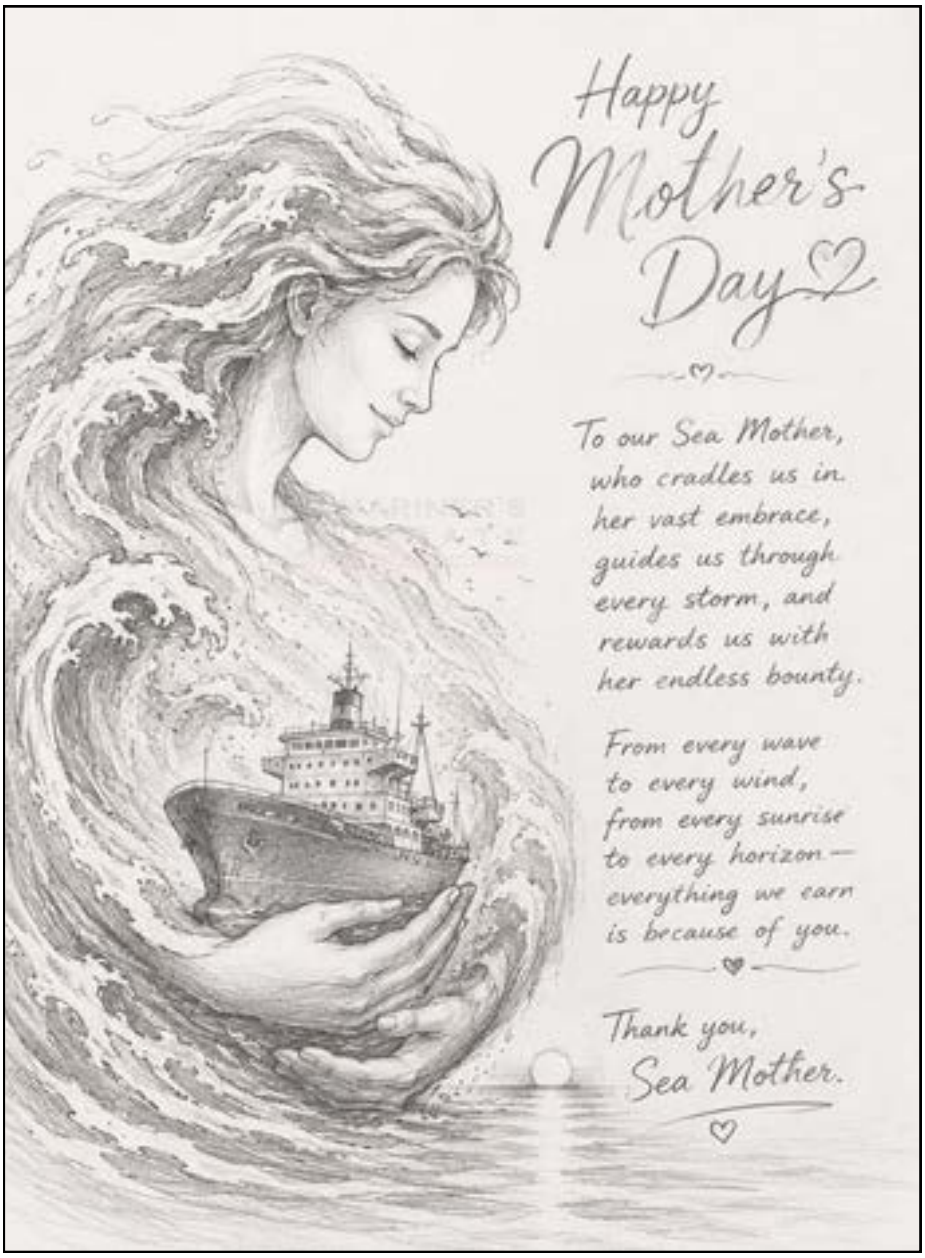
Protect your future, not your image.

4. Keep One “Reward Spend”

Enjoy something guilt-free:

- good meal
- local coffee
- small souvenir

Balance matters.



As seafarers, many of us began our journey as OS, Wipers, Cadets, and Trainees… and today, by the grace of God and the protection of the Sea, we proudly stand as Bosuns, Masters, Chief Engineers, and Officers.

Through every storm, every lonely watch, every sleepless crossing, and every uncertain horizon — the Sea carried us, tested us, protected us, and gave us a life.

Today, on this special day, we remember our Sea Mother with gratitude.

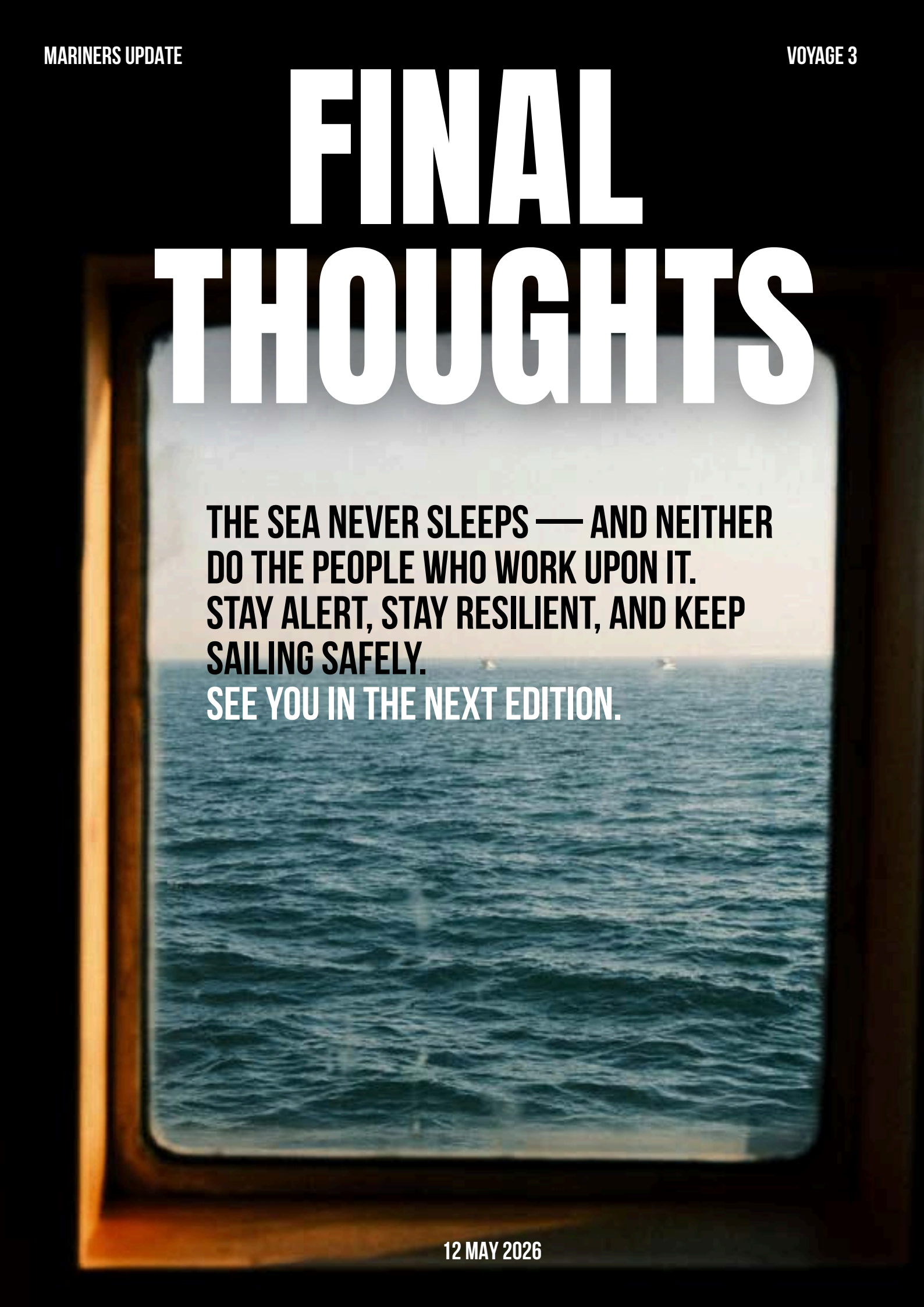
For every lesson, every voyage, every blessing, and every bread earned through her waves — Thank You.

Happy Mother's Day to our Sea Mother

FUN CORNER: LIFE AT SEA

POV: Checking Your Laundry Before Washing

FINAL THOUGHTS



THE SEA NEVER SLEEPS — AND NEITHER DO THE PEOPLE WHO WORK UPON IT. STAY ALERT, STAY RESILIENT, AND KEEP SAILING SAFELY.

SEE YOU IN THE NEXT EDITION.