Free weekly e - Magazine for Sailors

MARINER'S UPDATE

VOYAGE : 8 voice of seafarer 16 June 2026

RIP-4

INDIAN SEAFARERS

THREE INDIAN SEAFARERS KILLED IN OMAN STRIKE:
A TRAGIC REMINDER OF THE RISKS FACED AT SEA

THEY SAILED TO SUPPORT THEIR FAMILIES AND KEEP GLOBAL TRADE MOVING.
TODAY, WE REMEMBER THEIR SACRIFICE.

FAIR WINDS AND FOLLOWING SEAS; REST IN PEACE, BRAVE SEAFARERS

YOUR WEEKLY MARITIME BRIEFING

Receive our **FREE** weekly e-magazine featuring maritime news, safety insights, weather education, compliance updates, and practical knowledge—delivered directly to your inbox every week.

MARITIME NEWS	SAFETY INSIGHTS	WEATHER EDUCATION	COMPLIANCE UPDATES	PRACTICAL KNOWLEDGE	EXPERT GUIDANCE

SCAN TO SUBSCRIBE

OR

CLICK THE ICON BELOW TO REGISTER INSTANTLY

TABLE OF CONTENTS

EDITOR'S NOTE

WELCOME TO THE 8TH EDITION

Scan to Save our V card

Dear Mariners,

This week, our thoughts are with the families, friends, and colleagues of the seafarers who lost their lives at sea.

We mourn the loss of the three seafarers who were killed during the recent incident near Oman We also remember the Second Officer onboard Celestial, whose passing has raised serious questions about the importance of timely medical attention and evacuation at sea.

These are tragic events that remind us of a reality often forgotten by those far from the sea: every ship is operated by human beings, and every casualty is someone's son, daughter, spouse, parent, or friend.

While these incidents captured headlines, another issue continues to affect seafarers every day, often unnoticed.

In a recent Mariners Update poll, 60% of respondents stated that Work & Rest Hour records are frequently adjusted to show compliance, while many others indicated it happens occasionally. The results may not surprise experienced seafarers, but they should concern the entire industry.

Fatigue rarely appears in casualty reports as the sole cause. Yet it quietly influences decision-making, concentration, health, and safety. It affects the officer on watch, the engineer responding to alarms, the crew handling cargo operations, and the seafarer expected to meet growing demands with limited rest.

The maritime industry depends on seafarers to move the world's energy, trade, and essential goods. Yet too often, the conversation focuses on compliance, efficiency, ana performance while overlooking the well-being of the people who make it all possible.

Whether it is conflict at sea, delayed medical support, or the silent burden of excessive workload, the outcome is the same: it is the seafarer who bears the risk.

As an industry, we must continue to ask ourselves a simple question:
Are we doing enough to protect the people who keep global trade moving?

Because ships do not run on fuel alone.
They run on people.

May those who lost their lives rest in peace, and may their stories strengthen our commitment to safeguarding every seafarer at sea.

Capt. Philip
Editor
Mariners Update

MARINER'S UPDATE
COMPLIANCE WITH SIMPLICITY

MU- PRE-PSC FIC

Content not created by AI

Focused Inspection Checklist - FOR Panama flag vessel to arrive CHINA MSA

QUICK DETENTION SCREENING

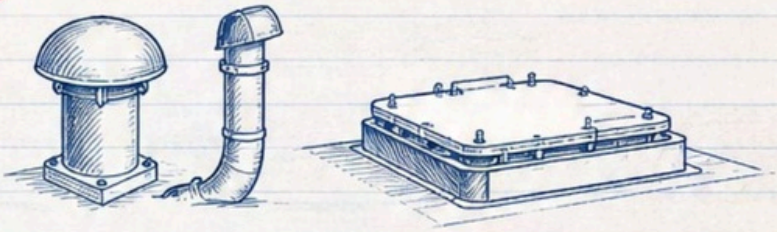
- ☐ Fixed Fire Fighting System
- ☐ CO_2 System
- ☐ Quick Closing Valves
- ☐ Fire Dampers
- ☐ Lifeboats
- ☐ Ventilators
- ☐ Air Pipes
- ☐ PMS Records
- ☐ Crew Familiarity
- ☐ Statutory Certificates

1. FIXED FIRE EXTINGUISHING INSTALLATION

- ☐ ER Water Mist System Operational
- ☐ CO_2 Cylinders Tested
- ☐ Paint Store Protection Available
- ☐ CO_2 Distribution Lines Intact
- ☐ Remote Release Operational
- ☐ ER Skylights & Closures Effective
- ☐ Alarm Audible Throughout Space

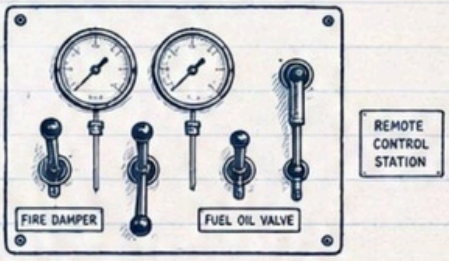
2. WATER / WEATHERTIGHT CONDITIONS

- ☐ Ventilators Weather Tight
- ☐ Air Pipes Damage Free
- ☐ Floating Discs Operational
- ☐ Load Line Heights Compliant
- ☐ Hatch Coamings Satisfactory



3. REMOTE MEANS OF CONTROL

- ☐ Quick Closing Valves Functional
- ☐ Fire Dampers Operational
- ☐ Fuel Isolation Arrangements Effective
- ☐ Remote Controls Tested
- ☐ Air Reservoir Leak Free



4. LIFEBOATS

- ☐ Air Support System Operational
- ☐ Release Hooks Good Condition
- ☐ Drain Valves Working
- ☐ Hull Crack Free
- ☐ Safety Belts Available
- ☐ Ventilation Closable

5. OTHER FIRE SAFETY ITEMS

- ☐ Sounding Pipe Self-Closing Cocks
- ☐ Oil Leakage Alarms Tested
- ☐ No Fuel Oil Leakage
- ☐ Hydraulic System Leak Free
- ☐ Hot Work Permit Compliance

REMEMBER

PSC Success = Continuous Compliance

- ✓ Prepare Early
- ✓ Verify Thoroughly
- ✓ Rectify Promptly
- ✓ Arrive Inspection Ready

PSC FOCUS - WK: 17

TO KNOW MORE

Scan the QR Code Below

Content not created by AI

MARINER'S UPDATE
COMPLIANCE WITH SIMPLICITY

PRE-SIRE INSPECTION INSIGHTS

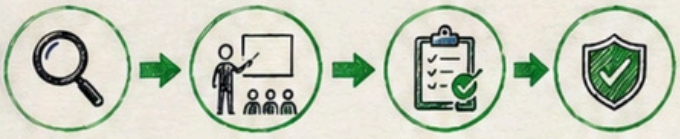
SIRE 2.0 – WK : 58

Find the Gap. Strengthen the Barrier. Build Crew Confidence.

REFERENCE: Shell Vetting Inspection

INSPECTOR: Capt. Philip

PRE-SIRE OUTCOME



- ✓ Latent barriers identified
- ✓ Targeted onboard training delivered
- ✓ Crew confidence improved
- ✓ Evidence verified
- ✓ Inspection successfully passed

TOP FINDINGS BY AREA

BRIDGE

- ECDIS & backup procedures
- Passage planning errors
- Compass & gyro discrepancies
- BNWAS awareness
- GMDSS testing compliance
- Missing IAMSAR publication

Knowledge gaps create observations.

CCR

- Cargo planning verification
- Loadicator checks
- ODME testing
- Inert Gas procedures
- ISGOTT checklist familiarity
- CO_2 span gas requirement

Actual operation must match documented plan.

DECK

- Expired rocket flares
- Immersion suit testing
- Enclosed space checklist errors
- Deck machinery procedures
- ERP awareness
- IG line drainage

Small equipment issues often become inspection findings.

ENGINE ROOM

- Work & Rest Hours
- PMS familiarity
- Defect reporting
- Hot work procedures
- OWS records
- Emergency generator knowledge

Records must support actual practice.

PRE-SIRE RED FLAGS

- ⚠ Weak PMS familiarity among crew
- ⚠ Limited understanding of defect reporting process
- ⚠ Analysis reports not readily retrievable
- ⚠ Inadequate awareness of hot work procedures
- ⚠ Welding equipment compliance concerns
- ⚠ Poor familiarity with OWS & incinerator capacities
- ⚠ BDN filing and retrieval issues
- ⚠ Emergency generator operation knowledge gaps
- ⚠ Incomplete safety testing records
- ⚠ Work & Rest Hours and Risk Assessment deficiencies

PRE-SIRE FOCUS SCORECARD

Bridge	★★★★
CCR	★★★
Deck	★★★★
Engine Room	★★★
SMS	★★★
Procedure Awareness	★★
Record Keeping	★★★
Housekeeping	★★★★★

RATING GUIDE

- ★★★★★ Strong Compliance
- ★★★★ = Minor Improvement Areas
- ★★★ = Moderate Attention Required
- ★★ = Significant Focus Required
- ★ = Critical Improvement Required

SELF-ASSESSMENT QUESTION

Can your team locate the required procedure, record and evidence within 60 seconds when questioned by an inspector?

MASTER'S TAKEAWAY

The best inspections are won before the inspector steps onboard.

SCAN QR CODE FOR FULL Details

RIGHTSHIP INSPECTION - RISQ - WK:5

STRONG LOTO PRACTICES SAVE LIVES

Lock Out Tag Out (LOTO): Preventing unexpected equipment start-up during maintenance.

WHAT IS LOTO?

LOTO (Lock Out Tag Out) is a safety system used to isolate energy sources before maintenance or inspection work begins.

WHY IT MATTERS:

- Prevents accidental equipment start-up
- Protects crew from injury or fatality
- Strengthens onboard safety culture
- Improves RightShip inspection outcomes

LOTO PROCESS

1. ISOLATE ENERGY
2. APPLY LOCK
3. ATTACH TAG
4. VERIFY ISOLATION
5. SAFE TO WORK

LESSON FROM A REAL INCIDENT

A crew member was inspecting a ballast pump motor.

- A warning notice was placed on the control panel, but the equipment was NOT isolated.
- Another crew member unknowingly started the system.

RESULT:
Fatal injury occurred.

TOP 5 LOTO GAPS FOUND BY INSPECTORS

	GAP	RISK
1.	Procedures but no equipment	Cannot isolate safely
2.	Equipment onboard but unused	False sense of safety
3.	Tags without locks	No physical protection
4.	Untrained crew	Incorrect application
5.	No records	Poor verification

WHAT INSPECTIONS SHOW

Recent inspection data shows most LOTO shortcomings impact inspection validity.

- Only about 1 in 5 vessels with LOTO issues achieved full 12-month validity.
- Vessels with repeated LOTO findings are more likely to receive shorter validity (6 months or less).

Strong LOTO compliance leads to better safety and better results.

INSPECTION INSIGHT

Common finding:
LOTO procedures exist on paper but are not consistently applied onboard.

REMEMBER:

Having a LOTO station does not make a vessel safe.
Using it correctly does.

LOTO VS LOTOTO

LOTO

Lock → Tag → Work

LOTOTO

Lock → Tag → Try → Work

TRY OUT = VERIFY

Before maintenance:

1. Isolate the equipment
2. Lock and apply tag
3. Attempt to start the equipment
4. Confirm zero energy
5. Only then - start the work

BEST PRACTICES

1. Integrate LOTO into work permits
2. Conduct practical crew training
3. Assign a LOTO Champion onboard
4. Audit actual LOTO usage
5. Issue personal locks where required
6. Recognise good safety behaviour

WORK PERMIT

SAFETY TAKEAWAY

NO LOCK = NO WORK

Every isolation must be:

LOCKED • TAGGED • VERIFIED

Proper LOTO application can prevent serious injuries, fatalities and costly operational incidents.

To know more
Scan the QR below

MARINER'S UPDATE
COMPLIANCE WITH SIMPLICITY

MARINER'S UPDATE

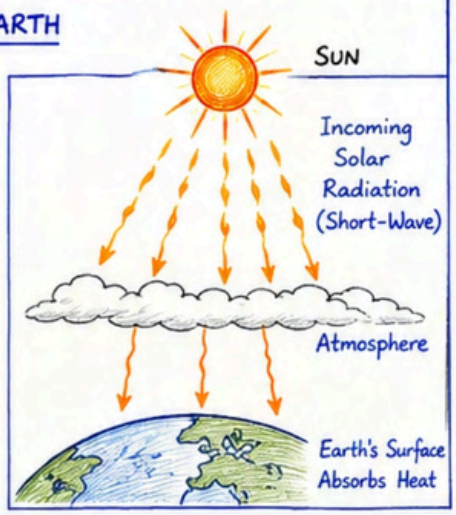
CAPTAIN'S WEATHER DESK – WK:4

SOLAR RADIATION, THE GREENHOUSE EFFECT & DAILY TEMPERATURE CHANGES

1 HOW THE SUN HEATS THE EARTH

The Sun is the primary source of energy for the Earth's weather system. Solar radiation travels through space as short-wave energy and reaches the Earth's surface, where it is absorbed and converted into heat.

Hotter objects emit more energy than cooler objects.

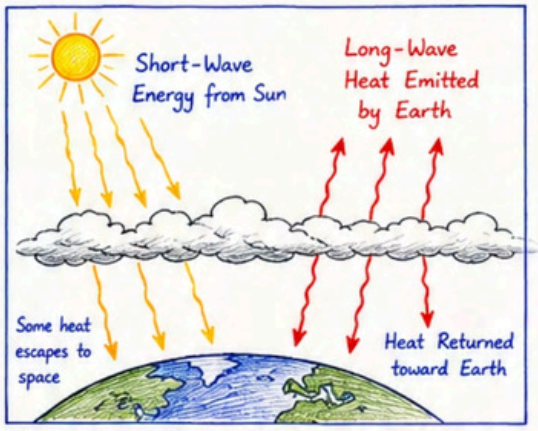


2 WHAT HAPPENS TO SOLAR ENERGY ?

- Some solar radiation reaches the Earth's surface.
- Some is reflected by clouds.
- Some is scattered within the atmosphere.
- Some is absorbed by atmospheric gases.

3 THE GREENHOUSE EFFECT

After being heated, the Earth releases energy back toward space as long-wave radiation. Water vapour and clouds absorb part of this outgoing heat and return some of it toward the surface, helping keep the Earth warmer.

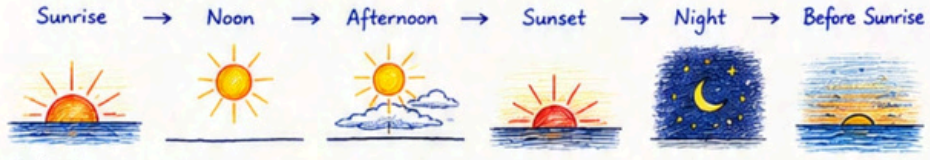


The Greenhouse Effect reduces heat loss and helps maintain Earth's temperature.

To know more Scan the QR below

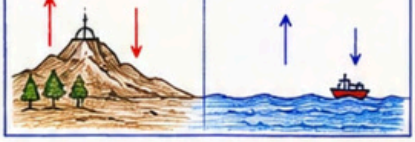
4 DAILY TEMPERATURE CYCLE

The Earth's surface warms during the day and cools during the night. This continuous cycle creates daily temperature changes.



5 LAND VS SEA TEMPERATURE

LAND	SEA
• Heats quickly	• Heats slowly
• Cools quickly	• Cools slowly
• Large daily temperature range	• Small daily temperature range

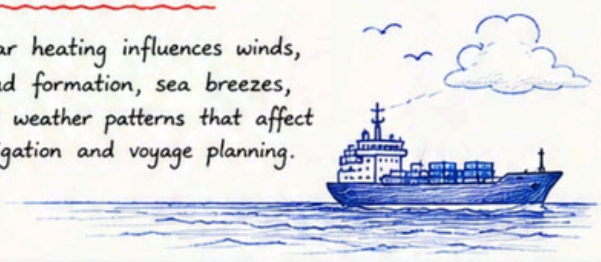


QUICK FACTS

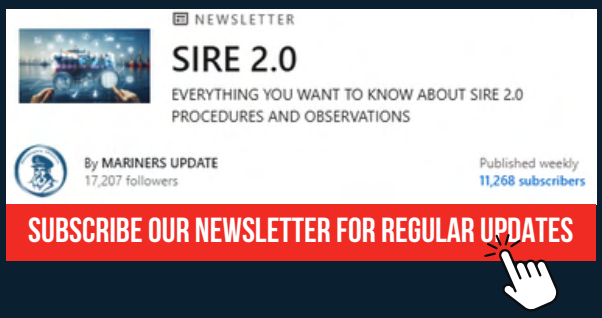
- ✓ The Sun is the main source of atmospheric energy.
- ✓ Solar radiation reaches Earth as short-wave energy.
- ✓ Earth emits long-wave radiation.
- ✓ Clouds both reflect sunlight and trap heat.
- ✓ The Greenhouse Effect helps keep Earth warm.
- ✓ Land heats and cools faster than the sea.
- ✓ Daily temperature usually peaks in mid-afternoon.

MARINER'S NOTE

Solar heating influences winds, cloud formation, sea breezes, and weather patterns that affect navigation and voyage planning.

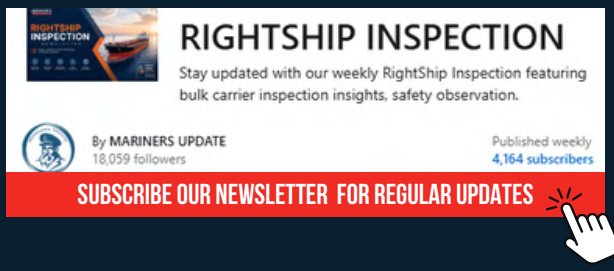


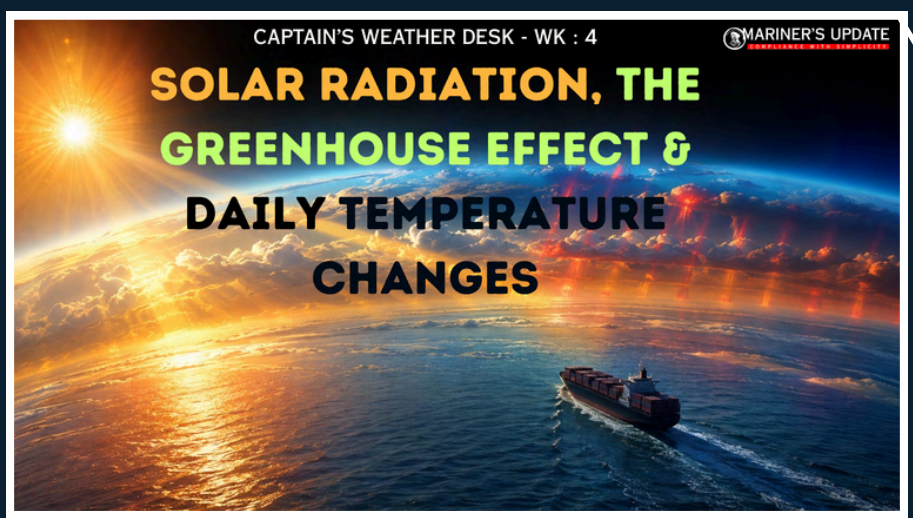
CLICK THE IMAGE TO KNOW MORE ABOUT THIS TOPIC



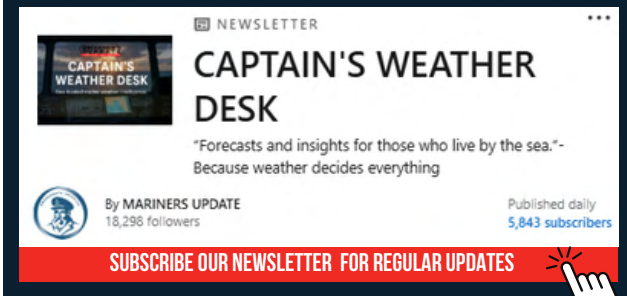
CLICK THE IMAGE TO KNOW MORE ABOUT THIS TOPIC

CLICK THE IMAGE TO KNOW MORE ABOUT THIS TOPIC





CLICK THE IMAGE TO KNOW MORE ABOUT THIS TOPIC



MARINERS UPDATE - YOUR TRUSTED MARITIME PARTNER

Your trusted maritime partner for professional vessel auditing services that help shipowners, managers, and operators maintain the highest standards of safety, compliance, and operational readiness.

Scan this QR code or click the link below to Download our all services Brochure

CLICK HERE

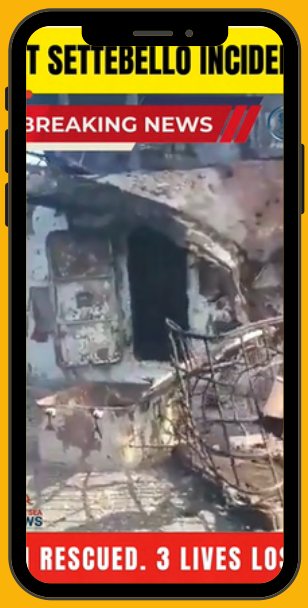
MARINER'S UPDATE
COMPLIANCE WITH SIMPLICITY
mu@marinersupdate.com www.marinersupdate.com +91 7200 163 695

THREE INDIAN SEAFARERS KILLED IN OMAN STRIKE: A TRAGIC REMINDER OF THE RISKS FACED AT SEA

The attack on MT Settebello near the Strait of Hormuz claimed the lives of three Indian seafarers, including Aditya Sharma (23) and Shivanand Chaurasiya (37).

Just days before the tragedy, Aditya spoke to his father about the tense situation at sea. Shivanand's final conversations were with his wife and two young children, promising he would return home soon.

Their families waited with hope. Instead, they were met with heartbreaking loss.
Behind every seafarer is a family waiting for a safe return. This tragedy is a solemn reminder of the risks merchant mariners continue to face while serving global trade in conflict-affected waters.



WATCH VIDEO NOW

An unexploded missile warhead was discovered aboard MT Olympic Life after penetrating the vessel's hull and becoming lodged inside a fuel tank, creating a serious safety risk.

Indian Navy EOD specialists safely assessed, disarmed, and recovered the warhead without incident.
The operation highlights the Indian Navy's exceptional expertise, professionalism, and unwavering commitment to maritime safety.

MT JALVEER Fire Off Oman Raises Fresh Alarm

An engine-room fire aboard the asphalt tanker MT JALVEER near Sohar, Oman, triggered emergency evacuation efforts for its 20 crew members.
The incident comes amid rising regional tensions and growing security concerns around the Strait of Hormuz.

It serves as another reminder of the risks faced by seafarers operating in one of the world's most critical maritime corridors.

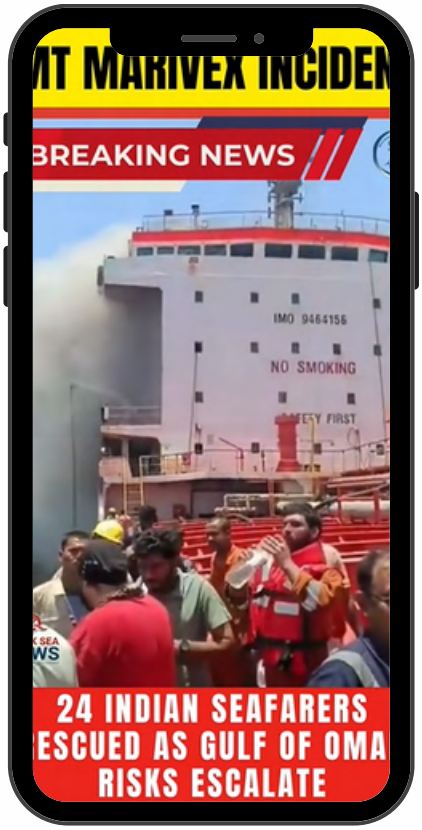
India has launched the Bharat Maritime Insurance Pool (BMIP) to strengthen domestic maritime insurance and reduce reliance on international P&I clubs. Backed by significant underwriting capacity and government support, BMIP has already issued over 80 policies and aims to become a key player in maritime liability insurance.
The initiative marks a major step toward enhancing India's maritime and insurance sovereignty.

The sinking of GOLDEN STAR 1 near Batam, Indonesia, is a reminder that maritime incidents can impact entire supply chains—not just vessels.
Although all nine crew members were rescued safely, the casualty highlights the importance of cargo protection, contingency planning, and effective risk management.
In today's uncertain maritime environment, resilience is just as important as efficiency.

MT MARIVEX: 24 INDIAN SEAFARERS SAFELY RESCUED

A fire onboard the tanker MT Marivex off the coast of Oman on 8 June triggered a coordinated emergency response involving Indian authorities and the Indian Navy. All 24 Indian seafarers were successfully rescued.

While the safe evacuation is a positive outcome, the incident highlights the growing operational risks faced by commercial shipping in the Gulf of Oman and Strait of Hormuz. Geopolitical tensions, military activity, sanctions, and compliance challenges continue to increase the complexity of operating in this strategically important region.



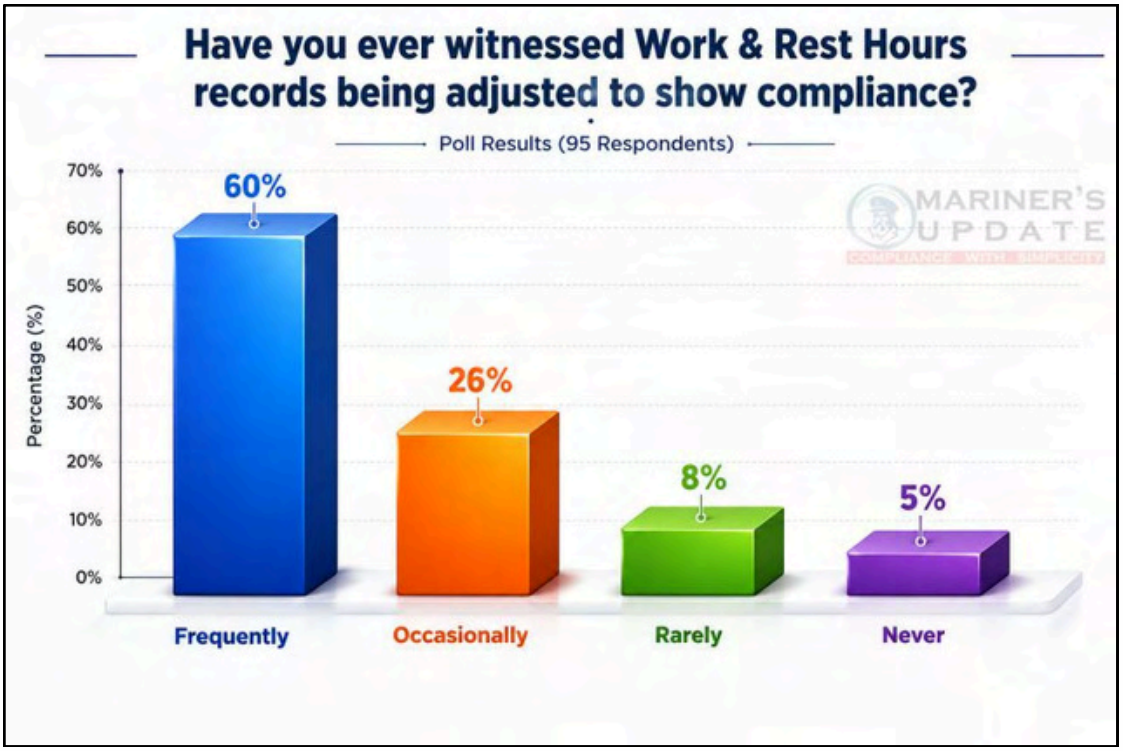
Click the link on the image or scan the QR code to watch video.

WATCH VIDEO NOW

MARITIME POLL RESULT

WORK & REST HOURS AT SEA: REALITY VS RECORDS- POLL RESULTS

86% of respondents have witnessed Work & Rest Hours records being adjusted to show compliance, with 60% reporting this occurs frequently and 26% occasionally. The results highlight ongoing concerns around fatigue management, operational pressures, and the importance of accurate recordkeeping onboard.



DREAMING OF A CAREER AT SEA? THIS IS FOR YOU!

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

FREE DEMO CLASS REGISTRATION OPEN
click the icon below, to register today.

Study Smarter. Sail Further.

Confused with Celestial Navigation, Stability, Cargo Work, ROR, or MMD Exams?
You're not alone.

Mariners Update is launching Second Mate & Deck Cadet Online Tuition Classes designed to make maritime concepts simple, practical, and easy to understand.

Who can join?

Deck Cadets
Nautical Science Graduates
Second Mates
MMD Exam Candidates
Ratings aspiring to become Deck Officers

What you'll get:

Animated Lessons
Practical Shipboard Examples
Simplified Notes
Exam-Oriented Training
Doubt-Clearing Sessions
Guidance from Experienced Mariners

Join our Second Mate & Deck Cadet Online Tuition Classes.

Study smarter. Achieve your officer dream.

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.

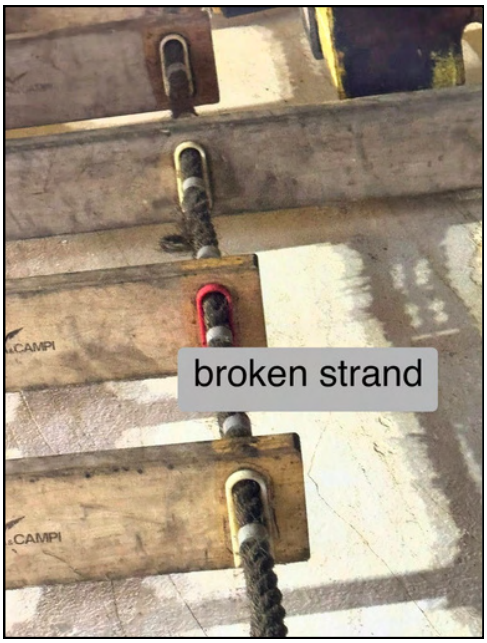
PILOT LADDER

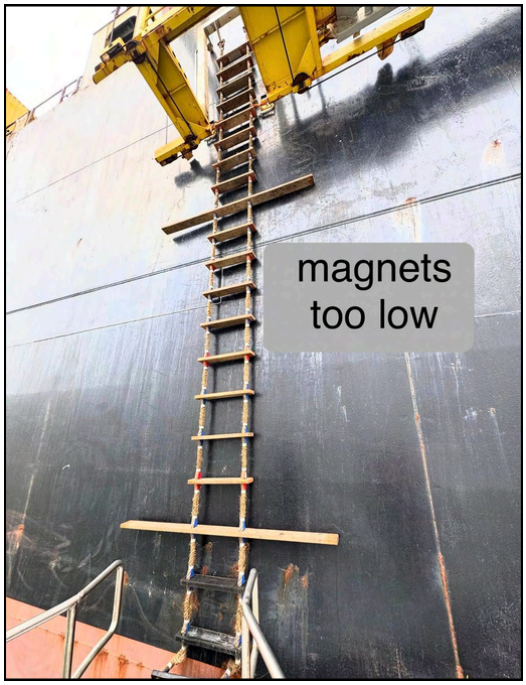
The biggest danger is not the equipment — it is the competency gap in Pilot Ladder safety.

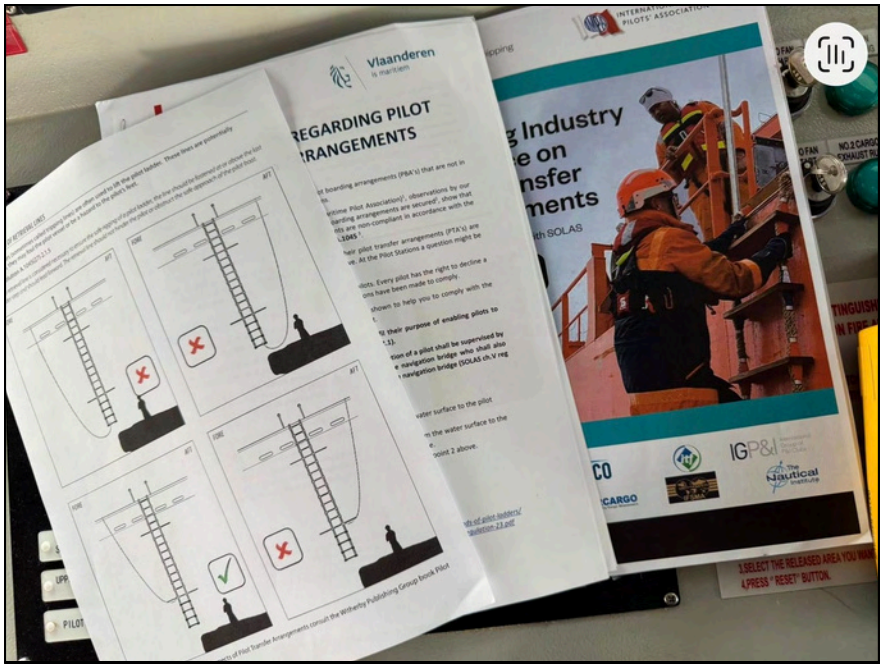
Click the link on the image or scan the QR code to watch the video.

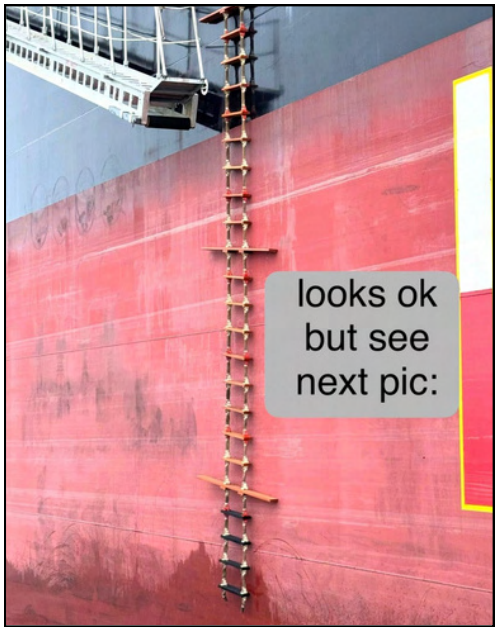
To register for our course, kindly click the icon below.

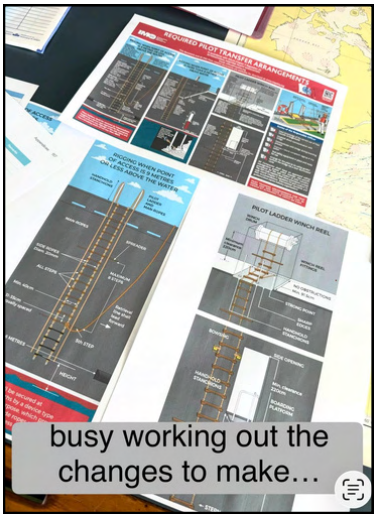
WEEKLY PILOT LADDER COMPLIANCES

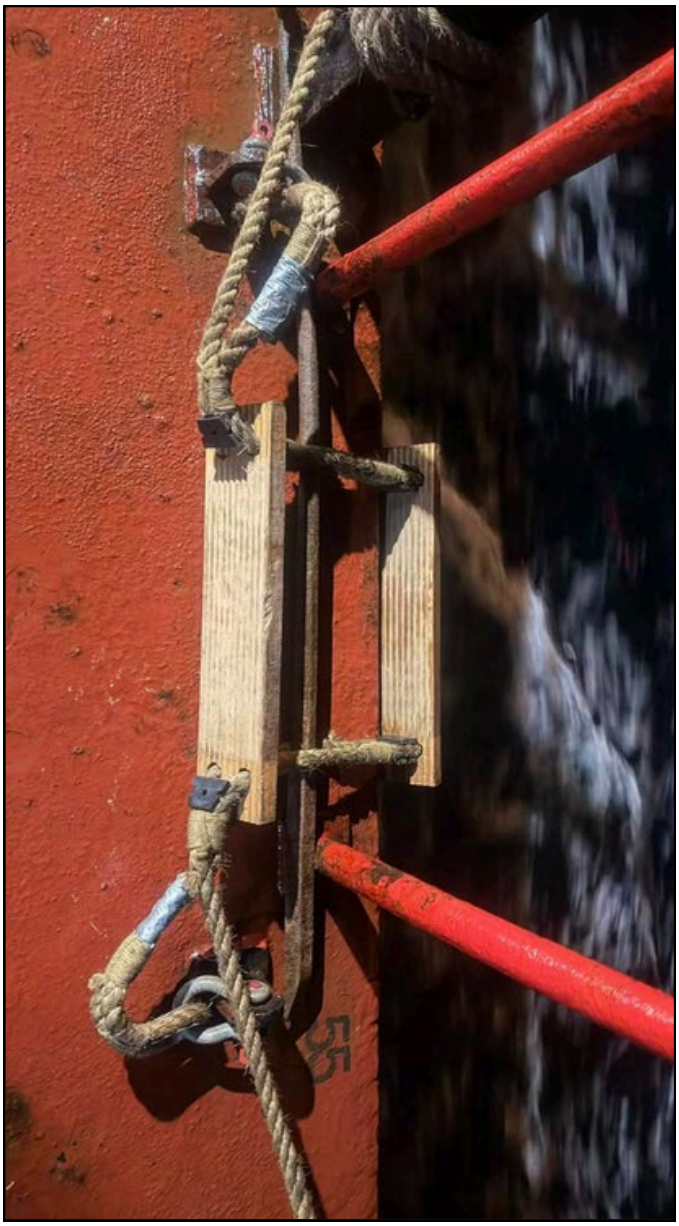


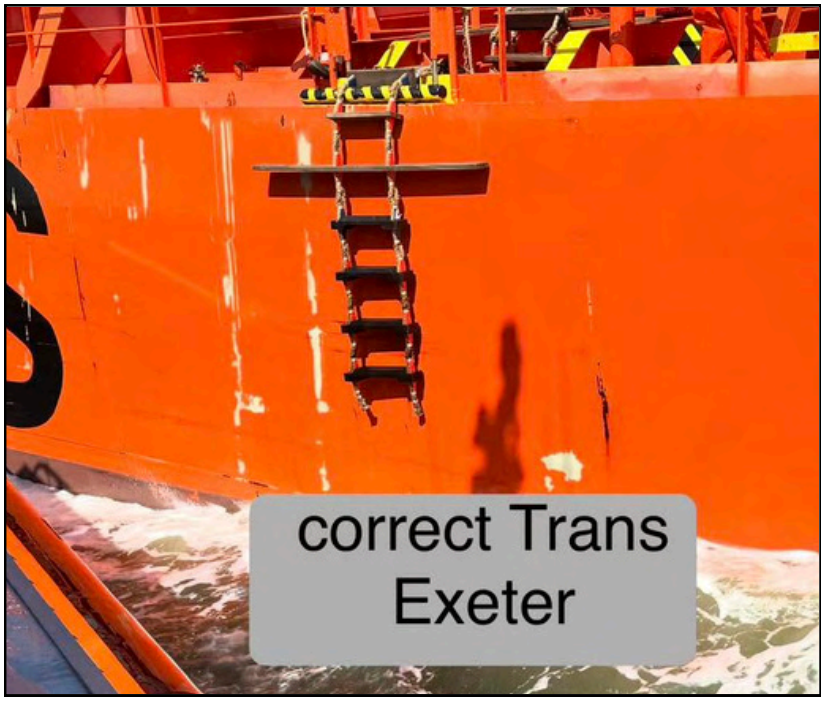












Credits : Capt.Aries ; Fb page : Dangerous ladder

MARINER'S UPDATE
COMPLIANCE WITH SIMPLICITY

CHALLENGES AND CONSEQUENCES OF INCORRECT RIGGING

Content not created by AI

Pilot Ladder Safety Simplified | Day 2

Embarking and disembarking from a ship via a pilot ladder is a complex manoeuvre that requires good balance and coordination.

CHALLENGES

Climbing a considerable height using a free-hanging pilot ladder provided by a high-sided vessel that is underway can be a physically challenging operation with the following potential complications:

- When climbing a ladder for embarkation onto a vessel, the first opportunity for the pilot to view the securing arrangement is when they reach the deck. Prior to that, they rely on blind trust of the ship's crew.
- After the potentially tiring physical climb, it is necessary to reach and transfer off the ladder onto the vessel.
- The ladder may be moving in different planes, vertically, laterally and trying to twist.
- If the ladder is rigged correctly, it will be hanging vertically alongside the vessel, but it is still flexible and not rigid.
- The pilot boat and the ship may be moving at different speeds and with different independent rolling and pitching motions.
- Although it may be easier to climb down a ladder, it is often more hazardous because it can be more difficult to judge the right time to step across to the pilot boat.

CONSEQUENCES

- A pilot or other person may be seriously injured or killed.
- A pilot may decline to board a ship that presents an incorrectly rigged, defective or poorly positioned ladder. This will cause a loss of time for the ship and result in financial losses for the shipowner.
- Defects or deficiencies must be reported by the pilot to port State authorities, which could lead to a full Port State Control inspection. This will also cause a time delay for the ship and may result in financial penalties for the shipowner.

Safety Reminder

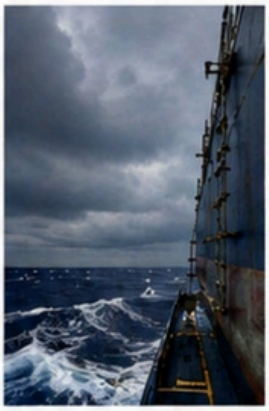
Never assume a pilot ladder is safe. Always verify its condition, securing arrangements, and compliance before use. Proper planning, equipment checks, and crew readiness make the difference.

TRANSFER OPERATIONS CAN BE SIGNIFICANTLY MORE HAZARDOUS:

- During hours of darkness
- In rough seaway with large waves and swell
- In adverse weather conditions
- In low air and seawater temperatures


Darkness


Rough seaway


Adverse weather


Low air & seawater temperatures

✓ A correctly rigged pilot ladder, good communication and careful seamanship are key to a safe pilot transfer.

FROM MASTER'S TABLE - DAY 3

MARINER'S UPDATE
COMPLIANCE WITH SIMPLICITY

INCASE OF PERSONAL INJURY

— Master's First 24-Hour Action Guide —

MASTER'S NOTE

The quality of evidence collected in the first few hours after an injury often determines the outcome of a claim years later.

1. IMMEDIATE ACTIONS

- ☑ Ensure medical treatment first
- ☑ Make the area safe
- ☑ Preserve the accident scene
- ☑ Identify witnesses
- ☑ Take photographs
- ☑ Inform Company & P&I Club
- ☑ Record time, location & activity

2. COLLECT EVIDENCE

- ☑ Injury photographs
- ☑ Accident location photos
- ☑ PPE used / not used
- ☑ Tool or equipment involved
- ☑ Witness statements
- ☑ CCTV if available
- ☑ Relevant permits & checklists

3. MASTER'S REPORT

Record FACTS only

DO	DON'T
✓ Who	✗ Admit liability
✓ What	✗ Guess causes
✓ When	✗ Blame individuals
✓ Where	✗ Include opinions
✓ Weather / conditions	✗ Make assumptions
✓ Immediate actions taken	

4. HIGH-RISK INJURIES ONBOARD

- Slips & falls
- Ladder accidents
- Cargo handling injuries
- Wire / rope snapback
- Machinery entanglement
- Enclosed space incidents
- Burns & explosions

5. DOCUMENTS TO PRESERVE

- ☑ Medical reports
- ☑ Logbook entries
- ☑ Risk Assessment
- ☑ Toolbox Talk records
- ☑ Permit to Work
- ☑ Maintenance records
- ☑ Crew statements
- ☑ Photos & sketches

MASTER'S REMINDER ☆

TREAT the casualty. | **PROTECT** the evidence. | **RECORD** the facts. | **REPORT** promptly.

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

MARINER'S UPDATE
COMPLIANCE WITH SIMPLICITY

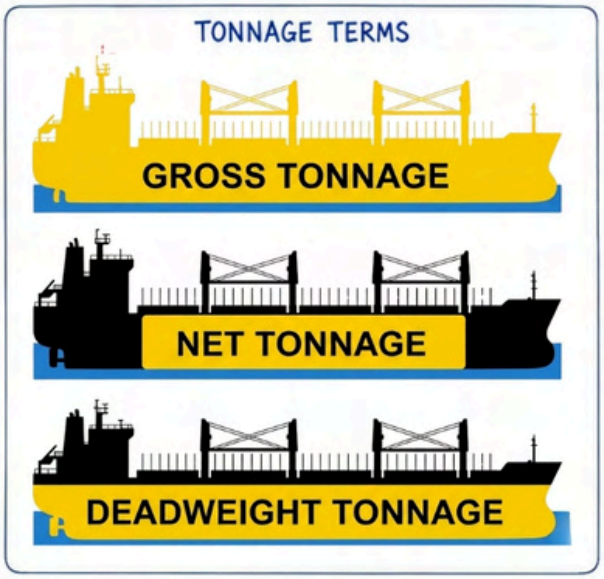
VOLUMES AND WEIGHTS OF A SHIP

Content not created by AI

SHIP KNOWLEDGE SIMPLIFIED – DAY 2

General

The size of a ship is described by standard terms and units. At the IMO conference in 1969, Gross Tonnage (GT) and Nett Tonnage (NT) were introduced to provide a worldwide standard for measuring a ship's size. GT is often used for port dues, pilotage and to determine the number of crew. Different ships may also be sized by other measures such as number of containers, deck area or number of passengers.



① Register Ton

Used to express the volume of a space.
1 register ton = 100 ft^3 = 2.83 m^3.

② Gross Tonnage (GT)

Calculated from the total internal volume of the ship.
It includes all enclosed spaces below the main deck and the enclosed spaces above the main deck.
The result is a dimensionless number (no unit).
All dimensions used are moulded (as built).

③ Nett Tonnage (NT)

Represents the volume of the cargo spaces.
It is obtained from GT by subtracting the volumes occupied by:

- crew
- navigation equipment
- propulsion equipment
- workshops

NT may not be less than 30% of GT.

④ Displacement (in m^3)

The volume of the part of the ship below the waterline, including the shell plating, propeller and rudder.

⑤ Underwater Body (in m^3)

The underwater body equals the displacement minus the contribution of the shell, propeller and rudder.
It is the volume of the submerged hull on the outside of the frames without extensions.

⑥ Displacement Δ (in t)

The weight of the volume of water displaced by the ship.
It is also equal to the total mass of the ship.

Displacement (t) = water displacement (m^3) × density of water (t/m^3)

⑦ Light Displacement (in t)

The weight of the hull including the regular inventory.
Regular inventory includes: anchors, life-saving appliances, lubricating oil, paint, etc.

⑧ Dead Weight (in t)

The weight the ship can load until the maximum allowable submersion is reached.

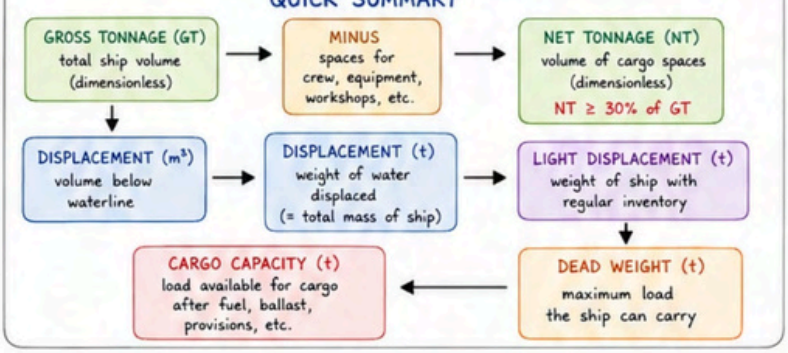
Dead weight (t) = maximum weight Δ (t) – light displacement (t)
or
Dead weight (t) = maximum weight Δ (t) – actual weight Δ (t)

⑨ Cargo, Carrying or Dead Weight Capacity (in t)

Total weight of cargo the ship can carry. It depends on the maximum allowable submersion, which includes the capacity of fuel, provisions and drinking water.
More fuel on board reduces cargo capacity; refuelling en route increases it. The master has final responsibility for these choices.

Cargo capacity (t) = dead weight (t) – ballast, fuel, provisions (t)

QUICK SUMMARY



KEY POINTS TO REMEMBER

- ★ GT and NT are dimensionless numbers.
- ★ GT includes all enclosed spaces; NT represents cargo spaces.
- ★ Displacement (m^3) is a volume; Displacement (t) is a weight.
- ★ Dead weight is the maximum load the ship can carry.
- ★ Cargo capacity depends on fuel, provisions and the voyage plan.

MARINER'S UPDATE

SURVIVAL AT SEA

Content not created by AI

USING THE HELIOGRAPH (SIGNAL MIRROR)

Day 3

A signal mirror (heliograph) is one of the most effective tools a survivor can use to attract attention from a distant ship or aircraft. It uses sunlight to create a bright flash that can be seen from many miles away.

WHAT IS A HELIOGRAPH?

Anything shiny or reflective on both sides can be used as a signal mirror. To aim effectively, put a hole or "crosshole" of about ½ inch in the center of the mirror, tin can, chrome piece, or whatever you are using.

KEY POINTS

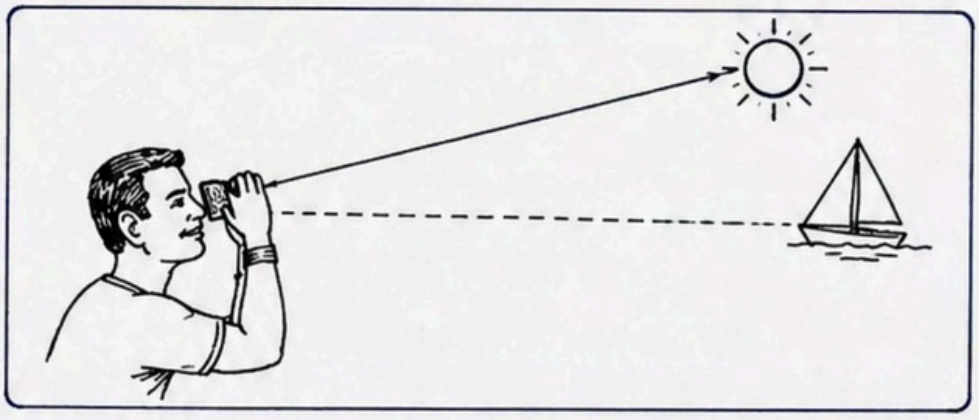
- You must have a workable angle between the sun, your mirror, and the rescue craft.
- From the air, the flash from a mirror can be seen from 10 to 40 miles on a clear day.
- Even if you can only hear a plane in the distance, begin signaling with the mirror. An airplane will see the flash before you can see the plane.
- Once the pilot has acknowledged your signal and has located you, be careful not to blind him by continuing to flash the mirror.

HOW TO AIM THE MIRROR CORRECTLY

1. Hold the mirror 3 to 4 inches from your face.
2. Sight the ship or plane through the hole in the mirror.
3. The ray of sunlight coming through the hole will appear on your face.
4. Look at the back (shiny side) of the mirror.
5. Move the mirror slowly until the spot of light from your cheek disappears into the hole, while keeping the target visible through the hole.
6. The sunlight will then be properly reflected on the target.

PRACTICE MAKES PERFECT

Practice using your mirror to improve your aim rather than waiting for an actual emergency. Aiming can be difficult in rough water or when the sun is low in the sky (down-sun angles).



REMEMBER

A well-aimed flash can be your voice in the ocean.
Use your heliograph wisely and practice often.

MARINER'S UPDATE
COMPLIANCE WITH SIMPLICITY

WEEKLY WEALTH PLAN FOR SAILORS

WEEK - 8

THE MISSING CONTRACT MISTAKE

Be prepared for the unexpected.
Protect today. Secure tomorrow.

BUILD YOUR SAFETY NET | PLAN FOR DELAYS | PROTECT YOUR FAMILY | SECURE YOUR FUTURE

A MISSED CONTRACT SHOULD BE AN INCONVENIENCE, NOT A CRISIS.

THE MISSING CONTRACT MISTAKE

A 2nd Officer had built a comfortable life around his sea salary.
He earned around $5,000 per month onboard and assumed there would always be another contract waiting for him.

Confident about his future earnings, he upgraded his lifestyle:

- Bigger house rental
- New car commitments
- Higher family expenses
- Frequent vacations during leave

His plan was simple:
"I'll earn it back on my next contract."

Then something unexpected happened.
A routine medical issue delayed his joining.
One month became three. Three months became six.

Suddenly, there was no salary coming in.
His monthly family expenses were nearly $2,500, but with no contract and limited savings, the pressure started building.

The problem wasn't the delay.

The problem was that he had built a lifestyle that depended entirely on his next contract.

WHAT HE SHOULD HAVE DONE INSTEAD

Build a Contract Gap Fund

Every seafarer should have a separate fund specifically for unexpected periods ashore.

Monthly Expenses	Recommended Contract Gap Fund
$1,500	$9,000
$2,000	$12,000
$2,500	$15,000

QUICK TIPS FOR SEAFARERS

Plan for delays, not just departures.

Save part of every contract specifically for periods ashore.

Avoid increasing expenses after every promotion.

Never assume your next contract is guaranteed.

Build financial security before lifestyle upgrades.

THE REAL LESSON

Storms at sea are temporary.

Financial storms between contracts can last much longer.

The most successful seafarers don't just plan for their next voyage — they plan for the unexpected time between them.

A missed contract should be a setback, not a financial emergency.


PACKING FOR WORK
NORMAL PEOPLE
5-day work trip
Back Friday!
BYE! HAVE FUN!
3 shirts
Laptop
Charger
Toothbrush
SEAFARERS
6–9 months. Maybe more. Who knows.
DEPARTURES
NEXT PORT:
UNKNOWN
6 boiler suits
Safety shoes (3 pairs just in case)
Hard hat
COC + STCW + 47 other certs
Medicines for every disease known to man
5 power banks
Family photos (laminated)
Homemade snacks (entire suitcase worth)
Books nobody will read
Laptop + backup laptop
A prayer
JUST IN CASE
MARINER'S UPDATE
COMPLIANCE WITH SIMPLICITY
PACK FOR A TRIP
PACK THEIR ENTIRE LIFE
EVERY SEAFARER KNOWS THE STRUGGLES.

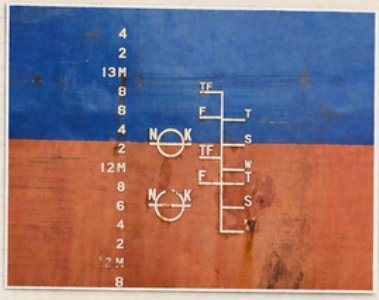

SHORE EMPLOYEE :
SEAFARER :
Can't wait for the weekend.
Me too.
FRIDAY AFTERNOON = FREEDOM
FIRST
THINK SAFE- WORK SAFE- GO HOME SAFE
WEEKLY SCHEDULE
MONDAY WORK
TUESDAY WORK
WEDNESDAY WORK
THURSDAY WORK
FRIDAY WORK
SATURDAY WORK
SUNDAY WORK
DAY 163 ONBOARD
One day this view will be enough.


YOU
ORDERED ONLINE
Your package will arrive tomorrow.
SEAFARER
BRAVED STORMS AND MONTHS AWAY FROM HOME TO MAKE IT POSSIBLE
SEAFARER
You're welcome.
THE WORLD SEES THE DELIVERY.
FEW SEE THE SACRIFICE BEHIND IT.


WHEN THE OFFICE SENDS AN 'UNANNOUNCED' INSPECTION TEAM
Smile and wave, boys. Smile and wave.
WORLD'S OKAYEST CREW
REMEMBER:
SMILE
BE CONFIDENT
ANSWER CONFIDENTLY
TOP SECRET
THE CREW : "EVERYTHING IS UNDER CONTROL"


SEAFARER'S POV :
ME OPENING MY BANK ACCOUNT AFTER 8 MONTHS ONBOARD.
ACCOUNT BALANCE
BALANCE
$18,750.00
SEAFARER
SEAFARER LIFE


FAMILY EXPENSES
HOUSE LOAN -$2,800
SCHOOL FEES -$1,200
DAILY EXPENSES -$800
ELECTRICITY BILL -$250
CAR EMI -$500
INSURANCE -$300
PARENTS' MEDICAL -$400
CREDIT CARD BILL -$1,500
MOBILE / INTERNET -$150
TAXES -$600
OTHER EXPENSES -$650
TOTAL -$9,150
AND THEY WONDER WHY I GO BACK TO SEA...
SEAFARER
RESPONSIBILITIES COMES IN : SALARY GOES OUT



Auditor's Note – Multiple loadline common mistake

If a PSC Officer sees two different load line arrangements on the ship's side, which one should he believe?

The International Convention on Load Lines, 1966 (ICLL 1966), requires load line marks to be correctly positioned, permanently marked, clearly visible, and maintained in accordance with the vessel's approved freeboard assignment.

During a recent audit observed, a vessel had been assigned an additional load line. The new marks had been painted, but the previous marks remained visible.

This is where many vessels get it wrong.

A new additional load line assignment may involve:

- An additional Plimsoll mark.
- Additional seasonal load line marks.
- Fresh Water (F) / Tropical Fresh Water (TF) marks, where applicable.
- Revised deadweight corresponding to the assigned freeboard.
- Associated markings exactly as approved by the Administration or RO.
- Additional LL Certificate(s) corresponding to the approved fb assignment.

However, regardless of the number of approved certificates onboard, only one set of load line marks and the corresponding Load Line Certificate should be in use and visible at any given time.

Key points as best practice :

1. Assigned freeboard load line marks shall be permanently marked on the ship's side and verified by the attending surveyor.
2. Additional load line marks shall be cut, punch-mark, engraved, or otherwise permanently marked as approved.
3. Previous or non-applicable marks should be painted out or effectively concealed.
4. The visible hull markings must correspond to the Load Line Certificate currently in use.
5. Port and starboard side load line markings must be identical.
6. Every change of load line arrangement should be recorded in the official logbook.
7. Procedures for changing load line marks and certificates should be included in the vessel's SMS.
8. Masters and officers should be familiar with the multiple load line arrangement and associated documentation.
9. Reduced deadweight operation does not mean reduced compliance standards.

Fire Doors Are Hulk

Having inspected many vessels over the years, I have come to a simple conclusion:

Most fire door deficiencies are not caused by lack of regulations. They are caused by normalizing bad practices.

The photographs below are examples of what frequently encounter onboard:

- Fire doors secured open with wires.
- Improvised hold-back arrangements.
- Damaged locking mechanisms.
- Defective self-closing arrangements.
- Obstructed or damaged door integrity.

All of these defeat the purpose of the fire door.

SOLAS Chapter II-2 requires fire doors to maintain the integrity of fire boundaries and prevent the spread of fire and smoke from one compartment to another.

One observation from a recent audit remains in my mind.
To enhance citadel security, an additional metal securing arrangement had been installed on a fire door.
The surprising part was not the modification.
The surprising part was that the onboard management team was unaware that the fire door's approved integrity had been compromised.

In the name of security, safety had been bypassed.

Another recurring issue is the everyday seafarer's habit of keeping fire doors open for convenience. Engine room access doors, steering flat entrances, and accommodation fire doors are frequently found lashed open, wedged open, or damaged due to repeated misuse.
This is one of the reasons why fire doors continue to be among the most common detention-related deficiencies identified by Port State Control authorities worldwide.

As auditors, we can raise observations.
As managers, we can issue circulars.
As Masters, we can brief crews.
But meaningful change will only happen when we stop viewing fire doors as ordinary doors.

Dear Seafarers, Dear Masters, Dear Managers,
When are we going to change?

The Missing Toilet

During a recent onboard audit, I opened the door to a crew sanitary space and found something unexpected.
The toilet was missing.
Just an empty space remained.

Many may look at this photograph and see a maintenance issue.
I saw something else.
I saw a question.
How long has this condition existed, and why has it been accepted as normal?

The Maritime Labour Convention requires accommodation and sanitary facilities to be maintained in a decent and habitable condition for seafarers.
Crew welfare is not a luxury. It is a statutory requirement.

Yet what concerns me most during audits is not the missing equipment itself.

- ☒ No defect report.
- ☒ No temporary arrangement.
- ☒ No evidence of follow-up.
- ☒ No urgency.

Somewhere between identifying the defect and correcting it, the issue became accepted.

As seafarers, we often become accustomed to deficiencies around us.

- A leaking tap.
- A damaged shower.
- A broken washing machine.
- A missing toilet.

Days become weeks.
Weeks become months.
Eventually, nobody notices anymore.

Until an auditor, PSC Officer, MLC Inspector, or Flag State Surveyor walks onboard and asks a simple question:

"Would you accept these living conditions ashore?"

A VDR Certificate Does Not Guarantee Compliance

A few days ago, I received a call from a ship manager seeking a remote VDR audit. As often happens, the discussion quickly moved to pricing, and the proposed fee was well below the usual market rate.

Since the company was relatively new and eager to improve, I agreed to review the vessel.

What I found was interesting.

The vessel had a valid Annual Performance Test (APT) certificate issued only a few months earlier. On paper, everything appeared compliant.

However, a deeper review revealed:

- VDR capsule battery expired.
- Multiple bridge microphones were not recording audio.
- Radar image recording interruptions were observed.
- Several recording channels required further verification.

This raised a simple question:
How can a vessel have a valid APT certificate while critical recording functions are not working as intended?

The answer is straightforward.
A certificate confirms that a test was conducted at a particular point in time. It does not replace continuous verification by the ship's staff and management.

Too often, the industry focuses on obtaining certificates while overlooking the actual purpose of the equipment.

The Voyage Data Recorder is one of the most important pieces of equipment onboard. During an incident, it becomes the vessel's memory. It records navigational data, alarms, communications, radar images, and bridge activities that may later be used during investigations, insurance claims, PSC inspections, charterer reviews, and legal proceedings.

For this reason, I firmly believe that:

★ The Master should actively witness and verify VDR inputs during the Annual Performance Test.
★ Bridge audio recording should be periodically checked.
★ Fault alarms should never be ignored.
★ Management should include routine VDR playback verification within the SMS.
★ Monthly checks should include downloading and reviewing recorded data on a computer to confirm that critical information is actually being captured.

Yesterday's findings prompted me to prepare a simple VDR verification checklist for inclusion in a Safety Management System. I am sharing the concept because many vessels may be carrying the same hidden deficiencies.

Remember: #VDR is not installed only to satisfy SOLAS. It is installed to protect the vessel, the company, and most importantly, the #Master and crew when facts matter.

In many investigations, the VDR becomes the Master's best friend onboard.

VDR ANALYSING REPORT - monthly by master

Input			Ok	Not Ok	NA	Remark
All system cable						
Battery in recording unit						EXP:
Battery in float free capsule (Monkey Island)						EXP:
Reserve power source- Emg Power						
Is there any permanent alarm?						
Date and time (UTC)						
Ship Position						
Speed						
Heading						
Communication Audio - VHF 1& 2						
Microphone	1	PS WING				
Microphone	2	STB WING				
Microphone	3	STEERING STAND				
Microphone	4	CHART SPACE				
Microphone	5	RADIO SPACE				
Microphone	6	PORT BCC				
Microphone	7	STBD BCC				
Microphone	8					
Radar Main						
Radar Second						
ECDIS						
AIS						
Depth						
Rudder Order and response						
Engine order and Response						
Fire door						
Rolling Motion						
Wind speed and direction						

It is 760mm or 900 mm ?

- A tanker was detained with five PSC deficiencies.
- The ship management team worked efficiently and closed four deficiencies within a short period.
- The fifth deficiency was more challenging.
- The PSC report stated that the ballast tank air pipes were only 760 mm in height and should have been 900 mm.
- Since the vessel was a tanker, immediate hot work was not a practical option. The manager contacted us for assistance in obtaining the vessel's earliest possible release. Because class Inspector arrival was also delayed.
- As part of our review, I asked a simple question: "Have you all confirmed the applicable regulation?"
- The manager replied that they had checked the International Convention on Load Lines, 1966, and found a requirement for 900 mm.
- I asked again, "Which regulation did you read?" The answer was Regulation 19. At that point, the issue became clear.
- Regulation 19 deals with ventilators serving spaces below freeboard decks and enclosed superstructures.
- The deficiency onboard, however, was related to ballast tank air pipes. These are covered under Regulation 20, not Regulation 19.
- A detailed review of the vessel's arrangement confirmed that the air pipes complied with the requirements applicable to ballast tanks.
- We immediately guided the manager regarding the relevant statutory references and supporting documentation.
- The company prepared a technical clarification and submitted it to PSC through the local agent.
- No response. The vessel remained detained.
- At that stage, our local representative became directly involved. Carried with the relevant extracts from the International Convention on Load Lines, approved drawings, photographs, measurements, and supporting technical documentation, he personally attended the PSC office along with agent and explained the applicability of the regulations to the concerned officers.
- After reviewing the documentation, the deficiency was reconsidered. The detention was lifted.

Relevant References

ILLC 1966

Regulation 19 - Ventilators

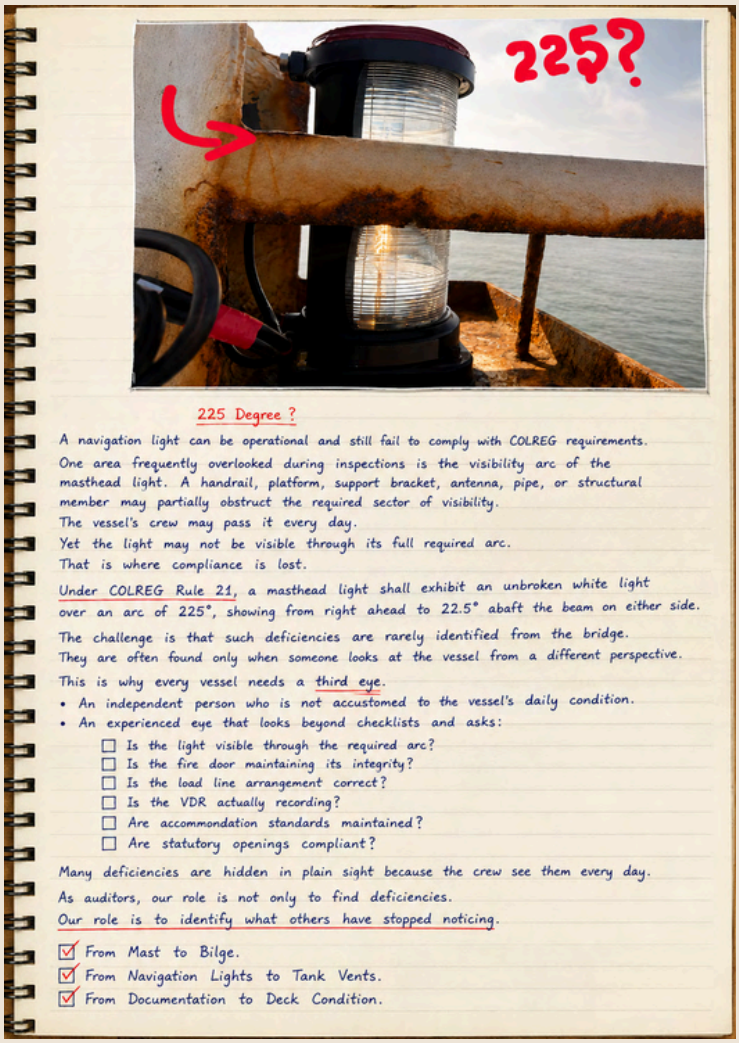
Applies to ventilators serving spaces below freeboard decks and enclosed superstructures. Positions may require heights up to 900 mm depending on location and arrangement.

Regulation 20 : Air Pipes

1. Applies to air pipes serving ballast and other tanks. The height of air vent pipes from the deck to the point where water may have access below shall be at least 760 mm on the freeboard deck and 450 mm on the superstructure deck.

IACS

Unified requirement P3.



225 Degree ?

A navigation light can be operational and still fail to comply with COLREG requirements.
One area frequently overlooked during inspections is the visibility arc of the masthead light. A handrail, platform, support bracket, antenna, pipe, or structural member may partially obstruct the required sector of visibility.
The vessel's crew may pass it every day.
Yet the light may not be visible through its full required arc.
That is where compliance is lost.

Under COLREG Rule 21, a masthead light shall exhibit an unbroken white light over an arc of 225°, showing from right ahead to 22.5° abaft the beam on either side.

The challenge is that such deficiencies are rarely identified from the bridge.
They are often found only when someone looks at the vessel from a different perspective.

This is why every vessel needs a third eye.

- An independent person who is not accustomed to the vessel's daily condition.
- An experienced eye that looks beyond checklists and asks:
  - ☐ Is the light visible through the required arc?
  - ☐ Is the fire door maintaining its integrity?
  - ☐ Is the load line arrangement correct?
  - ☐ Is the VDR actually recording?
  - ☐ Are accommodation standards maintained?
  - ☐ Are statutory openings compliant?

Many deficiencies are hidden in plain sight because the crew see them every day.

As auditors, our role is not only to find deficiencies.
Our role is to identify what others have stopped noticing.

- ☑ From Mast to Bilge.
- ☑ From Navigation Lights to Tank Vents.
- ☑ From Documentation to Deck Condition.

The Auditor's Diary

Real observations from ships, audits, inspections, and compliance reviews.

The observations presented in this section are based on actual conditions encountered during onboard audits, inspections, compliance reviews, and PSC readiness assessments.

Many deficiencies are not hidden. They exist in plain sight. Over time, crews and managers may become accustomed to them, while their compliance, safety, and operational implications remain unnoticed.

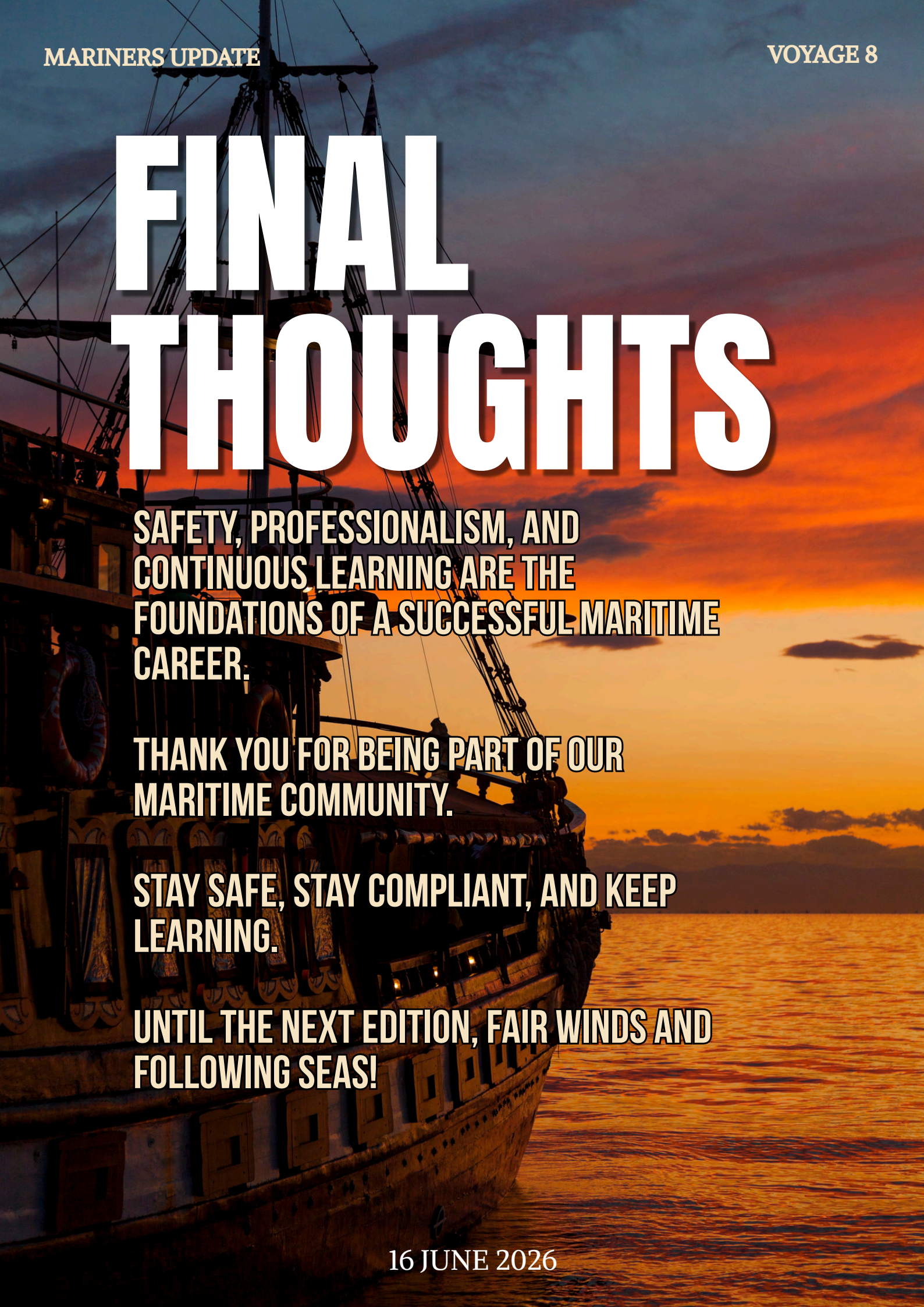
Each note highlights a practical observation, the applicable regulatory considerations, and the lessons that can be learned from everyday situations onboard.

The purpose is not merely to identify deficiencies, but to encourage awareness, critical thinking, and continual improvement throughout the maritime industry.

For independent third-eye audit inspections, dynamic and static audits, PSC readiness reviews, detention support, navigation audits, VDR compliance audits, MLC compliance reviews, statutory compliance verification, soft-skill competency improvement, and onboard training support, please contact:

mu@marinersupdate.com

+917200163695



FINAL THOUGHTS

SAFETY, PROFESSIONALISM, AND CONTINUOUS LEARNING ARE THE FOUNDATIONS OF A SUCCESSFUL MARITIME CAREER.

THANK YOU FOR BEING PART OF OUR MARITIME COMMUNITY.

STAY SAFE, STAY COMPLIANT, AND KEEP LEARNING.

UNTIL THE NEXT EDITION, FAIR WINDS AND FOLLOWING SEAS!

16 JUNE 2026