



# MARINER'S UPDATE

V O I C E O F S E A F A R E R

VOYAGE : 7

9 June 2026

## INSPECTION AT USA SIRE 2.0

NEW ERA OF SAFETY, COMPLIANCE & ACCOUNTABILITY

SCAN TO SAIL



**1 OIL DETECTION COMPLIANCE**

**COMPLIANCE MONITORING SYSTEM**

**3 CARGO STABILITY MANAGEMENT**

**ENHANCED SAFETY & CARGO INTEGRITY CHECKS**



**2 RISK SCREENING & TOKE CONTROL**

**DEFECTS FLAGGED & MANAGED**

**4 EMERGENCY TOWING READINESS**

**OPERATIONAL PROGRAM**

- DRILLS
- GEAR
- SYSTEMS

**EMERGENCY PREPAREDNESS**

**MOST COMMON DEFICIENCIES (MLC 2006) DURING PSC INSPECTION**



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**RIGHTSHIP INSPECTION AGE TRIGGER REDUCED FROM 14 YEARS TO 10 YEARS**

AGE TRIGGER	INSPECTION WINDOW	SAFETY SCORE IMPACT	FINAL DEADLINE
14 → 10 YRS	8-10 HRS	DROPS TO 2/5	JAN 2027

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# EDITOR'S NOTE



## WELCOME TO THE 7TH EDITION

Dear Mariners,

This week, one discussion stood out above all others: the human element.

Our recent poll on maritime incidents revealed an important message from seafarers worldwide. Most respondents agreed that safety is achieved not through procedures alone, but through the combination of checklists, competency, and seamanship.

The industry continues to invest in regulations, digitalization, and compliance frameworks. Yet incident investigations repeatedly highlight familiar causes—human error, communication gaps, complacency, and lessons that were not effectively applied.

A procedure provides direction. A checklist provides consistency. But it is professional judgment and experience that turn them into safe operations.

As shipping moves forward with evolving IMO requirements and new technologies, we must remember that people remain the industry's most important safety barrier.

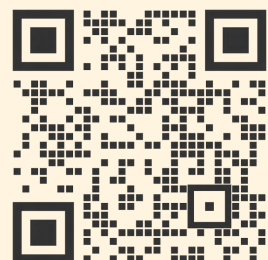
At Mariners Update, we remain committed to sharing practical knowledge, lessons learned, and industry insights that help seafarers make safer decisions every day.

Because every lesson shared today may prevent an incident tomorrow.

Stay Safe. Stay Vigilant. Stay Professional.

*Capt. Philip*

Editor  
Mariners Update



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# PSC Focus Wk 16 – MLC & PSC



MARINER'S  
UPDATE  
COMPLIANCE WITH REGULATIONS

## MOST COMMON DEFICIENCIES DURING PSC INSPECTIONS (MLC 2006)

MOST COMMON DEFICIENCIES	WHAT'S GOING WRONG	ACTION TO TAKE
<p>1. Seafarers' Employment Agreements (SEA)</p> 	<ul style="list-style-type: none"> <li>SEAs missing required details or not signed by authorised representative.</li> <li>Seafarers working with expired SEAs.</li> </ul>	<ul style="list-style-type: none"> <li>Ensure every seafarer has a valid, properly signed SEA with all required particulars.</li> <li>Regularly audit SEAs to ensure they are current, complete, and properly executed.</li> </ul>
<p>2. Payment of Wages</p> 	<ul style="list-style-type: none"> <li>Evidence of systematic underpayment of seafarers.</li> <li>Discrepancies between contracted wages and actual payments.</li> <li>Double bookkeeping practices.</li> </ul>	<ul style="list-style-type: none"> <li>Pay seafarers in full and on time as per the employment agreement.</li> <li>Maintain transparent, accurate wage records consistent with actual payments.</li> </ul>
<p>3. Hours of Work and Rest / Table of Shipboard Working Arrangements</p> 	<ul style="list-style-type: none"> <li>Rest hour records and working arrangement tables do not reflect actual hours.</li> <li>Falsified or inaccurate records are a major red flag.</li> </ul>	<ul style="list-style-type: none"> <li>Ensure seafarers, especially navigational &amp; operational staff, get minimum required rest hours.</li> <li>Keep accurate records that truthfully reflect actual work and rest periods.</li> </ul>
<p>4. Entitlement to Leave and Repatriation</p> 	<ul style="list-style-type: none"> <li>Seafarers serve beyond 11 months without taking minimum paid leave.</li> <li>Repatriation not provided within required time.</li> </ul>	<ul style="list-style-type: none"> <li>No seafarer should serve more than 11 months without minimum paid annual leave.</li> <li>Ensure timely repatriation as per entitlement. Forfeiting leave is not allowed (except as permitted).</li> </ul>
<p>5. Accommodation Facilities</p> 	<ul style="list-style-type: none"> <li>Sleeping quarters, sanitary facilities, and medical spaces found in poor or unhygienic condition.</li> </ul>	<ul style="list-style-type: none"> <li>Keep all accommodation, sanitary areas, and medical spaces clean, safe, and well-maintained.</li> <li>Conduct regular onboard inspections.</li> </ul>
<p>6. Food, Catering and Drinking Water</p> 	<ul style="list-style-type: none"> <li>Insufficient food for the voyage.</li> <li>Seafarers charged for drinking water.</li> <li>Ships with <math>\geq 10</math> crew without a fully qualified cook on board.</li> </ul>	<ul style="list-style-type: none"> <li>Provide adequate, nutritious food and free drinking water.</li> <li>Vessels with <math>\geq 10</math> crew must have a fully qualified cook, unless dispensation is valid.</li> </ul>
<p>7. Health, Safety and Accident Prevention</p> 	<ul style="list-style-type: none"> <li>OH&amp;S policies not properly implemented.</li> <li>Unsafe conditions not reported or corrected.</li> <li>No accident prevention programmes.</li> <li>Seafarers not protected from bullying &amp; harassment.</li> </ul>	<ul style="list-style-type: none"> <li>Ensure a safe and respectful work environment.</li> <li>Have clear procedures to report and correct unsafe conditions.</li> <li>Implement accident prevention programmes.</li> <li>Enforce anti-harassment and anti-bullying policies.</li> </ul>



# SIRE 2.0 INSPECTION AT USA

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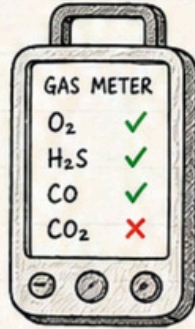
- 📍 Port: Houston, Texas, USA
- 👤 Inspector: Capt. E.....C
- 🕒 Duration: 8.0 Hours

**WK-57** "Small gaps in compliance often become major observations."

## ⇒ KEY OBSERVATIONS ⇐

### ① CO<sub>2</sub> ENTRANCE TESTING EQUIPMENT

Vessel did not have portable or personal gas detectors capable of testing the atmosphere of enclosed spaces for Carbon Dioxide (CO<sub>2</sub>) as required by IMO Resolution MSC.581(110).



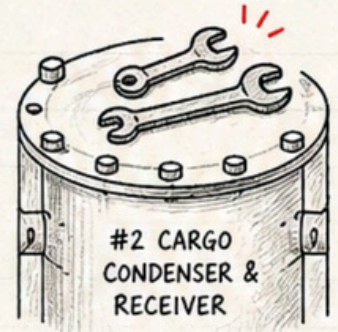
#### Lesson Learned

- Verify compliance with latest IMO requirements.
- Track critical safety equipment requisitions until delivery.

### ② POOR TOOL HOUSEKEEPING

Two wrenches were found placed on top of the #2 cargo condenser and receiver in the cargo machinery space.

The wrenches were removed and properly stowed after being highlighted.



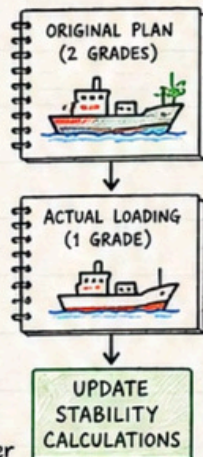
#### Lesson Learned

- Tools must be returned after use.
- Area inspections should identify loose equipment.

### ③ STABILITY CALCULATIONS NOT UPDATED

Stability calculations were prepared for loading two grades simultaneously. However, vessel was loading only one grade for about 8 hours and amended stability calculations were not prepared.

Amended stability calculations were prepared prior to the completion of the inspection.



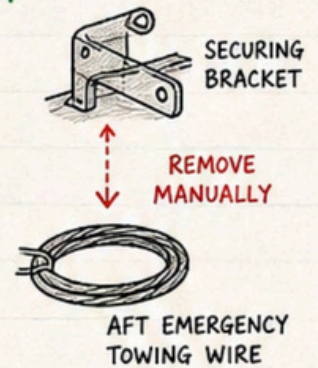
#### Lesson Learned

- Update stability calculations whenever cargo operations change.

### ④ EMERGENCY TOWING PREPARATION

The aft emergency towing wire was secured by a bracket which required manual removal prior to deployment.

The deployment instructions posted on the pickup gear storage box did not include the removal of this bracket.



#### Lesson Learned

- Emergency equipment instructions must reflect actual deployment steps.



### INSPECTOR'S GENERAL IMPRESSION

The inspector was practical and reasonable throughout the inspection and did not go into excessive detail unless required.

Strong focus on:

- |                       |                              |
|-----------------------|------------------------------|
| ✓ Documentation       | ✓ Enclosed Space Entry       |
| ✓ Bridge Preparedness | ✓ Hot Work Controls          |
| ✓ Cargo Operations    | ✓ Safety Equipment Readiness |

### TAKEAWAY

Most observations were not equipment failures — they were procedural and verification gaps.



VERIFY



UPDATE



INSPECT



FOLLOW  
THROUGH

### TO KNOW MORE

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# RightShip Resets the Standard: 10-Year Inspection Trigger

Now in Effect



“ A major industry shift in vessel oversight. New baseline for “acceptable” is being permanently raised. ”

## 1. WHAT CHANGED?

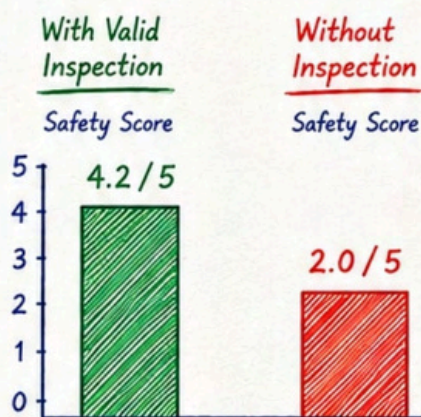
- Old Rule: Inspection Trigger = 14 Years
- New Rule: Inspection Trigger = 10 Years
- Final Implementation: January 2027

PHASED IMPLEMENTATION TIMELINE



★ Implementation completes in January 2027.

## 2. INSPECTION IMPACT



⚠ Lower score may lead to:

- Vetting rejection
- Chartering difficulty
- Commercial restrictions

## 3. WHAT THIS MEANS OPERATIONALLY

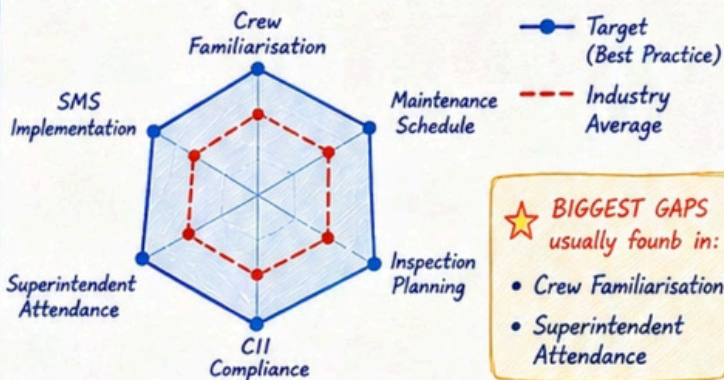
- 🕒 Inspection duration of 8-10 hours demands thorough preparation.
- 🛡 Safety culture and onboard SMS implementation will be assessed, not just hardware condition.
- 👤 Superintendent presence during inspections is increasingly expected.

- 👥 Crew competency and familiarisation will face closer scrutiny.
- 🌐 Global inspector network expansion means inspection consistency is improving.
- 🔍 Sub-standard preparation is harder to mask.

### KEY TAKEAWAY

Treat this update as a signal that the industry's baseline for “acceptable” is being raised.

## 4. OPERATIONAL READINESS SNAPSHOT (INDUSTRY AVERAGE VS. TARGET)



Forward-looking operators close these gaps by integrating inspection planning, maintenance & crew training into routine fleet management cycles – not reactive exercises.

## 5. SUPERINTENDENT QUICK ACTIONS

- ✅ 1. Audit your fleet age profile.
- ✅ 2. Schedule RightShip inspections proactively.
- ✅ 3. Ensure SMS documentation is current and vessel-specific.
- ✅ 4. Plan superintendent attendance and factor it in.
- ✅ 5. Align CII and PSC performance with vetting preparation.
- ✅ 6. Brief masters and officers on updated inspection scope.

“ The vessels that will succeed are not merely compliant on paper – they are operationally prepared every single day. ”



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CAPTAIN'S WEATHER DESK - WK : 3

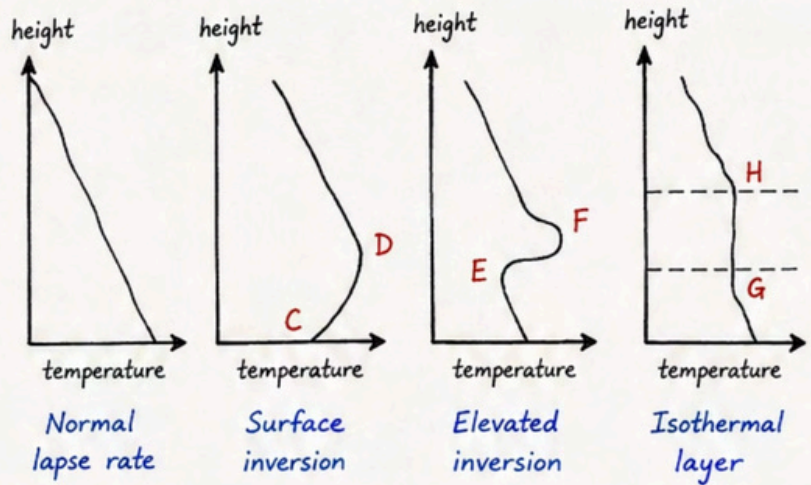


ENVIRONMENTAL LAPSE RATE (ELR) & PRESSURE VARIATION WITH HEIGHT

1. ENVIRONMENTAL LAPSE RATE (ELR)

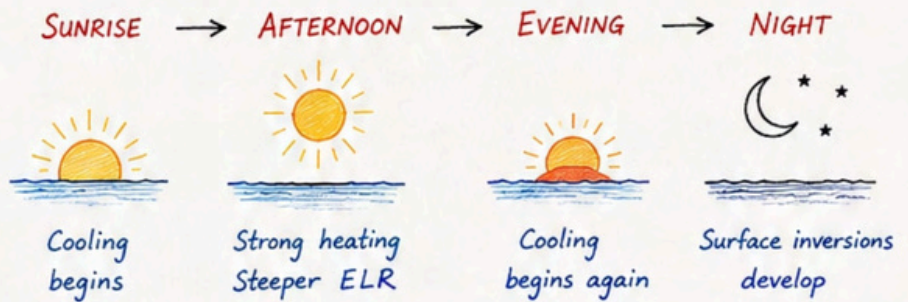
Environmental Lapse Rate (ELR) describes how air temperature changes with height in the atmosphere.

It plays a major role in cloud development, rainfall, thunderstorms and atmospheric stability.



2. DAILY CHANGES IN ELR

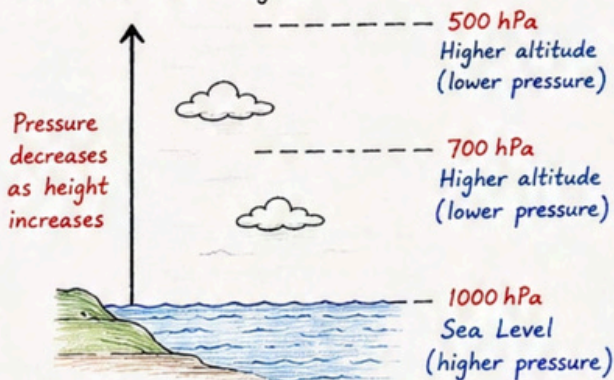
- Before sunrise: surface is coolest
- Surface inversions often develop
- Afternoon heating creates a steeper lapse rate
- Evening cooling restarts the cycle



3. PRESSURE VARIATION WITH HEIGHT

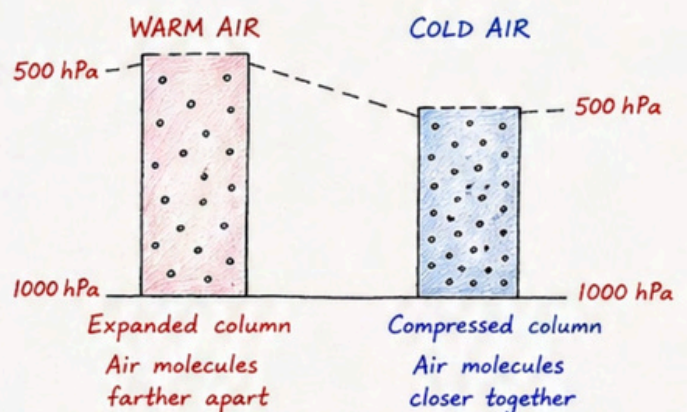
Atmospheric pressure is the weight of air above a location.

As altitude increases, there is less air overhead, so pressure always decreases with height.



4. WARM AIR VS COLD AIR

Two columns of air with the same pressure at sea level but different temperatures.



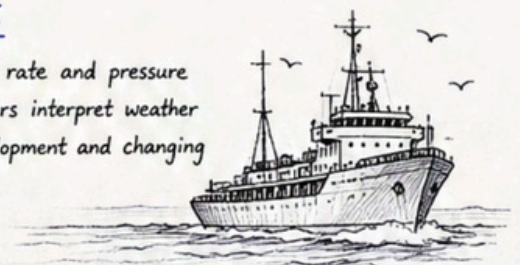
Pressure decreases more slowly in warm air and more rapidly in cold air.

QUICK FACTS

- ✓ Temperature generally decreases with height
- ✓ Pressure always decreases with height
- ✓ Surface inversions are common before sunrise
- ✓ Warm air expands
- ✓ Cold air is denser
- ✓ ELR influences cloud and weather development

MARINER'S NOTE

Understanding lapse rate and pressure changes helps mariners interpret weather patterns, cloud development and changing conditions at sea.



**HOUSTON EDITION: INSPECTION INSIGHTS**

**SIRE 2.0 WK : 57**

1 CO<sub>2</sub> DETECTION COMPLIANCE  
COVERED SPACE ATMOSPHERIC TESTING

2 HOUSEKEEPING & TOOL CONTROL  
DROPPED OBJECT HAZARD

3 CARGO STABILITY MANAGEMENT  
LOADING PLAN BALLAST CALCULATIONS STABILITY CURVES

4 EMERGENCY TOWING READINESS  
DEPLOYMENT PROCEDURE  
1 REMOVE BRACKET  
2 DEPLOY (When used)  
EMERGENCY PREPAREDNESS

MARINER'S UPDATE

NEWSLETTER

**SIRE 2.0**  
EVERYTHING YOU WANT TO KNOW ABOUT SIRE 2.0 PROCEDURES AND OBSERVATIONS

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**MLC & PSC**  
Most Common Deficiencies (MLC 2006) during PSC Inspections  
PSC FOCUS - WK : 16

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PORT STATE CONTROL MANAGEMENT FOR MARINERS

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**RISQ - RIGHTSHIP NEWSLETTER** WK-4

**A New Era of Fleet Oversight**

Inspection standards are tightening. Is your fleet ready?

Before: 14 yrs

Now: 10 yrs

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NEWSLETTER

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NEWSLETTER

**CAPTAIN'S WEATHER DESK**  
"Forecasts and insights for those who live by the sea." Because weather decides everything

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CAPTAIN'S WEATHER DESK - WK : 3

MARINER'S UPDATE

**ENVIRONMENTAL LAPSE RATE (ELR) & PRESSURE VARIATION WITH HEIGHT**

# MARINERS UPDATE - YOUR TRUSTED MARITIME PARTNER

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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COMPLIANCE WITH SIMPLICITY

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# DRONES STRIKE 3 MERCHANT SHIPS IN BLACK SEA - 2 CREW INJURED

Three merchant ships were reportedly attacked by UAVs while transiting the Black Sea sea corridor on 28–29 May 2026.

A Turkish-owned, Vanuatu-flagged dry cargo vessel carrying cargo from Odesa to Türkiye sustained damage, with two Turkish crew members suffering minor injuries. The vessel was later towed for repairs. According to Ukrainian authorities, all three ships experienced drone attacks that triggered onboard fires, which were successfully extinguished by the crews.

Türkiye condemned the attack, expressed concern over escalating risks to civilian shipping in the Black Sea, and renewed calls for safe navigation and a negotiated end to the conflict.

## BREAKING NEWS

01 JUNE 2026

### 3 SHIPS ATTACKED IN BLACK SEA

#### TURKISH CARGO SHIP HIT, 2 CREW INJURED



Three merchant ships transiting the Black Sea sea corridor were attacked by UAVs on **28–29 May 2026**.



A Turkish-owned, Vanuatu-flagged dry cargo vessel en route from Odesa, Ukraine to Türkiye was hit. **Two Turkish crew members sustained minor injuries.**



Fires broke out on all three ships but were extinguished by the crews. The damaged Turkish vessel was **towed for repairs.**



#### ! TÜRKİYE CONDEMNS ATTACK

Türkiye expressed strong concern over the escalation in the Black Sea, warned against steps that could worsen the conflict, and reiterated calls for the protection of civilian shipping and a negotiated end to the war. Türkiye stands ready to support de-escalation and the peace process.

# INDIA REVIEWS COASTAL SHIPPING CABOTAGE RULES



Government reassessing relaxed cabotage regulations. Review to examine impact on **freight rates, competition, and domestic shipping**. Indian operators raise concerns over growing foreign vessel participation. Policy outcome could shape future **maritime investments and coastal trade**. Key step toward balancing logistics efficiency with domestic industry growth.

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India is reviewing its relaxed coastal shipping cabotage rules to assess their impact on domestic shipping, competition, freight rates, and maritime investment. While the policy improved capacity and logistics efficiency, concerns remain over increased participation by foreign-flagged vessels.

The outcome could shape the future of coastal shipping and fleet investment in India.

A fire broke out aboard an Italian-flagged Ro-Ro passenger vessel undergoing maintenance at the Port of Naples. No passengers were onboard and no injuries have been reported.

Authorities are investigating the cause while assessing the damage.

The incident highlights the importance of fire prevention, hot work controls, and emergency preparedness during shipyard maintenance.

## FIRE ERUPTS ON PASSENGER FERRY IN NAPLES SHIPYARD

A fire broke out aboard an Italian-flagged Ro-Ro passenger ship undergoing maintenance in Naples Port on **27 May 2026**.

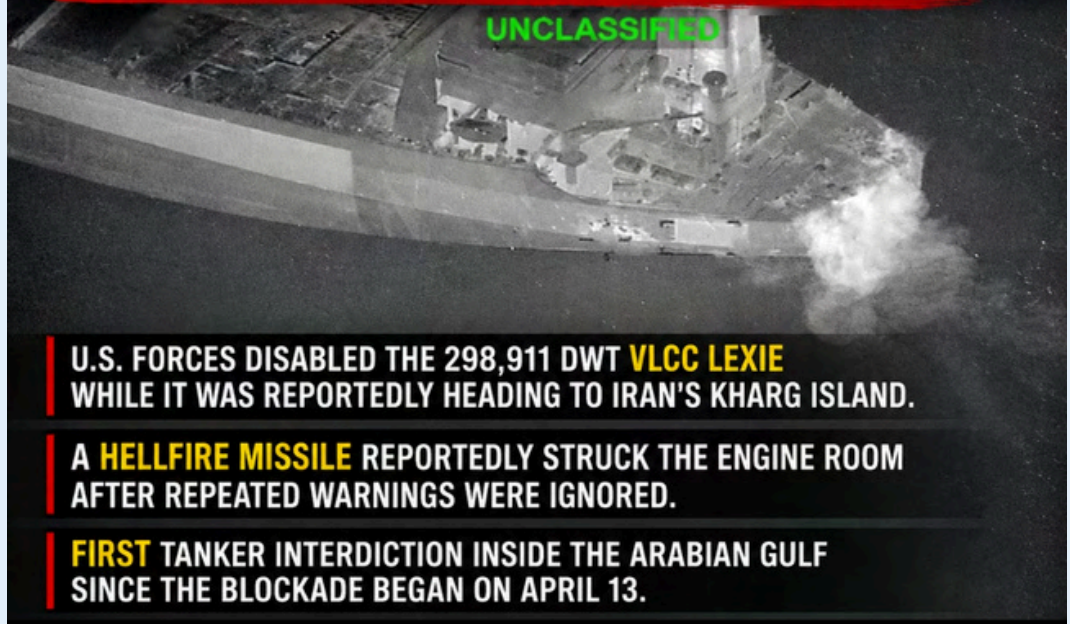
No passengers were onboard and **no injuries** have been reported. Firefighters launched a large-scale response to control the blaze. Thick black smoke was visible across the port area. Authorities are **investigating the cause** and extent of the damage.



Reportedly, U.S. forces disabled the VLCC Lexie while it was en route to Iran's Kharg Island export terminal, escalating maritime tensions in the Arabian Gulf.

The incident has heightened concerns over vessel safety, regional stability, insurance risks, and the security of global energy supply routes, with the shipping industry closely monitoring developments.

# VLCC DISABLED NEAR IRAN: GULF SHIPPING ON ALERT



U.S. FORCES DISABLED THE 298,911 DWT **VLCC LEXIE** WHILE IT WAS REPORTEDLY HEADING TO IRAN'S KHARG ISLAND.

A **HELLFIRE MISSILE** REPORTEDLY STRUCK THE ENGINE ROOM AFTER REPEATED WARNINGS WERE IGNORED.

**FIRST** TANKER INTERDICTION INSIDE THE ARABIAN GULF SINCE THE BLOCKADE BEGAN ON APRIL 13.

## TANK CLEANING TRAGEDY: CHIEF OFFICER LOSES LIFE AT SEA



43-year-old Chief Officer collapsed inside an **oil tank during cleaning operations**. Emergency rescue and onboard medical response were immediately initiated. Remote doctors later confirmed no vital signs. No foul play suspected; authorities investigating as an **accidental death**. Incident highlights the deadly risks of **enclosed space entry onboard ships**.

A 43-year-old Chief Officer aboard the oil tanker Jag Aaba died after reportedly collapsing inside an oil tank during a cleaning operation in the Arabian Sea.

Despite immediate rescue efforts and medical assistance, he could not be revived.

The incident highlights the critical risks of enclosed space entry and the importance of strict safety procedures during tank operations.



# 853 Ships. One Common Thread: Emergency Power Systems That Couldn't Deliver

Inside IACS's Landmark Year-Long Inspection Campaign and What It Means for SOLAS Compliance



**36,723**  
Ships Inspected  
in 2025



**853**  
Ships with  
Deficiencies Found



**2.32%**  
Overall  
Deficiency Rate



**97.68%**  
Ships Fully  
Compliant

## THE WAKE-UP CALL FROM TOKYO

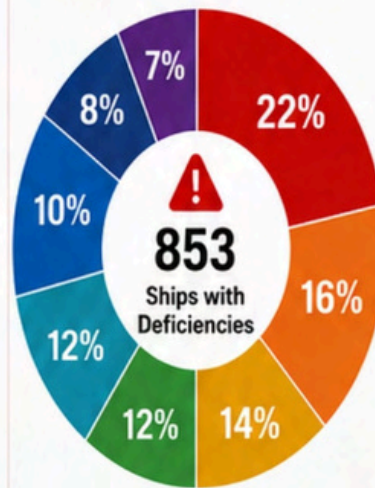


In a landmark safety initiative, the International Association of Classification Societies (IACS) has released findings from its year-long Concentrated Inspection Campaign (CIC) on Emergency Power Supply (EPS) Tests — the largest of its kind, covering over 36,723 vessels throughout 2025.

Triggered by concerns raised by the Tokyo Memorandum of Understanding (MoU) over questionable "simulated blackout" test practices, the campaign has revealed critical gaps that put seafarer safety and SOLAS compliance at risk.

## ANATOMY OF FAILURE: WHERE SHIPS FELL SHORT

Among the 853 ships where deficiencies were recorded, failures clustered around a handful of recurring equipment and procedural issues.



- 22% Closing Quick-Closing Valve
- 16% Malfunction of Control Unit / Circuit
- 14% Malfunction of Starting Arrangement
- 12% Air Circuit Breaker (ACB) Malfunction
- 12% Engine Starting Switch Mis-selection
- 10% No Power to Essential Safety Services
- 8% Engine Malfunction
- 7% Other

## ROOT CAUSES: THREE INDUSTRY-WIDE VULNERABILITIES



EQUIPMENT RELIABILITY



PROCEDURAL GAPS IN THE SMS



HUMAN FACTORS

## WHAT NEEDS TO CHANGE: IACS RECOMMENDATIONS



STRENGTHEN ISM AUDITS



REVIEW HIGH-FREQUENCY FAILURE COMPONENTS



STANDARDISE SIMULATION TEST DESIGN



INVEST IN CREW TRAINING

SCAN QR HERE  
FOR FULL DETAILS



# ENGINE ROOM INFERNO AT SEA

## FUEL PIPE CRACK SPARKS MAJOR FIRE ON PRODUCT TANKER

A routine ballast passage nearly turned into a major maritime casualty when a cracked fuel oil pipe triggered a rapidly developing engine room fire aboard a 12-year-old product tanker.

MARINER'S UPDATE  
COMPLIANCE WITH SIMPLICITY



### WHAT HAPPENED



Fire detection alarm activated in the engine room near the starboard main engine.



Crew responded immediately, stopped main engines and initiated emergency procedures.



Fire escalated rapidly despite local firefighting and boundary cooling.



Fixed CO<sub>2</sub> system was released and extinguished the fire successfully.



No injuries. Electrical power and essential systems were restored. Vessel proceeded under its own power, avoiding towage.



### ROOT CAUSE

A crack in a pressurised fuel oil pipe near the starboard main engine allowed fuel to escape as a fine spray.



The spray contacted a hot surface and ignited.

The failure was due to **fatigue cracking** caused by long-term **vibration** and **cyclic stress** – a common risk on vessels over a decade in service.

### LESSONS LEARNED



Aging vessels require closer inspection of fuel systems subjected to vibration.



Insulation and hot surface management are critical to prevent ignition sources.



Crew readiness, quick response and teamwork prevented a far worse outcome.



Effective SMS, maintenance and training save lives and protect assets.

### SAFETY CHECKLIST

- Inspect fuel oil pipes for cracks, leaks, vibration and inadequate supports.
- Ensure engine room insulation is intact, clean and properly secured.
- Verify insulation is reinstated after maintenance and not contaminated.
- Use thermographic inspections to detect hot spots and verify surface temperatures (< 220°C).
- Increase inspection frequency on vessels over 10 years old.
- Conduct regular engine room fire drills and review emergency procedures.

# HISTORIC MILESTONE FOR GLOBAL SHIPPING!



## EFFECTIVE 29 NOV 2027

# HNS CONVENTION CONFIRMED

**FIRST GLOBAL** COMPENSATION  
REGIME FOR HAZARDOUS CARGO  
INCIDENTS AT SEA.

COVERS **2,000+** SUBSTANCES  
INCLUDING LNG, LPG, CHEMICALS  
AND FERTILIZERS.

UP TO **USD 360 MILLION**  
COMPENSATION PER INCIDENT.

AROUND **65,000** SHIPS  
EXPECTED TO REQUIRE HNS  
INSURANCE CERTIFICATION.

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The IMO has confirmed that the 2010 HNS Convention will enter into force on 29 November 2027, establishing the first global compensation regime for incidents involving hazardous and noxious substances carried by sea.

Covering over 2,000 hazardous cargoes, the Convention introduces a two-tier compensation system with coverage of up to USD 360 million per incident. The new framework is expected to impact around 65,000 ships worldwide.



WATCH VIDEO NOW



# GULF SHIPPING SECURITY UNDER FRESH SPOTLIGHT



MSC SARISKA V reportedly damaged by an explosion near Iraq's Umm Qasr port.



Vessel may have been struck by an unknown projectile, though investigations continue. No casualties reported. Incident raises growing security concerns beyond the Strait of Hormuz.



WATCH VIDEO NOW



## BREAKING NEWS



# DRONE ATTACKS KILL 5 SEAFARERS IN SEA OF AZOV

Two cargo vessels, **Natra** and **Zirkon**, were struck by UAVs while sailing to load grain cargo. **Five Azerbaijani** crew members lost their lives. **Natra** remained afloat after fire was extinguished; **Zirkon** was abandoned as fire continued onboard.

**Surviving seafarers were rescued** by nearby merchant ships and brought safely to port.



A reported explosion aboard the Panama-flagged containership MSC SARISKA V near Iraq's Umm Qasr port has renewed concerns over maritime security in the Arabian Gulf.

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



Five Azerbaijani seafarers were killed after the cargo vessels **Natra** and **Zirkon** were struck by drones in the Sea of Azov.



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

# NEW ENERGY FIND BOOSTS INDIA'S RESERVES

India has announced a natural gas discovery at the Sri Vijayapuram-3 well in the Andaman Sea, highlighting the region's growing offshore energy potential. Further testing is underway to assess the gas's composition and commercial viability, supporting India's long-term energy security goals.



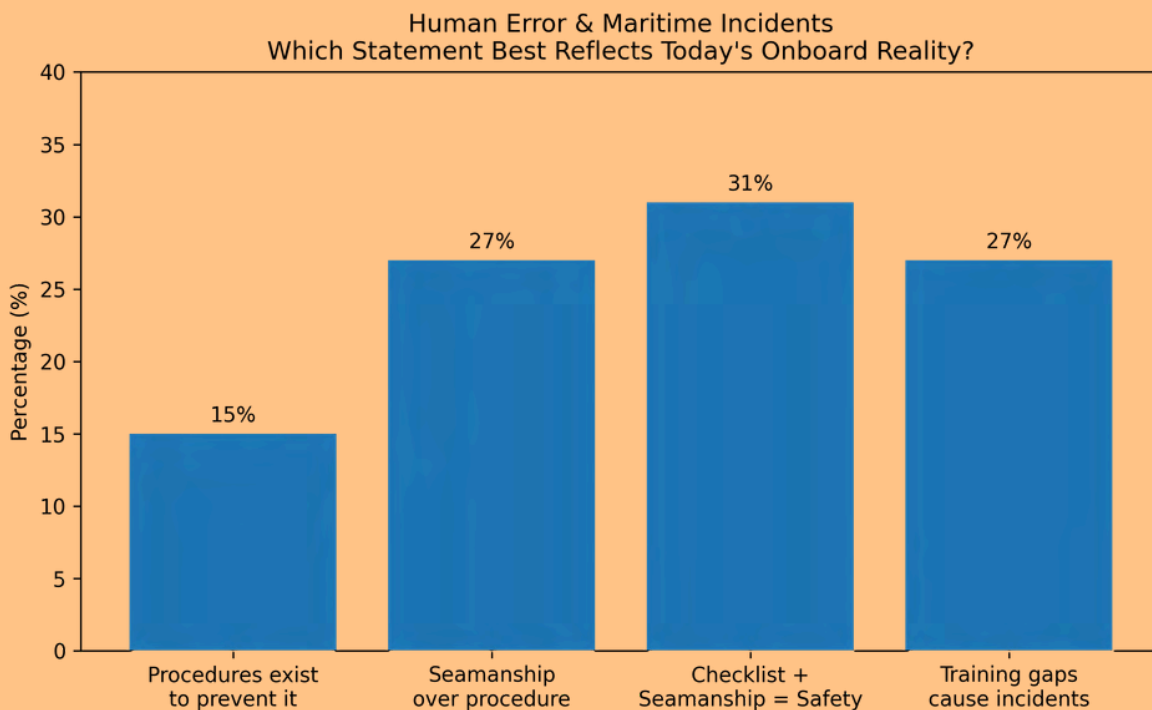
Click the link on the image or scan the QR code to watch video.



## MARITIME POLL RESULT

### HUMAN ERROR: THE INDUSTRY'S ONGOING CHALLENGE- POLL RESULTS

The poll sends a clear message: procedures alone are not enough. Most seafarers believe that checklists and seamanship must work together to prevent incidents. Many also highlighted training gaps and declining practical skills as key concerns. Safety is achieved through competence, experience, training, and procedures—not paperwork alone.



**WEEKLY MARITIME SAFETY BREACHES**


WATCH VIDEO NOW

**WEEKLY  
MARITIME**  
WK NO : 23/2026

**SAFETY  
BREACH**

MARINER'S  
UPDATE  
COMPLIANCE WITH SIMPLICITY

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**


WATCH VIDEO NOW

**ONLINE TRAINING  
PILOT LADDER**

MARINE  
UPDA

I CAN  
I WILL

**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.

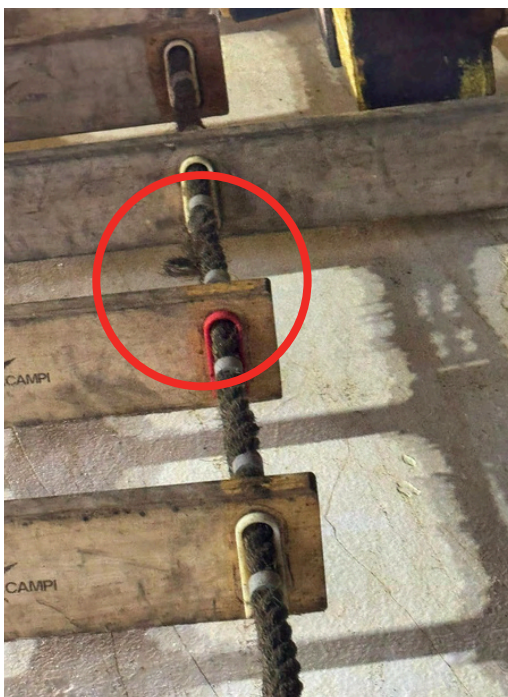


The biggest danger is not the equipment — it is the competency gap in Pilot Ladder safety.

# WEEKLY PILOT LADDER COMPLIANCES



**ROPE DAMAGE**



**ROPE DAMAGE**



**WRONG SECURING**



**Wrong Securing**



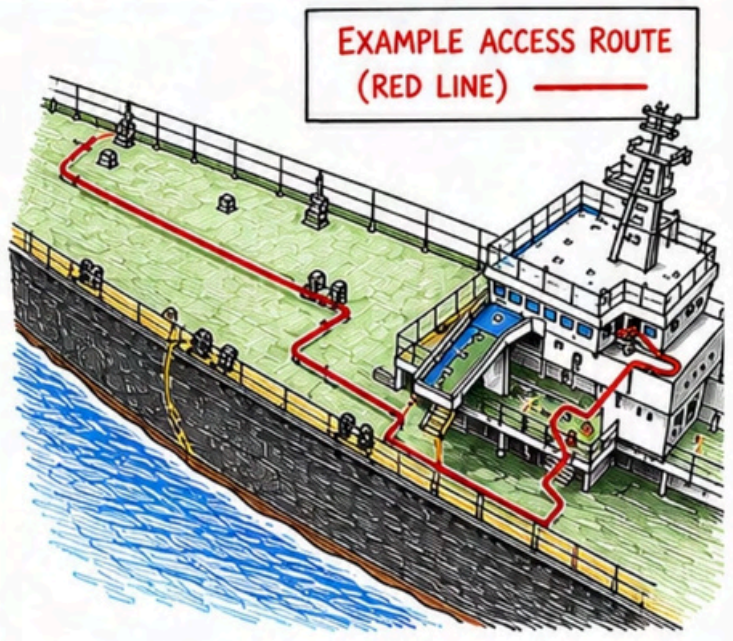
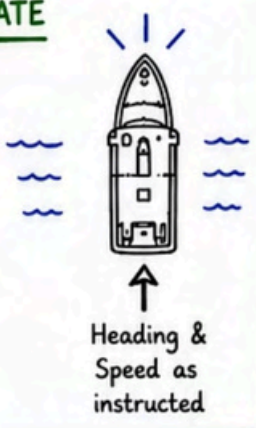
**stanchions wrong, shackles....**

## Safe Boarding and Safe Access



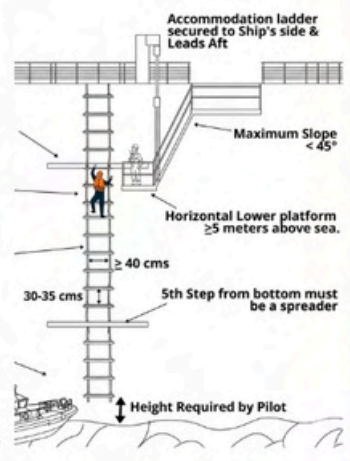
### 1 BE AWARE & COMMUNICATE

- Steer the vessel as directed by the pilot authority.
- Always be alert to the movements of nearby vessels.
- Keep clear, continuous communication with the bridge and the deck team.



### 2 PILOT LADDER

- Rig the pilot ladder on the lee side of the vessel (as instructed).
- The bottom of the ladder should be 1.5 – 2.0 m above the water.
- The water level mark should be between the bottom ladder and the sea level.
- Secure the ladder properly in accordance with SOLAS V/23.
- All crew involved in rigging must be competent and understand the hazards and legal requirements.



### 3 EQUIPMENT & DEPLOYMENT

- Inspect all pilot transfer equipment before use.
- The deployment and recovery of the equipment must be supervised by a responsible deck officer.



### 4 SAFE PASSAGE

- Provide a clear and safe route for the pilot between the boarding point and the ship.
- Route should be well lit, free from obstructions, and protected where necessary.
- Handrails / guardrails to be used where available.



### 5 SUPERVISION

A responsible deck officer must be positioned at the point of access and maintain constant supervision during:

- Pilot embarkation
- Pilot disembarkation



### 6 PILOT ACCESS POINT

- The access point should be:
- Unobstructed
  - Free from loose items or tripping hazards
  - Well maintained
  - Clearly identified



### 7 ENGINE ROOM STANDBY

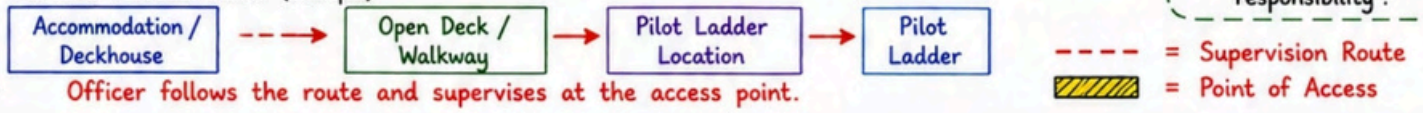
The engine room must be manned and ready. A reliable communication link between the bridge and engine room must be in place at all times.



### REMEMBER

- ✓ Plan ahead
- ✓ Communicate clearly
- ✓ Use the right equipment
- ✓ Supervise constantly
- ✓ Safety of the pilot is everyone's responsibility!

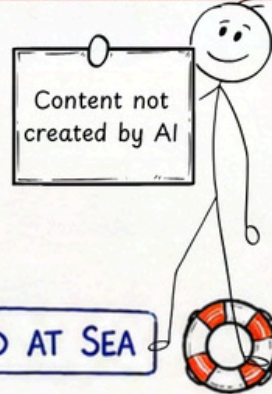
### TYPICAL ACCESS FLOW (Example)



# FROM MASTER'S TABLE - DAY 2

## STOWAWAYS & REFUGEES

— Master's Quick Response Guide —



### MASTER'S NOTE

A stowaway is a security issue.  
A refugee is a humanitarian issue.  
Treat both professionally,  
safely, and document everything. ★

### 1. IMMEDIATE ACTIONS

#### REFUGEES RESCUED AT SEA

- ✓ Provide food, water & shelter
- ✓ Assess medical condition
- ✓ Record rescue position and time
- ✓ Notify Owners & Agents
- ✓ Request assistance from Authorities / UNHCR
- ✓ Keep detailed expenditure records

#### STOWAWAY FOUND ONBOARD

- ✓ Ensure safety of crew and stowaway
- ✓ Conduct search of vessel
- ✓ Verify identity & nationality
- ✓ Record where and when discovered
- ✓ Secure personal belongings/documents
- ✓ Inform Owners & P&I immediately
- ✓ Notify next port agent

### 2. EVIDENCE TO COLLECT

- Photograph
- Personal details
- Boarding location
- Method of boarding
- Intended destination
- Statements & records



### 3. MASTER'S CAUTIONS

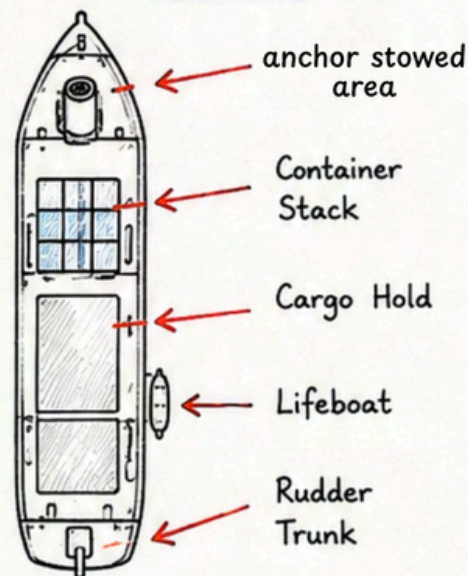
#### DO

- ✓ Maintain humane treatment
- ✓ Keep accurate records
- ✓ Notify authorities early
- ✓ Preserve evidence
- ✓ Coordinate with P&I correspondent

#### DON'T

- ✗ Use force unnecessarily
- ✗ Allow unrestricted movement
- ✗ Dispose of documents
- ✗ Delay reporting
- ✗ Make unofficial arrangements ashore

### 4. HIGH-RISK HIDING LOCATIONS



### ★ 5. MASTER'S REMINDER

Early reporting + Proper documentation + Coordination with authorities = Successful stowaway/refugee case management.





# DIMENSIONS AND LOAD LINES OF SHIP

Content not created by AI

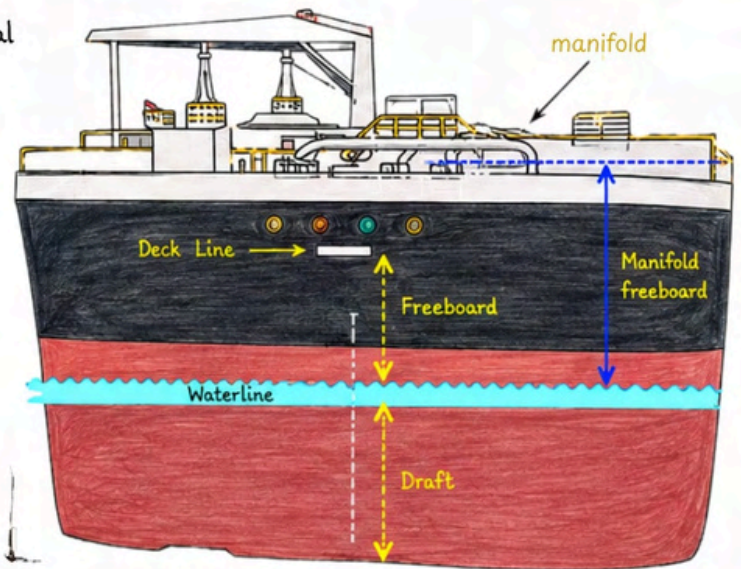
## SHIP KNOWLEDGE SIMPLIFIED - DAY 1

### 1. INTRODUCTION

To ensure the safety of ships at sea, international rules limit how deep a ship can be loaded. These limits are shown on the ship's sides by the Load Line Marks (Plimsoll Marks).

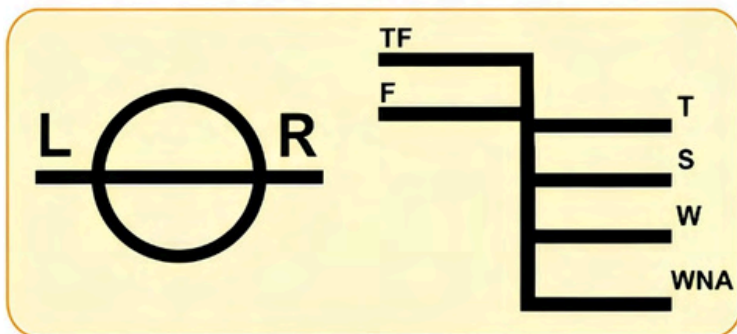
### 2. IMPORTANT TERMS

- **Freeboard** : Vertical distance between the load line (waterline) and the freeboard deck.
- **Draft** : Vertical distance from the load line (waterline) down to the keel.
- **Load Line (Waterline)** : The level up to which the ship may be safely loaded in a particular condition.
- **Deck Line** : A reference line on the ship's side, usually at the level of the freeboard deck.



### 3. PLIMSOLL MARK

- The Plimsoll Mark consists of a circle intersected by a horizontal line. The upper edge of this line (through the centre of the circle) is the load line for seawater in summer.
- Other horizontal lines connected to the right indicate minimum load lines for various conditions.
- Above the mark, a Deck Line is painted as a reference corresponding to the freeboard deck.



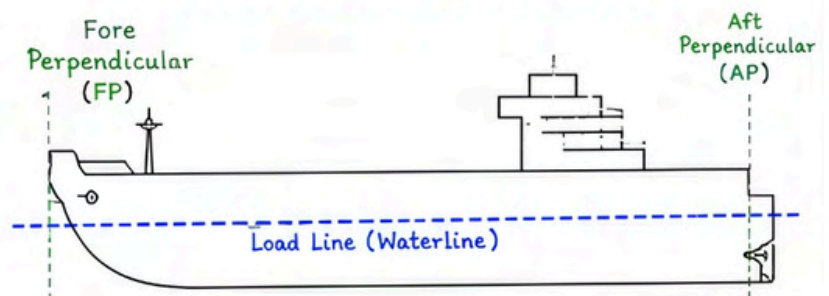
- |                           |  |
|---------------------------|--|
| TF : Tropical Fresh Water | S : Summer (Seawater)                              |
| F : Fresh Water           | W : Winter (Seawater)                              |
| T : Tropical Water        | WNA : Winter North Atlantic<br>(for ships < 100 m) |

#### ★ Key Point

The ship must not sink below the load line corresponding to the condition in which it is operating.

### 4. PERPENDICULARS

- **Fore Perpendicular (FP)** : A vertical line at the intersection of the waterline and the forward side of the stem.
- **Aft Perpendicular (AP)** : A vertical line usually through the centre line of the rudder stock.
- These define the length of the ship.



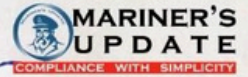
### 5. ADDITIONAL NOTES

- These marks are permanent and marked on both port and starboard sides amidships.
- Ships carrying deck cargo (e.g., timber) under special conditions may be allowed a deeper draft. A separate Timber Load Line may be marked for such cases.
- The rules help prevent overloading and ensure adequate reserve buoyancy for safe voyage.

★ Remember : Respect the load lines - Safety at Sea!

Content not created by AI

# SURVIVAL AT SEA



DAY - 2

## Essentials Survival Provisions at Sea - Part - 1

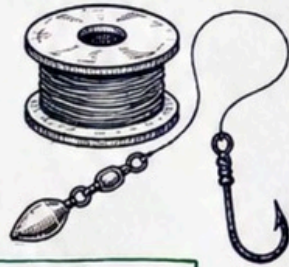
A survivor's chances at sea depend greatly on the provisions carried before an emergency occurs. Proper preparation helps maintain hydration, nutrition, protection from the elements, and navigation capability until rescue arrives.

### 1 FISHING KIT

A fishing kit can provide an important source of food during extended survival situations. Fish not only supply energy but also provide valuable vitamins and nutrients that may be difficult to obtain otherwise.

Include:

- Fishing lines
- Assorted hooks
- Sinkers and swivels
- Small lures
- Spare line



**TIP:** Keep fishing gear simple, compact, and protected from corrosion.

### 2 CLOTHING

Clothing is one of the most overlooked survival tools. It helps protect the body from sunburn, wind, cold temperatures, and excessive heat loss.

Good survival clothing should:

- Keep the body dry
- Reduce heat loss
- Protect from sunlight
- Remain lightweight



**REMEMBER:** Wet clothing can increase body heat loss, especially in cold conditions.

### 3 WATER STORES

Water is the most critical survival resource. A person can survive far longer without food than without drinking water.

Key Points:

- Ration water carefully
- Protect supplies from contamination
- Collect rainwater whenever possible
- Avoid wasting body fluids



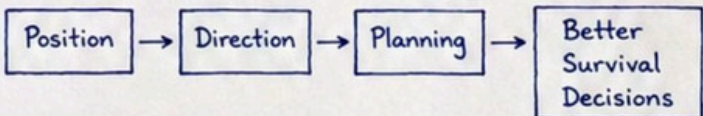
**RULE:** Preserve water from the very beginning of the emergency.

### 4 NAVIGATIONAL EQUIPMENT

Navigation equipment helps survivors estimate their position and track movement. Knowing your location improves decision-making and boosts morale while awaiting rescue.

Useful Equipment:

- Compass
- Watch
- Nautical Almanac
- Plotting Chart
- Navigation Plotter
- Surface Current Chart



<p><b>* Food</b></p>  <p>sustains the body.</p>	<p><b>Clothing</b></p>  <p>protects the body.</p>	<p><b>Water</b></p>  <p>preserves life.</p>	<p><b>Navigation</b></p>  <p>guides decisions.</p>
--	--	--	---

Together, these provisions greatly improve survival prospects while awaiting rescue.



WEEKLY WEALTH PLAN FOR SAILORS

WEEK - 7

# TWO SEAFARERS, TWO DIFFERENT FUTURES

*Spent on  
Gadgets Today*

*Invested in  
Land Today*



 **MARINER'S  
UPDATE**  
COMPLIANCE WITH SIMPLICITY

THE CHOICES YOU MAKE TODAY  
SHAPE THE LIFE YOU LIVE TOMORROW.

# TWO SEAFARERS, TWO DIFFERENT FUTURES

**Two young seafarers** started their careers at the same time.

Both earned similar salaries and completed similar contracts.

The **first seafarer** loved rewarding himself after every contract. Over 10 years, he spent nearly **\$3,000–\$4,000 each year on the latest phones, laptops, watches, and other gadgets.**

The **second seafarer** enjoyed life too, but every few contracts he set aside money and invested in **small plots of land near developing areas.**

His friends often laughed at him. “Why buy empty land when you can enjoy your money now?”

Ten years later, the difference became clear.

The first seafarer's gadgets were outdated, replaced, or no longer worth much.

The second seafarer's land had significantly increased in value as roads, businesses, and housing developments expanded nearby.

**What started as a small investment gradually became one of his most valuable assets.**

## WHAT HE DID DIFFERENTLY

Instead of upgrading gadgets every year, he followed a simple rule:

### Buy Assets Before Upgrades

Choice	After 10 Years
\$4,000 spent annually on gadgets	Little resale value
\$4,000 invested periodically in land	Significant capital appreciation

## QUICK TIPS FOR SEAFARERS

Research developing areas before investing.

Start small — you don't need a large property portfolio.

Avoid buying assets based on emotion or pressure.

Think long-term, not contract-to-contract.

Remember that assets can grow even while you're at sea.

## THE REAL LESSON

Most seafarers will remember the excitement of buying a new gadget.

Very few will remember a gadget they bought 10 years ago.

But they will remember the asset that helped build their future.

**Gadgets lose value with time.**

**Well-chosen assets can create wealth with time.**



# YOU'RE ONLY A WAVE. I'VE CROSSED OCEANS.

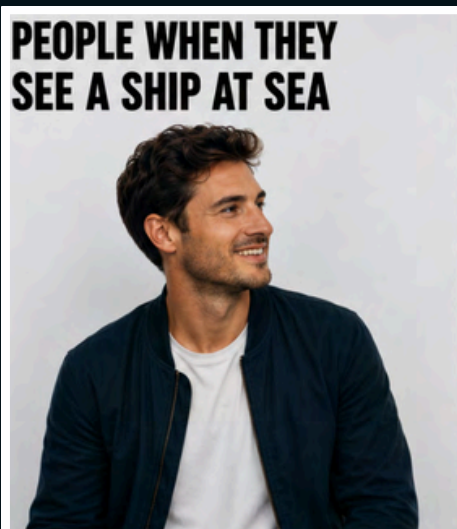
- HOMESICKNESS
- FATIGUE
- LONG CONTRACTS
- ROUGH SEAS
- MISSED BIRTHDAYS

- CREW CHANGE DELAYS
- FAMILY PROBLEMS
- LONELINESS

TELL YOUR STORM WHO YOU ARE.

## NOT EVERYONE CAN DO WHAT YOU DO.

**MARINER'S UPDATE**  
COMPLIANCE WITH SIMPLICITY



**MARINER'S UPDATE**  
COMPLIANCE WITH SIMPLICITY

PERFECT MORNING

DREAM JOB

PEACEFUL OCEAN

WHAT A LIFE



PSC TOMORROW

37 REPORTS PENDING

3 HOURS SLEEP

SIRE OBSERVATION

CHARTERER CALLING AGAIN

MAIN ENGINE ALARM

# SEAFARER AFTER 6 MONTHS ONBOARD:

MARINER'S UPDATE  
COMPLIANCE WITH SIMPLICITY

What day is it?  
What port is this?  
What timezone are we in?  
What year is it?

"After crossing 8 countries and 12 time zones..."

## OTHER PROFESSIONALS

What are you thinking about?

What happens if AI replaces my job?

## SEAFARERS

MARINER'S UPDATE  
COMPLIANCE WITH SIMPLICITY

What are you thinking about?

It's been 34 days since I saw dolphins.



**NEW PUBLICATION**

**NEW FSS CODE LAUNCHED  
GET YOUR PUBLICATION ONBOARD**



DISCLAIMER: MARINERS UPDATE SHARES JOB INFORMATION ONLY. CANDIDATES MUST VERIFY ALL RECRUITERS AND JOB OFFERS INDEPENDENTLY. WE ARE NOT RESPONSIBLE FOR RECRUITMENT DECISIONS, PAYMENTS, OR THIRD-PARTY COMMUNICATIONS.



SHIP TO SHORE  
JOB PORTAL

# NEWSLETTER

Bridging Talent.  
Connecting Seas to Shores.



MARITIME  
CAREERS



SHORE SIDE  
OPPORTUNITIES



CONNECTING  
TALENT



GLOBAL  
OPPORTUNITIES



SCAN TO WATCH

Ship-to-Shore: The  
Compiled Shorts Version



OPPORTUNITIES | CONNECTIONS | GROWTH

## SHORE JOBS



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Join our team and grow  
your career with us.



DESIGNATION:

**Marine Data Analyst - 4th Engineer**



REQUIREMENTS:

- 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



SALARY DETAILS:

INR 400,000 Yearly to INR 600,000 Yearly (CTC) - Permanent Basis



CONTACT DETAILS:

WhatsApp: +91 7021107456

Email ID: Jobs@jibe.co.in

[ kindly share your CVs and details on the above contact number for speedy response ]



INSTRUCTIONS TO CANDIDATES:

- Please note this job is only for the candidates looking for permanent shore job
- Send updated CV along with documents in PDF format.
- Mention position applied for in the subject line of the applications message
- Only shortlisted candidates will be contacted.
- No service charge or fee is collected at any stage.



## WE ARE HIRING!

Join Our Team

Excellent Opportunity in  
Vetting Desk Department



DESIGNATION:

**Manager / Assist. Manager**

Based on Experience



EXPERIENCE

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



WORK MODE & LOCATION

Full Time / From Office | Navi Mumbai, India



KEY SKILLS

- Maritime Operations & Right Ship Vetting
- Root Cause Analysis (RCA) & CAPA Management
- International Safety Management Code Compliance
- Inspection Coordination & PSC Closeout Management
- Data Analysis
- Safety Performance Monitoring & Risk Mitigation



INTERESTED CANDIDATES CAN CONNECT ON:

[goddubarla@angloeastern.com](mailto:goddubarla@angloeastern.com)

We look forward to hearing from you!



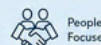
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Safety  
First



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Focused



Responsible  
Shipping



BUILD YOUR SHORE CAREER WITH JIBE

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Sailing Ahead. Together.

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HIRING!**



**MARINE SUPERINTENDENT  
(TANKER FLEET)**

OSM Thome is seeking experienced Marine Superintendents with prior sailing experience as **Master** on Tanker vessels to join our growing team.

If you are looking to **transition ashore** and take the next step in your maritime career, this is a **great opportunity** to contribute your expertise in a dynamic environment.

**LOCATION: GURGAON** | **SHARE YOUR RESUME AT: hr.in@osmthome.com**

- Global Presence
- Safety First
- People Focused
- Responsible Shipping

SAILING AHEAD. TOGETHER.



**WE ARE  
HIRING!**

**QHSE Superintendent**



Location - Navi Mumbai/ Chennai

**REQUIREMENTS**

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



**CONTACT DETAILS**

s.dewnani@aships.co.uk

9372759275

- Safety First
- Quality Driven
- Environmentally Responsible
- Integrity & Excellence

**HIRING**

MUMBAI

**TECHNICAL  
SUPERINTENDENT**

FOR:

- ✓ **Chief Engineer** with LPG vessel experience preferred
- ✓ **Prior shore experience** into similar role (preferred)

**LOCATION: ANDERI**

**shehnaz@seaandbeyond.com**

**+91 90825 46133**



**WE ARE  
HIRING!**

**MARINE EXECUTIVE**

Join our dynamic team and take your career to the next level.

**REQUIREMENTS**

- ✓ 2nd / 3rd Officers with sailing experience on Tankers
- ✓ Candidates with similar shore experience can apply

**LOCATION PUNE**

**CONTACT tanvi.s@synergynavis.com**

Be a part of a team that drives excellence in the maritime industry.





**OCEAN ONE**  
SHIP MANAGEMENT

RPSL-MUM-162021

DOI: 09-Aug-2024 | DOE: 09-Aug-2029

**JOIN OUR GROWING TEAM!**

**WE ARE HIRING!**

URGENT OPENING

**4<sup>TH</sup> ENGINEER**  
ON OIL & CHEMICAL TANKER



**VESSEL TYPE:**  
Oil Tanker & Chemical



**TRADING AREA:**  
Foreign Going



**VESSEL GRT:**  
8344



**CREW:**  
Mixed Nationality



**HIGH-SPEED INTERNET FACILITY AVAILABLE ONBOARD**



**TIMELY RELIEF**



**COMPLETE JOINING PROCESS ONLINE – NO OFFICE VISIT REQUIRED**



**IMMEDIATE JOINING**



**INTERESTED CANDIDATES ARE REQUESTED TO SHARE THEIR UPDATED RESUME AT THE EARLIEST.**

KINDLY ALSO REFER SUITABLE CANDIDATES FROM YOUR CONTACTS.



Best Regards,  
**ANKIT AWASTHI**  
Sourcing Executive  
Ocean One Ship Management



[ankit@oceanoneshipmanagement.com](mailto:ankit@oceanoneshipmanagement.com)



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SAILING TOGETHER  
TOWARDS  
**SUCCESS**



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**CHIEF OFFICER**

For



**LPG TANKER**



**GRT 40,000**



**JOINING PORT UAE**



**JOINING TIME WITHIN 3 DAYS**



**CANDIDATES MUST HAVE RELEVANT LPG/GAS TANKER EXPERIENCE IN RANK**

INTERESTED CANDIDATES, PLEASE SEND YOUR CV TO



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(RPSL MUM 308)

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**1) CHIEF ENGINEER**

with

**MINIMUM RANK EXPERIENCE**

for

**PANAMAX GEARED BULK CARRIER**

With

**ME ENGINE**

+

**US VISA REQUIRED\***



**2) SECOND ENGINEER**

with

**MINIMUM RANK EXPERIENCE**

for

**GEARLESS BULK CARRIER**

With

**ME ENGINE**

+

**US VISA REQUIRED\***



**COC : IND / UK / SG / NZ**



[renu.rebecca@ag-maritime.com](mailto:renu.rebecca@ag-maritime.com)



**9321276984**

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EXPERIENCED TEAM



RELIABLE PARTNER



GLOBAL OPPORTUNITIES



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SHIP MANAGEMENT  
PVT. LTD.

(RPSL-MUM-162067)

**WE ARE HIRING!**

JOIN OUR PROFESSIONAL TEAM

**2E**

For

**GRT 5314 BITUMEN TANKER**



**ONLY INDIAN COC ACCEPTED**



**PROMOTIONAL 2E ACCEPTED**



**2E**

For

**GRT 5058 BITUMEN TANKER**



**TANKER EXP MUST**



**HONDURAS / COOK ISLANDS COC ACCEPTED**



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Staff Captain	\$10,000 /month
Chief Officer	\$11,000-\$12,000 /month
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2nd Officer / Safety Officer	\$6,000-\$7,500 /month

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HVAC Engineer	Salary as per experience
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LICENSE NO: RPSL-MUM-162031

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# SEAVIEW SHIP MANAGEMENT PVT LTD

RPSL - MUM-162245

## WE REQUIRE CREW FOR OUR VESSEL



VESSEL: **TANKER**



GRT: **8000T**

### RANK

# AB - 1100\$-1200\$

- ✓ CONTRACT DURATION **2+1**
- ✓ MUST HAVE RANK **EXPERIENCE**

INTERESTED CANDIDATES CAN DROP **THERE CV HERE**

CONTACT: **7977957212**

MAIL: [seaviewcrew7@gmail.com](mailto:seaviewcrew7@gmail.com)



# NAZ MARITIME SERVICES PVT. LTD.

RPSL-MUM-130

## IMMEDIATE OPENING ON CAPE SIZE BULK



### OPEN POSITION:

- MASTER
- 3RD OFFICER
- AB (With Indian COP)
- CE
- 2E
- ETO/ EO
- OILER

JOINING: **ASAP**

### ELIGIBILITY CRITERIA:

- ✓ Minimum 24 months of experience as AB with Indian COP
- ✗ NO PROMOTION
- ✗ WE DONT HAVE REQUIREMENTS FOR ANY FRESHERS

CONTACT-  
+91 7400095117  
+91 7400095115



SAIL WITH US, GROW WITH US



# URGENT OPENING

NIMBUS MARINE GROUP

FOR

## CE, 2E, ETO

VESSEL TYPE

### MPSV DP2

- LOCATION **KAKINADA**
- NATIONALITY **INDIAN**
- DURATION **3 MONTHS**
- JOINING **ASAP**



JOIN **ASAP**

- ✓ MUST HAVE **2 YEARS** OF RANK EXPERIENCE ON **DP2** VESSELS
- ✓ VALID **STCW** WITHIN **5 YEARS**
- ✓ **ILO & OEUK, BOISET & HUET** REQUIRED
- ✓ VALID OR REQUIRED TO APPLY **PCC**

INTERESTED CANDIDATES CAN SEND CV IN WORD FORMAT ON

+91 73043 18410 | [crew@nimbusmarinegroup.com](mailto:crew@nimbusmarinegroup.com)

SAILING TOGETHER, ACHIEVING EXCELLENCE



# ADMIRAL MARINE SERVICES

RPSL CHN/022

## IMMEDIATE OPENING

# 1. C/E

FOR

### GENERAL CARGO HEAVY LIFTED VESSEL



GRT 7200  
JOINING



JOINING  
IMMEDIATELY



AT **MUMBAI PORT**



VESSEL ROUTE :  
INDIA TO DUBAI UAE



ANY COC EXCEPT HUNDORAS



[manning.del@admiralmarine.com](mailto:manning.del@admiralmarine.com)



+91 8925915557



# GREETINGS FROM SEAVIEW

SHIP MANAGEMENT PVT LTD

RPSL - MUM-162245

## WE REQUIRE CREW FOR OUR VESSEL



VESSEL :  
**BULK CARRIED**



GRT :  
**28000**



### RANK :



2ND ENGINEER **5500\$**



3RD ENGINEER **3500\$**



4TH ENGINEER **2000\$**



3RD OFFICER **2000\$**



AB **800-1000\$**



WHITE COC



MUST HAVE  
RANK  
EXPERIENCE



INTERESTED CANDIDATES CAN  
**DROP THERE CV HERE**



CONTACT :  
**7977563819**



MAIL :  
[seaviewcrew7@gmail.com](mailto:seaviewcrew7@gmail.com)



# OSM THOME INDIA

DATE :

5-JUN-2026

# WE ARE HIRING!

JOIN OUR TEAM



## MARINE SUPERINTENDENT (CHEMICAL TANKER)



Sailing Experience  
at the management level.



Shore based Marine  
Superintendent experience  
of **24+ months** preferred



Share your resume at:  
[hr.in@osmthome.com](mailto:hr.in@osmthome.com)

Location: **INDIA**



## HIGH TIDE SHIP MANAGEMENT PRIVATE LIMITED

RPSL-MUM-074

25+ YEARS  
OF EXCELLENCE

# WE ARE HIRING!

## 2E - MBC

IMMEDIATE JOINING



WE REQUIRE A  
**SECOND ENGINEER**  
FOR MBC - DHARAMTAR TO JAIGARH

### REQUIREMENT:



CERTIFICATION:  
**CLASS IV NCV**



EXPERIENCE:  
**MINIMUM 6 MONTHS**  
AFTER COC.



EMAIL US  
[jobs@hightideship.com](mailto:jobs@hightideship.com)



CALL US  
**+91 9702205876**

SAILING TOGETHER, DELIVERING EXCELLENCE



SAFETY  
FIRST



INTEGRITY  
ALWAYS



QUALITY  
SERVICE



GLOBAL  
PRESENCE

RPSL NO - MUM 162376

WE ARE HIRING FOR

## BULK CARRIER (GEARED)

1 CHIEF ENGINEER

2 ETO

JOINING: 14<sup>TH</sup> OF JUNE 2026



**EXPERIENCE**  
12 MONTH RANK  
EXPERIENCE MUST  
ON SHIP TYPE



**COC**  
WHITE COC  
ONLY



**JOINING**  
14<sup>TH</sup> OF  
JUNE 2026

SEND YOUR CV TO [crewing@gmos.world](mailto:crewing@gmos.world)

CONTACT [+91 7008346763](tel:+917008346763)

SAFETY • INTEGRITY • EXCELLENCE



## ETO

CRUDE OIL TANKER

### REQUIREMENTS:

- Should have Indian ETO COC
- Required Minimum 6 months of Rank experience on Tankers



### ONBOARD KEY FEATURES:



MODERN, WELL-MAINTAINED FLEET



ONBOARD HIGH-SPEED INTERNET WI-FI

INTERESTED INDIAN CANDIDATES MAY SHARE THEIR CVs



VIA WHATSAPP TO [+91 9967659701](tel:+919967659701)



OR EMAIL AT [vivek.bawkar@imsship.com](mailto:vivek.bawkar@imsship.com)

TO CHECK SUITABILITY.



IMS SHIP MANAGEMENT PVT. LTD.  
(RPSL: MUM-023)

[www.imsship.com](http://www.imsship.com)



# MARINA MARITIME

RPSL/MUM/456







## URGENT REQUIREMENT

CONTAINER VESSEL

GRT: 28,000



### OPEN POSITIONS & SALARY (USD)

	MASTER	9,000
	CHIEF OFFICER (C/O)	6,500
	2ND OFFICER (2/O)	4,000
	3RD OFFICER (3/O)	3,000
	CHIEF ENGINEER (C/E)	9,000
	2ND ENGINEER (2/E)	6,500

### REQUIREMENTS

- Relevant Container Vessel experience mandatory
- All valid COC, STCW, and necessary documents required

JOINING: URGENT

KINDLY SHARE SUITABLE CVS URGENTLY

### CONTACT US

[marinamaritime102@gmail.com](mailto:marinamaritime102@gmail.com) | [90764 22155](tel:9076422155) | [82865 57178](tel:8286557178)  
[info@marinamaritime.in](mailto:info@marinamaritime.in) | [77385 06155](tel:7738506155) | [99305 25135](tel:9930525135)



# KEYLINE MARITIME SERVICES PVT LTD

RPSL-MUM-384

Your Partner at Sea

## WE ARE HIRING FOR BULK CARRIER VESSEL



US VISA IS MANDATORY

- Chief Officer
- Chief Engineer x 2
- 2<sup>nd</sup> Engineer x 3
- Electrical Engineer with US and Schengen Visa

SCHENGEN VISA IS MANDATORY

- Chief Engineer
- 2<sup>nd</sup> Engineer



EXPERIENCE REQUIRED:  
Minimum 6 Months in Rank on Similar Vessel



COC ACCEPTED:  
Only Indian, UK, Australia, New Zealand & Singapore



[manningall@keylines.co.in](mailto:manningall@keylines.co.in)

[+91 9326905246](tel:+919326905246) / [+91 91379 11604](tel:+919137911604) / [+91 91379 11602](tel:+919137911602)



SAFE OPERATIONS



RELIABLE PARTNER



QUALITY SERVICE



GLOBAL REACH

Sailing Together Towards Excellence



# KIWA SHIPPING LLP

RPSL - MUM 162260

## MR TANKER



• **CHIEF OFFICER**



• **3RD OFFICER**



• **3RD ENGINEER**



**MIN 12 MONTHS EXPERIENCE IN RANK**



**WHITE COC ONLY**



**CONTACT US +91 7347291211  
+91 8544883611**



**recruitment@kiwashipping.com**



**SAILING TOGETHER  
TOWARDS EXCELLENCE**



**BERNHARD SCHULTE  
SHIPMANAGEMENT**

RPSL-MUM-142

**Join a Global Leader  
Build Your Future at Sea!**

Sail with excellence.  
Grow with opportunities.



**LNG - XDF**

- Chief Engineer (C/E)  
With 24 months rank experience
- Second Engineer (2/E)  
With 12 months rank experience



**For VLEC / VLGC**

- Chief Engineer (C/E)  
With 24 month rank experience
- ETO with COC  
+ 12 months rank experience



**DUEL FUEL  
FUEL OIL TANKER**

- 2nd Engineer
- ETO with COC  
With 12 month rank experience  
+ ADVANCE IGF COP



**Global Reach. Local Care.**  
One Team. One Goal. Safe Seas.

- Global Opportunities
- Career Growth
- Safe & Professional Environment
- Inclusive & Respectful Culture

**GET IN TOUCH**

8779834974

rutuja.gadre@bs-shipmanagement.com

Your Next Voyage *Starts Here!*



# ANGLO-EASTERN SHIP MANAGEMENT

RPSL-MUM-088

**EXCITING CAREER  
OPPORTUNITIES  
AWAIT YOU!**

Join a globally trusted leader in ship management.



**BULK CARRIER**

- Chief Engineer (C/E)
- Electrical Officer (ETO) COC
- Second Engineer (2/E)  
With 6-12 months experience required.
- Third Engineer (3/E) with Class 2 COC and 6 months experience required.
- Fourth Engineer (4/E) / 4th Assistant Engineer with class IV COC
- Fourth Engineer (4/E)  
6 months experience required.
- Master (Capt)  
With Grain Loading experience and 6-12 months rank experience required.
- Third Officer (3/O)  
Fresh 3/O with 2nd Mate COC

**CHEMICAL TANKER**

- Fourth Engineer (4/E) / 4th Assistant Engineer with Class IV COC
- Chief Officer (C/O)  
Oil/Chem exp with two soft chemical exp in rank, 6-12 months experience required.

**LPG**

- Third Engineer (3/E)
- Fourth Engineer (4/E)
- Chief Officer (C/O)  
With 6-12 months experience required.

**VLOC**

- Fourth Engineer (4/E)  
With 6 months rank experience required.

**OIL TANKER**

- Chief Officer (C/O)  
With 6-12 months experience required.

**CONTAINER**

- Second Officer (2/O)  
with Chief Mate COC

**CRUDE OIL TANKER**

- Chief Officer (C/O)  
With 15 months experience required.
- Third Officer (3/O)  
With 6 months experience  
+ Basic IGF COP required

**CAPE BULK**

- Third Officer (3/O)  
Fresh 3/O can also apply
- Cadet background only

7208068273

Sahjk@angloeastern.com

**SAIL WITH THE LEADERS.  
BUILD YOUR FUTURE.**

GLOBAL PRESENCE | CAREER GROWTH | SAFE WORK ENVIRONMENT | DIVERSE CULTURE

Anglo-Eastern Ship Management is an equal opportunity employer.



# DUFFERIN MARITIME LLP

★ RPSL NO: MUM/162040 ★

**WE ARE  
HIRING!**

Join a trusted partner in global shipping.  
Sail with us.  
Grow with us.



**FOR CONTAINER VESSEL**



**FITTER**

With Container experience

With 24 months of rank experience.



GLOBAL OPPORTUNITIES



PROFESSIONAL ENVIRONMENT



CAREER GROWTH



SAFETY OUR PRIORITY



**APPLY NOW**  
mannings@dufferinmaritime.com

*Dufferin Maritime*

Navigating Careers. Delivering Excellence.





# KEYLINE

MARITIME SERVICES PVT LTD

RPSL-MUM-384

## SAIL YOUR CAREER

WITH OPPORTUNITIES THAT DRIVE YOU FORWARD

Join a trusted maritime partner and grow with global opportunities.

### OIL/CHEM TANKER

GRT :- 22184

1. Chief Officer
2. Chief Engineer
3. Bosun with COP



### CONTAINER VESSEL

GRT :- 9990

1. Chief Officer
2. 2nd Officer
3. Chief Engineer



#### EXPERIENCE REQUIRED:

Minimum 12 Months in Rank on Similar Vessel



#### COC ACCEPTED :

ONLY INDIAN, UK, AUSTRALIA, NEW ZEALAND & SINGAPORE



maningall@keylines.co.in



+91 91379 11602 | +91 93268 91468  
+91 93268 85024 | +91 93260 71024



JOIN US.  
SAIL AHEAD.  
*Your Journey.  
Our Commitment.*

GLOBAL OPPORTUNITIES | PROFESSIONAL GROWTH | STRONG & SUPPORTIVE TEAM | SAFE & COMPLIANT OPERATIONS



# EDITH MARITIME SERVICES PVT LTD

SHIP & CREW MANAGEMENT

RPSL No: MUM: 162343

## WE ARE HIRING!

COME ABOARD FOR A GREAT CAREER AT SEA!

**AB | 1600\$**

- ✓ RATING : INDIAN & PANAMA COP ACCEPTED
- ✓ CONTAINER EXPERIENCE MUST
- ✓ JOINING FROM TURKEY

#### VESSEL TYPE



CONTAINER VESSEL

#### FLAG



PANAMA

#### JOINING

WITHIN 3 DAYS

#### SEND YOUR CV



cv@edithmaritime.com



+91 7877484978



Sail with us towards a Better Tomorrow!

# MAERSK

RPSL NO: MUM-490

## JOIN A GLOBAL LEADER. SHAPE YOUR FUTURE AT SEA.

Be part of a trusted team that connects the world and moves the future forward.



VESSEL TYPE  
CONTAINER VESSEL

### WE ARE HIRING



▶ CHIEF OFFICER (C/O)



12 MONTHS EXPERIENCE on container vessels



▶ THIRD OFFICER (3/O)



6 MONTHS EXPERIENCE on container vessels



▶ SECOND ENGINEER (2/E)



12 MONTHS EXPERIENCE on UMS vessels



▶ THIRD ENGINEER (3/E)  
FOURTH ENGINEER (4/E)



6 MONTHS EXPERIENCE on UMS vessels



▶ ETO WITH COC



12 MONTHS EXPERIENCE on container vessels



+ EXPERIENCE OF HANDLING 250 REEFER CONTAINERS PREFERRED.



GLOBAL OPPORTUNITIES



PROFESSIONAL GROWTH



SAFETY FIRST



DIVERSE & INCLUSIVE WORKPLACE



APPLY NOW  
marinejobs.india@maersk.com



ALL THE WAY TO A SUSTAINABLE FUTURE



# UNAONE SHIP MANAGEMENT PVT. LTD.

RPSL Number: MUM-162038  
(Valid Till: 10/02/2030)

## URGENT OPENING

**VLGC (GAS CARRIER)**

**1) CHIEF OFFICER**



REPUTED COMPANY



EXCELLENT WORK ENVIRONMENT



GROW YOUR CAREER WITH US



SAFETY IS OUR PRIORITY



JOIN A TEAM THAT SAILS TOWARDS EXCELLENCE!



CONTACT  
9167731072



EMAIL  
hr3@unaoneship.com

GREETINGS FROM  
**NAUTILUS SHIPPING**



**URGENT OPENING - CONTAINER VESSEL**

We are urgently hiring experienced and qualified seafarers for the following positions:

**DECK DEPARTMENT**

- MASTER**
- THIRD OFFICER (3/O)**

**ENGINE DEPARTMENT**

- CHIEF ENGINEER (CE)**
- SECOND ENGINEER (2/E)**
- FOURTH ENGINEER (4/E)**

**VESSEL TYPE** CONTAINER VESSEL | **FLAG** INDIAN FLAG | **TRADE** COASTAL

**JOINING: IMMEDIATE**

**ELIGIBILITY CRITERIA:**

- Valid Indian CDC with all mandatory STCW certificates
- Relevant rank experience preferred
- Deck officers must have experience on the same type of vessel (Container Vessel) only
- Engine officers with experience on any vessel type may apply
- Eligible promotion candidates with relevant experience are welcome
- All certificates and documents must be valid and up to date

Interested candidates are requested to send their updated CV, copies of certificates, and sea service records at the earliest.



**CONTACT / WHATSAPP**  
+91 73975 88636

**SAIL WITH NAUTILUS,**  
SAIL TOWARDS SUCCESS.

RPSL - MUM - 162245

**WE REQUIRE CREW**  
FOR OUR VESSEL



**VESSEL :** BULK CARRIER | **GRT :** 24000T

RANK	MONTHLY SALARY (USD)
2 <sup>ND</sup> ENGINEER	7400\$ - 8000\$
2 <sup>ND</sup> OFFICER	3650\$
3 <sup>RD</sup> ENGINEER	3650\$
3 <sup>RD</sup> OFFICER	3100\$
BOSUN	1650\$
ETO	6100\$
COOK	1650\$



**WHITE COC ONLY** | **MUST HAVE RANK EXPERIENCE**

**INTERESTED CANDIDATES CAN DROP THEIR CV HERE**

**CONTACT :**  
8976104666  
7977957212

**MAIL :**  
seaviewshipping2@gmail.com

**JOIN OUR TEAM**  
BUILD YOUR CAREER WITH US!

OCEANOVA SHIP MANAGEMENT PVT LTD  
RPSL - MUM - 162352

**URGENT CREW REQUIREMENT**

**JOINING - MONTH END**



We are currently looking for qualified and experienced crew members for the following positions:

- 4<sup>TH</sup> ENGINEER**
- 3<sup>RD</sup> OFFICER**

**VESSEL TYPE** TANKER

**JOINING** MONTH END

**COC REQUIRED** WHITE COC ONLY

- Only candidates available for immediate joining should apply.
- All valid trading certificates and documents must be in order.

Interested candidates may share their updated CV and documents at the earliest.

**CONTACT NUMBER**  
8976754941

**CONTACT PERSON**  
DIPALI

SAILING TOGETHER, GROWING TOGETHER

**WE ARE HIRING!**

**URGENT REQUIREMENTS**

**Dt:** 3rd June 2026

Exciting opportunities for experienced marine professionals.



**OPEN POSITIONS**

**1 CHIEF ENGINEERS**  
FOR PANAMAX BULK CARRIER



- Promotion accepted
- Indian COC
- Joining in 2 days
- Wages 8800 + 800 after completion of contract
- Anyone available, share CV

**2 CHIEF ENGINEER**  
RESEARCH VESSEL FG



- Indian COC FG
- Joining immediately

**3 SECOND ENGINEER**  
PASSENGER VESSEL 600 GT



- Indian COC
- Joining immediately

**ANYONE AVAILABLE PLEASE CONTACT**

**9840104524**

Regards  
**SUDHAPRIYAN A.A.**  
Founder & Marine Recruiter

**CHENDHOOR MARINE SERVICE**  
CHENNAI  
MOB: 98401 04524



# MARINA MARITIME

RPSL/MUM/456



## URGENT REQUIREMENT

### CHIEF ENGINEER (C/E)

**VESSEL:** OIL / CHEMICAL TANKER + FRAMO

**GRT:** 29,000

**WAGES:** USD 14,000 - 14,500

**JOINING:** 1ST WEEK OF JUNE

#### REQUIREMENTS:

- ★ RT-FLEX Engine experience mandatory
- ★ FRAMO experience mandatory
- ★ Relevant Oil / Chemical Tanker experience required
- ★ All valid COC, STCW, and necessary documents required

**KINDLY SHARE SUITABLE CVs URGENTLY**

marinamaritime102@gmail.com | info@marinamaritime.in

90764 22155 | 7738506155 | 82865 57178 | 99305 25135



BERNHARD SCHULTE SHIPMANAGEMENT

RPSL-MUM-142



## WE ARE HIRING!

### OIL CHEMICAL



#### MASTER

With 18 months rank experience



#### CHIEF OFFICER

With 12 months rank experience  
For Oil chem - container & oil tanker



#### 3/O

With 6 months rank experience  
For Container & Oil tanker



WHITE COC ONLY



7208087166



manoj.chavan@bs-shipmanagement.com



REPUTED COMPANY



GLOBAL PRESENCE



GROW YOUR CAREER



SAFETY FIRST



## SEAFARERS FROM EASTAWAY INDIA PVT LTD.

### WE ARE HIRING!

GREAT OPPORTUNITIES AWAIT YOU



#### OPEN POSITIONS

**2E** SECOND ENGINEER  
Container experience **COMPULSORY**

**2O** SECOND OFFICER  
Container experience **COMPULSORY**

**3O** THIRD OFFICER  
Container experience **COMPULSORY**

**4E** FOURTH ENGINEER  
Container/Bulk experience.

**3E** THIRD ENGINEER  
Container/Bulk experience.



FOR: ONLY CONTAINER



EXPERIENCE: minimum 6 months in Same Rank mandatory



WHITE COC ONLY

+91 7738375635

seajobs@eastway.com



TRUSTED RECRUITER



WIDE RANGE OF OPPORTUNITIES



SAFE & SECURE CAREER



SAILING TOWARDS YOUR FUTURE



UMMS - RPSL - 162375

## WE ARE HIRING!

EXCELLENT OPPORTUNITY FOR EXPERIENCED PROFESSIONALS



VESSEL:

MUMBAI SUEZ 6TH



### MASTER

FOR OIL/CHEMICAL TANKER



GOOD RANK EXPERIENCE MUST ON SHIP TYPE



WHITE COC ONLY



+91 88022 71166



EXPERIENCED PROFESSIONALS REQUIRED



SAFE CAREER



GROW WITH TRUST



SAILING TOWARDS A BETTER FUTURE



**NAZ**  
MARITIME SERVICES PVT. LTD.

**URGENT REQUIREMENT -  
BULK / CONTAINER VESSELS**

**AB - 09 POSITIONS**  
→ Minimum 36 Months Rank Experience

**OILER - 07 POSITIONS**  
→ Minimum 36 Months Rank Experience

**FITTER - 05 POSITIONS**  
→ Minimum 36 Months Rank Experience

**COOK - 05 POSITIONS**  
→ Minimum 36 Months Rank Experience

**MANDATORY REQUIREMENTS:**

- ✓ Indian COP Mandatory for AB & Oiler
- ✓ Bulk / Container Vessel Experience Required
- ✓ Candidates Must Be Ready for Immediate Joining
- ✗ No Promotion Candidates

**WHATSAPP YOUR CV:  
+91 74000 95115**

- REPUTED COMPANY
- EXCELLENT OPPORTUNITIES
- GROW YOUR CAREER WITH US
- SAILING TOWARDS SUCCESS



**IMMEDIATE JOINING PREFERRED**

**Do NOT Send CVs For:**

- TR.OS
- OS
- TME
- Deck Cadet
- Messman



**SEAVIEW**  
SHIP MANAGEMENT PVT LTD  
RPSL - MUM-162245

**WE REQUIRE CREW FOR OUR VESSEL**



**(1) VESSEL : TANKER**  
GRT : 13000T  
**RANK : 3<sup>RD</sup> ENGINEER**  
**3500\$ - 4000\$**

**WHITE COC ONLY**

**MUST HAVE RANK EXPERIENCE**

**INTERESTED CANDIDATES CAN DROP THERE CV HERE**

**CONTACT : 7977957212**

**MAIL : seaviewcrew7@gmail.com**



**URGENT VACANCY - IMMEDIATE JOINING**

**Rigel Marine Services Pvt. Ltd.**  
RPSL No.: MUM229

**for MR TANKER.**

**MASTER**

**THIRD OFFICER**

**JUNIOR OFFICER**

**ETO**

**15-18 MONTHS RANK EXPERIENCE ON SIMILAR TYPE OF VESSEL**

**WHITE COC ONLY**

**ops@rigelmarine.in**  
**+91 93114 14476**



**IMMEDIATE JOINING**



**COLUMBIA AURUS**  
SHIP MANAGEMENT  
MUMBAI



**WE ARE HIRING**  
EXCELLENT OPPORTUNITIES AWAIT YOU

**LPG** **3E**  
With 12 Months Rank Exp (Preferable US VISA Required)



**CONTAINER** **3E**  
With 12 Months Rank Exp



**OIL CHEM** **4E**  
With 12 Months Rank Exp (Need US VISA)



**MPV MULTI PURPOSE VSL** **3E - 4E**  
With 12 Months Rank Exp (Need US VISA)



**BAHRI VLCC**  
• **30** - Required 12 Months Rank Exp (Need US VISA)  
• **3ENG** - Required 18 Months Rank Exp (Need US VISA)  
• **4E** - Required 12 Months Rank Exp (Need USA VISA)



- REPUTED COMPANY
- EXCELLENT WORK CULTURE
- GROW YOUR CAREER
- GLOBAL OPPORTUNITIES

**SEND YOUR CV TO**  
**salome@columbiaaurus.com** **9821051857**

RPSL - MUM - 130

**IMMEDIATE OPENING**  
ON  
**CONTAINER / RORO**

- OPEN POSITION:**
- CE**
  - 2E**
  - 3E**
  - ETO/ EO**
  - AB** (With Indian COP)

- WHY JOIN US?**
- GROW YOUR CAREER
  - SAFE & SECURE WORK ENVIRONMENT
  - TIMELY JOINING SUPPORT
  - GLOBAL OPPORTUNITIES

**CONTACT:**  
**MAMTA**  
**+91 7400095117**

*Sail with Us... Build Your Future!*



**JOINING:**  
**ASAP**

**ELIGIBILITY CRITERIA:**

- Minimum **24 months** of experience as AB with Indian COP

- NO PROMOTION**
- WE DONT HAVE REQUIREMENTS FOR ANY FRESHERS**

**WE ARE LOOKING FOR**  
**EXPERIENCED**  
**PROFESSIONALS**

- OPEN POSITIONS**
- 2<sup>ND</sup> ENGINEER**
  - ETO**
  - 2<sup>ND</sup> OFFICER**



**FOR**  
**OIL CHEM TANKER**

- GOOD RANK EXPERIENCE**  
MUST ON SHIP TYPE
- WHITE COC ONLY**
- EXPERIENCE MATTERS**

**CONTACT US**  
**+91 9867955734** | **bluefortuneships@gmail.com**

★ **SAFETY AT SEA, SUCCESS ASHORE** ★

**WE REQUIRE CREW**  
**FOR OUR VESSEL**

**VESSEL : TANKER**  
**GRT : 8000T**

- RANK & SALARY (USD)**
- CH ENGINEER - 8500\$ - 9000\$**
  - 2<sup>ND</sup> ENGINEER - 6000\$ - 6500\$**
  - 2<sup>ND</sup> OFFICER - 2300\$ - 3200\$**
  - 3<sup>RD</sup> ENGINEER - 3000\$ - 3200\$**
  - 3<sup>RD</sup> OFFICER - 2000\$ - 2500\$**
  - 4<sup>TH</sup> ENGINEER - 2000\$ - 2500\$**

**PANAMA / WHITELISTED COC**

**MUST HAVE RANK EXPERIENCE**

**EXPERIENCE TODAY**  
**SAFETY ALWAYS**

**INTERESTED CANDIDATES CAN DROP THEIR CV HERE**

**CONTACT:** **7977957212** | **MAIL:** **seaviewcrew7@gmail.com**

— **SAILING TOWARDS EXCELLENCE** —



**YOUR VOYAGE STARTS WITH ADMIRAL**

**WE ARE HIRING!**  
**JOIN OUR PROFESSIONAL TEAM**

**1) 20**  
**GENERAL CARGO VESSEL**

**PROMOTIONAL CANDIDATE ALSO ACCEPTABLE!!!**

**ROUTE : KOCHI TO LAKSHADWEEP ISLANDS**

**SALARY : INR**



- SAIL WITH CONFIDENCE. GROW WITH US.**
- SAFE & SECURE WORK ENVIRONMENT**
  - EXCELLENT GROWTH OPPORTUNITIES**
  - EXPERIENCED & SUPPORTIVE TEAM**
  - RESPECT & FAIR TREATMENT**

**SEND YOUR CV TO**  
**crew@admiralmarine.com** | **+91 91508 19555**

— **NAVIGATE YOUR CAREER TO SUCCESS** —

# S2S

SHIP TO SHORE  
JOB PORTAL

**INVITE CALL**



TO ALL  
**SHIPPING COMPANIES**

Crewing Managers, HR, Ship Managers, Ship Owners



“ Intention is  
Helping Seafarer  
– It is for **YOU** ”



**Advertise Your  
Crew Requirements**

**100%  
FREE**

Reach Thousands of  
Seafarers **Worldwide**



- ✓ Wide Visibility
- ✓ Trusted Platform
- ✓ Quick & Easy
- ✓ Zero Cost
- ✓ Better Response
- ✓ Quality Seafarers

**SEND YOUR DAILY REQUIREMENTS**



ON WHATSAPP

**+91 72001 63695**



ON EMAIL

**[mu@marinersupdate.com](mailto:mu@marinersupdate.com)**

Our Mission is Simple –  
To Connect the Right Opportunity  
with the **Right Seafarer!**

TOGETHER WE SAIL TOWARDS BETTER CAREERS ❤️



# FINAL THOUGHTS

**EVERY VOYAGE TEACHES A LESSON, EVERY  
CHALLENGE BUILDS EXPERIENCE, AND  
EVERY SAFE ARRIVAL REFLECTS  
PROFESSIONALISM AT SEA.**

**STAY INFORMED, STAY PREPARED, AND  
NEVER STOP LEARNING.**

**UNTIL NEXT WEEK—FAIR WINDS,  
FOLLOWING SEAS, AND SAFE SAILING TO ALL  
MARINERS WORLDWIDE.**

09 JUNE 2026