

MARINER'S UPDATE

voice of seafarer

VOYAGE : 9

23 June 2026



THE SOCIAL MEDIA LIFESTYLE TRAP

LOOKING WEALTHY IS EASY.
BUILDING WEALTH IS REAL.

PSC FOCUS

AMSA National Compliance Plan 2025-26

Port State Control Preparation Guidelines

Worship Calling Australia

PORTABLE CARGO LIGHTS

W04

CAP MORE THAN JUST



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EDITOR'S NOTE

WELCOME TO THE 9TH EDITION



Dear Mariners,

The Strait of Hormuz remains open, but normality has not returned.

Despite recent diplomatic developments and the signing of agreements, shipowners continue to face uncertainty. Additional insurance requirements, higher war-risk premiums, and security-related costs are adding further pressure to vessel operations.

For shipowners, it means increased operating costs.

For charterers, it means higher transportation expenses.

For seafarers, it means continued uncertainty while operating in a sensitive region.

Closer to home, our latest Mariners Update poll revealed another concern.

Last week, most respondents confirmed that Work & Rest Hours records are adjusted to show compliance. This week, we asked why.

The answer was clear.

51% said records are adjusted for regulatory compliance.

The purpose of Work & Rest Hours regulations is to prevent fatigue and protect seafarers. When records are modified simply to satisfy compliance requirements, the industry must ask itself a difficult question:

Are we managing fatigue, or are we managing paperwork?

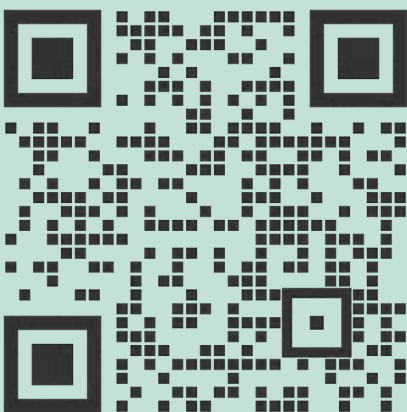
Whether discussing geopolitical tensions, rising insurance costs, or Work & Rest Hours compliance, the common factor remains the same—the pressure ultimately falls on the seafarer.

Ships move cargo.

Seafarers move ships.

Let us not forget which is more important.

Stay informed. Stay connected. Sail safe.



Scan to Save our V card

Capt. Philip

Editor

Mariners Update



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COMPLIANCE



PORT STATE
CONTROL



SAFETY



GLOBAL
STANDARDS



SAFETY. COMPLIANCE. STANDARDS. FOR AUSTRALIAN WATERS.

AMSA's National Compliance Plan 2025-26 confirms a minimum of 2,400 Port State Control inspections on foreign-flagged vessels calling Australian ports this year. Using an enhanced risk-based targeting model, inspections will be intelligence-led and focused on six priority areas — shipboard maintenance, occupational safety and ISM Code effectiveness, pilot ladder arrangements, cargo securing, MARPOL compliance, and seafarer welfare under the MLC. Vessels with prior deficiencies, weak safety management systems, or poor maintenance records can expect more detailed and intrusive inspections.

This week's PSC Focus breaks down each priority area — what AMSA inspectors will be checking and the specific actions Masters and operators should take before arrival. Whether you are a shipowner, DPA, superintendent, or seafarer, staying ahead of these focus areas is the most effective way to avoid detention, delays, and enforcement action in Australian waters.

Want to dive deeper? Simply click the image above or scan the QR code below.



SIRE 2.0_CH 2.3.5
WEEK 59



CAP MORE THAN JUST A CERTIFICATE

For vessels that have exceeded 15 years of age, a CAP (Condition Assessment Programme) rating is far more than a certificate kept on file—it is evidence that the vessel has undergone a comprehensive assessment of its condition and structural integrity by a Classification Society. During a SIRE 2.0 inspection, inspectors may verify not only the existence of the CAP certificate but also the accuracy of the information declared in the PIQ/HVPQ, the completion status of CAP modules, and the availability of supporting records onboard.

This week's SIRE 2.0 insight explores common CAP-related pitfalls that can lead to observations, including inaccurate declarations, incorrect reporting of survey dates, claiming ratings for incomplete modules, and the absence of CAP documentation in the document store or onboard records. It also highlights the importance of ensuring that CAP certificates, survey reports, final ratings, and supporting evidence are readily available and consistent with the information provided ashore.

To explore this topic in detail, click on the above image or scan the QR code below.





NEWSLETTER

SIRE 2.0

EVERYTHING YOU WANT TO KNOW ABOUT SIRE 2.0 PROCEDURES AND OBSERVATIONS

By MARINERS UPDATE
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RISQ - RIGHTSHIP NEWSLETTER

PORTABLE CARGO LIGHTS

MARINER'S
UPDATE
COMMUNITY & SAFETY

WK-6

Portable cargo lights are one of the most overlooked electrical hazards on board. Running at 220V AC, these lights are handled daily in damp cargo holds, confined stores, and humid environments — conditions that turn even a minor fault into a fatal shock. RightShip's review of recent incidents reveals a troubling pattern: mis-wired plugs, taped cable repairs, damaged casings, and crew working without a proper risk assessment. In 2025 alone, 23% of all completed RightShip inspections flagged at least one finding related to portable cargo lights.

Five fatalities in two years. The same root causes, repeating. Better risk management, low-voltage engineering solutions, and a disciplined maintenance and inspection regime can prevent the next one. This edition of the RightShip Safety Insights Series breaks down what went wrong, what the data shows, and what vessel operators need to do now.

To explore this topic in detail, click on the above image or scan the QR code below.



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



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THE INVESTIGATION INTO THE DALI BRIDGE COLLAPSE HAS ENTERED A NEW PHASE.

U.S. federal prosecutors have filed criminal charges against the vessel's Chief Engineer, alleging failures related to a fuel supply arrangement that may have contributed to the electrical blackouts experienced before the allision with Baltimore's Francis Scott Key Bridge.

The tragedy resulted in six fatalities, major infrastructure damage, and significant disruption to port operations. The case highlights the critical importance of engineering controls, safety reporting, and compliance with approved vessel systems.

As investigations continue, the maritime industry will closely watch the legal and operational lessons emerging from one of the most significant marine casualties in recent years.



Federal prosecutors have charged the **Chief Engineer of Dali** in connection with the **2024 Baltimore bridge collapse**.

Investigators allege an unreported fuel system arrangement may have contributed to the vessel's **electrical blackouts** before the allision. The incident claimed six lives and remains under federal investigation.

ARMED ATTACK ON VESSEL REPORTED IN CENTRAL GULF OF ADEN



VESSEL ATTACKED IN GULF OF ADEN, 105 NM NORTHEAST OF ADEN

17 JUNE 2026 | 1610 UTC

Reported on : 17 June 2026 | 1610 UTC

An unclassified merchant vessel transiting the Gulf of Aden was reportedly attacked approximately 105 nautical miles northeast of Aden, Yemen.

According to alerts issued by UKMTO and MSCIO, the vessel was approached by two armed skiffs that closed to within approximately 4 meters of the ship.

The assailants opened fire on the vessel; however, the embarked Armed Security Team responded immediately, forcing the attackers to abandon the attempt and withdraw from the area.

This marks the second confirmed armed attack against commercial shipping in the Gulf of Aden this week, raising concerns over renewed pirate activity in an area not traditionally associated with Somali piracy operations.

An Indian ship master has been charged in the UK after authorities boarded the tanker MV Smyrtos, a vessel reportedly linked to Russia's shadow fleet.

The case relates to alleged breaches of UK sanctions involving the transport of Russian oil. The master's defence stated he was acting under company instructions and was not responsible for the vessel's commercial operations.



INDIAN MASTER CHARGED IN UK OVER RUSSIAN TANKER CASE

An Indian ship master was arrested after UK authorities boarded the tanker MV Smyrtos in the English Channel. He faces allegations of breaching UK sanctions related to Russian oil transport. The case has intensified debate over sanctions compliance and the legal responsibilities of ship masters. Court proceedings are continuing in the United Kingdom.

MARINER'S UPDATE
QUICK SEA NEWS

FOLLOW US FOR MORE MARITIME UPDATES










NORTH-EAST ATLANTIC — BECOMES A NEW — EMISSION CONTROL AREA

New IMO regulations will strengthen controls on **NOx**, **SOx** and Particulate Matter (PM) emissions and protect our oceans and communities.



CREATING A CONTINUOUS ECA ACROSS THE NORTH-EAST ATLANTIC

NEW SOX AND NOX REQUIREMENTS WILL STRENGTHEN ENVIRONMENTAL PROTECTION

 EFFECTIVE FROM 1 SEPTEMBER 2027 New regulations enter into force.	 SOx LIMIT 0.10% Fuel sulphur limit from 1 SEPTEMBER 2028	 COVERAGE • Portugal • Spain • France • Ireland • Greenland • Faroe Islands • Mainland UK
--	---	--

The IMO has approved the North-East Atlantic as a new ECA for NOx, SOx, and particulate matter emissions. The regulations enter into force on 1 September 2027, with the 0.10% sulphur fuel limit becoming mandatory from 1 September 2028.

Covering waters of Portugal, Spain, France, Ireland, Iceland, Greenland, the Faroe Islands, and the UK, the new ECA will connect existing emission-controlled zones across Europe and the North Atlantic.



WATCH VIDEO NOW

MARINER'S UPDATE
CONFIDENCE WITH BENEFITS

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.

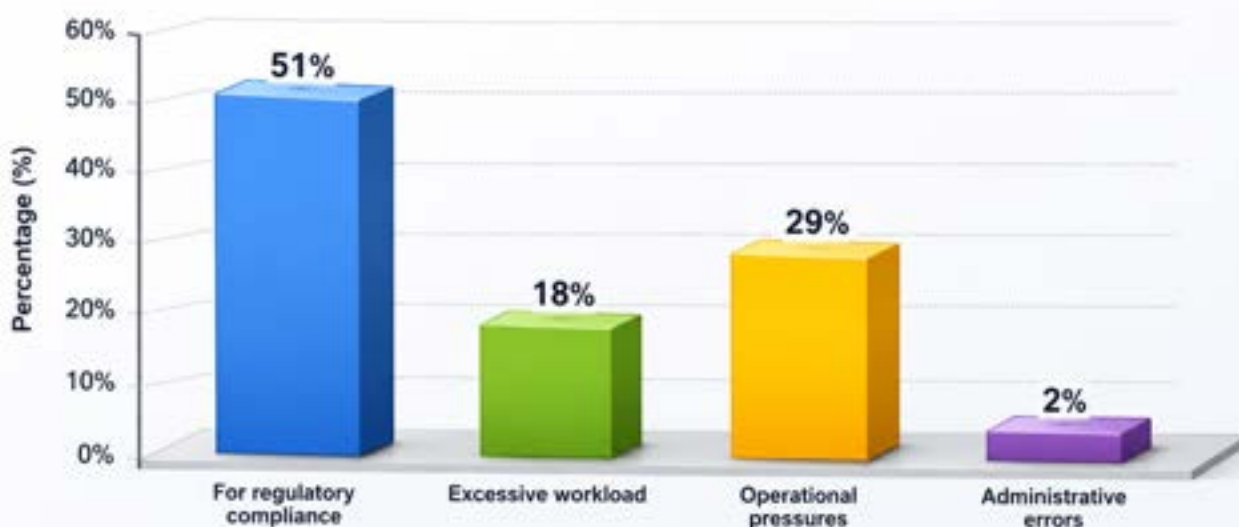
MARITIME POLL RESULT

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

A majority of respondents (51%) believe WRH record adjustments are mainly driven by regulatory compliance requirements. Operational pressures (29%) and excessive workload (18%) were also identified as significant factors, while administrative errors accounted for only 2% of responses.

What is the main reason for regular adjustments to Work & Rest Hours records?

You can see how people vote. [Learn more](#)



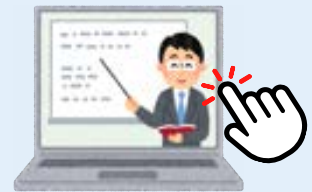


DREAMING OF A CAREER AT SEA? THIS IS FOR YOU!

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

Join our Second Mate & Deck Cadet Online Tuition Classes.

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



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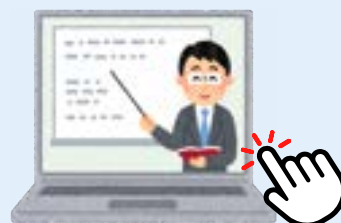
PILOT LADDER



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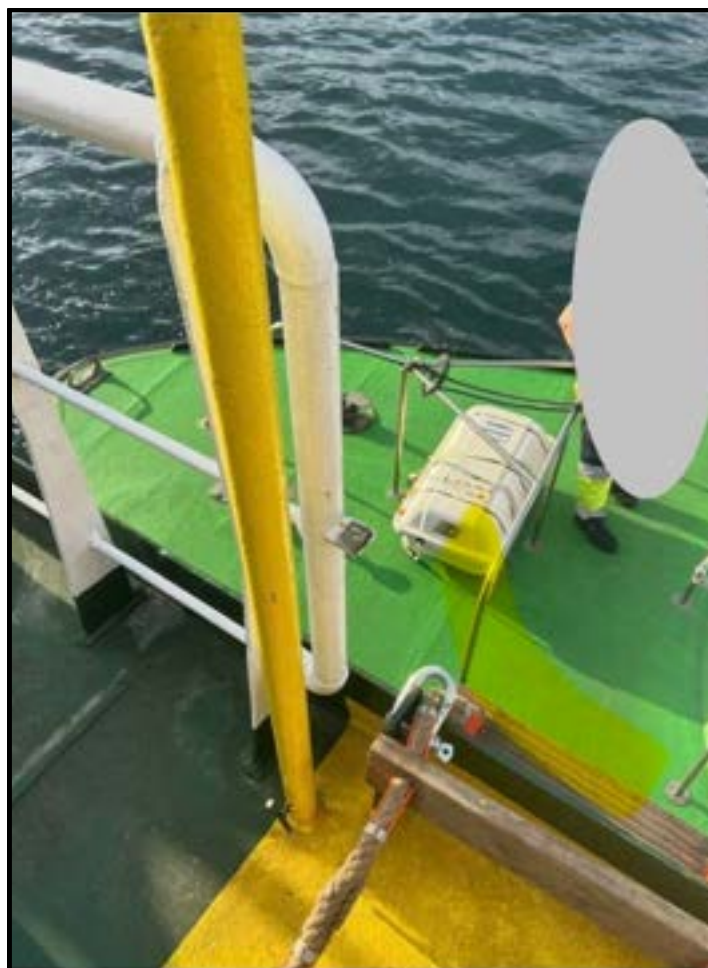
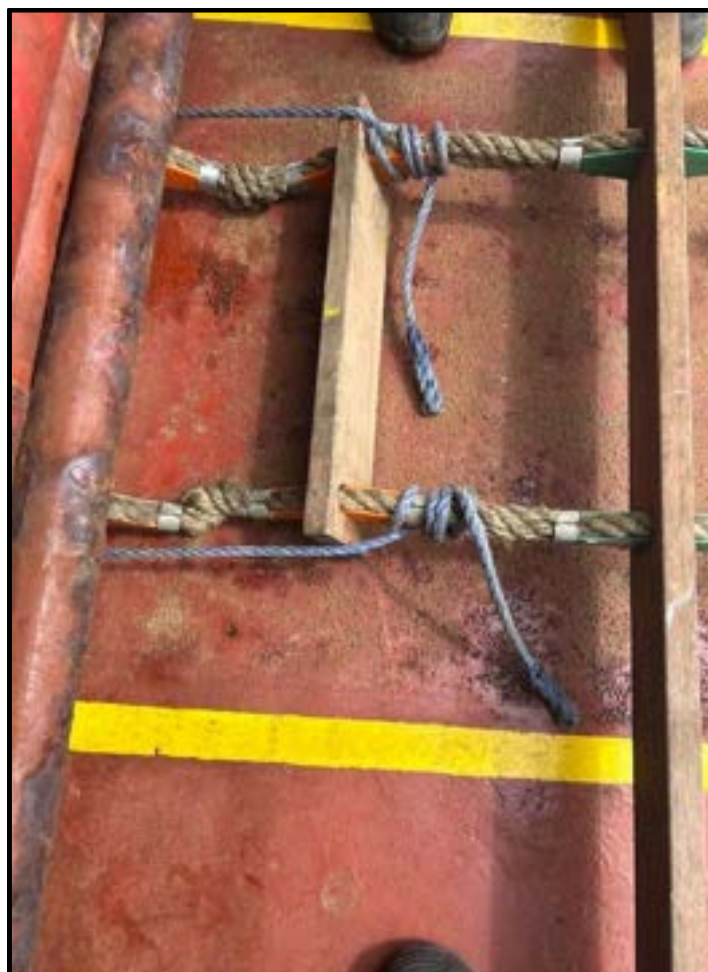
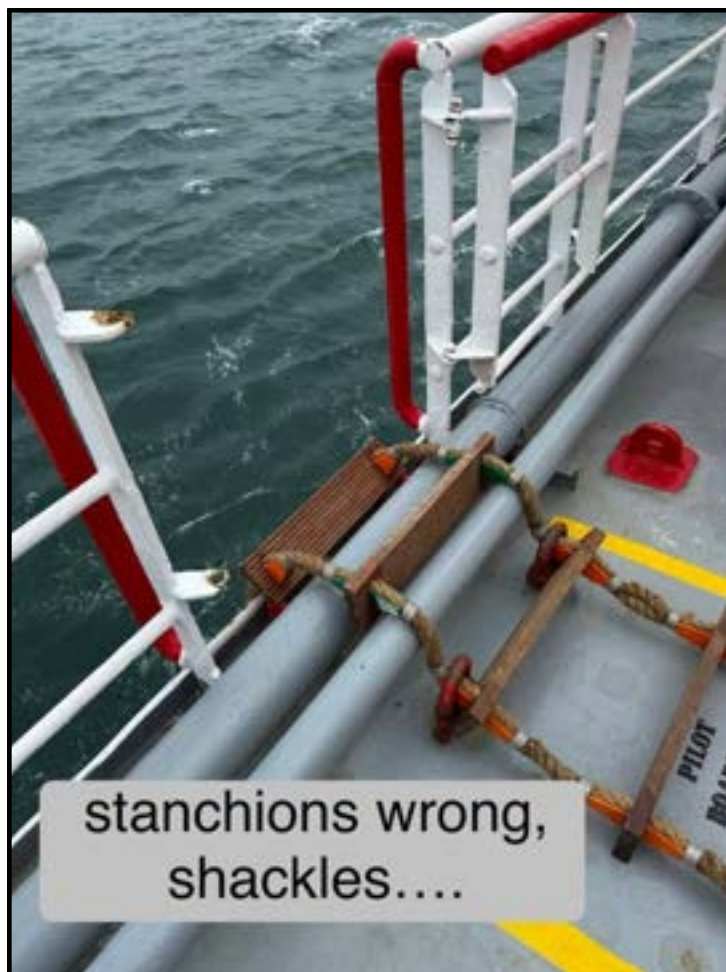


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The biggest danger is not the equipment — it is the competency gap in Pilot Ladder safety.

WEEKLY PILOT LADDER COMPLIANCES





PILOT TRANSFER SAFETY ESSENTIALS

Pilot Ladder Safety Simplified | Day 3

Content not
created by AI

1. Why It Matters

Pilot transfers are high-risk operations. Everyone involved must follow the rules and use safe, compliant equipment to prevent accidents.

2. Who Is Responsible?

Safe pilot transfer is a shared responsibility of:

- Ship builders & designers
- Ship owners / operators
- Shipmaster, officers & crew
- Pilotage providers (competent authority)
- Pilots
- Pilot boat crew

Compliance checks are carried out during port state inspections.

4. Regulations You Should Know

The International Convention for the Safety of Life at Sea (SOLAS) sets minimum standards for ships.

- Pilot transfer arrangements are covered under SOLAS Regulation 23, Chapter V.
- Flag State ensures vessels comply.
- Classification Societies inspect ships regularly.
- Some vessels may be exempt from carrying pilots on certain routes, but a safe alternative must be provided.
- The traditional method is a rope pilot ladder and a pilot boat.

Remember:

- ✨ Clean, well-maintained, and properly stored equipment = Safer transfers.

6. Good Practices for Safe Pilot Transfer

- ✓ Use SOLAS-compliant ladder and equipment.
- ✓ Rig the ladder correctly before the pilot arrives.
- ✓ Ensure the ladder is firm, stable and positioned against the ship's side.
- ✓ Keep the pilot boat in good condition.
- ✓ Maintain clear communication between ship and pilot boat.
- ✓ Never rush the operation. Safety first, always.

3. Key Message

The rope ladder and pilot boat combination can be dangerous if they do not meet regulations or are not used correctly.



Example: Inadequately rigged pilot ladder on a ferry. This arrangement is unsafe and non-compliant.

5. What a Safe Pilot Ladder Setup Looks Like



Key Takeaway

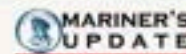
A safe pilot transfer depends on compliant equipment, correct rigging, teamwork, and following the rules every time.



Stay Safe. Respect the Sea. Protect Lives.

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From Master's Table - Day 4



CARGO CLAIMS

I. CARGO CLAIMS

Cargo claims are frequent and costly. In 2005 policy year, cargo claims were approx. 1,900 out of total 4,500 claims (about 42.2%). Most losses can be prevented by proper maintenance of the vessel and proper care of cargo.

Major types of cargo claims & typical causes:

A. Wet damage

- Insufficient water tightness of hatch covers
- Bilge water remained in holds
- Rain during loading/discharging
- Dew condensation
- Ingress of ballast water into holds
- Crack of shell plate



B. Physical damage

- Cargo collapse
- Insufficient or improper lashing



C. Shortage

- Different methods for measures
- Adhesion of cargo to holds/tanks
- Spillage during loading/discharging
- Cheating by stevedores



D. Contamination

- Contamination with previous cargo
- Contamination with cleaning water
- Contamination with tank/hold rust
- Ingress of sea water
- Cross contamination with cargo stowed in adjacent tanks due to cracks/pinholes on the bulkhead
- Defects in or mishandling of valves of pipelines



E. Heat damage

- Fuel overheating
- Nature of cargo
- Insufficient ventilation



F. Over-ripen or cold damage to reefer cargo, and defrost damage to frozen cargo

- Insufficient pre-cooling of holds
- Improper temperature management
- Malfunction of reefer unit
- Rise of hold temperature during loading/discharging
- Nature of cargo
- Insufficient ventilation
- Error in defrosting of reefer unit



II. P&I INSURANCE

Liabilities and costs arising out of a breach of the contract of carriage by Members to load, handle, stow, carry, keep, care for, discharge or deliver the cargo shall be covered by the Association.

Extra expenses of discharging and disposing of or re-stowing the damaged cargo shall be covered by the Association insofar as these costs cannot be recovered from cargo owners or other parties.



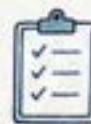
III. ACTIONS TO BE TAKEN IN CASE OF CARGO DAMAGE

A. Arrangement of survey

If cargo damage is found, please contact P&I correspondents to ask for arrangement of a survey.

Necessary information to be given to correspondents:

- Name of the vessel
- Date of the incident
- Place of the incident
- Particulars of the cargo (commodity description, quantity of damaged cargo, extent of the damage, location of stowage, B/L No.)
- Loading port, loaded quantity
- Suspected cause of the damage
- Contact details of the agent
- ETA/ETD of the vessel



B. Mitigation of damage

All possible measures for mitigation of damage should be attempted unless such would involve a risk to the vessel's safety navigation or operation or further risk of damage to cargo.

C. Recording

1. Photos

It is advisable to take photos of the damaged cargo and the suspected causes. These photos will be helpful to support Members' defense.



2. Log book entries

In addition to the aforementioned information (III-A.), sea conditions, weather and wind force should be recorded in the Log book.



3. Sea Protest

Sea Protest should be filed at next calling port, if the damage was caused by rough seas.



* PREVENTION IS THE BEST DEFENSE. CARE FOR THE CARGO, PROTECT OUR REPUTATION.

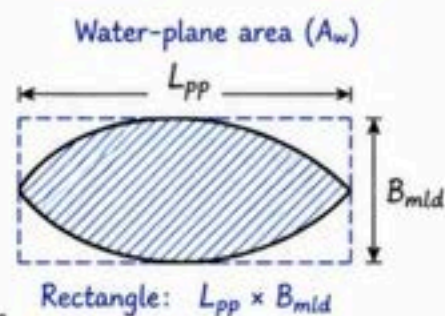
FORM COEFFICIENTS

Form coefficients describe the shape characteristics of a vessel below the waterline using ratios of areas and volumes. They are non-dimensional numbers and do not contain any information about the actual dimensions of the ship.

① WATERPLANE COEFFICIENT (C_w)

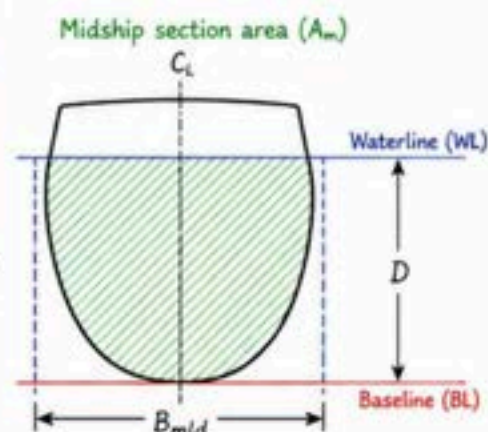
- Ratio of the water-plane area (A_w) to the rectangle having the same length (L_{pp}) and maximum breadth (B_{mld}).
- Higher C_w with small block coefficient (fineness) → good stability in both athwartship and fore & aft directions.

$$C_w = \frac{A_w}{L_{pp} \times B_{mld}}$$

 A_w = Area of water-plane L_{pp} = Length between perpendiculars B_{mld} = Moulded breadth (maximum breadth at waterplane)**② MIDSHIP SECTION COEFFICIENT (C_m)**

- Ratio of the midship area (A_m) to the rectangle formed by B_{mld} and draft (D).

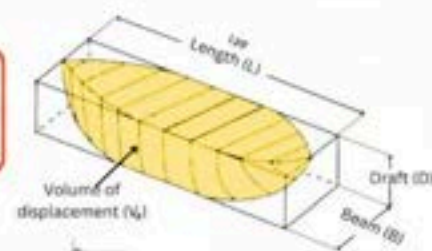
$$C_m = \frac{A_m}{B_{mld} \times D}$$

 A_m = Area of immersed midship section B_{mld} = Moulded breadth (max. breadth) D = Draft**③ BLOCK COEFFICIENT / COEFFICIENT OF FINENESS (C_b)**

- Ratio of underwater volume (V) to the rectangular box formed by L_{pp} , B_{mld} and D .

 V = Underwater volume (displacement) L_{pp} = Length between perpendiculars B_{mld} = Moulded breadth (max. breadth) D = Draft

$$C_b = \frac{V}{L_{pp} \times B_{mld} \times D}$$



Typical Values of C_b for Different Types of Vessels:

Tanker	Freighter	Container Vessel	Reefer	Frigate
0.80 – 0.90	0.70 – 0.80	0.60 – 0.75	0.55 – 0.70	0.50 – 0.55

Fast ships have a small C_b ("slim" form).

④ PRISMATIC COEFFICIENT (C_p)

- Ratio of underwater volume (V) to the product of midship area (A_m) and L_{pp} .
- Important for resistance and hence for required propulsion power.
- For a rectangular beam: $0 \leq C_p \leq 1$ (theoretical minimum = 0, maximum = 1).

$$C_p = \frac{V}{L_{pp} \times A_m}$$

 V = Underwater volume (displacement) L_{pp} = Length between perpendiculars A_m = Area of immersed midship section

Key Takeaway: Form coefficients help compare ship shapes and predict stability, resistance and power needs — without depending on the actual ship size.



THE SOCIAL MEDIA LIFESTYLE TRAP

LOOKING WEALTHY
IS EASY.
BUILDING WEALTH
IS **REAL.**

DON'T BUY **ATTENTION.** BUILD **FREEDOM.**

THE SOCIAL MEDIA LIFESTYLE TRAP

A young seafarer had become well known on social media.

Every vacation, his followers saw:

- Luxury cafés
- Designer clothes
- Beach resorts
- Premium watches
- Photos beside expensive cars

To everyone online, **he looked successful.**

People often commented:

“Living the dream!”

“Seafarers make serious money!”

But behind the photos was a different reality.

The luxury car was rented for the weekend. The vacation was paid using a credit card. The designer purchases were bought on EMI.

Despite earning a good salary at sea, he had:

- Less than \$1,000 in savings
- No investments
- No emergency fund
- Growing credit card debt

After five years, he had thousands of photos and memories online—but very little wealth to show for it.

WHAT HE SHOULD HAVE DONE INSTEAD

Follow the 70-20-10 Rule

Enjoy your success—but don't spend your future trying to prove it.

INCOME ALLOCATION	PURPOSE
70%	Family & Living Expenses
20%	Savings & Investments
10%	Lifestyle & Enjoyment

QUICK TIPS FOR SEAFARERS

Don't compare your finances to someone's social media feed.

Invest before upgrading your lifestyle.

Avoid debt for luxury purchases.

Track your net worth, not your followers.

Build wealth quietly and consistently.

THE REAL LESSON

Social media often shows the highlights, not the bank balance.

Many people work hard to look wealthy.

Few work hard to become wealthy.

Looking rich attracts attention.

Building wealth creates freedom.



YOUNGER ME

SCARED OF THE WAVES.



SEAFARER ME

NAVIGATING THROUGH THEM.



SOMETIMES THE THINGS THAT ONCE
FRIGHTENED US BECOME THE THINGS THAT SHAPE US.

⚓

WHAT MOST PEOPLE SEE DURING THEIR WORKDAY



OFFICE BUILDING
COFFEE BREAK
EMAILS
MEETINGS

WHAT SEAFARERS SEE DURING THEIR WORKDAY



SUNSET WATCH
RAINBOW AFTER STORM
WINTER CROSSING
HEAVY WEATHER
SUNRISE AT SEA
MIDNIGHT WATCH



MARINER'S UPDATE
COMING SOON TO THE MARITIME FUNCORNER

LIFE AT SEA



Unexpected Visitors

NORMAL LIFE VS SEA LIFE

"I need some alone time."



After weekdays

"I think I've had enough... alone time."



After a few months onboard

NORMAL LIFE VS SEA LIFE

Daily Exercise

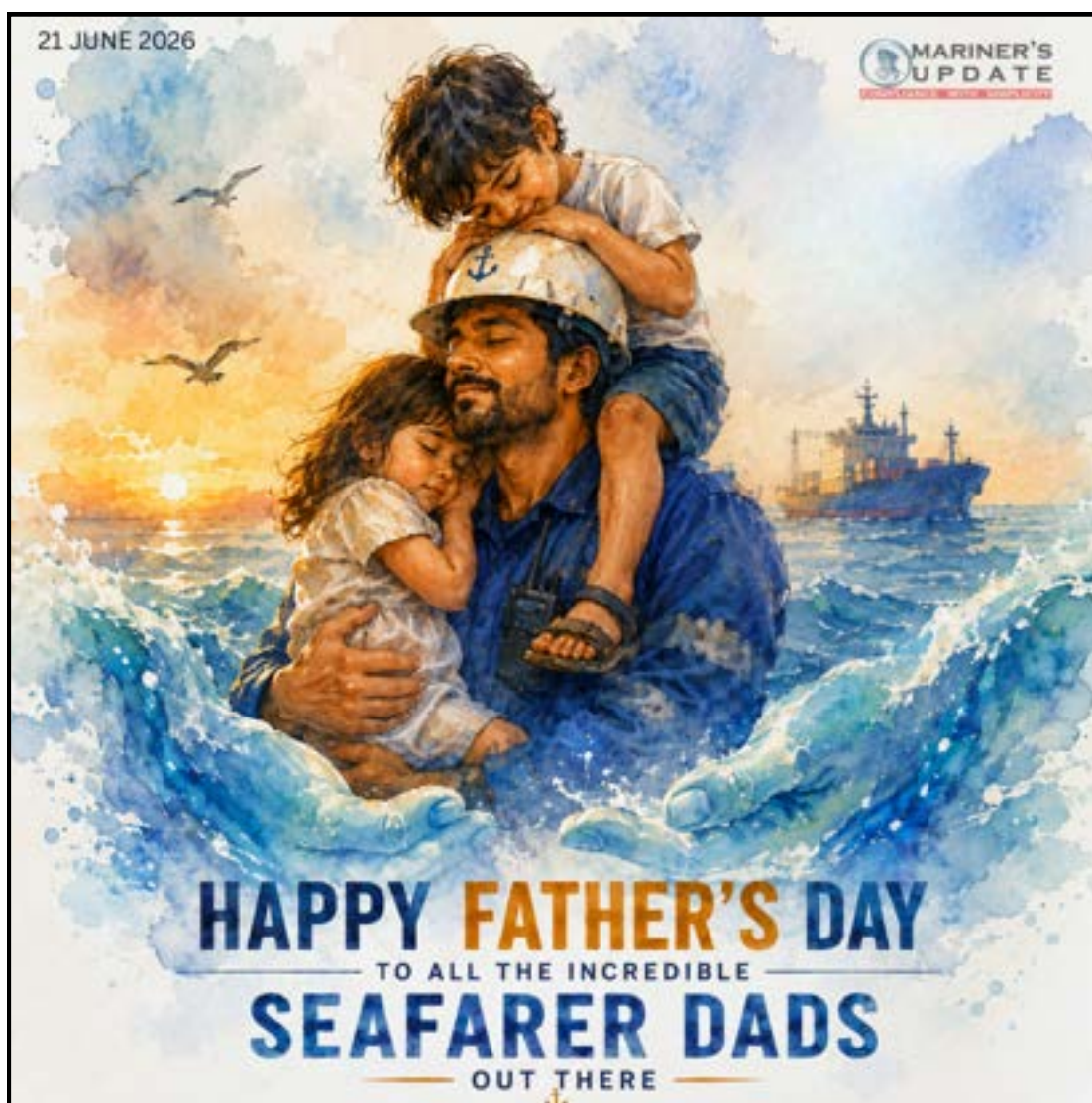
"Walks for fitness."



Daily Duties

"Gets fitness by looking for the Chief Engineer."





NEW PUBLICATION

OUT NOW





Auditor's Diary- Corrosion Always Chooses the Side Nobody Looks At

The accommodation platform looked good. Fresh paint, Clean deck surface, No obvious concerns. Once you open your third eye, real condition appeared.

Severe corrosion had developed on the underside of the platform where lack of maintenance caused severe rust.

This is why we don't stop at the pretty side.

- The top side is where people walk.
- The bottom side is where corrosion works.

SOLAS Chapter II-1 requires the ship's structure to be maintained fit for its intended service, while the ISM Code requires deficiencies affecting safety to be identified, reported, and corrected.

MLC 2006 also requires facilities to be maintained in a safe and decent condition.

Corrosion has a bad habit. It always grows on the side nobody looks at.

That is why independent third-eye inspections remain valuable.

A fresh set of eyes does not stop at the visible surface.

It looks underneath, Behind, Inside.



Almost Reset Is Not Reset

Observation:

During inspection of a lifeboat release mechanism, the release system was found not properly reset. The indicator arrangement showed the mechanism was not fully returned to its correct locked position following previous maintenance or testing.

Many would consider this a small observation. As an auditor, I do not.

A lifeboat release system is one of the few pieces of equipment onboard that nobody wants to use, but everyone expects to work perfectly when required. History has repeatedly shown that lifeboat accidents rarely occur because equipment is missing.

SOLAS Chapter III and the LSA Code require lifeboat release and retrieval systems to be maintained in good working order and ready for immediate use.

The words "ready for use" are important.

Not partially ready.

Not probably ready.

Ready.

The difference between a safe lifeboat and an unsafe lifeboat may be only a few millimetres inside a release hook.

That is why verification is more important than assumption.

My takeaway from this observation is simple:

Never trust a completed maintenance record. Trust the final position of the mechanism.

Because during an abandonment, the crew will place their lives in that system.

And at that moment, the release hook will not care who signed the checklist.

It will only know whether it was properly reset.

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:

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NEWSLETTER

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SHORE JOBS

**Moloobhoy
Group of Companies**

DATE : 16-JUN-2026

Business Development Manager (BDM) – Electronics & Telecommunications

Location: Mumbai, Maharashtra

Company: A.S. Moloobhoy & Sons

Experience: 1-2 Years

Industry Preference: Electronics / Telecommunications Engineering

Employment Type: Full-Time

About the Company
A.S. Moloobhoy & Sons is a leading provider of marine and industrial engineering solutions, serving shipowners, shippers, ports, offshore companies, and industrial customers across India. We represent reputed international manufacturers and provide sales, technical support, and after-sales services for specialized equipment.

Eligibility Criteria

Education
• Bachelor's Degree in Electronics Engineering or Electronics & Telecommunications Engineering.

Experience
• 1-2 years of experience in:
• Business Development
• Technical Sales
• Sales Engineering

Location Requirement:
Only Mumbai-based candidates will be considered.

Preferred Candidate Profile

• Experience in Electronics, Telecommunications products.

• Exposure to B2B sales and customer-facing roles.

• Strong learning attitude and willingness to develop expertise in the marine engineering industry.

How to Apply
Interested candidates meeting the above criteria may share their updated resume at priyanka.p@asmoloobhoy.com with their current CTC, expected CTC, and notice period details.

CTC: Fixed Salary + Incentives upto **6 LPA**

We value expertise. We build relationships. We deliver solutions. Together, powering progress.

SHORE JOB
For

MARINE SUPERINTENDENT
Master mariner with chemical Tanker background
Location: Chennai / Gurugram

TRAINING SUPERINTENDENT
• Master mariner with oil or chemical Tanker background
Location: Chennai

MARINE SUPERINTENDENT
Master mariner with Bulk carrier background
Location: Gurugram

NAUTICAL FACULTY
Master mariner with any type of vessel background
Age Criteria: 63 yr
Location: Maharashtra

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(RPSL MUM 162135 •)

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✓ 27-36 months rank experience on Bulk Carrier

✓ Only Indian Crew accepted

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CHIEF OFFICER
With
- Min. 30 months rank exp

4th ENGINEER
With
- Min. 12 months rank exp

LNG VESSEL

CHIEF OFFICER
With
- Min. 36 months rank exp

CONTAINER VESSEL :

3OFF / 4EENG
With
- Min. 12 months rank exp

ETO
- Min. 12 months rank exp
(For bulk carrier vessel)





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CONTACT **MANISHA MEENA** | 8810330701 | manisha.meena@bs-shipmanagement.com

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RPSL-MUM-201

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2ND OFFICER
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ETO WITH OR WITHOUT COC
FOR

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BULK CARRIER

MR TANKER

AFRAMAX
TANKER

12 MONTH RANK EXPERIENCE MUST ON SHIP TYPE





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RPSL-MUM-384

WE ARE HIRING CONTAINER VESSEL

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- 2 2ND OFFICER
- 3 CHIEF ENGINEER
- 4 2ND ENGINEER

Minimum 6 Months in Rank on Similar Vessel

COC ACCEPTED :
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KEYLINE MARITIME SERVICES PVT LTD



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Mumbai (RPSL-MUM-199)

BULK CARRIER (GEARED)

CE

CONTAINER VESSEL

MASTER & 2OFF

6-12 MONTH
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MUST ON SHIP TYPE

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CONTACT:

AJAY MARATHE.
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3RD OFFICER

Minimum 12 months' experience
in the same rank

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KIWA SHIPPING LLP

RPSL No.:
MUM 162260



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**• 2ND ENGINEER
• ETO**

For

FPSO OIL TANKER



RANK EXPERIENCE
MUST ON FPSO SHIP

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RPSL - MUM - 162086



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— SHIP MANAGEMENT —

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Ship Management pvt ltd.

URGENTLY REQUIRE

BELOW RANK:



ETO WITH COC

For
CRUDE OIL / OIL-CHEM
+



MIN RANK EXP
12 MONTHS.



CO - OIL TANKER / VLCC



3E - LPG

with 6 months exp on gas.



CONTAINER
CO/20/20/CE/3E/4E/ETO
(with COC)



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CONTACT US
7021793254



EMAIL US
anamika@columbiaaurus.com

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ALBA MARINE SERVICES PVT. LTD.
(RPSL-MUM-162153)

AB-OILER
With
INDIAN COP & US VISA

for
BULK CARRIER

RANK EXPERIENCE MUST ON SHIP TYPE

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aniket@albamarine.in

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CHIEF OFFICER
For
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With
12 MONTH RANK EXPERIENCE MUST ON SHIP TYPE

WHITE COC

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RPSL-MUM-372

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OIL CHEM TANKER
• 2ND ENG } With 6-12 Months rank experience.
• 3RD OFF }

GEARED BULK CARRIER
• AB – more than 9 months of rank experience after COP
• 2ND ENG } With 6-12 Months rank experience

FOR GEARLESS BULK CARRIER
• CH ENG - 2ND ENG } With 6-12 Months rank experience
• ETO } 12-18 Months rank experience

FEEDER CONTAINER – with US VISA
• 3RD ENG - 3RD OFF } With 6-12 Months rank experience.

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UNAONE
UNAONE SHIP MANAGEMENT PVT.LTD.
RPSL Number: MUM-162038
(Valid Till: 10/02/2030)

URGENT OPENING on VLCC

1 Chief Officer
2 2nd Engineer
3 Electrical officer

Contact: 9167731072
Email: hr3@unaoneship.com

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Your
Future

RPSL-MUM-162021 | DOJ 09-Aug-2024 | COE 09-Aug-2028

We have an **URGENT** opening for the following ranks on **MPV/GENERAL CARGO**.

- ABLE SEAMAN**
- OILER**
- ORDINARY SEAMAN**
- COOK**

- Rank Experience On **MPV/GENERAL CARGO** is Mandatory
- Foreign Going Vessels
- High-Speed Internet Onboard
- Timely Relief
- Online Joining Process - No office visit required
- Immediate Joining

If you are available and interested, kindly share your latest resume.
Also, please refer suitable candidates for the same.
Please note joining will be around **late August**.

JOIN NOW!

Best Regards,



Krish
Sourcing Executive

- krish@oceanoneshipmanagement.com
- +91 9115009116
- Ocean One Ship Management

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Nautilus Shipping India Pvt Ltd

FOR **BULK CARRIER**

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3RD OFFICER

- Relevant rank experience on Bulk Carrier preferred
- Valid Indian **COC**
- Join a team committed to Safety, Quality & Excellence



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ASP

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INDIA PVT LTD**
(RPSL-MUM-162174)

**WE ARE
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FOR **HANDYMAX
GEARED BULK CARRIER**

THIRD ENGG (3E)

- At least 6 months experience in Rank
- With US **VISA** preferred

**ELECTRO-TECHNICAL
OFFICER (ETO)**

- At least 12 months experience in Rank
- With **COC** + US **VISA** preferred

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FOR CHEMICAL TANKER
GRT - 4500 - 5000

AB | **WITH COP** **1700 EURO**

NOTE :-
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3RD OFFICER
WITH CoP PUMP EXPERIENCE

With at least 6 months rank experience
on CoP pump



FOR
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M R OIL TANKER**



Indian CoC and certificates
are compulsory.



Pan card Aadhar card
must be linked.



Lchs oil and btm within
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dilipandit@sishipping.com



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with
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EXPERIENCE**



US VISA



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WITH US**



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CONTACT

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(Call / WhatsApp)



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Mumbai (RPSL-MUM-199)

WE ARE HIRING!

**MASTER / 30 /
CO / CE / ETO**



For
VLGC VESSEL



**2-3 CONTRACT
RANK EXPERIENCE MUST
ON SHIP TYPE**



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23RD JUNE 2026**



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services private limited



RPSL NO.
162355

WE ARE HIRING

1 CAPE SIZE BULK CARRIER (GRT- 88179)



4E - 30
For

06+ months experience

ETO- 12+ months experience

(COC- Indian/Liberal/Singapore)



2 BULK CARRIER (GRT- 39736)



3E-

06+ months experience

(COC- Indian/Singapore/Liberal)



3 CONTAINER VESSEL (GRT-15988)



4E-

06+ months experience



4 BITUMEN TANKER (GRT-3923)



3OFF, 2OFF, 3E - ETO

With

06+ months experience

(COC- Panama/India/UK)



FOR MORE DETAILS

8976835308



Crewing@solarismarine.in



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OIL & CHEMICAL TANKER

4x ETO
with COC with 6M Rank exp

BITUMEN TANKER

3rd Engineer
4th Engineer

With
8 to 10 Months rank exp

LPG TANKER

with (Indian & Panama COC

3rd Engineer
8-10 Months rank exp

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TODAY!

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ABB Ship Management Pvt. Ltd.



RPSL-MUM-295

WE ARE HIRING FOR OUR FLEET

CRUDE OIL TANKER

- CHIEF ENGINEER
- 2ND ENGINEER
- 3RD ENGINEER
- 4TH ENGINEER
- 2ND OFFICER
- 3RD OFFICER

REQUIREMENTS

- Minimum 20+ months rank experience Must
- Good tanker experience preferred.

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+91 9029392442

manning1@
abbshipmanagement.com



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RPSL-MUM-162359

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SECOND ENGINEER (2/E)

Relevant rank experience on
MR Tankers preferred

FOR



MR TANKER

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- MASTER
- CHIEF ENGINEER
- SECOND ENGINEER
- SECOND OFFICER
- THIRD OFFICER



Rank Experience On MPV/GENERAL CARGO
is Mandatory



Foreign Going Vessels



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Online Joining Process -
No office visit required



Immediate Joining

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Krish
Sourcing Executive

krish@oceanoneshipmanagemet.com

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GREETINGS FROM,
SEAVIEW
SHIP MANAGEMENT PVT LTD

RPSL - MUM-162245

WE REQUIRE CREW

FOR OUR VESSEL

VESSEL : TANKER

GRT : 20000T

AB : 1400-1600\$

OILER : 1400-1600\$

★
★
★
**ATTRACTIVE
SALARY
IN USD**
★
★
★

INDIAN COP
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MUST HAVE
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MUST ON SHIP TYPE

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

**URGENT OPENING
ON VLCC**

1 CHIEF OFFICER

2 2ND ENGINEER

3 4TH ENGINEER

CONTACT US

9167731072

hr3@unaoneship.com

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(RPSL: MUM-023)

**CHIEF
OFFICER**

OIL/CHEM TANKER



Should have
minimum 24 months
of Rank experience on Tankers

+91 9967659701

vivek.bawkar@imsship.com

IMS Ship Management Pvt. Ltd. (RPSL: MUM-023)

www.imsship.com



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URGENT REQUIREMENT

CE WITH AT LEAST
ONE YEAR
RANK EXPERIENCE ON
FRAMO PUMP

for

FG TRADING M R OIL TANKER



FG TRADING
M R OIL TANKER

Indian  CoC and
certificates are compulsory.



PAN CARD
AADHAR CARD

Pan card Aadhar card
must be linked.



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WITHIN 5 YEARS

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dilipandit@sishipping.com

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TOP URGENT REQUIREMENTS

We have the following immediate openings:



1. ETO – BITUMEN TANKER



Vessel Type: **Bitumen Tanker**



Joining: **25th June 2026**



Minimum – **12 m** Exp in rank
Required in vessel type.



2. CHIEF OFFICER – OIL/CHEMICAL TANKER



Vessel Type: **Oil/Chemical Tanker**



Joining: **23rd June 2026**



Minimum – **12 m** Exp in rank
Required in vessel type.



Thanks and Regards



RAMA CHAUDHARY
WALLEM SHIPMANAGEMENT



Mobile no:
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e: **rch@wallem.com**



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OCEAN FORTUNE MARINE PVT LTD

RPSL: MUM-162140



FOR OIL/CHEM TANKER



ETO



4th ENGINEER



FOR CONTAINER



ETO



2nd ENGINEER



3rd ENGINEER



CHIEF OFFICER



MINIMUM
12 MONTHS

EXPERIENCE IN RANK
AND VESSEL EXPERIENCE



WHITE COC
ONLY



AGE LIMIT:
50 YEARS



IMMEDIATE
JOINING



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RPSL-MUM-162021

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

WE HAVE AN

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FOR THE FOLLOWING RANKS ON
MPV / GENERAL CARGO

★ **US VISA MANDATORY**



2ND OFFICER



3RD OFFICER



RANK EXPERIENCE ON
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IS MANDATORY



IMMEDIATE JOINING



FOREIGN
GOING VESSELS



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TIMELY
RELIEF



ONLINE JOINING
PROCESS
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REQUIRED



IMMEDIATE
JOINING



IF YOU ARE AVAILABLE AND INTERESTED,
KINDLY SHARE YOUR LATEST RESUME.



ALSO, PLEASE REFER SUITABLE
CANDIDATES FOR THE SAME.
PLEASE NOTE JOINING WILL BE
AROUND AUGUST.

BEST REGARDS,

HARPREET

Jr. Sourcing Executive



harpreet@oceanoneshipmanagement.com



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30 12 MONTHS RANK EXP
+ US VISA

 **VLCC BAHRI**

3E 18 MONTHS RANK EXP
+ US VISA

 **OIL CHEM BAHRI**

30 12 MONTHS RANK EXP
+ US VISA

 **LPG**

3E WITH
6 TO 12 MONTHS
RANK EXP ON LPG

 **CONTAINER**

20 3 OFFICER WITH
3E 4 ENGINEER 6 TO 12 MONTHS
RANK EXP



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ETO
WITH COC



**MINIMUM
12/24 MONTHS
RANK EXPERIENCE**



**RELEVANT RANK
EXPERIENCE
IS MANDATORY**



**US VISA
MANDATORY**



CONTACT

 **8810330701**

 manisha.meena@bs-shipmanagement.com

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RPSL CHN/022

WE ARE HIRING

2E FOR
**PASSENGER
VESSEL**
(FG COC)



**Promotional candidate
also accepted**
(should have 6 months experience
after obtaining class II)



**Kochi -
Lakshadweep Islands**

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**BLUE FORTUNE
SHIP MANAGEMENT**

RPSL - MUM - 162086

**WE ARE
LOOKING FOR**

ETO
WITH COC



GEARED BULK CARRIER



**RANK EXPERIENCE
MUST ON SHIP TYPE**



**RANK EXPERIENCE
MUST ON SHIP TYPE**



**WHITE
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BRIGHT FUTURE**

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bluefortuneships@gmail.com





NAUTILUS SHIPPING INDIA PVT LTD

RPSL No.: CHN 012

URGENT REQUIREMENT - CONTAINER VESSEL

OPEN POSITIONS:

- MASTER
- 2nd ENGINEER (2/E)
- 4th ENGINEER (4/E)



VESSEL TYPE:
CONTAINER
VESSEL



FLAG:
INDIAN FLAG
(PG REGISTERED)



TRADE:
COASTAL
TRADE

REQUIREMENTS:

- Valid Indian FG CoC as per rank requirement
- Relevant Container Vessel experience preferred
- Experience on Coastal Trade vessels will be an added advantage
- All STCW documents must be valid and up to date



JOINING PORT: TBC



JOINING DATE: TBC



JOINING: IMMEDIATE

SEND YOUR UPDATED CV:



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+91 7397588636



EMAIL
kartiki@nautilusshipping.com



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BRUKAAN SHIPPING AND OFFSHORE PRIVATE LIMITED

RPSL-MUM-168



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WE ARE HIRING!

FOR MOL CHEMICAL TANKERS

- MASTER
- CHIEF OFFICER
- SECOND ENGINEER

- With 12 month rank experience on **chemical tanker**
- Preferred having mandatory **oilchem** experience



USA VISA MUST



EMAIL
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CONTACT
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WEBSITE
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FOR 30,000 GRT BULK CARRIERS

- 3rd/Eng : \$3500 - \$4000
- 4th/Eng : \$2000

- Indian/UK CoC acceptable only.
- Same type of vessel experience required.



FOR 40,000 GRT CONTAINER VESSEL

- 3rd/Eng
- 2nd/Off

- Honduras/Cook Islands CoC acceptable.



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