



MARINER'S UPDATE

voice of seafarer

Voyage : 6

02 JUNE 2026

LESSONS FROM THE MV DEVON BAY CASE

1ST - 2026

DRASTIC MARITIME

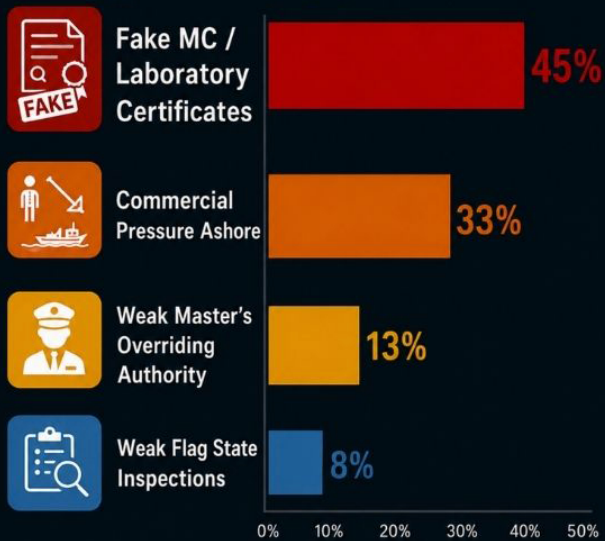
LIQUIFICATION

INCIDENT

SPECIAL SECTION:
SHIP & SHORE
VACANCIES

POLL RESULTS

Twelve high-risk IMSBC cargo vessels have capsized in recent years — what is the **biggest safety gap?**



SCAN TO
SAIL



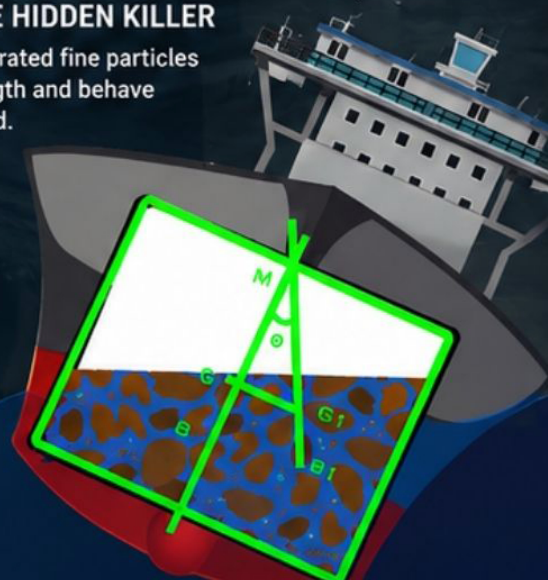
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When saturated fine particles lose strength and behave like a liquid.

Liquefaction



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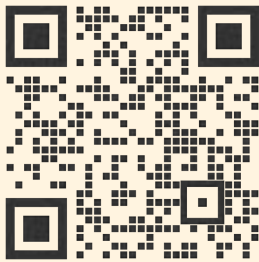
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EDITOR'S NOTE



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



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WELCOME TO THE 6TH EDITION

Dear Mariners,

Last week, we asked our community:

“Twelve high-risk IMSBC cargo vessels have capsized in recent years – what is the biggest safety gap?”

The results were revealing:

- Fake MC/Laboratory Certificates – 45%
- Commercial Pressure Ashore 33%
- Weak Master's Overriding Authority – 13%
- Weak Flag State Inspections – 8%

The poll may have lasted only a week, but the message from seafarers was powerful.

Nearly half of all respondents pointed to fake or unreliable Moisture Content certificates from SHORE as the biggest safety gap.

This is a disturbing finding because behind every inaccurate certificate is not just a cargo declaration. More than 129 seafarers have lost their lives in cargo liquefaction casualties over the years. They sailed believing the cargo was safe. Many trusted the documents placed before them. Some never returned home.

When a vessel capsizes due to liquefaction, the sea does not ask who issued the certificate, who loaded the cargo, who approved the shipment, or who applied the commercial pressure.

In those final moments, it is the Master and crew who face the consequences. This raises an uncomfortable but necessary question:

How do we protect Masters and shipboard teams from unsafe practices that originate ashore?

A Master's overriding authority is meaningful only when the industry genuinely supports it. As a seafarer, manager, owner you tell to the industry how to avoid fake MC lab certificate?

International Seafarer ship / Shore Job vacancies:

On a different note, we are pleased to introduce a new Ship-Shore Vacancy Page in this week's newsletter. Whether you are looking for your next contract at sea, a shore-based opportunity, or a pathway between the two, we hope this section helps connect maritimes professional with meaningful career opportunities across our industry.

Thank you for being part of the MARINERS UPDATE community.

Stay safe, stay vigilant, and never underestimate the value of good seamanship.

Capt. Philip

PSC INSPECTION DEFICIENCIES REPORTED THIS WEEK



ISM DOCUMENTATION
DEFICIENCY

FIRE SAFETY
DEFICIENCY

LIFEBOAT
DEFICIENCY

POLLUTION PREV.
DEFICIENCY

PSC

PSC FOCUS - WK 15

DEFICIENCY CODE	DEFICIENCY DESCRIPTION
13101	Propulsion main engine
13102	Auxiliary engine
15150	ISM
07114	Means of control (openings, pumps) Machinery spaces
07105	Fire doors/openings in fire-resisting divisions
11101	Lifeboats
02105	Steering gear
15109	Maintenance of the ship and equipment
03108	Ventilators, air pipes, casings
13103	Gauges, thermometers, etc.
13199	Other (machinery)
03102	Freeboard marks
07109	Fixed fire extinguishing installation
07111	Personal equipment
07199	Other (fire safety)
13104	Bilge pumping arrangements
04114	Emergency source of power – emergency generator
06199	Other (cargo)
07115	Fire-dampers



No drainage arrangement is provided at the bottom of the U- shape fire line on both sides of the main deck. Picture posted after rectification of finding.



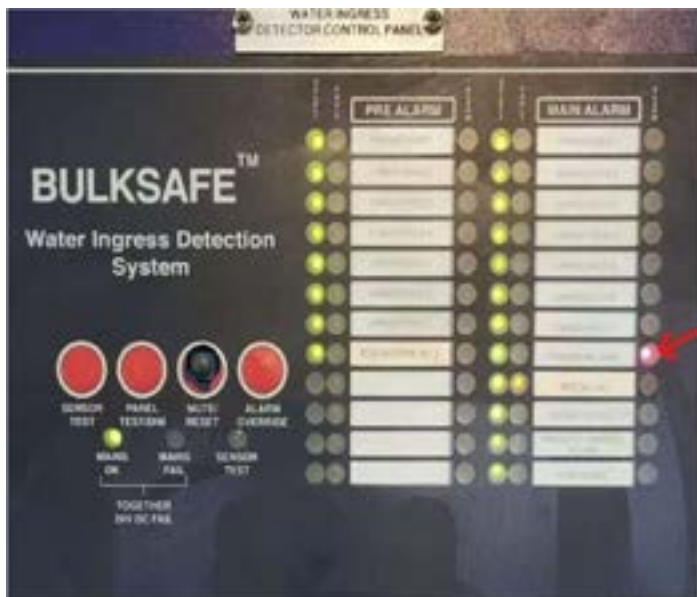
Crew mess room entrance door sill (Class-B fire door) and bulkhead panel wasted. Fire boundary integrity lost.



Top cover of Main Engine Fuel Oil leak-off alarm bypassed. Sensor was removed from alarm assembly.



Multi-cable transit in the Engine Room workshop not as required – cable is run outside of the cable transit and improperly sealed.



Water ingress alarm system of cargo holds no.4 malfunction.



The aft mast light and forward anchor light are out of order.



Holed ventilation ducting.



Hatch cover rubber packing found damaged or partially missing.



Refrigerator – meat room
doorgasket rubber is deteriorated.



Food waste has been left in
the meat room.



The horizontal light arc of mastlight on top of the forecastle not complying with requirements of COLREG.

Requirements of Masthead light: A white light placed on top of the vessel, shining forward and to both sides (unbroken light over an arc of 225° around the vessel.)

Height of the ventilators at poop deck was modified to 900mm. The original height during PSC inspection was 720mm. Per Load Line Convention/Regulation 19, ventilators in position 1 shall have a coaming height of at least 900mm.



NEWSLETTER

PSC FOCUS

PORT STATE CONTROL MANAGEMENT FOR MARINERS



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SIRE 2.0
INSPECTION INSIGHTS FROM
ONBOARD EXPERIENCE
WK 56

CREW
VS
SIRE

WK 56 - SIRE 2.0 :

INSPECTION INSIGHTS FROM ONBOARD EXPERIENCE

Safety briefing completed at the gangway.

Opening meeting conducted in the Master's cabin for around 10 minutes regarding normal inspection expectations and general discussions.

CARGO CONTROL ROOM (CCR)

Inspector was mainly focused on company policies and SMS references showing where procedures are written.

Even if checklists were shown for ongoing practices, the inspector expected every point mentioned in the checklist to be clearly supported in the SMS. After verifying the SMS, he checked the related checklist and then verified the corresponding PMS jobs.

Inspector instructed the C/O to remove all canvas covers from equipment for inspection.

1. What is hazardous energy, company policy and procedure.

He wanted the policy definition, explanation of hazards, and methods to protect against it. Then various checklists under it, followed by Risk Assessment and other related documents. All documents were available, but he pointed out there was no clear policy explaining control and mitigation measures.

2. What is company policy for testing of high level alarm.

3. What is company policy for testing of cargo and ballast valves.

Records for last testing to be shown along with PMS records.

4. What is company policy for changing relief valve settings.

Records for the same to be shown.

5. What is company policy for Ship/Shore Safety Checklist, R checks to be carried out, and who is responsible for carrying out R checks.

6. Enclosed space entry procedure, specifically where the procedure for pre-checks is written.

7. What is company policy for testing high level alarm.

Show records and PMS jobs.

He wanted 5-year testing records for High and Overfill alarms and PMS jobs mentioning testing with liquid arrangement.

Reference made to IGC Code 13.3.5 for new gas tankers.

(Old IGC Code does not mention the same.)

8. LMP – show company policy for retirement of ropes and wires, etc.

9. Procedure for discarding ropes and minimum rope requirement.

10. Show in SMS the Vent Mast protection screen requirement, change interval requirement, and related PMS jobs.

11. Show Ship/Shore Safety Checklist and ensure terminal side also carries out checks.

12. List of ESD points.
Show SMS procedures for ESD testing and procedure for carrying out ESD tests.

13. Manifold valve timing records for closing.
Company procedure mentioning minimum and maximum closing duration.

14. What is company policy for checking ballast and hold space sounding.
Show related records.

15. FGDS testing – random one point tested.



DECK ROUND

- Bridge MOB marker line should be attached to lifebuoy and not on buoyant line.
- Fire hose box checked.
- Check for vent opening and closing status as per port requirements.
- Magnetic compass bubble checked.
- Emergency generator started by junior officer.
- Lifeboat engine and light testing carried out.
- Embarkation ladder inspection including shackle and thimble condition.
- CO2 room inspection and release procedure checked.
- Paint store PPE checked.
- AFT towing wire and reel condition checked.
- Mooring winch checked.
- Status of bulkhead valve checked.
- MARVS seal and proper setting checked.
- FPK store inspection and bilge alarm checked.
- Emergency fire pump tested along with pressure verification.
- Compressor room entry and leak checks carried out.
- Motor room checked for seal leakage.
- Emergency shower checked.



DECK CREW

Crew members were called individually to CCR.

Questions asked:

- Location of ESD points and how to activate them.
- Under which conditions ESD should be activated.
- How to test inflatable life jackets and different methods of inflation.
- When to use normal life jackets and inflatable life jackets.

MAIN TAKEAWAYS FROM THE INSPECTION

The inspection clearly demonstrated that under SIRE 2.0:

- Practical operation alone is not sufficient.
- Every activity must be traceable through:
 - SMS procedures
 - Company policies
 - PMS records
 - Crew familiarity and understanding



Inspectors are increasingly verifying whether vessel practices are fully aligned with documented company procedures and whether crew can confidently explain the reasoning behind operational actions.



NEWSLETTER

SIRE 2.0

EVERYTHING YOU WANT TO KNOW ABOUT SIRE 2.0
PROCEDURES AND OBSERVATIONS

By  MARINERS UPDATE
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RISQ - RIGHTSHIP SAFETY

INSIGHTS

MOORING SAFETY



RIGHTSHIP INSPECTION

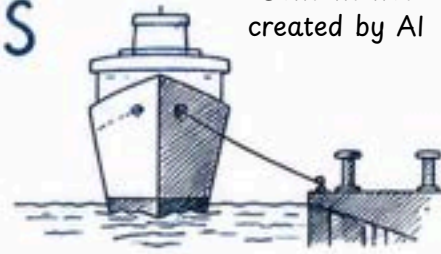
Stay updated with our weekly RightShip Inspection featuring bulk carrier inspection insights, safety observation.



By MARINERS UPDATE
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Key insights from data, incidents and feedback to help improve mooring safety and reduce risk.

KEY HIGHLIGHTS



542 mooring line incidents reported on RightShip platform (Jan 2015 - Mar 2025).



16% of 4,349 negative terminal feedbacks (Jan 2022 - Jan 2025) related to mooring issues.

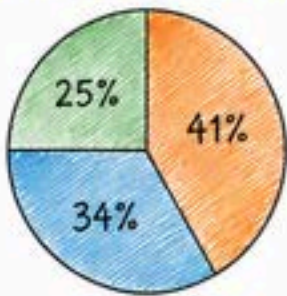


11,390 mooring related findings from 7,057 RISQ inspections (Jan 2022 - Jan 2025).

TOP RISQ FINDINGS (MOST COMMON)

- | | |
|--|-----------------------|
| ① Mooring lines & tails - compliance and condition (RISQ 10.4) | 2,471 findings |
| ② Winch brake testing procedure & regular testing (RISQ 10.5) | 2,050 findings |
| ③ Condition of winches, controls, linkages, brake drums, linings & access (RISQ 10.15) | 1,334 findings |
| ④ Company guidelines for inspection, maintenance & wear zone management (RISQ 10.1) | 1,260 findings |
| ⑤ Use of stoppers & correct turning up of mooring ropes (RISQ 10.14) | 1,063 findings |

FINDINGS CLASSIFICATION (RISQ)



- PLANT (EQUIPMENT)
4,679 findings
- PROCESS
3,877 findings
- PEOPLE
2,835 findings

Improvements are needed across PEOPLE, PROCESS and PLANT to reduce mooring risks.

TERMINAL FEEDBACK – COMMON ISSUES

- Incorrect brake rendering tests
- Mooring line parting incidents
- Moving away from wharf (unattended lines)
- Creeping forward or aft along the wharf
- Poor condition of mooring lines
- Tightening lines on shared dolphins when shore personnel are in line of fire
- Mooring line dug into winch drums while shore boat is pulling the line

These issues lead to delays, costs, cargo impact and safety risks.

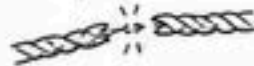
CASE STUDIES (KEY LESSONS)

① **HAND INJURY**
During line handling



- Allow enough slack
- Stop vessel before placing lines over bits
- Use single-ended lines or rope extensions

② **FATALITY**
Line parting & snap-back



- Identify snap-back zones and keep clear
- Use snap-back arrestors
- Stop operations if risk is high

③ **DRIFTED OFF BERTH**
Due to tides & inattentive watches



- Maintain effective mooring watches
- Consider tides & passing vessels
- Ensure correct brake settings

④ **WINCH BRAKE FAILURE**
Loss of line tension, vessel moved forward



- Follow Brake Holding Capacity (BHC) tests
- Ensure valid brake test certificates
- Maintain brakes as per design & OEM guidance

WHAT GOOD MANAGERS DO


- | | |
|---|---|
| ① Run safe mooring campaigns and share lessons learnt | ⑥ Conduct BHC tests as per MEG4 guidelines |
| ② Provide comprehensive mooring training for all | ⑦ Drive design improvements in mooring equipment |
| ③ Conduct regular mooring audits | ⑧ Apply Behaviour-Based Safety (BBS) for mooring |
| ④ Use anti-snap-back mooring lines | ⑨ Encourage open reporting & communication |
| ⑤ Implement Line Management Plan effectively | ⑩ Involve all crew in risk assessment & decision making |

★ Stronger processes, well maintained equipment and skilled, aware crews = Safer Mooring Operations.

CAPTAIN'S WEATHER DESK - WK : 2

ATMOSPHERIC PRESSURE AND TEMPERATURE






NEWSLETTER

CAPTAIN'S WEATHER DESK

"Forecasts and insights for those who live by the sea."-
Because weather decides everything

⋮



By **MARINERS UPDATE**
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ATMOSPHERIC PRESSURE AND TEMPERATURE

1. PRESSURE OF THE ATMOSPHERE


Our atmosphere comes under the gravitational force of the Earth and although all gases are light they do have weight; the nearer to the Earth, the greater the amount of atmosphere pressing down and the greater the weight or atmospheric pressure per square unit area of Earth's surface.

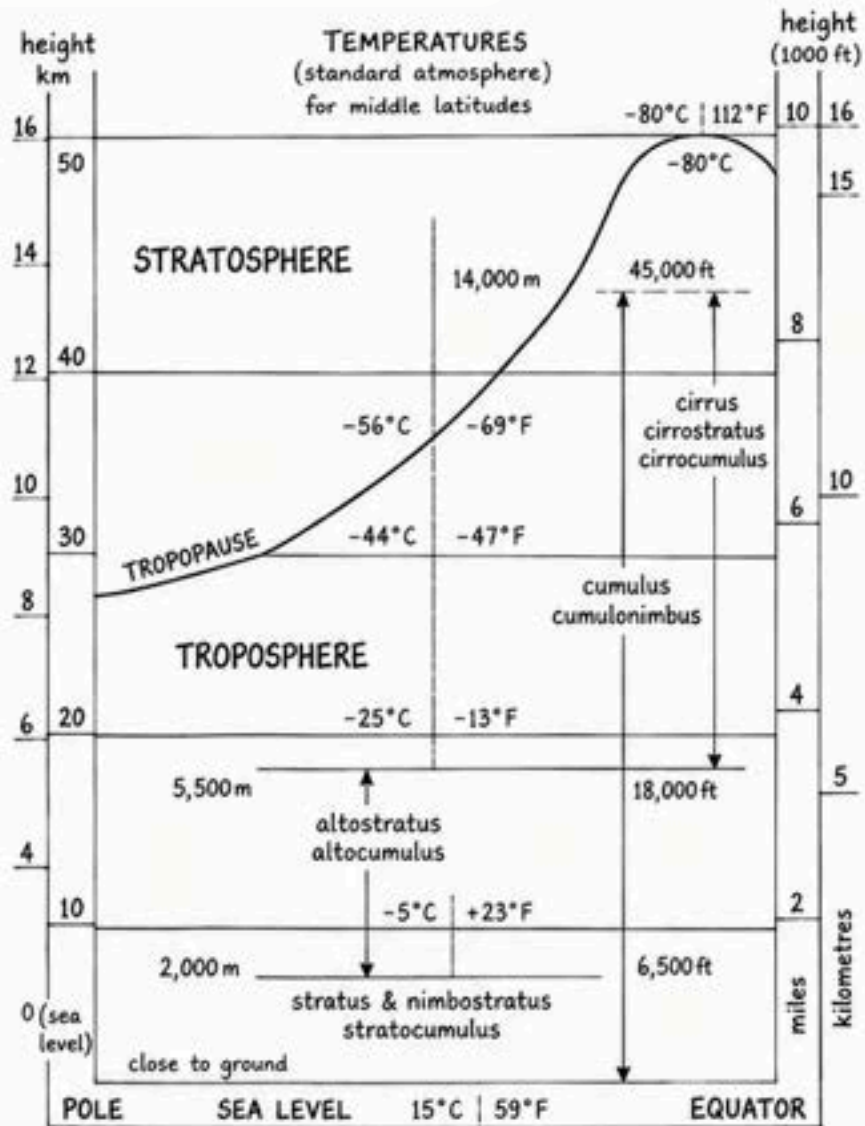
At sea level, the average atmospheric pressure is about 1,013.2 hPa; at a height of 3,000 m (9,850 ft) this will have fallen to about 670 hPa.

It should be borne in mind that atmospheric pressure at any point is a force that acts horizontally in all directions as well as upwards and downwards.

KEY POINT

- Pressure decreases as height increases.
- At sea level \approx 1,013.2 hPa
- At 3,000 m (9,850 ft) \approx 670 hPa
- Acts in all directions (up, down and horizontally).




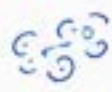



2. HEATING OF THE TROPOSPHERE

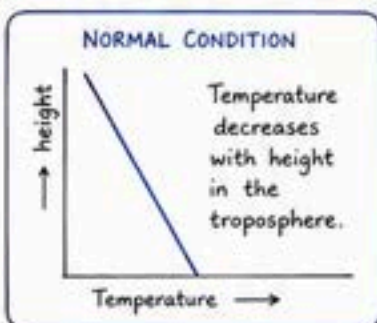


The atmosphere is transparent to the short-wave radiation from the sun and receives little or no appreciable heat from this source. The Earth, however, is heated by the sun's rays and the surface air layer is warmed by contact with the Earth. This warmth is spread upwards by convection, turbulence and conduction. The latter process is, by itself, very slow. Thus air temperature in lower levels tends to be determined by that of the underlying surface.

WAYS HEAT IS TRANSFERRED UPWARDS

- Convection - warm air rises in parcels. 
- Turbulence - mixing of air masses. 
- Conduction - direct transfer by molecular contact (very slow). 

3. VARIATION OF TEMPERATURE WITH HEIGHT



Under normal conditions, atmospheric temperature decreases with height from the surface up to the tropopause because the heating element (the Earth) has maximum effect at close quarters. Above the tropopause, air temperature is no longer governed by upward air currents that transfer heat from surface levels. The reasons for this will become apparent in later chapters.

The average lapse rate of temperature within the troposphere is about 0.6°C per 100 m (1°F per 300 ft). The actual lapse rate varies appreciably from day to day and from place to place, especially in levels near the surface, where considerable changes often occur within a few hours.

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We provide safety, health, security, technical, and industry regulation update circulars designed to improve onboard awareness, strengthen compliance culture, and support safer maritime operations across the fleet.



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MARINER'S UPDATE
COMPLIANCE WITH SIMPLICITY

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DG SHIPPING TIGHTENS CDC RULES TO COMBAT FRAUD AND STRENGTHEN SEAFARER STANDARDS


DG Shipping has announced that from August 1, 2026, Indian CDCs will only be issued to candidates who complete DG Shipping-approved pre-sea training, replacing the current system based solely on 5 basic STCW courses.

The reforms aim to combat fraudulent recruitment, expand eligibility to additional categories, reserve 25% of GP Rating seats for technical trade candidates, and raise the GP Rating age limit to 28 years. Existing CDCs remain valid, and applications submitted before the deadline will be processed under current rules.

CDC RULES CHANGED


FROM AUGUST 2026


5 BASIC STCW = CDC? NOT ANYMORE.




DG SHIPPING
has introduced major reforms to ensure quality training, curb fraud, and protect the future of Indian seafarers.

- WHAT'S CHANGING?


 <p>CDC WILL NOW BE ISSUED ONLY AFTER COMPLETING DG SHIPPING-APPROVED PRE-SEA TRAINING.</p> <ul style="list-style-type: none"> • 5 basic STCW safety courses alone are no longer enough 	 <p>NEW ELIGIBILITY INCLUDES:</p> <ul style="list-style-type: none"> • Agniveers • Retired Indian Navy Personnel • Certified Cooks • Hospitality Sector Candidates • Certificate of Competency (CoC) Holders 	 <p>WARNING TO TRAINING INSTITUTES</p> <p>Promoting standalone 5 basic STCW courses as an easy route to CDCs is strictly discouraged.</p> <p>Violations may lead to suspension or cancellation of approval.</p>	 <p>GP RATING COURSE UPDATES</p> <ul style="list-style-type: none"> • 25% seats reserved for candidates from technical backgrounds (Welding, Fitter, Mechanic, Electrical, Plumbing, Computer, etc.) • Maximum age limit increased from 25 to 28 years.
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IMPORTANT NOTE
CDC applications submitted before August 1, 2026, will be processed under the existing rules.



ALL PREVIOUSLY ISSUED CDCS WILL REMAIN VALID.
This change is for a stronger, more skilled and safer maritime future.



**MARINER'S
UPDATE**

COMPLIANCE WITH SIMPLICITY

NO TOLLS IN HORMUZ : IRAN CLARIFIES SHIPPING POLICY



Iran says it is **not charging transit tolls** on ships passing through the Strait of Hormuz. Instead, Iran and Oman are developing a new maritime safety framework for vessel coordination and safe passage. The move comes amid tighter shipping controls, increased military monitoring, and rising global concerns over Gulf maritime security. The Strait of Hormuz carries nearly **20% of global oil & LNG trade**, making every development in the region critical for world shipping and energy markets.

MARINER'S UPDATE
QUICK SEA NEWS
STRAIT OF HORMUZ

FOLLOW US FOR MORE MARITIME UPDATES

Iran has denied reports of imposing transit tolls on ships passing through the Strait of Hormuz, stating that recent measures are focused on navigational safety and regional coordination.

Iran and Oman are developing a framework to ensure safe vessel movements through the vital waterway, which handles nearly 20% of global oil and LNG trade.

A major petrol spill was reported at Paradip Port after a pipeline burst during vessel unloading operations connected to an IOCL terminal.

Emergency teams, CISF personnel, and fire services were deployed to contain the leak after thousands of litres of petrol reportedly spilled into nearby areas and water bodies.

No casualties were reported, while investigations into the exact cause of the rupture are ongoing.




PIPELINE BURST TRIGGERS MAJOR PETROL SPILL AT PARADIP PORT

Thousands of litres of petrol leaked during vessel unloading operations linked to an IOCL terminal at Paradip Port, Odisha.

Emergency teams contained the spill while authorities investigate the cause of the rupture.

MARINER'S UPDATE
QUICK SEA NEWS

China has completed a record-breaking 537-day deep-sea corrosion test at 10,000 metres depth. The project tested metals, coatings, and buoyancy materials under extreme pressure, low temperatures, and high salinity to study long-term durability.

The rare real-world data is expected to improve the safety, design, and lifespan of offshore energy systems, seabed mining equipment, and future deep-sea infrastructure.

MARINER'S UPDATE
QUICK SEA NEWS

537 DAYS UNDER 10,000 METRES

China completes the world's longest ultra-deep-sea corrosion test. Materials were exposed directly on the seabed under extreme pressure for 537 days.

The mission produced rare real-world data for future offshore energy and seabed mining systems. A major breakthrough for deep-sea engineering and subsea technology.

CADET DEATH MYSTERY SHOCKS MARITIME COMMUNITY

19-year-old Bihar cadet Somnath Singh Shivam allegedly fell from the third-floor hostel building at IMU's T.S. Chanakya campus in Navi Mumbai. Police are probing all possible angles, including exam stress, accidental fall, and foul play.

The cadet's family has demanded a fair investigation while authorities examine digital evidence and hostel records.

MARINER'S UPDATE
QUICK SEA NEWS

A 19-year-old first-year Nautical Science cadet from Bihar died after allegedly falling from a hostel building at the T.S. Chanakya campus in Navi Mumbai. Police are investigating all possibilities, while the cadet's family has alleged foul play and called for a transparent probe.

The incident has renewed concerns about student mental health, stress, and safety in maritime training institutions.

UK TIGHTENS RUSSIA-LINKED MARITIME TRADE SANCTIONS

UK TIGHTENS RUSSIA SANCTIONS: WHAT EVERY SHIPPER MUST KNOW

MAJOR UPDATE

-  **RUSSIAN LNG BANNED** FROM MARITIME TRANSPORT – INCLUDING THIRD-COUNTRY ROUTES
-  **VESSELS CARRYING RUSSIAN LNG OR COAL** FACE SWEEPING SERVICE PROHIBITIONS
-  **REFINED OIL PRODUCTS** MADE FROM RUSSIAN CRUDE NOW BLOCKED FROM UK IMPORT
-  **RUSSIAN URANIUM** IMPORTS SHUT DOWN
-  **NEW TECH EXPORT CONTROLS:** AI, QUANTUM, SEMICONDUCTORS NOW RESTRICTED

 **MARINER'S UPDATE**
COMPLIANCE WITH SIMPLICITY 

The UK has introduced new sanctions effective 20 May 2026, including a ban on transporting Russian LNG by sea, expanded vessel restrictions, limits on Russian uranium, and a ban on refined oil products made from Russian crude.

Shipping, energy, insurance, and logistics sectors face major impacts, with businesses given until 20 November 2026 to adjust supply chains and existing LNG contracts running until January 2027. Immediate review and compliance action are essential.

OIL TANKER FIRE SPARKS EMERGENCY RESPONSE OFF CHITTAGONG COAST



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

✕

🔗
WATCH VIDEO NOW



QUICK SEA NEWS

OIL TANKER FIRE



Oil tanker MT Meghna Trader caught fire near Chittagong Port on Thursday morning. Bangladesh Coast Guard launched immediate firefighting operations. All 22 crew members were rescued safely. Multiple vessels and emergency response teams were deployed to contain the blaze. The cause of the fire remains under investigation.

TENSIONS RISE IN STRAIT OF HORMUZ AFTER IRANIAN WARNING SHOTS



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

✕



QUICK SEA NEWS

IRANIAN FORCES FIRED WARNING SHOTS AT FOUR VESSELS



MARINER'S UPDATE



Iranian state broadcaster IRIB and local news agencies confirmed that Iranian forces fired warning shots at four vessels that attempted to transit the Strait of Hormuz without coordinating with security authorities. The vessels reportedly ignored initial warnings, prompting the warning shots that forced them to turn back. The reported confrontation occurred around 12:35 a.m. local time, amid heightened regional tensions and recent military escalations in the

CAPE SIZE BULKERS COLLIDE NEAR SINGAPORE

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

Two Capesize bulk carriers, CAPE XL and HUGE KUMANO, were involved in a collision near Singapore's AEBA eastern bunkering anchorage on 20 May, within one of the world's busiest shipping routes.

Reports indicate that CAPE XL, while departing the anchorage to enter the eastbound traffic lane, came into contact with HUGE KUMANO, resulting in visible hull damage to both vessels.



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

Stay tuned for insights and lessons learned.



[WATCH VIDEO NOW](#)



MARITIME VIDEO



[WATCH VIDEO NOW](#)



BA TABLE — THE MISSING SAFETY BARRIER IN ENCLOSED SPACE RESCUE

BA Table is often the missing safety barrier during enclosed space rescue. While low-pressure alarms warn of danger, effective rescue depends on proper air management and evacuation planning.

Understanding the BA Table could make the difference between a successful rescue and another casualty.

Click the link on the image to watch video.

BA TABLE

THE MISSING SAFETY BARRIER IN ENCLOSED SPACE RESCUE

- ? How many enclosed space checklists onboard actually contain a **BA Table**?
- ? And how many Officers or Masters truly understand its importance during rescue operations?



A BA TABLE SHOWS:

- ✓ Bottle pressure
- ✓ Working duration
- ✓ Reserve air
- ✓ Evacuation timing

Because during enclosed space rescue... **low pressure alarm alone** may not be enough.

INSIDE ENCLOSED SPACES:

🔊 Machinery noise

🔊 Echo

😓 Stress

🚑 Casualty handling

can cause rescuers to miss the **low-pressure whistle**.

And the rescuer... can become the next casualty. ⚠️

★ WHY BA TABLE IS IMPORTANT

- Allows the command team to **monitor** remaining air.
- Helps estimate **safe working time**.
- Enables **early alert** to rescuers before it becomes critical.
- Prevents depletion of air.
- Prevents **"rescuer becoming casualty"**.

A BA Table helps the command team alert rescuers before it is too late.

EXAMPLE CALCULATION

Example: 6 Ltr cylinder
200 bar pressure
Total Air = 6 x 200 = 1200 L
At 40 L/min breathing rate
Total Duration = $\frac{1200}{40}$
= 30 minutes
Low pressure alarm = 55 bar
Reserve Air = 6 x 55 = 330 L
Reserve Time = $\frac{330}{40}$
= 8.25 minutes (08:15)
Evacuation must start **BEFORE** alarm.

Bottle pressure (bar)	Total Duration (min:sec) (at 40 L/min)	Reserve period for evacuation (min:sec) (at 55 bar alarm)	Entry time (LT)	Estimated Evacuation Time (EET in LT) Ent time + R P
200	30:00	21:45	—	—
195	29:15	21:00	—	—
190	28:30	20:15	—	—
185	27:45	19:30	—	—
180	27:00	18:45	—	—
175	26:15	18:00	—	—
170	25:30	17:15	—	—
165	24:45	16:30	—	—
160	24:00	15:45	—	—
156	23:15	15:00	—	—
150	22:30	14:15	—	—
145	21:45	13:30	—	—
140	21:00	12:45	—	—
135	20:15	11:15	—	—
125	19:30	10:30	—	—
125	18:45	09:45	—	—
115	17:15	09:00	—	—
110	16:30	08:15	—	—
105	16:45	07:30	—	—
100	15:00	06:45	—	—
95	14:15	06:30	—	—
90	12:30	04:15	—	—
85	12:45	04:30	—	—
80	12:00	03:45	—	—
75	11:15	02:80	—	—
65	09:45	01:15	—	—
60	09:00	00:45	—	—
55	08:15	00:00	—	—

IT SHOULD BE INCLUDED IN:

- ✓ Enclosed space checklists
- ✓ Contingency manuals
- ✓ Emergency drills

scan to watch video



content **not** created by AI

download
BA table



WATCH VIDEO NOW

COMPASS 'N' & TRUE 'N'



Still confused between True North and Compass North? This video breaks down the concepts of variation and deviation in a simple and practical way for maritime students and seafarers.

Watch now and understand the fundamentals of marine navigation in a simple and easy-to-follow format.



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

We believe safer ships need active learning, not passive watching.

Real case studies, discussion, and participation build competency beyond compliance.



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



WATCH VIDEO NOW

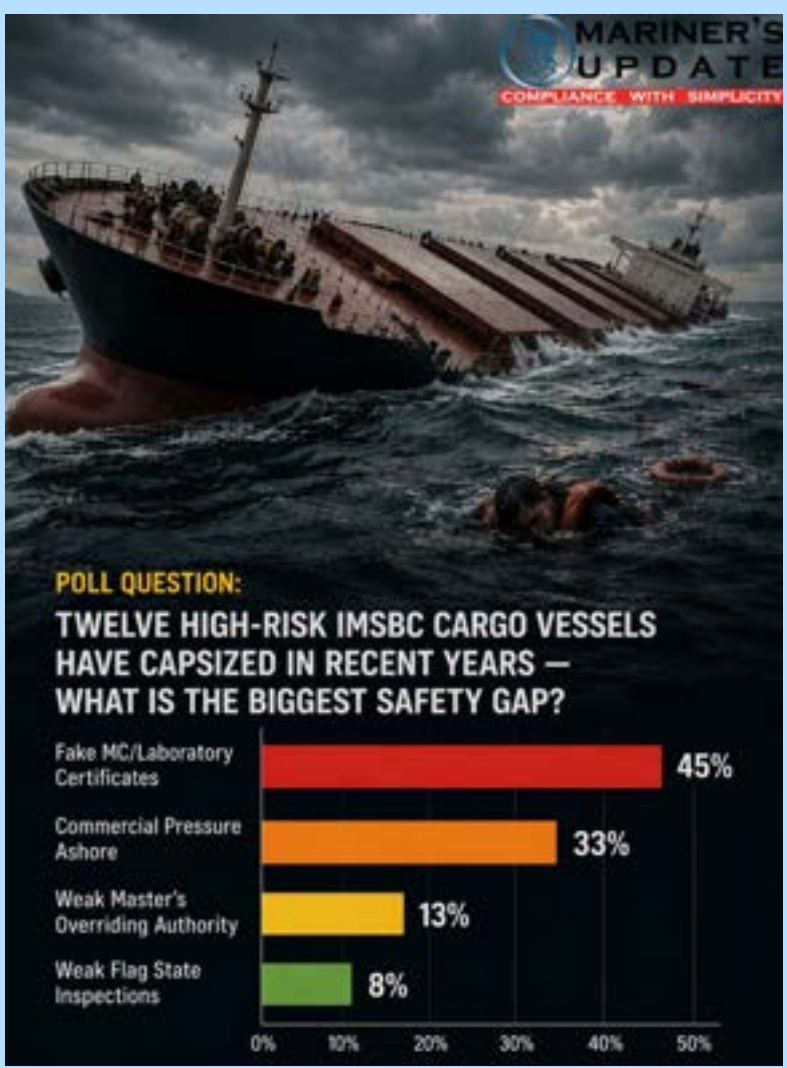
ACTIVE LIVE TRAINING

+91 7200 163 695

mu@marinersupdate.com



www.marinersupdate.com



CARGO LIQUEFACTION LOSSES - POLL RESULTS

Nearly half of respondents identified fake or unreliable shore-issued Moisture Content certificates as the biggest safety gap.

This is alarming — because behind every inaccurate certificate are lives at risk. More than 129 seafarers have reportedly been lost in cargo liquefaction casualties. When a vessel capsizes, it is ultimately the Master and crew who face the consequences.

MARITIME CASE STUDY

1ST DRASTIC MARITIME LIQUIFICATION INCIDENT OF 2026 - MV DEVON BAY

Maritime Case Study – 3 Min 43 Sec That Could Save Lives

This case study examines the 12th vessel loss, highlighting cargo liquefaction risk, operational pressure, warning signs, and lessons that must not be ignored.

Watch and learn— if one casualty is prevented, the lesson is worth spreading.

✕
WATCH VIDEO NOW

2026 - 1st Incident

129 LIVES - 12 SHIPS

CASE STUDY

Click the above link to watch the full maritime case study video.

NICKEL ORE – THE WORLD'S MOST DANGEROUS CARGO

LIQUEFACTION & DYNAMIC SEPARATION – DEADLY CONSEQUENCES

* LATEST INCIDENT – 1ST DRASTIC INCIDENT of 2026

MV DEVON BAY

- 56,000 DWT BULK CARRIER
- SINGAPORE FLAG
- CARGO : 55,000 MT NICKEL ORE
- FROM : GUTALAC, PHILIPPINES
- TO : YANGJIANG, CHINA
- DATE : 22 JAN 2026
- TIME : 2030 HRS
- LOCATION : SOUTH CHINA SEA



DEVELOPED LIST
> 25°
AND CAPSIZED
AT MID PASSAGE

21 CREW ONBOARD
2 DEAD
4 MISSING
15 SURVIVED

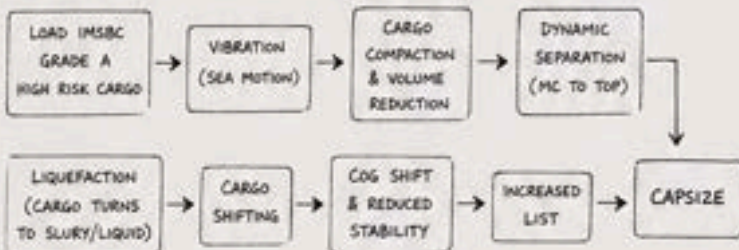
CAUSE EXPECTED AS LIQUEFACTION OR DYNAMIC SEPARATION. INVESTIGATION UNDER PROGRESS.

CARGO ACCEPTANCE – MASTER'S CHECKLIST

1. RECEIVE SHIPPER DECLARATION.
2. OBTAIN MOISTURE CONTENT (MC) CERTIFICATE.
3. VERIFY : TML > MC
4. IF RAINING – RETEST AND OBTAIN NEW CERTIFICATE.
5. EVEN IF CARGO LOOKS DRY – STILL TEST.
6. PASS THEN LOAD OR DO NOT LOAD.
7. USE MASTER OVERRIDING AUTHORITY IF ANYBODY INSISTS TO LOAD.



FROM LOADING TO CAPSIZING – THE CHAIN OF EVENTS



LIQUEFACTION / DYNAMIC SEPARATION – PAST CASUALTIES (SINCE 2009)

DATE	VESSEL	CARGO	LOCATION	LIVES LOST
1. 09 SEP 2009	BLACK ROSE	NICKEL ORE	INDONESIA	1
2. 29 OCT 2010	JIAN FU STAR	NICKEL ORE	SOUTH CHINA SEA	13
3. 10 NOV 2010	NASCO DIAMOND	NICKEL ORE	INDONESIA	22
4. 03 DEC 2010	HONG WEI	NICKEL ORE	INDONESIA	10
5. 25 DEC 2011	VINALINES QUEEN	NICKEL ORE	PHILIPPINES	22
6. 17 FEB 2013	HARITA BAUXITE	BAUXITE	INDONESIA	15
7. 01 JAN 2015	BULK JUPITER	NICKEL ORE	INDONESIA	10
8. 19 JUL 2015	ALAM MANIS	NICKEL ORE	INDONESIA	1
9. 13 OCT 2017	EMERALD STAR	NICKEL ORE	PHILIPPINES	10
10. 26 AUG 2019	NUR ALLYA	NICKEL ORE	INDONESIA	23
11. 22 JAN 2026	DEVON BAY	NICKEL ORE	SOUTH CHINA SEA	2

TOTAL LIVES LOST : 129 PEOPLE
TOTAL VESSELS CAPSIZED : 12

LIQUEFACTION & DYNAMIC SEPARATION

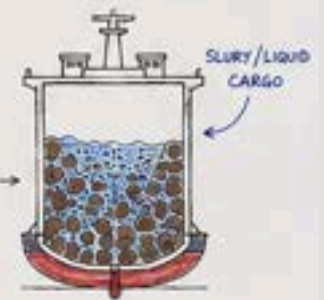
AFTER LOADING IMSBC GRADE A HIGH RISK CARGO IN THE HOLD, DUE TO VIBRATION CARGO COMPACT AND REDUCE VOLUME MAKES A FREE SPACE FOR FREE FLOW. MEANWHILE MOISTURE (MC) ESCAPES TO THE TOP AND BECOMES SLURRY – THIS IS CALLED DYNAMIC SEPARATION.

IF THE WATER PARTICLES JOIN TOGETHER WITHIN CARGO, THE CARGO BEHAVES LIKE LIQUID – THIS IS CALLED LIQUEFACTION.

DYNAMIC SEPARATION



LIQUEFACTION



BOTH METHODS – SAME CONSEQUENCE :
CARGO SHIFTING

- ONCE SHIFTED, CARGO WON'T COME BACK TO ORIGINAL POSITION.
- CAUSES SHIFT IN CENTER OF GRAVITY (COG).
- REDUCES DYNAMIC STABILITY.
- DECREASES ABILITY TO ABSORB EXTERNAL HEELING MOMENT.
- LIST INCREASES SLOWLY AND CAPSIZE HAPPENS.

WHY IT IS SO DEADLY ?

- SUDDEN LOSS OF STABILITY.
- VERY LITTLE TIME TO REACT.
- MOST INCIDENTS HAPPEN IN GOOD WEATHER.
- HIGH FATALITY RATE.



WATCH SAFETY VIDEO
SCAN QR CODE



REMEMBER : YOUR DECISION CAN SAVE LIVES !
DO NOT COMPROMISE ON CARGO SAFETY. WHEN IN DOUBT – DO NOT LOAD.
SAFETY OF CREW, SHIP AND ENVIRONMENT IS OUR ULTIMATE RESPONSIBILITY.






From Master's table - Day 1

Crew are our greatest asset. Their safety is our responsibility.

Crew claims account for more than 30% of total P&I exposure.

① MAJOR CREW CLAIMS

Major crew claims are divided into five categories:

	Injury
	Illness
	Loss of Life
	Missing
	Jump Ship

MASTER'S NOTE

Even with ISM Code and safety efforts, crew claims remain high and are a major concern for P&I Clubs.



② INSURANCE COVERAGE (Rule 19)

Main items covered under P&I insurance:

- Medical expenses
- Repatriation expenses
- Substitution expenses
- Sickness allowance
- Disability allowance
- Death compensation & funeral expenses
- Search and rescue expenses
- Loss of personal effects
- Deviation expenses during SAR, and bringing crew to unscheduled port for hospitalization



* The amount of coverage is decided in accordance with the conditions of the respective employment contract and/or the applicable laws.



③ MASTER'S KEY RESPONSIBILITIES

- Ensure safe working environment on board
- Provide training, toolbox talks and safety awareness
- Maintain vessel & equipment in good condition
- Act promptly after any incident
- Notify owners, agents, authorities & P&I correspondents



MASTER'S REMINDER



Prevention is better than claim. Good leadership prevents injuries.



Care for your crew - Healthy crew, safe ship.



Document everything - Facts protect you.



Communicate early, communicate properly.



Follow for more maritime insights from a Master's perspective.



KNOT BASICS

LOG - 1

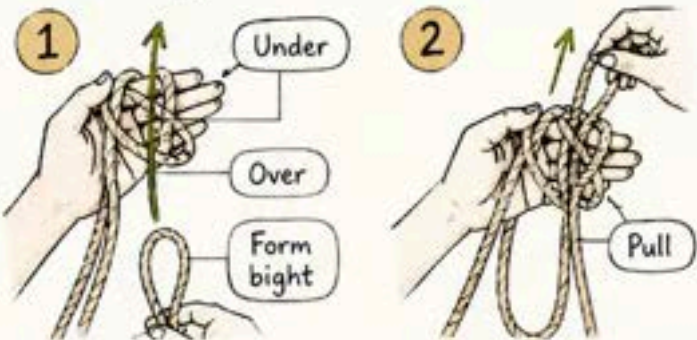
ESTIMATING ROPE LENGTH

When in doubt, add a little extra!
It's better to have more rope
than run out.



WORKING WITH A LONG LENGTH

Make a bight to manage the working end
more easily.

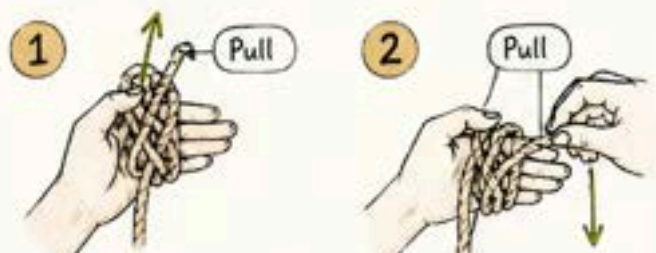


Form the working end
into a bight by folding
it back on itself.

After tucking the bight,
pull the rest of the
working end through.

WORKING OUT THE SLACK

Tighten a knot gradually by working
out the slack.



Find a part of the knot
that has slack and pull
the slack through.

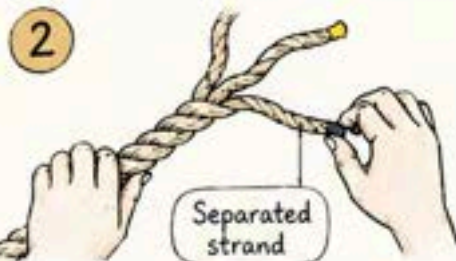
Work the slack through
the knot to the end
of the rope.

UNLAYING & LAYING ROPE

Unlaying a rope



Tape the end of
each strand before
unlaying to keep
the twist intact.



Gently separate the
strands by untwisting
one from the body
of the rope.

Laying a rope



To lay, realign the
strands to restore
the original twist
and hold them
together.



Force the strand
into place with
your thumb before
moving on to the
next strand.

TIGHTENING A KNOT

Pull each end gently and evenly.
Tight knots come from even tension.

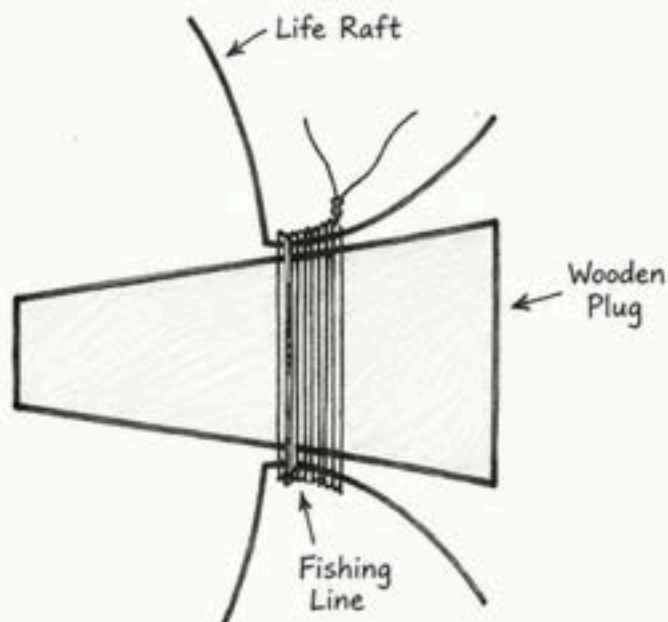


Hold one end of a
strand between
finger and thumb.

Pull the end gently
through. Repeat with
the other strands.

REPAIRING A MAJOR LEAK

PLUG IMPROVISATION (If punctured)



A plug (of wood or other available materials) can be improvised to patch a life raft in case of a puncture.

HOW TO REPAIR A MAJOR LEAK





Follow these steps to repair a major leak in one of the chambers:

- ① Partially **deflate** the chamber.
- ② Use a proper patching kit and follow the directions supplied by the manufacturer. If you don't have a kit, **improvise** with whatever materials and ingenuity you have available.
- ③ Use a **beveled** wooden or plastic plug to patch major leaks. Cover the plug with some type of material before inserting into the hole, then bind it with line to secure a better fit.
- ④ **Dry** and then patch interior leaks.
- ⑤ Exterior leaks (and areas of the floor) are more difficult to repair since the material will usually be **wet**.

IDENTIFY & MONITOR KEY STRAINS

Focus first on areas of greatest strain — these show signs of wear first and require greater attention.

KEY AREAS TO WATCH:

- Points where any lines or shackles, towing fixtures, etc. are attached to the raft 
- Areas where the floor and the flotation tubes are joined 
- Areas where any abrasion or chafing occurs 
- Areas around valves and seams 

WHY IT MATTERS:

Addressing these areas early can prevent small issues from becoming major problems.



REMEMBER:

A tiny leak can become serious. Keep pressure adequate in the buoyancy chambers. This reduces strain on the seams of the raft.



SURVIVAL TIP:

Stay calm, act quickly, and use available materials wisely. A well-repaired raft is your best chance to stay afloat and be rescued.



WEEKLY MARITIME SAFETY BREACHES



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.



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

PILOT LADDER

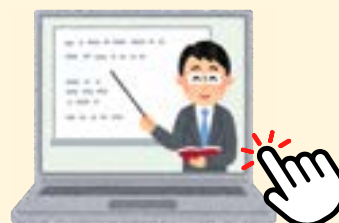


Click the link on the image or scan the QR code to watch the video.



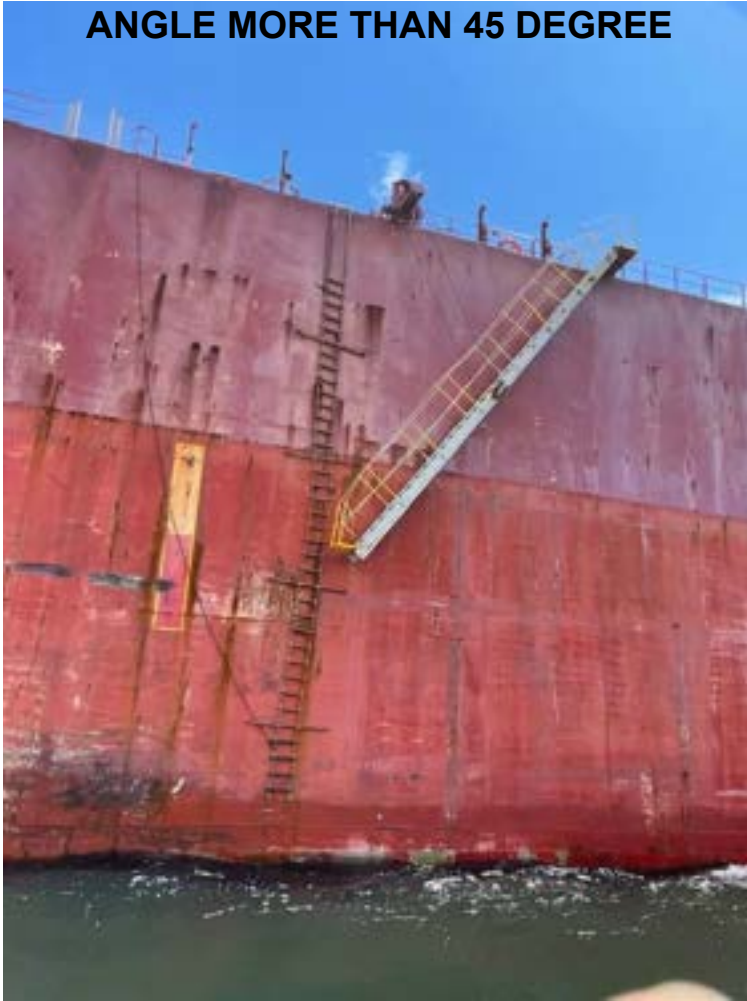
To register for our course, kindly click the icon below.

The biggest danger is not the equipment — it is the competency gap in Pilot Ladder safety.

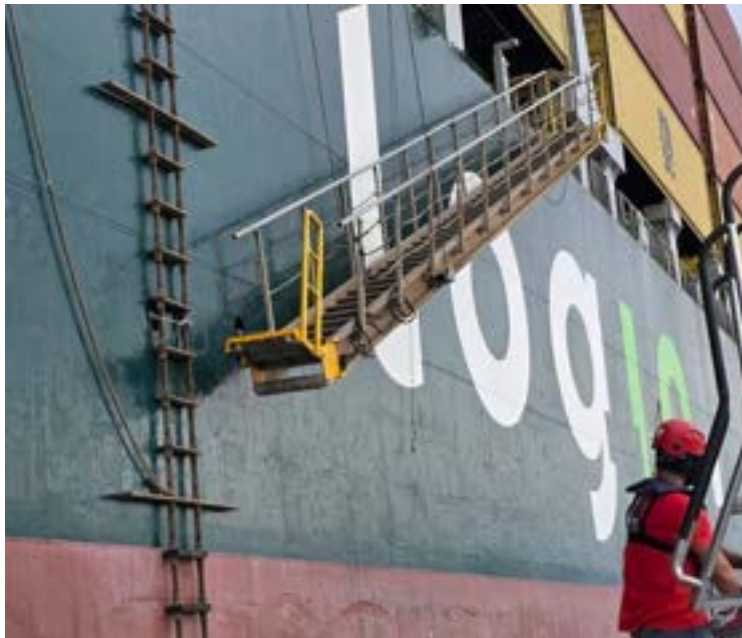


WEEKLY PILOT LADDER COMPLIANCES

ANGLE MORE THAN 45 DEGREE



WRONG SECURING, DANGEROUS



RETRIEVAL LINE, INSIDE HANDRAIL ON PLATFORM NOT THERE, SECURE TO HULL 2 METERS ABOVE PLATFORM, THE DIAMETER OF THE HANDRAILS AT PLATFORM IS TOO BIG NO ROPES BETWEEN HANDRAIL AT PLATFORM.



INAPPROPRIATE ROPE FOR SECURING PILOT LADDER

WEEKLY WEALTH PLAN FOR SAILORS

WEEK 6

THE “NO EMERGENCY FUND” MISTAKE



THE “NO EMERGENCY FUND” MISTAKE

A young 3rd Officer had been sailing for several years and managed to save nearly USD 35,000.

Wanting to grow his wealth quickly, he invested almost everything:

- USD 20,000 in property
- USD 10,000 in investments
- USD 5,000 on personal expenses

His bank balance was nearly zero.

"My money is invested. I'm financially secure."

Then life happened.

Just before his next contract, his father required an unexpected medical procedure costing USD 4,000. At the same time, his joining date was delayed.

He needed cash immediately.

But his investments weren't easily accessible, and selling them meant taking losses. With no emergency fund available, he had to borrow money and use credit cards to manage the situation.

The emergency was temporary.

The financial stress lasted much longer.

WHAT HE SHOULD HAVE DONE INSTEAD

Before investing heavily, he should have set aside an emergency fund.

Monthly Expenses	Emergency Fund Target
USD 1,000	USD 6,000
USD 1,500	USD 9,000
USD 2,000	USD 12,000

The 6-Month Rule

Every seafarer should keep enough cash to cover at least **6 months of essential family expenses**.

QUICK TIPS FOR SEAFARERS

Build your emergency fund before investing.

Keep emergency money easily accessible

Prepare for contract delays and medical emergencies.

Never rely on credit cards as a backup plan.

THE REAL LESSON

Many seafarers focus on growing wealth. But wealth without a safety net can quickly become a problem.

An emergency fund doesn't make you rich. It prevents emergencies from making you poor.



Eid al-Adha
Mubarak

— ⚓ —

To Every Seafarer
Around the World

Thank you for your dedication,
your sacrifice, and the miles
you sail to keep the world moving.

**MARINER'S
UPDATE**
COMPLIANCE WITH SIMPLICITY

NEW PUBLICATION

OUT NOW



COMING SOON



SHIP-SHORE VACANCIES

SEA JOBS

COMPANY NAME : Synergy group
VESSEL TYPE : Oil/Chem tankers
RANK : MST & CO
REMARK : Tanker expertise is required in rank
 White coc only
CONTACT NO : Ms Deepali (8655861828)

COMPANY NAME :
 ASP CREWSHIPS INDIA PVT LTD.

VESSEL TYPE :
 Bulk Vessel

RANK :

* Third Engineer (3/E)
 * Electrical Officer (ETO)

REMARK :
 06-12 Months rank experience on bulk carriers.
 White coc only

CONTACT NO :
 8422850028

EMAIL :
 PGaikwad@crewships.com

COMPANY NAME : All Weather Shipping
VESSEL TYPE : Oil Tanker
RANK : 2nd Engineer
REMARK : Indian coc only
CONTACT NO : +91 86558 87431

COMPANY NAME : Blue Fortune Ship Management
VESSEL TYPE : General Cargo
RANK : 2nd Engineer
REMARK : White coc only
CONTACT NO : +91 9867955734
EMAIL : bluefortuneships@gmail.com

COMPANY NAME : SEAVIEW SHIP MANAGEMENT PVT LTD
VESSEL TYPE : VESSEL : TANKER , GRT : 20000T
RANK : 3RD OFF
REMARK : WHITE COC MUST
 MUST HAVE RANK EXPERIENCE
CONTACT NO : 7208695742
EMAIL : seaviewcrew7@gmail.com

COMPANY NAME : Naavex Marine Services
VESSEL TYPE : Oil /Chem Tanker Vessel
RANK : 2nd Eng- with 15 months exp
REMARK : ETO - with Indian COC
 (Chem Tanker exp is must)
CONTACT NO : 9920554424
EMAIL : naavexmarine@crewing.com

COMPANY NAME : Admiral Marine Services
VESSEL TYPE : 2E -Passenger vessel (FG COC)
RANK : Promotional candidate also accepted
 (should have 6 months experience
 after obtaining class II)*
LOCATION: Kochi - Lakshadweep Islands
CONTACT NO : +91 91508 19555
EMAIL : crew@admiralmarine.com

COMPANY NAME :
 SEAVIEW SHIP
 MANAGEMENT PVT
 LTD
VESSEL TYPE :
 VESSEL : TANKER
 GRT : 7000
RANK :
 2ND ENGINEER-
 6000-6800\$
 3RD ENGINEER-
 3000\$
REMARK :
 WHITE COC
 MUST HAVE RANK
 EXPERIENCE
CONTACT NO :
 7977563819
EMAIL :
 seaviewcrew7@gmail.com

COMPANY NAME :
 GMOS World
 (Singapore)
VESSEL TYPE :
 Log Carrier & Bulk
 Carrier (Geared)
RANK :
 1-Chief Engineer
 2- ETO
REMARK :
 Good Rank experience
 must on ship type
 White coc only
 Joining: 1st Week of
 June 2026
CONTACT NO :
 +917008346763
EMAIL :
 crewing@gmos.world

SHORE JOBS

COMPANY NAME :
 Jibe Development Services
POSITION
 Marine Data Analyst - 4th
 Engineer
REMARK :
 Permanent Shore Job
 for 4th Engineer
 looking to settle on
 shore
 Understanding and
 Experience of Spare
 extractions and
 Inventory Management
 4th Engineer and above
 with intermediate to
 advanced excel skills
CONTACT NO :
 +91 7021107456
EMAIL :
 Jobs@jibe.co.in

COMPANY NAME : Atlantias Location - Navi Mumbai/ Chennai .
POSITION : QHSE Superintendent
REMARK :

- Experience as Master on Oil chemical tankers
- 3 years shore-based experience in an HSEQ/Assurance role.

CONTACT NO : 9372759275 **EMAIL :** s.dewnani@aships.co.uk

CONTACT NO : 7506911256 / 98677 33827
COMPANY NAME : MTM Ship Management (India) Pvt Ltd
POSITION DPA / Marine Manager - Tankers
REMARK : Master Mariner (FG) certification mandatory.
 2-5 years' shore experience in tanker
 operations/marine management preferred.
 Experience in handling oil/chemical tankers
 preferred.
EMAIL : bhagyashree.kawatkar@mtmsm.com

COMPANY NAME :
 ANGLO EASTERN
POSITION
 Manager/Assist. Manager
REMARK :
 Candidates with 24 months
 experience as a senior
 officer/engineer on bulk
 carriers / dry cargo may apply.
 Working in Quality or Marine
 Operations role is a added
 benefit.
 Qualifications : Master / Chief
 Mate (FG) / Chief Engineer /
 Second Engineer
LOCATION :
 India (Navi Mumbai)
EMAIL :
 goddubarla@angloeastern.com



FINAL THOUGHTS

EVERY VOYAGE BRINGS NEW LESSONS, NEW CHALLENGES, AND NEW OPPORTUNITIES TO GROW.

STAY INFORMED, STAY PREPARED, AND CONTINUE BUILDING A SAFER MARITIME FUTURE.

SEE YOU IN THE NEXT EDITION.

02 JUNE 2026