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MARINER'S UPDATE

v o i c e o f s e a f a r e r

BLACK SEA ALERT

DRONE STRIKE HITS
CHEVRON-CHARTERED TANKER

INSIDE THIS ISSUE

THE 2010 HNS CONVENTION
SET TO TRANSFORM
MARITIME LIABILITY

FROM NOVEMBER 2027

PSC FOCUS WK 21

ENGINE ROOM
UNDER THE LENS: PSC

Machinery & Maintenance Inspections

U.S. EXPANDS
CUBA SANCTIONS
GLOBAL SHIPPING FACES NEW RISKS

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EDITOR'S NOTE

WELCOME TO THE **12TH** EDITION



Dear Mariners,

Welcome to this week's edition of Mariner's Update, bringing you the latest developments affecting global shipping, maritime safety, and regulatory compliance.

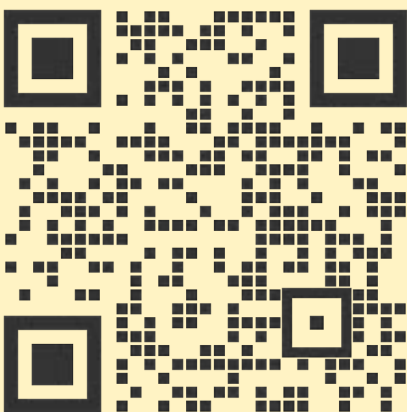
This issue highlights the rapidly evolving security situation around key shipping routes following multiple tanker attacks near the Strait of Hormuz and the recent drone strike on a Chevron-chartered tanker in the Black Sea, reinforcing the growing importance of voyage risk assessment, security preparedness, and operational vigilance.

We also cover a major regulatory milestone as the IMO confirms the 2010 HNS Convention will enter into force on 29 November 2027, introducing significant new requirements for shipowners, including mandatory insurance, HNS certification, and an enhanced international liability and compensation framework.

As the maritime industry continues to navigate increasing geopolitical uncertainty alongside evolving regulatory obligations, staying informed has never been more important.

Thank you for being part of our maritime community.

Stay informed, stay compliant and stay safe.



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*Editor
Mariners Update*



The engine room remains one of the most closely examined areas during Port State Control (PSC) inspections. Today, PSC Officers are looking beyond basic housekeeping to assess the vessel's actual operational condition, ensuring critical machinery and safety systems are fully functional and properly maintained.

Inside this week's edition:

- * What PSCOs assess during their initial engine room inspection.
- * The warning signs that can turn a routine inspection into a detailed examination.
- * The machinery and systems that present the highest detention risk, with particular attention to electrical installations and steering gear.
- * Practical measures every crew can implement to remain inspection-ready and avoid common deficiencies.

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





A defect itself does not usually lead to a negative observation—however, failing to identify, report, document, and effectively manage that defect often does.

Under SIRE 2.0, inspectors place significant emphasis on the vessel's defect reporting culture and the crew's understanding of the company's defect management procedures. Senior Officers are expected to demonstrate not only how defects are identified and reported through the approved company system, but also how they are risk assessed, acknowledged by shore management, monitored, and followed up until permanent rectification is completed.

During an inspection, the inspector may compare the actual condition of equipment with the vessel's defect records. Any visible defect that has not been reported, any recurring defect without evidence of corrective action, or any defect arising from an incident that has not been properly investigated and documented may result in a negative observation.

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



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Safety is built through consistent actions—not just written procedures. In this edition, we explore some of the most critical operational risks that continue to challenge the maritime industry, including enclosed space safety, effective ship-to-shore coordination, crew workload management, and strengthening a positive safety culture onboard. Drawing on real-world inspection findings, industry best practices, and practical operational lessons, this issue highlights the common gaps that can lead to incidents and the proactive measures that help prevent them.

Each topic is presented in a clear and practical way, offering valuable insights that support better decision-making, improve risk awareness, and encourage continuous learning. Whether you are a seafarer, superintendent, or shore-based professional, these actionable takeaways are designed to enhance operational excellence, reinforce compliance, and contribute to safer, more efficient maritime operations every day.





RIGHTSHIP INSPECTION

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

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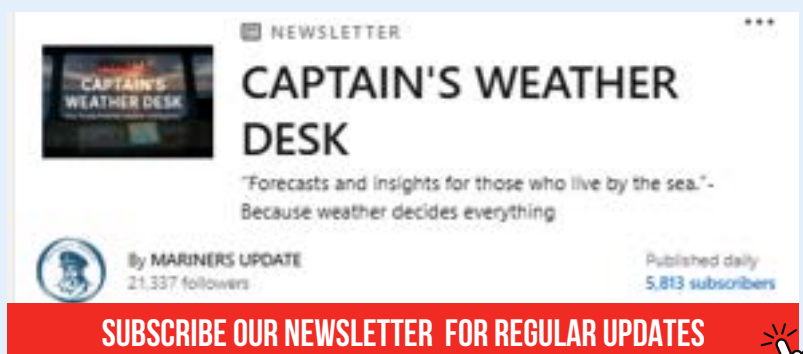




Clouds are far more than just formations in the sky—they are one of the earliest and most reliable natural indicators of changing weather conditions at sea. For seafarers, the ability to recognize different cloud types can provide valuable clues about approaching rain, thunderstorms, strong winds, fog, or improving weather long before these changes appear on weather instruments.

Understanding cloud patterns enhances situational awareness, supports safer navigational planning, and helps bridge teams make timely operational decisions. In this edition, discover the characteristics of the major cloud types, what they reveal about the atmosphere, and how this knowledge can contribute to safer and more efficient voyages.

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

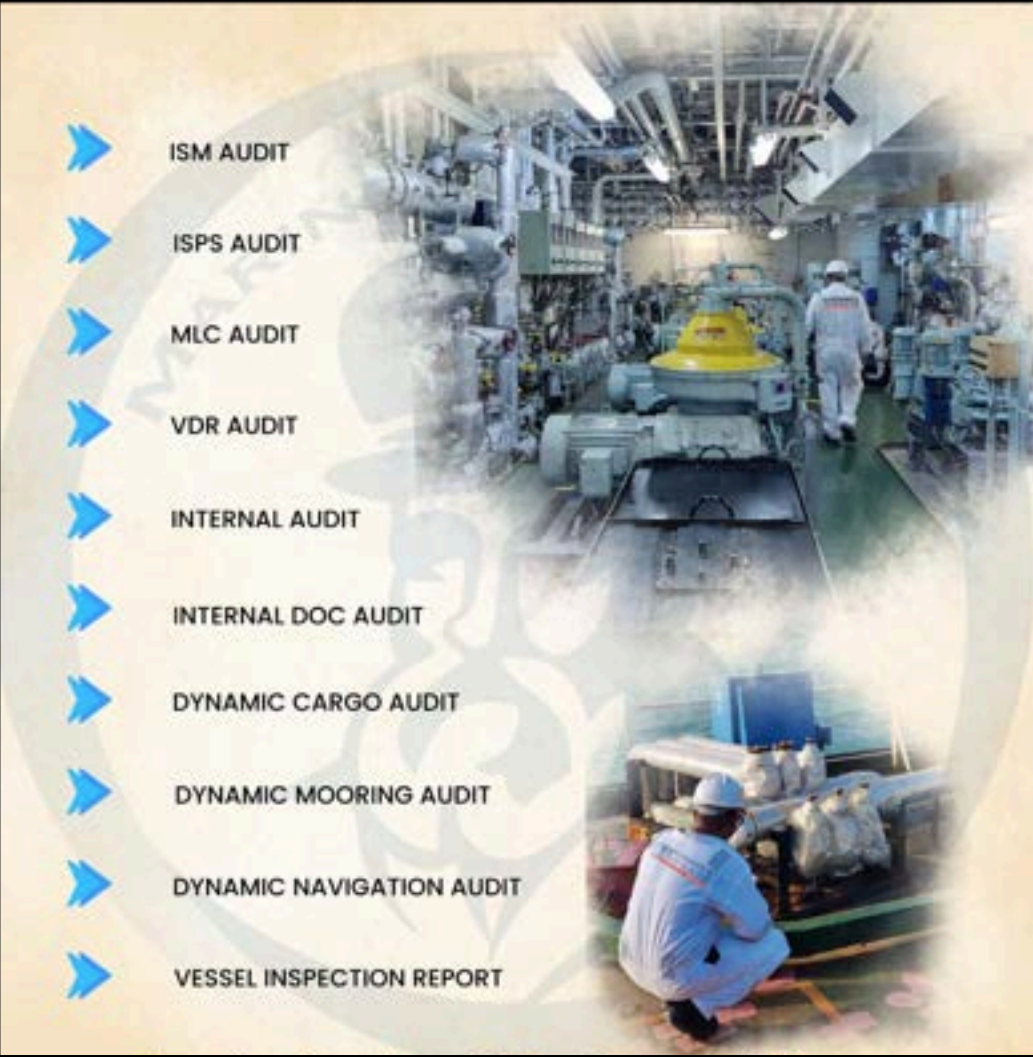


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THE 2010 HNS CONVENTION BECOMES REALITY: MAJOR CHANGES AHEAD FOR GLOBAL SHIPPING



THE 2010 HNS CONVENTION SET TO TRANSFORM MARITIME LIABILITY

FROM NOVEMBER 2027

**2010 HNS
CONVENTION**

The IMO has confirmed that the 2010 HNS Convention will enter into force on **29 November 2027**, introducing a new global liability and compensation regime for hazardous and noxious substances carried by sea. Shipowners will face mandatory insurance, **HNS certification**, strict liability, and enhanced compensation requirements, making early preparation essential for **uninterrupted international trading**.

**MARINER'S
UPDATE**

**QUICK SEA
NEWS**

The IMO has confirmed that the 2010 HNS Convention will officially enter into force on 29 November 2027, introducing a new international liability and compensation regime for incidents involving hazardous and noxious substances carried by sea.

The Convention establishes strict shipowner liability, mandatory insurance, HNS Convention Certificates, and a two-tier compensation system supported by the newly created HNS Fund, with compensation reaching up to 250 million SDR. It also applies to ships of all sizes carrying HNS cargoes, including many vessels that have never previously required such certification.

Shipowners should begin preparing now by identifying affected vessels, reviewing trading routes, arranging insurance, coordinating with flag administrations, and ensuring compliance well before the Convention becomes effective.

BLACK SEA ALERT

DRONE STRIKE HITS

CHEVRON-CHARTERED TANKER



YASA POLARIS

UKRAINE
RUSSIA
NOVOROSIYSK
BLACK SEA

MARINER'S UPDATE

QUICK SEA NEWS

A drone struck the **Chevron-chartered tanker Yasa Polaris** while approaching the CPC terminal near Novorossiysk to load Kazakh crude. The crew remained safe and exports continued, but the incident signals growing risks for commercial vessels operating through **Russian-controlled infrastructure**. Shipowners, charterers and insurers are expected to strengthen risk assessments as **war-risk costs** and operational uncertainty continue to rise.

Black Sea Shipping Risks Rise After Drone Strike on Chevron-Chartered Tanker

A Chevron-chartered Aframax tanker, Yasa Polaris, was struck by a drone while approaching the CPC terminal near Novorossiysk to load Kazakh crude oil. Fortunately, the crew remained safe, there was no pollution or major damage, and export operations continued without interruption.

However, the incident highlights a growing security concern for commercial shipping. Unlike previous attacks, the vessel was Western-chartered, Turkish-owned, and carrying Kazakh crude, indicating that ships operating through Russian-controlled export infrastructure may face increasing risks regardless of cargo origin.

With the CPC terminal handling around 1.4 million barrels of crude per day, the attack is expected to influence war-risk insurance premiums, freight costs, voyage planning and risk assessments for shipowners and charterers operating in the Black Sea.



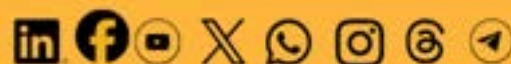
WALLEM-MANAGED BULK CARRIER RESCUES TWO FISHERMEN FROM SINKING BOAT



A **Wallem-managed bulk carrier** rescued two fishermen after spotting their sinking boat near the Babuyan Islands. Acting swiftly, the Master stopped the vessel, launched the rescue boat, and safely recovered both survivors before transferring them to the **Philippine Coast Guard**.

A remarkable example of professionalism, teamwork, and the **maritime commitment to saving lives at sea**.

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A Wallem-managed bulk carrier safely rescued two fishermen after their boat began sinking near the Babuyan Islands while the vessel was on passage from Australia to Vietnam carrying approximately 80,000 tonnes of coal.

The Master immediately initiated rescue procedures, the crew launched the rescue boat, and both fishermen were safely brought onboard before being transferred to the Philippine Coast Guard.

The operation reflects exceptional seamanship, teamwork, emergency preparedness, and the unwavering commitment of seafarers to protecting lives at sea.

A tragic explosion aboard a tank barge undergoing maintenance on the Paraguay River has claimed the lives of five workers. The blast caused severe structural damage, with investigators examining whether residual flammable gases inside the cargo tanks may have contributed to the incident.

The accident underscores the vital importance before carrying out maintenance on tank vessels.

FIVE WORKERS KILLED IN DEADLY TANK BARGE EXPLOSION DURING MAINTENANCE ON PARAGUAY RIVER



A powerful explosion struck a tank barge undergoing maintenance on the **Paraguay River**, killing five workers and causing extensive structural damage. Authorities are investigating whether residual flammable gases inside the **cargo tanks** triggered the blast.

The incident highlights the critical importance of thorough **gas-freeing procedures** and strict maintenance safety protocols.

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SECURITY SCARE IN RED SEA AS CARGO SHIP REPORTS ARMED ATTACK



A cargo ship issued a distress alert after reporting an attack by **unknown armed assailants** off Yemen's **Red Sea coast**. The incident follows multiple recent boarding attempts and armed approaches in the **Red Sea and Gulf of Aden**, reinforcing ongoing security concerns for merchant shipping.

A cargo ship has reported an armed attack off Yemen's Red Sea coast, renewing concerns over maritime security in one of the world's busiest shipping routes.

The incident follows several recent reports of attempted boardings, suspicious approaches, and attacks involving small boats in the Red Sea and Gulf of Aden, highlighting the continuing risks faced by merchant vessels operating in the region.

Piracy is once again emerging as a serious threat to global shipping. Forty-four seafarers continue to be held captive aboard three hijacked vessels after separate attacks off Somalia and in the Gulf of Aden.

Global piracy incidents have also risen significantly this year, highlighting the growing security challenges confronting the maritime industry and the urgent need to protect seafarers at sea.

IMO CALLS FOR URGENT GLOBAL ACTION PIRACY THREAT RETURNS TO MAJOR SHIPPING ROUTES



44 crew members remain captive aboard three hijacked vessels after attacks off Somalia and the Gulf of Aden. Piracy incidents are rising across the Red Sea, prompting renewed security warnings for commercial shipping.

Global piracy cases have increased by **17% in 2025**, reinforcing the need for heightened vigilance and stronger maritime security.

**NEWS****UPDATE**

ENGINE ROOM CRISIS



MACHINERY FAILURES STILL TOP GLOBAL SHIPPING RISKS

Over 50% of reported shipping incidents in 2025 were caused by machinery damage or failure. Ageing fleets, rising repair costs, spare-part shortages, and smaller engineering teams continue to increase operational risks. Keeping machinery reliable remains one of the industry's biggest safety priorities.

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While overall maritime safety continues to improve, machinery failure remains the leading cause of shipping incidents worldwide.

More than half of all reported maritime casualties in 2025 were linked to machinery damage or equipment failure. Rising repair costs, ageing vessels, skilled labor shortages, delayed spare parts, and increasingly complex propulsion systems are placing unprecedented pressure on engineering departments across the global fleet.

Updated seasonal navigation measures have introduced earlier evening transit requirements, revised operational timings from September, and the need for escort boats when vessels must navigate designated high-risk areas after the recommended cut-off time.

Masters and bridge teams should carefully review voyage plans, coordinate pilot boarding schedules, avoid restricted periods where possible, and remain vigilant for fishing vessels and drift nets during transit.

PEAK FISHING SEASON ALERT NAVIGATE SAFE, PLAN AHEAD

UPDATED MEASURES FOR SAFE NAVIGATION IN FISHING AREAS



- Earlier evening transit restrictions now **apply from September**.
- Escort boats may be required for **night navigation in designated areas**.
- Plan passages carefully, **adjust pilot timings** and avoid restricted periods.
- Safe voyage planning reduces collision and **fishing gear damage risks**.

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NEW EMPLOYMENT CONTRACT STRONGER RIGHTS BETTER PROTECTION FOR FILIPINO SEAFARERS

// EFFECTIVE 3 JULY 2026 //



Higher disability compensation with a revised payment schedule. Expanded coverage for occupational diseases and mental health. Stronger employer responsibilities, improved **medical care** and **enhanced repatriation rights**.

A major step forward in protecting seafarers' welfare and **employment rights**.

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A new Standard Employment Contract effective 3 July 2026 introduces major improvements for Filipino seafarers, including a 10% increase in disability compensation, expanded occupational disease coverage, formal recognition of mental health care, stronger employer responsibilities, improved repatriation rights, enhanced onboard welfare standards and a clearer independent medical review process.

Canada has chosen the advanced Type 212CD submarine as the preferred replacement for its aging submarine fleet, marking one of the country's largest naval modernization programs.

By joining the existing Germany–Norway submarine program, Canada becomes an equal partner in a long-term collaboration covering construction, maintenance, technology development, and operational support.



CANADA MOVES TO STRENGTHEN NAVAL POWER WITH NEW SUBMARINE FLEET- CANADA OPTS FOR GERMAN SUBMARINES

Canada Chooses 12 Advanced German Submarines. Canada has selected the advanced Type 212CD submarine to replace its aging fleet in a **US\$24 billion modernization program**. The new submarines feature cutting-edge hydrogen fuel cell Air Independent Propulsion technology, offering greater stealth and longer underwater endurance. The expanded fleet will significantly strengthen **Canada's naval presence across the Atlantic and Pacific** while establishing a long-term international submarine partnership.



STRAIT OF HORMUZ SECURITY ALERT LNG TANKER 'AL REKAYYAT' DAMAGED

LNG tanker 'Al Rekayyat' suffered serious damage after an incident near the **Strait of Hormuz**, triggering an engine room fire and emergency response. Another tanker was also damaged, while a **third vessel altered its route**.

The events highlight growing security risks, reduced vessel traffic, and rising freight costs across this vital global shipping corridor.

LNG tanker 'Al Rekayyat' reportedly suffered serious damage after an incident near the Strait of Hormuz, resulting in an engine room fire and emergency response measures.

The incidents highlight the continued operational risks in one of the world's busiest energy shipping lanes, with vessel traffic remaining below normal levels and freight rates rising as uncertainty persists.

Three commercial tankers were involved in separate security incidents within just 24 hours near the Strait of Hormuz. LNG carrier 'Al Rekayyat' suffered an engine room fire after an attack, crude oil tanker 'Wedyan' sustained damage, while LPG tanker 'Al Maryah' was forced to alter its course amid escalating regional tensions. Maritime authorities have since raised the regional security threat level to "Severe," highlighting the growing risks facing commercial shipping.

THREE TANKERS ATTACKED NEAR STRAIT OF HORMUZ

JMIC WARNS OF 'SEVERE' THREAT



Within 24 hours, three commercial tankers were caught in separate security incidents near the Strait of Hormuz. LNG carrier 'Al Rekayyat' suffered an engine room fire, crude oil tanker 'Wedyan' was damaged, and LPG tanker 'Al Maryah' was forced to alter its course. The regional maritime threat level has now been raised to "Severe," underscoring the growing risks to global shipping.

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U.S. EXPANDS CUBA SANCTIONS

GLOBAL SHIPPING FACES NEW RISKS



The U.S. has expanded Cuba sanctions, exposing non-U.S. shipowners, operators, charterers, insurers, and banks to new secondary sanctions risks. The GAESA wind-down period has ended, new Cuban entities have been designated, and ownership screening is now as important as SDN list checks. Companies trading with Cuba should strengthen due diligence and review all counterparties before proceeding.

The U.S. has significantly expanded its Cuba sanctions regime under Executive Order 14404, increasing compliance risks for shipowners, operators, charterers, banks, insurers, and other non-U.S. entities. Key developments include the end of the GAESA wind-down period (5 June 2026), multiple new sanctions targeting Cuban government, military, energy, financial, logistics, and mining entities, and OFAC FAQ 1258, which extends sanctions risk to entities that are 50% or more owned by GAESA, MININT, or MINFAR—even if they are not listed on the SDN List.



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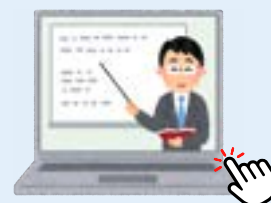
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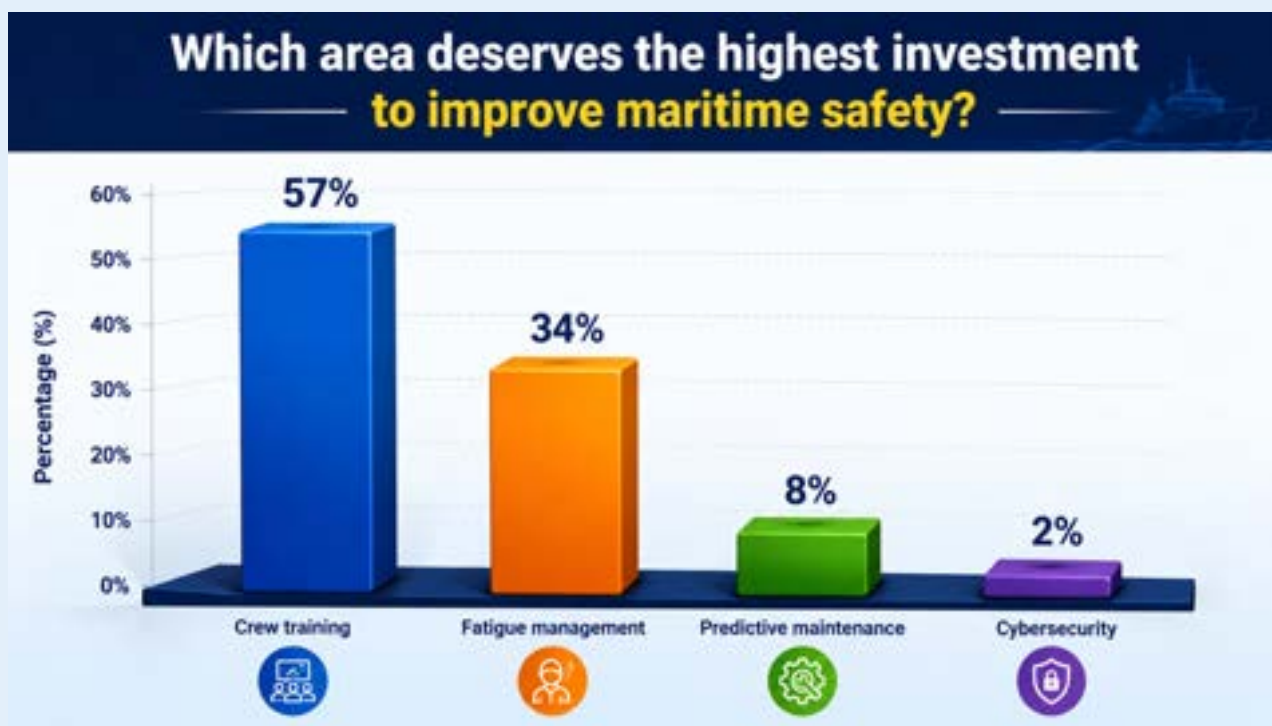


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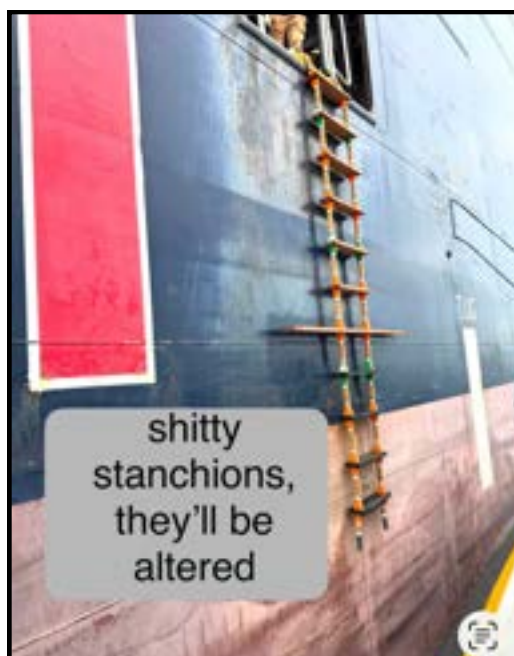
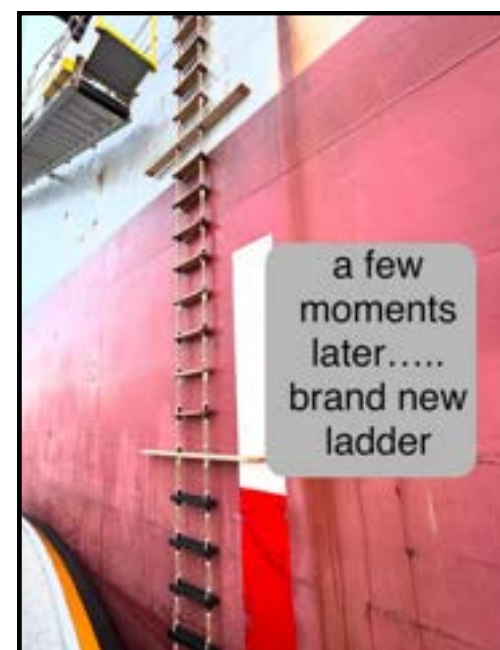
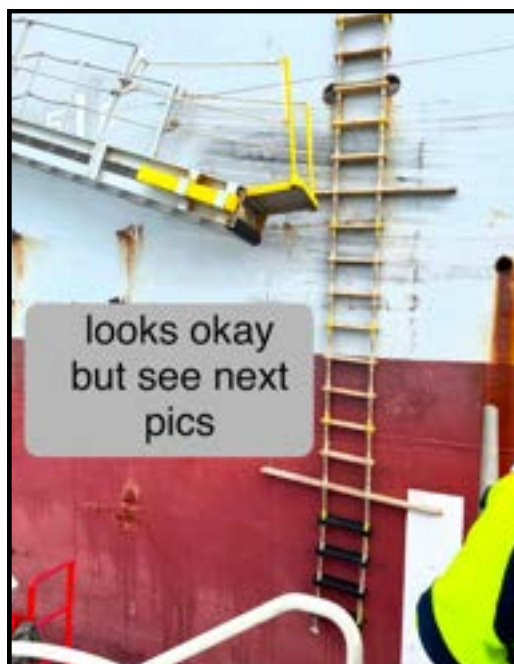
MARITIME POLL RESULT

WHICH AREA DESERVES THE HIGHEST INVESTMENT TO IMPROVE MARITIME SAFETY?- POLL RESULTS

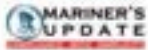
The results clearly show that Crew Training (57%) is considered the highest priority for improving maritime safety, followed by Fatigue Management (34%). In comparison, Predictive Maintenance (8%) and Cybersecurity (2%) received significantly lower support, indicating that respondents believe investing in people, competence, and crew wellbeing has the greatest impact on preventing incidents at sea.



WEEKLY PILOT LADDER COMPLIANCES



**Credits : Capt.Aries,
Fb page: Dangerous
ladder**



PILOT LADDER SAFETY SIMPLIFIED

Day 5: Securing Pilot Ladder Steps Horizontally



WHY IT MATTERS:

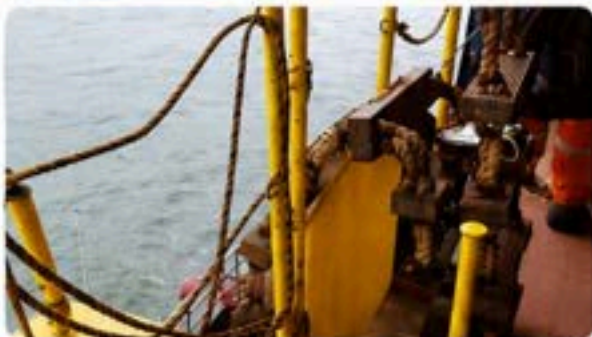
Properly securing the steps horizontally to the side ropes keeps the ladder steady against the ship's side and ensures safe climbing for pilots.

THERE ARE THREE COMMON METHODS:

- 1 Wooden chocks (sometimes called widgets) can be fastened above and below the steps.
- 2 Rope seizing
- 3 Mechanical clamping devices

Whichever method is used, the condition of the securing system must be checked regularly.

2 ROPE SEIZING



- For both these methods, the condition of the rope seizings must be checked frequently.
- Within pilot ladder construction, rope seizings shall consist of two- or three-ply marline of minimum breaking strength 800 N, or other suitable material of equivalent strength.



- Check seizings before every use.
- Replace if badly chafed or worn.

IMPORTANT:

Maximum stress occurs where the side ropes are in contact with the ship's shell plating.



1 WOODEN CHOCKS WITH ROPE SEIZING



Where wooden chocks are used, it is important that the size of the chocks does not affect the ability of the climber to grasp the ladder side ropes.

3 MECHANICAL CLAMPING DEVICES



Mechanical clamping devices are becoming more common. An example of metal crimps is shown above.

THINGS TO BE AWARE OF:

- Crimps may cause abrasion.
- Crimps may cause twisting in the side ropes.
- Twisting can inhibit grip.
- Crimps may hide or disguise deterioration in the rope by not allowing the side ropes to dry out.
- Metal crimps in subzero temperatures can be detrimental to grip.

NOTE:

Use of ferrous metals, stainless steel and corrosion resistant materials is recommended.





HISTORY OF MODERN SHIPPING

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SHIP KNOWLEDGE SIMPLIFIED - DAY 6

1. EARLY DEVELOPMENT (1800 - WORLD WAR II)

- Regular service liners emerged during the 19th and early 20th century.
- These ships carried both cargo and passengers between Europe and its colonies.
- Many people emigrated to North America, creating high demand.
- Ships were multi-purpose but had limited versatility.

2. AFTER WORLD WAR II

- World trade and sea transport grew rapidly. Even with short setbacks, growth continued.
- Ships became faster, larger and more efficient.
- Smaller ships went out of service.
- Shipbuilding modernized due to demand and technology.
- Specialization increased - each ship designed for a specific type of cargo.

NEW TYPES OF VESSELS AFTER 1900

OIL TANKERS	CHEMICAL TANKERS	CONTAINER SHIPS	HEAVY-CARGO SHIPS	CATTLE SHIPS (REEFERS)	REEFER SHIPS
					
Carry crude oil and petroleum products	Transport chemicals in bulk	Carry containers in standardized sizes	Transport heavy machinery and project cargo	Carry livestock with proper ventilation	Transport refrigerated cargo

KEY DEVELOPMENTS

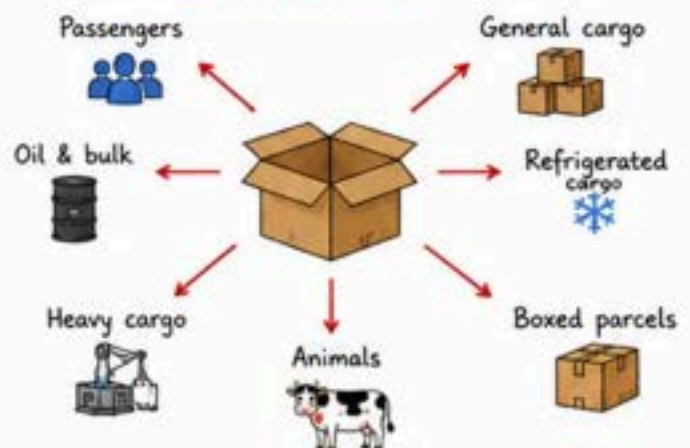
- Wood was the main material, later replaced by steel.
- Sailing ships gave way to steam ships, then motor ships.
- New specialized ships like tankers and reefers were introduced.
- Continuous improvements in speed, size and safety.

MODERN PASSENGER LINERS

- Passenger liners were largely replaced by air travel.
- After 1990, luxury cruise ships saw huge growth.



GOODS CARRIED



Modern shipping is built on continuous innovation, specialization and safety to meet the world's growing needs.



From Master's Table - Day 6

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LOSS OF OR DAMAGE TO PROPERTY

Master's Quick Reference Guide

MASTER'S NOTE

Property damage claims are often won or lost based on the quality of evidence and documentation gathered immediately after the incident. As Master, your priorities are to ensure safety, prevent further damage, preserve the scene, and maintain accurate records.

Prompt reporting and factual documentation are your strongest protection during any subsequent investigation or claim.

I. COMMON PROPERTY DAMAGE CLAIMS

- Damage to berth, quay or jetty
- Damage to loading/discharge equipment
- Contact with floating or fixed objects
- Damage caused during mooring operations
- Pollution prevention equipment damaged

II. IMMEDIATE ACTIONS

- ✓ Ensure safety of crew and vessel
- ✓ Prevent further damage
- ✓ Preserve the scene
- ✓ Notify Owners & P&I immediately
- ✓ Inform Port Authority if required
- ✓ Record weather, tide & conditions
- ✓ Secure witnesses

III. EVIDENCE TO COLLECT

- ✓ Photographs from multiple angles
- ✓ Exact time & position
- ✓ Damage measurements
- ✓ CCTV if available
- ✓ Mooring arrangement
- ✓ VDR/ECDIS data if relevant
- ✓ Witness statements
- ✓ Logbook entries

IV. MASTER'S REPORT

DO

- ✓ Record facts only
- ✓ Include sequence of events
- ✓ Record environmental conditions
- ✓ Keep sketches & photos

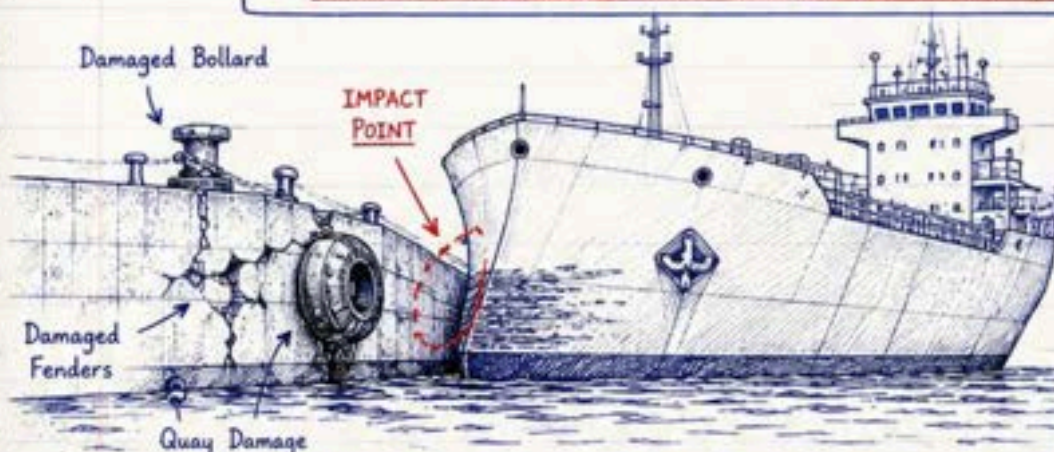
DON'T

- ✗ Admit liability
- ✗ Speculate on causes
- ✗ Alter records
- ✗ Delay reporting

V. MASTER'S REMINDER

- | | | | | |
|----------------|--------------------|-------------------|-----------------------------------|--|
| ✓ Safety first | ✓ Protect evidence | ✓ Report promptly | ✓ Maintain accurate documentation | ✓ Cooperate with surveyors & authorities |
|----------------|--------------------|-------------------|-----------------------------------|--|

Good records today prevent costly disputes tomorrow.



EVIDENCE

- Take Photographs
- Record Time & Position
- Collect Statements
- Preserve the Scene

Accurate records and timely action protect the vessel and the Owner.

WEEKLY WEALTH PLAN FOR SAILORS

WEEK - 12

THE “I’LL START LATER” RETIREMENT MISTAKE

“I wish I had started investing when I was your age.”

THE STORY

A young Deck Cadet was chatting with his Chief Officer during a quiet evening at sea.

The Chief Officer had spent over 25 years sailing and earned a good income throughout his career.

The Cadet asked,

“Sir, what’s one thing you would do differently if you could start over?”

The Chief Officer smiled and replied,

“I wouldn’t buy more things. I would start investing from my very first contract.”

He explained that, for years, he believed there would always be another promotion, another salary increase, and another contract to start saving.

Before he realized it, decades had passed.

He had earned well...

But he had started investing far too late.

THE MAIN LESSON

Time is the greatest investment you will ever have.

The earlier you start, the less money you need to invest to build long-term wealth.

Don’t wait for a higher rank to start investing.

START WITH YOUR FIRST PAYCHECK.

SMART TIPS FOR SEAFARERS

1. START INVESTING EARLY

Start investing from your very first contract. Even small steps today create big results tomorrow.

2. SMALL INVESTMENTS, BIG IMPACT

Even small monthly investments can grow significantly over time thanks to compounding.

3. DON’T WAIT FOR PROMOTIONS

Don’t wait for higher promotions or bigger salaries. Start now with what you have.

4. LET TIME WORK FOR YOU

The power of compounding rewards patience and consistency.

5. YOUR FUTURE SELF WILL THANK YOU

The decisions you make today will decide the freedom you enjoy tomorrow.

THE REAL LESSON

Every experienced seafarer has stories about the voyages they sailed.

Many also have one financial regret:

“I wish I had started earlier.”





MARITIME WORD SEARCH

Find the hidden words below!

Q	E	R	T	Y	U	I	O	P	A	S	D	F
C	X	V	B	N	M	Q	W	E	R	T	Y	U
Z	A	N	C	H	O	R	L	K	J	H	G	F
P	O	R	T	Y	T	U	I	O	P	A	S	D
F	G	H	J	K	L	Z	X	C	V	B	N	M
R	A	D	A	R	Q	W	E	R	T	Y	U	I
A	S	D	F	G	H	J	K	L	Z	X	C	V
E	N	G	I	N	E	B	N	M	Q	W	E	R
T	Y	U	I	O	P	A	S	D	F	G	H	J
K	L	Z	X	C	V	B	N	M	Q	W	E	R
O	C	E	A	N	T	Y	U	I	O	P	A	S
D	F	G	H	J	K	L	Z	X	C	V	B	N
M	Q	W	E	R	T	Y	U	I	O	P	A	S
S	A	F	E	T	Y	F	G	H	J	K	L	Z
C	R	E	W	X	C	V	B	N	M	Q	W	E
B	R	I	D	G	E	T	Y	U	I	O	P	A
Q	W	E	R	T	Y	U	I	O	P	A	S	D
V	O	Y	A	G	E	F	G	H	J	K	L	Z
X	C	O	M	P	A	S	S	B	N	M	Q	W

WORDS TO FIND

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PORT
CREW
BRIDGE
VOYAGE
COMPASS

➤ LOOK CLOSELY AND CIRCLE THEM ALL! ➤



How to Participate:

1. Find all the hidden words.
2. Write the child's name, age and parent's name.
3. Email your answer
4. Mention "Kids Challenge - Word Search" in the subject



Email us at :

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Exciting Prizes
to be won every week!



Last date to submit :

Next Sunday (19-07-2026) 6.00PM (IST)



All correct entries will be entered into a lucky draw. Winners will be selected at random and announced in the next edition.

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



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FOR OIL CHEM TANKER

2ND ENG

With
• 6-12 Months rank experience

GEARED BULK CARRIER

CH ENG. / ETO

With
• 6-12 Months rank experience

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CH ENG / 2ND ENG / ETO

With
• 6-12 Months rank experience

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CH ENG / 3RD ENG

With
• 6-12 Months rank experience

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Regards,
Sudhapriyan



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RPSL-MUM-295

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3RD ENGINEER

2ND OFFICER

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FOR



CONTAINER

-  Minimum 12 months experience in rank and vessel experience
-  Age limit: 50 years
-  Indian, UK, Singapore, New Zealand COC accepted



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RPSL NO: MUM-162021

OIL/CHEM MR TANKER

- SECOND ENGINEER
- ETO

30th ME ENGINE EXPERIENCE IN RANK REQUIRED

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 +91 9115909114

BULK CARRIER / GENERAL CARGO

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

 +91 9115909130

CONTAINERS

- ETO WITH COC OR ETR COP

 +91 9115909130

LNG TANKER

- MASTER
- 2ND & GAS ENGINEER WITH COC
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CHIEF COOK (COC)

With

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VESSEL: TANKER

GRT : 5000T

VACANCY :

▶ **CH.OFF**
\$5000 - \$6000

REQUIREMENTS:

-  WHITE COC
-  PROMOTION ACCEPTED

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 EMAIL:
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RPSL NO: MUM-018

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DATE: 10-JUL-2026

URGENT DEPLOYMENT

FOR VLGC VESSEL

CHIEF OFFICER
With MID GAS CARRIER OR VLGC EXPERIENCE IN RANK

WHITE COC ONLY

Urgent deployment for CO with mid gas carrier or VLGC experience to join on 15th at Panama on VLGC vessel.

JOINING ON 15TH AT PANAMA

PLEASE CONTACT
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8828851909

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FOR OIL-CHEM TANKER

MASTER | CHIEF ENGINEER
With 36 months rank experience required

2ND ENGINEER | CHIEF OFFICER
With 12 months rank experience required

2ND OFFICER | 3RD OFFICER
4TH ENGINEER
6 months rank experience required

Oil-Chem experience + Advanced Oil/Chem DCE required for all ranks.

Deck Officers should have BTM certificate

Engineers should have ERTM certificate

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- MASTER
- CHIEF OFFICER
- 3RD OFFICER
- CHIEF ENGINEER
- 3RD ENGINEER
- 4TH ENGINEER
- GAS FITTER / GAS ENGINEER
- EO OR ETO



FOR
VLGC
VESSEL



2-3 CONTRACT
RANK EXPERIENCE
MUST ON SHIP TYPE



WHITE
COC
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ETO
(WITH COC)

FOR

OIL TANKER
(FPSO)



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GRT - 66000



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8976840351



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- PROMOTIONAL
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(F.G / GRT - 51,000)

- CHIEF ENGINEER
- 2ND ENGINEER



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experience is mandatory of
similar type of vessels



WHITE COC's & PANAMA COC
CANDIDATES ARE PREFERABLE



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URGENT OPENING FOR ETO WITH COC



VESSEL TYPE
ASD TUG



LOCATION
QATAR



NATIONALITY
INDIAN



DURATION
2 MONTHS



JOINING
ASAP



JOINING
ASAP



MUST HAVE
2 YEARS OF RANK EXPERIENCE
ON M CLASS FOR AHTS / ASD TUG
VESSELS WITH **COC**
AND HOLD ALL VALID DOCS.

- VALID COC (ETO)
- INDIAN NATIONAL
- ALL VALID DOCUMENTS
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For
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VESSEL**



ETO
with COC or ETO COP



3RD OFFICER



WITH
SCHENGEN VISA



Rank experience
must on ship type



White COC
only



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of English

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BULK

ETR (with US VISA), 3rd Eng,
4th Eng, ETO, 2E, CO
★ Rank exp must on ship type



CONTAINERS

3rd Eng, 3rd Off, 2nd Off, ETO
★ Rank exp must on ship type



LPG

Ch Off, ETO

★ Rank exp must on ship type



OIL PRODUCT TANKER

Eng

★ Rank exp must on ship type



WHITE COC
ONLY



RANK EXPERIENCE
MUST ON SHIP TYPE



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RPSL-KOL-162380 | DOI: 26.11.2020

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URGENT REQUIREMENT

AHTS DP-II VESSEL



01

CHIEF ENGINEER



02

2ND ENGINEER



- ✓ INDIAN COC REQUIRED - FG / NCV
- ✓ DP VESSEL EXPERIENCE PREFERRED
- ✓ IMMEDIATE JOINING

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TOGETHER, LET'S BUILD A STRONGER MARITIME COMMUNITY

FINAL THOUGHTS

KNOWLEDGE SHARED IS KNOWLEDGE MULTIPLIED.

**BY STAYING UPDATED ON INDUSTRY DEVELOPMENTS,
BEST PRACTICES, AND SAFETY LESSONS, WE
CONTRIBUTE TO A STRONGER MARITIME COMMUNITY.**

THANK YOU FOR BEING WITH US.

STAY CURIOUS, STAY COMPETENT, AND STAY SAFE.

UNTIL NEXT WEEK, SMOOTH SAILING AHEAD.



14 JULY 2026