

Free weekly e - Magazine for Sailors



MARINER'S UPDATE

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

MARITIME NEWS

PANAMA RETURNS TO THE PARIS MOU WHITE LIST



A proud moment for Panama and the global maritime community as Panama is officially back on the Paris MoU White List.

MARITIME UPDATE

Government of India

WELLNESS COURSE

★ MANDATORY FOR ALL INDIAN SEAFARERS ★

TO BE COMPLETED WITHIN A YEAR

FREE OF COST



APPLICABLE TO ALL INDIAN CDC HOLDERS



FREE ADVERTISING OPPORTUNITY

FOR YOUR COMPANY OR SERVICES - CONTACT US



mu@marinersupdate.com



[+917200163695](tel:+917200163695)



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

3	EDITOR'S NOTE
4	WK 20- PSC FOCUS
5	WK 61- SIRE 2.0
6	RISQ - RIGHTSHIP INSPECTION - WK: 8
7	CAPTAIN'S WEATHER DESK - WK : 6
9	MARITIME UPDATE
20	MARITIME NEWS
25	SAFETY BREACHES AND POLL RESULTS
26	ONLINE TUTION
27	PILOT LADDER COMPLIANCES
29	SHIP KNOWLEDGE SIMPLIFIED
30	FROM MASTER'S TABLE
31	WEEKLY WEALTH PLAN FOR SAILORS
32	FUN CORNER
34	NEW PUBLICATION
35	SPOT THE DIFFERENCE - KIDS CHALLENGE
36	AUDITOR'S DIARY
37	MARITIME VACANCY

EDITOR'S NOTE

WELCOME TO THE 11TH EDITION



Dear Mariners,

Welcome to this week's edition of Mariner's Update, where we bring you the latest developments shaping the maritime industry.

This week, we feature the results of our industry poll, revealing that crew shortage & retention and geopolitical & security risks are now viewed as the biggest challenges facing the maritime sector, with compliance continuing to remain a major concern.

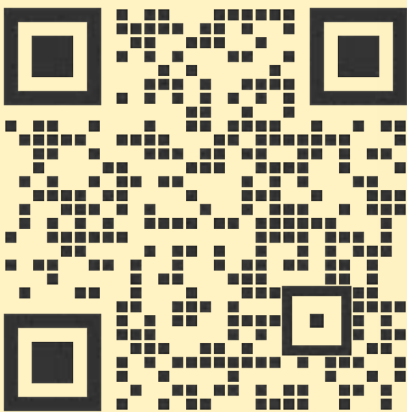
We also highlight the latest DG Shipping Circular No. 33 of 2026, reminding all Indian seafarers holding a valid Indian CDC to complete the LMS-SMY (Sagar Mein Yog) course within the prescribed one-year period.

In addition, don't miss the 2026 Pilot Transfer Student Competition, encouraging the next generation of maritime professionals to think beyond procedures and understand the safety principles behind pilot transfer operations.

For our younger maritime family members, we've also included this week's Spot the Difference challenge – a fun activity with exciting prizes.

Thank you for being part of our maritime community.

Stay informed, stay compliant and stay safe.



Scan to Save our V card

Editor
Mariners Update



China's four Maritime Safety Administrations (MSAs) have launched a coordinated five-month campaign to strengthen ship pollution prevention and environmental compliance across the Bohai Sea. The initiative focuses on intensified Port State Control inspections covering oily water management, sewage and garbage disposal, air emissions, fuel quality, and high-risk shipboard operations using advanced enforcement methods such as drone surveillance, rapid fuel testing, and cross-regional inspections.

Ship operators calling at Bohai Sea ports are expected to ensure complete compliance with pollution prevention regulations by maintaining accurate records, verifying pollution-control equipment, retaining fuel documentation, and conducting crew briefings before arrival. The campaign reinforces China's commitment to protecting the marine environment while promoting safer, cleaner, and more sustainable shipping practices through stricter inspections and regional cooperation.

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





Every SIRE 2.0 inspection is more than a compliance check—it's an assessment of how effectively the crew can demonstrate procedures, provide objective evidence, and apply the Safety Management System (SMS) in day-to-day operations. This inspection experience highlights key inspection areas, commonly requested documents, inspector expectations, and the overall difficulty rating across bridge, engine, cargo, accommodation, and safety-related departments.

Understanding the inspection process and preparing for evidence-based questions can significantly improve vessel readiness and crew confidence. Explore the complete inspection experience to gain practical insights and strengthen your preparation for future SIRE 2.0 inspections.

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





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

By MARINERS UPDATE
17,207 followers

Published weekly
11,268 subscribers

SUBSCRIBE OUR NEWSLETTER FOR REGULAR UPDATES



RIGHTSHIP

WK-8

TWO CHECKS THAT KEEP CREW PROTECTED AND UNDERSTOOD

SEC 2.2 & 2.3



Two seemingly small checkboxes on a RISQ inspection can carry outsized weight for the people on board. This week, we look at the financial security certificates every MLC-covered vessel must display, guaranteeing support for seafarers in the event of abandonment, and compensation in the case of death or long-term disability from an occupational injury. It is paperwork, but it is also a documented promise that the crew will not be left without support when things go wrong.

Alongside this, we look at why a common working language on board is just as critical to safety as any piece of equipment. From logbook requirements to English as the mandatory standard for bridge-to-bridge and bridge-to-shore communication, a shared language is what turns instructions into action and prevents routine moments from becoming near





RIGHTSHIP INSPECTION

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



By MARINERS UPDATE
18,059 followers

Published weekly
4,164 subscribers

SUBSCRIBE OUR NEWSLETTER FOR REGULAR UPDATES

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

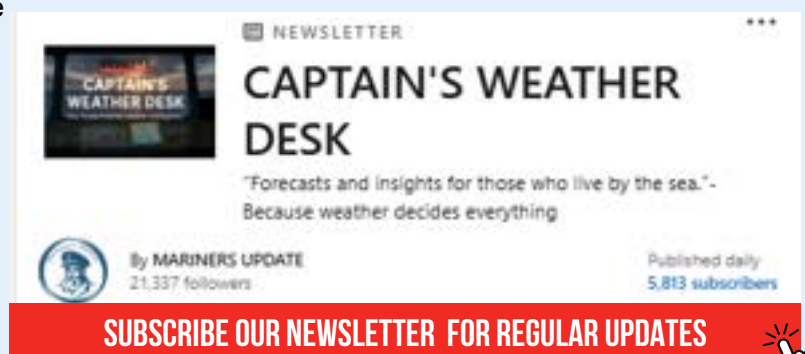




Humidity is one of the key elements that influences weather, visibility, and cloud formation. This week's edition explains the fundamentals of water vapour, saturated and unsaturated air, dew point, absolute humidity, and relative humidity in a simple and practical way, making these essential meteorological concepts easy to understand.

Whether you're a seafarer, maritime professional, or weather enthusiast, these notes will help you better understand how condensation occurs and why humidity plays such an important role in forecasting weather and interpreting atmospheric conditions. A sound knowledge of these concepts enables better interpretation of marine weather forecasts and improves situational awareness during voyage planning and navigation.

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



MARINERS UPDATE - YOUR TRUSTED MARITIME PARTNER

Your trusted maritime partner for professional marine inspection and survey solutions designed to improve vessel safety, operational efficiency, and regulatory compliance.

INSPECTION

Ready. Reliable. Remarkable.

- ▶ BUNKER SURVEY
- ▶ ON/OFF HIRE SURVEY
- ▶ PRE TAKE OVER SURVEY
- ▶ FLAG STATE INSPECTION
- ▶ PRE PURCHASE INSPECTION
- ▶ PRE SIRE 2.0/RIGHTSHIP/CDI INSPECTION
- ▶ CONDITION SURVEY FOR CONTAINER & BULK CARRIER





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

NEW INDUSTRY ADVISORY: NICKEL ORE LIQUEFACTION RISKS DEMAND GREATER VIGILANCE

NICKEL ORE CARGO ALERT LIQUEFACTION RISK IS REAL

NEW INDUSTRY ADVISORY FOR SAFER VOYAGES



WHY THE CONCERN?

Nickel ore from the Philippines and Solomon Islands may retain hidden moisture even when it appears dry. This can lead to liquefaction, cargo shift, loss of stability and catastrophic consequences.

KEY RISKS

HIGH LIQUEFACTION RISK

Nickel ore may retain hidden moisture, leading to liquefaction or cargo shift during the voyage.

UNRELIABLE CERTIFICATION

Moisture control, sampling procedures, and TML certificates may be inadequate or questionable.

RESTRICTED SURVEYOR ACCESS

Shippers may refuse to allow surveyors appointed on behalf of Members to attend inspections.

RECOMMENDED PREVENTIVE MEASURES

01

Pre-Fixing Due Diligence

Request detailed sampling & moisture control procedures and approvals from the competent authority.

02

Response to Rain

Suspend loading operations during rain and reject rain-affected barges until safety is proven.

03

Voyage Inspections

Conduct daily inspections to check for signs of instability, such as reduction in height, surface water or cargo shift.

04

Appoint an Independent Surveyor

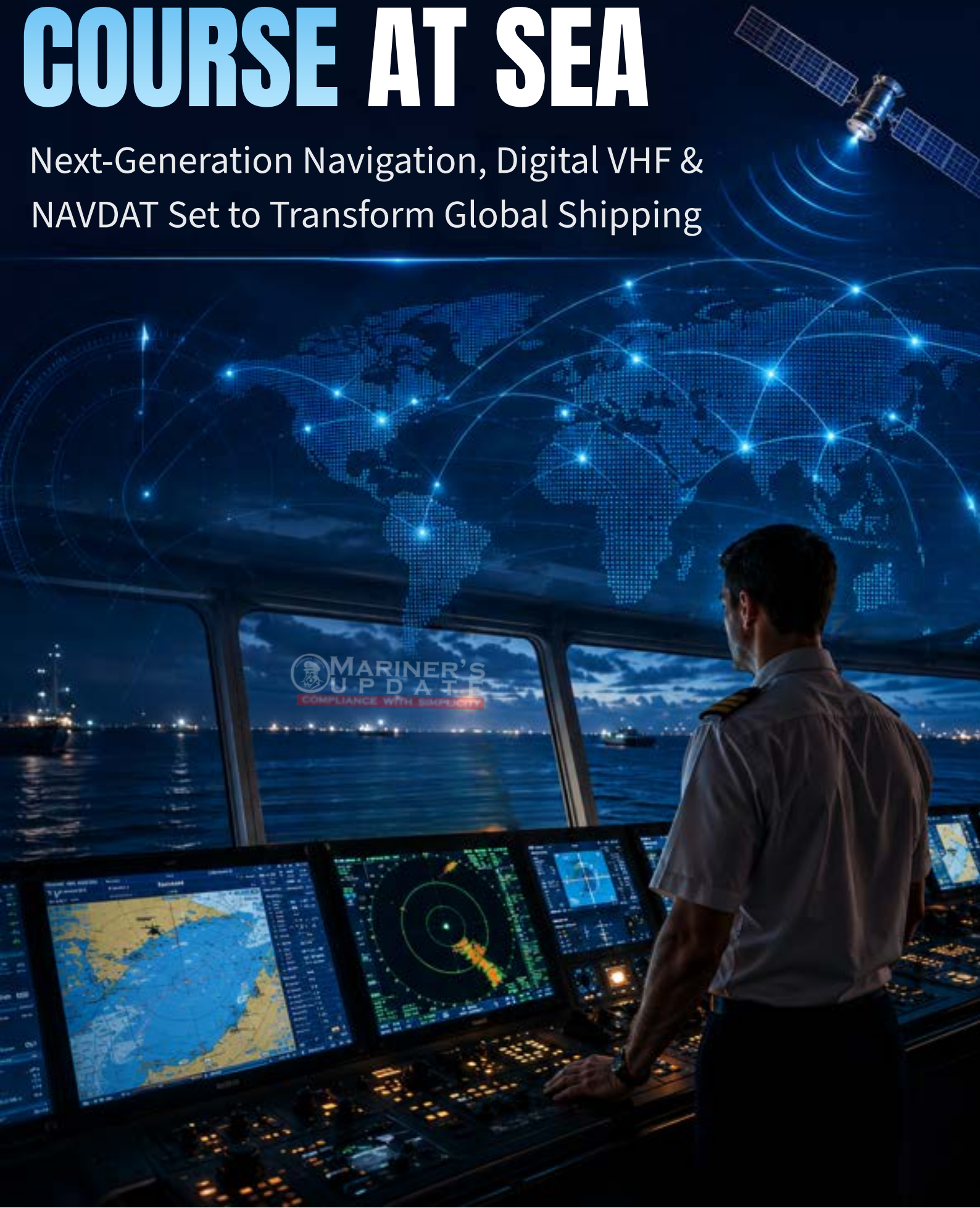
Consider appointing a surveyor before loading to assist the Master in verifying cargo condition.

As nickel ore exports from the Philippines and the Solomon Islands continue to rise, the International Group of P&I Clubs (IG), together with INTERCARGO and cargo expert Roxburgh, has issued a new Circular highlighting the serious risks associated with transporting these cargoes.

The advisory warns that nickel ore may retain internal moisture even when it appears dry, significantly increasing the risk of liquefaction and cargo shift during the voyage. It also raises concerns over the reliability of moisture certificates, sampling procedures, and restrictions placed on independent surveyors.

IMO CHARTS A DIGITAL COURSE AT SEA

Next-Generation Navigation, Digital VHF &
NAVDAT Set to Transform Global Shipping



 **MARINER'S
UPDATE**
COMPLIANCE WITH SIMPLICITY

IMO CHARTS A DIGITAL COURSE AT SEA

Navigation & Communications Sub-Committee (NCSR 13) Wraps Up — Here's What Changes for Ships

The IMO's Navigation, Communications, Search & Rescue Sub-Committee met 22–26 June 2026, pushing forward three big shifts at sea: next-gen electronic charts, a slow move to digital VHF, and a new digital safety broadcast system. Most items now head to MSC 112 in December 2026 for approval.

■ Next-Gen ECDIS (S-100)

Draft connectivity rules finalized so ships and shore can exchange live chart data. New standards apply from **1 Jan 2029**; ships can use either old or new standards from 1 Jan 2026–2029.

■ VHF Goes Digital

A phased shift from analogue to digital VHF voice was agreed. Safety channels (06, 13, 16, 70, 75, 76, AIS-SART) stay untouched throughout. Full rollout isn't expected until the 2030s–40s.

2025 - 28
BUILD TRANSITION
SCHEME

2028 - 31
FRAMEWORK &
STANDARDS

2032 - 45
ROLLOUT &
EQUIPMENT SWAP

■ NAVDAT — Digital Safety Broadcasts

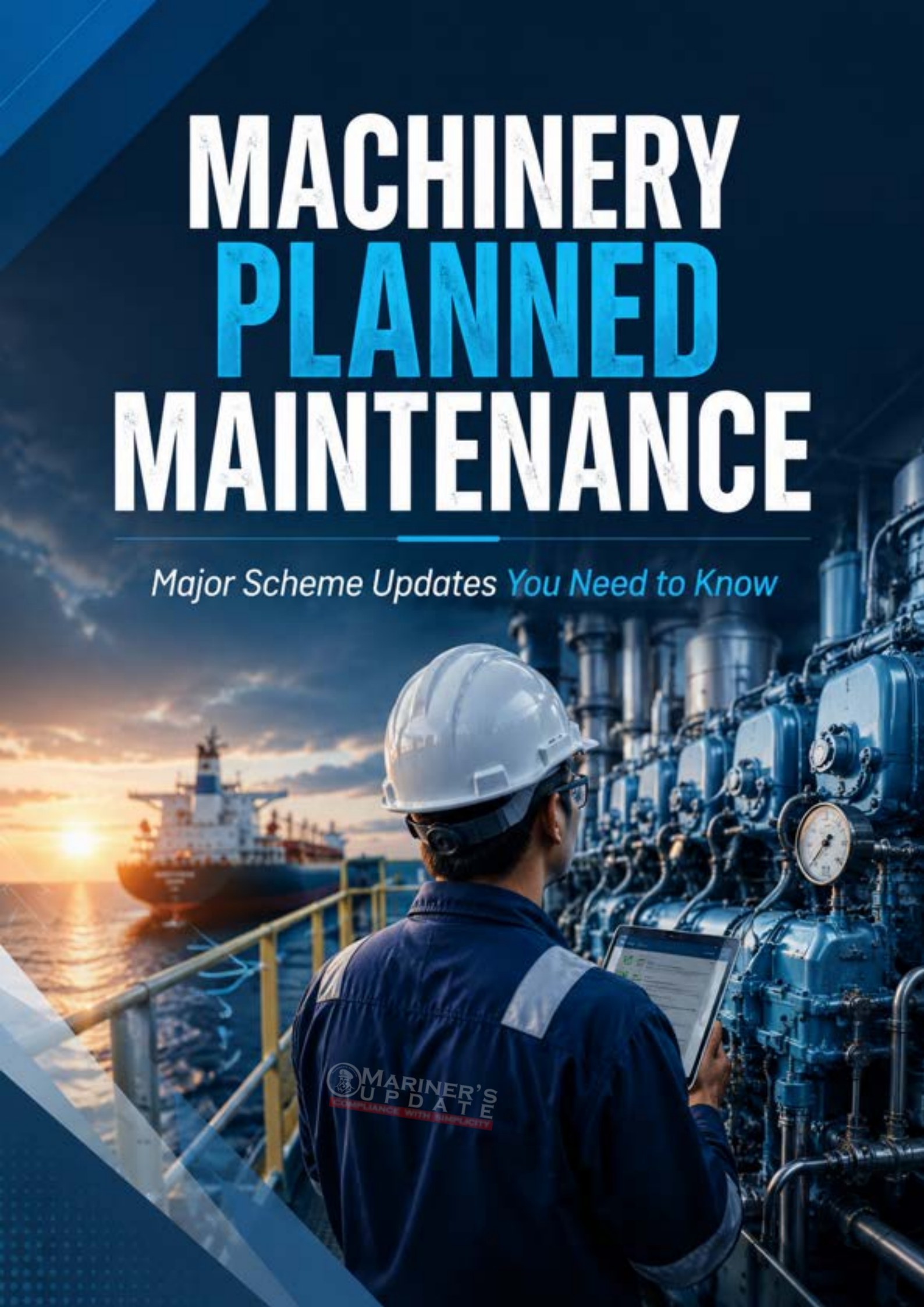
A roadmap update for NAVDAT, the future digital replacement/companion to NAVTEX, broadcasting weather, navigation warnings and SAR info over MF/HF. No fixed timeline yet — rolls out gradually alongside NAVTEX.

■ Quick Hits

- EPIRBs: draft rules add optional two-way comms via Galileo Return Link.
- R-Mode receivers: backup positioning standard finalized — works even if GNSS is jammed.
- GNSS augmentation (DFMC SBAS): new performance standards now in development.
- LRIT: coastal states to get ship-tracking data free of charge (in principle, approved).

MACHINERY PLANNED MAINTENANCE

Major Scheme Updates *You Need to Know*



 **MARINER'S
UPDATE**
COMPLIANCE WITH SIMPLICITY

MACHINERY PLANNED MAINTENANCE

Major Scheme Updates You Need to Know

The framework governing how machinery maintenance is planned, monitored, and surveyed aboard vessels is undergoing a significant overhaul. From new survey codes to streamlined documentation, the updates aim to modernise the process and reduce administrative burden on ship operators — here's what you need to know.

KEY NUMBERS AT A GLANCE



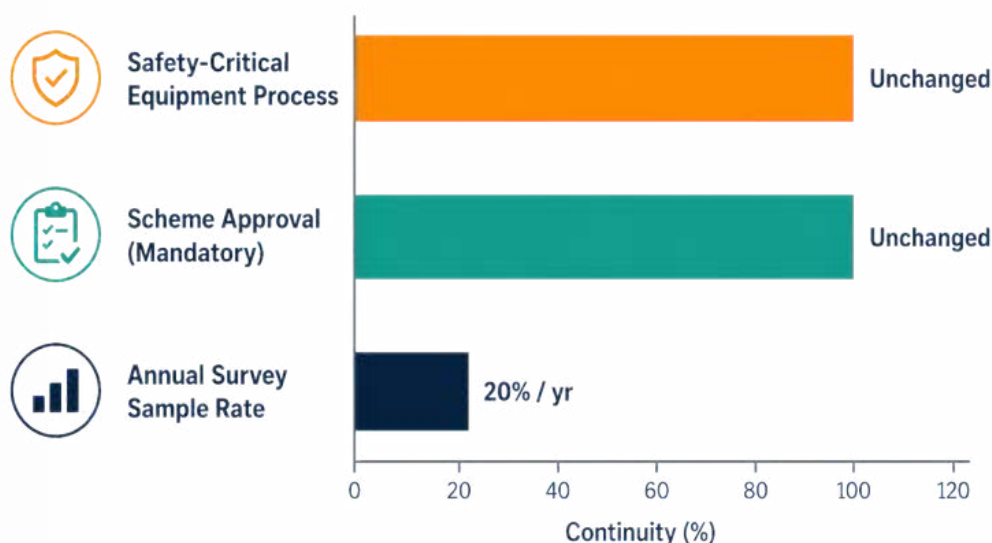
WHAT'S CHANGING AND NOT

What's Changing



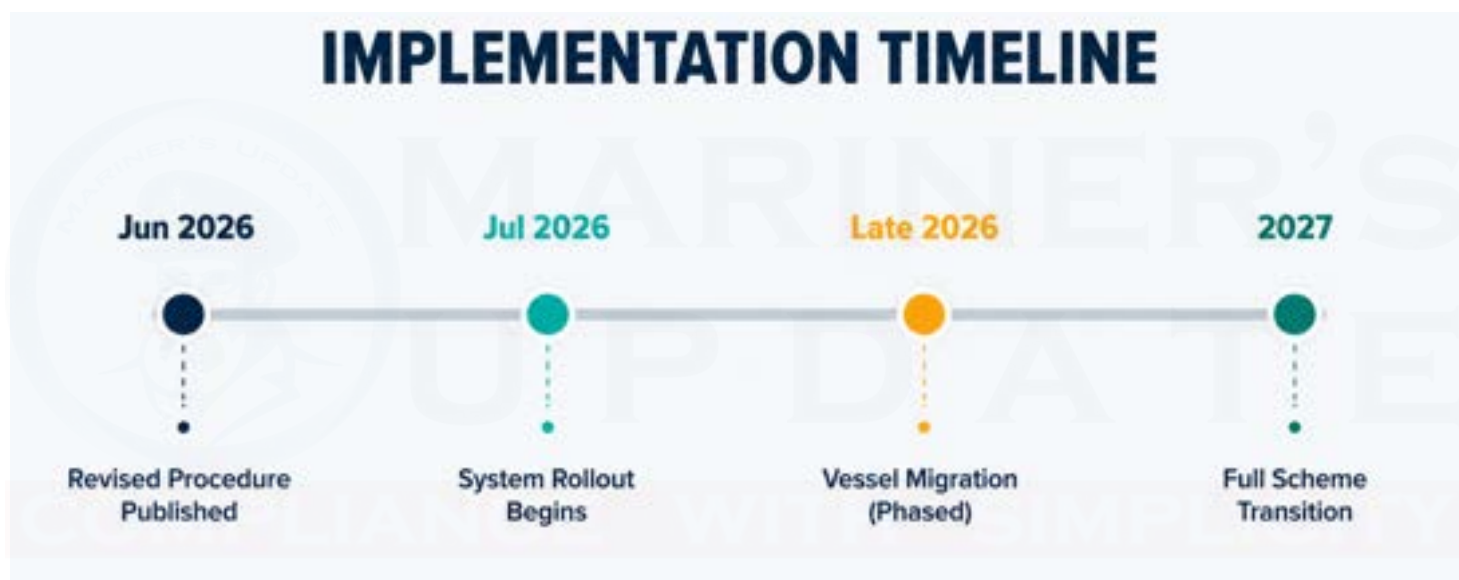
- New Survey Codes**
Updated coding structure for clarity and consistency.
- Revised Procedure**
Enhanced procedures for better compliance and efficiency.
- Admin & Docs Update**
Streamlined documentation and administrative updates.

WHAT STAYS THE SAME



AREA	OLD WAY	NEW WAY
Survey Schedule	ES/CSM codes	Dedicated MPMS codes
Annual Review	Certificate of Operation + Actionable Items	MPMS Annual Survey checklist
Machinery Coverage	~80% of class list	~95% of class list
Due Dates	Items could go overdue	No due date / overdue status for applicable items

ROLLOUT TIMELINE



System migration begins July 2026 and will run for approximately 6–9 months on a phased basis. Not all vessels will transition simultaneously — existing approvals remain valid and will be carried forward into the new schedule automatically.

No Immediate Action Required. Existing approved schemes will continue to be processed normally and migrate automatically to the new survey schedules once implementation is confirmed. Further communications will follow.



PRE-EMPLOYMENT MEDICAL EXAMINATION

Filipino Crew PEME Package — What's New



PRE-EMPLOYMENT MEDICAL EXAMINATION

Filipino Crew PEME Package — What's New

A widely used Pre-Employment Medical Examination (PEME) scheme for Filipino seafarers has been updated with revised examination items, effective 20 February 2026. The update is designed to strengthen the early detection of pre-existing conditions, helping to reduce onboard crew illness claims. The fee remains unchanged at USD 100.00 and all 11 accredited clinics across Manila, Cebu, Iloilo, and Davao continue to operate.

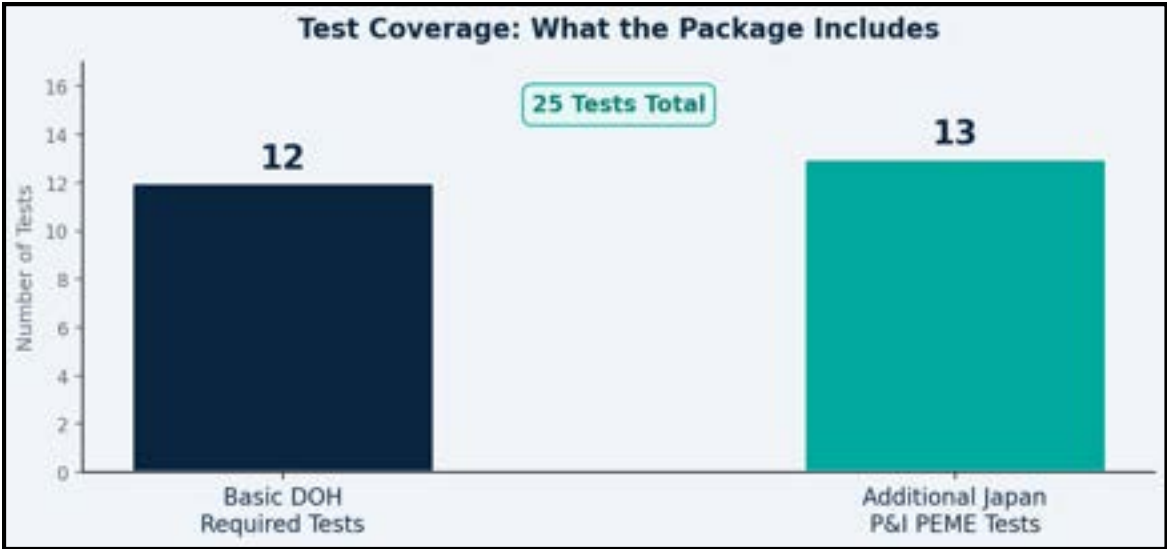
KEY NUMBERS AT A GLANCE



AT A GLANCE — WHAT CHANGED



WHAT THE PACKAGE COVERS



FULL EXAMINATION CHECKLIST

BASIC DOH REQUIRED TESTS (12)	ADDITIONAL JAPAN P&I; PEME TESTS (13)
1. Physical Examination & Medical History	1. Hepatitis B Surface Antigen (HBs-Ag)
2. Dental Examination	2. Specific Diabetes Test (HbA1c)
3. Visual Acuity	3. Cholesterol Panel (Total/LDL/HDL/TG)
4. Colour Perception (Ishihara)	4. Blood Uric Acid
5. Audiometry	5. Creatinine
6. ECG (12 Lead, Digital)	6. Liver Function Tests (SGOT / SGPT)
7. Chest X-Ray (PA View, Digital)	7. Pulmonary Function Test (Spirometry)
8. Blood Typing (ABO & Rh)	8. Cardiac Risk Computation
9. Complete Blood Count	9. HIV 1 & 2 Screening
10. Syphilis Testing (TPHA/RPR)	10. Drug Screening (Meth & Cannabinoids)
11. Urinalysis	11. Ultrasound — Whole Abdomen
12. Stool Examination (Food Handlers only)	12. Psychological Assessment
	13. Pregnancy Test



NOTE

The Hepatitis A Screening Test (IgG Test) has been **discontinued** from the package based on updated medical guidance. All other test items and the USD 100.00 fee remain unchanged. Ship operators are encouraged to utilise this updated package for all upcoming Filipino crew sign-ons.



UK ETS NOW COVERS SHIPPING

MARITIME EMISSION TRADING SCHEME

1 JULY
2026

IN FORCE NOW
FOR DOMESTIC UK
MARITIME ACTIVITIES



APPLIES TO
SHIPS 5,000 GT
AND ABOVE



REPORT
GREENHOUSE GAS
EMISSIONS



MONITOR.
REPORT.
COMPLY



**A NEW STEP TOWARDS
SUSTAINABLE SHIPPING**

**MARINER'S
UPDATE**
COMPLIANCE WITH SIMPLICITY

The UK's Emissions Trading Scheme (UK ETS) officially expanded to the maritime sector on 1 July 2026, introducing mandatory greenhouse gas emissions reporting for ships of 5,000 GT and above operating on UK domestic voyages.

The regulations require operators to monitor and report CO₂, CH₄ and N₂O emissions, with offshore vessels joining the scheme from 1 January 2027. The new framework is another significant step towards maritime decarbonisation and places greater responsibility on shipowners and operators to strengthen emissions monitoring and compliance processes.

As the UK and EU continue developing separate emissions trading systems, operators trading across both jurisdictions will need to carefully manage their regulatory obligations.

MANDATORY UPDATE FOR ALL INDIAN SEAFARERS

DIRECTORATE GENERAL OF MARITIME ADMINISTRATION
Ministry of Ports, Shipping and Waterways,
Government of India

New

WELLNESS COURSE

★ **MANDATORY FOR ALL INDIAN SEAFARERS** ★

FREE OF COST

TO BE COMPLETED WITHIN A YEAR

EMOTIONAL WELLNESS
PHYSICAL WELLNESS
ENVIRONMENTAL WELLNESS
CLIMATIC WELLNESS
INTELLECTUAL WELLNESS
CULTURAL WELLNESS
SOCIAL WELLNESS
OCCUPATIONAL WELLNESS
ECONOMIC WELLNESS
SPIRITUAL WELLNESS

APPLICABLE TO ALL INDIAN CDC HOLDERS

DIRECTORATE GENERAL OF MARITIME ADMINISTRATION (DGMA)
<https://dgma.gov.in>

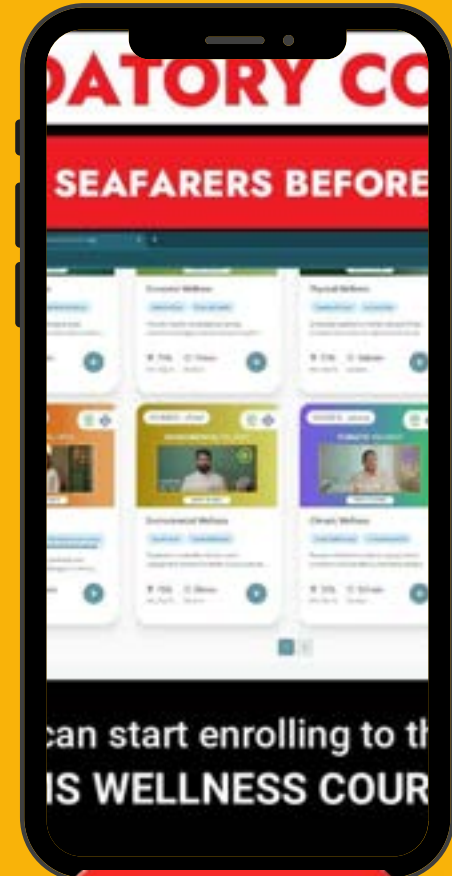
DIRECT SAGAR MEIN YOG (LMS-SMY) PORTAL
<https://sagarmeinyog.com/>

SCAN QR CODE

TO WATCH VIDEO ON COMPLETE REGISTRATION & COURSE COMPLETION PROCESS

ENROLL TODAY
FOR A HEALTHIER, HAPPIER & RESILIENT JOURNEY AT SEA!

MARINER'S UPDATE



WATCH VIDEO NOW

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



All Indian Seafarers holding a valid Indian CDC are required to complete the DG Shipping LMS-SMY (Sagar Mein Yog) Course within 1 year from the issuance of DGS Training Circular No. 33 of 2026.

PANAMA RETURNS TO THE PARIS MOU WHITE LIST



Panama has regained its place on the Paris MoU White List following sustained improvements in maritime safety, regulatory compliance, and fleet performance.

The achievement reflects stronger Flag State oversight, enhanced inspections, and better Port State Control results, reinforcing Panama's standing as one of the world's leading ship registries.

FOLLOW US FOR MORE MARITIME UPDATES



Panama has officially returned to the Paris MoU White List, reflecting significant improvements in the quality and performance of its merchant fleet.

The recognition follows sustained efforts to strengthen preventive inspections, improve Port State Control performance, enhance Flag State oversight, and tighten compliance with international maritime standards.

The Paris MoU White List is widely regarded as one of the shipping industry's leading indicators of flag State quality, making Panama's reinstatement an important achievement for its maritime administration and global ship registry.

A Panama-flagged VLCC, MT Kiku, was struck by an unidentified projectile on 27 June, becoming the second merchant vessel attacked in the Strait of Hormuz within three days.

All crew were safe, but the bridge was damaged. Following the incident, JMIC raised the maritime security threat level to Substantial and warned of continued risks to shipping.



RUSSIAN WARSHIPS INCREASE PRESENCE IN THE ENGLISH CHANNEL

ESCORTING SHADOW FLEET TANKERS AMID SANCTIONS CRACKDOWN



Russia has strengthened its naval presence in the English Channel by deploying the frigate **Admiral Grigorovich** to escort shadow fleet tankers carrying Russian oil and LNG exports. The deployment follows the UK's detention of the sanctioned tanker **Smyrtos**, underscoring Moscow's efforts to protect critical energy shipments.

Meanwhile, the **Royal Navy** continues round-the-clock surveillance of Russian naval movements as sanctions enforcement intensifies and **geopolitical tensions** remain high.



Russia has increased its naval presence in the English Channel, with the frigate RFS Admiral Grigorovich reportedly escorting sanctioned oil and LNG tankers linked to its shadow fleet.

The Royal Navy is closely monitoring the activity, highlighting rising geopolitical tensions and challenges in enforcing sanctions on Russian energy exports.

New maritime intelligence suggests the reported grounded container ship in the Strait of Hormuz may be ARISTA, which AIS data indicates has been aground near Hormuz Island since March 2026.

While the vessel's identity has not been officially confirmed, the incident has renewed attention on Iran's efforts to control vessel routing and transit through the strategic waterway, raising concerns for shipowners, operators, and insurers navigating the region.

NEW CLUES EMERGE IN HORMUZ SHIP GROUNDING



Maritime intelligence suggests the reported grounded vessel may be ARISTA, which AIS data indicates has remained aground since March 2026. The report comes as Iran strengthens control over transit routes through the Strait of Hormuz.

The incident highlights growing concerns over navigation rules, maritime security, and control of one of the world's busiest shipping corridors.

US TEMPORARILY EASES IRAN OIL SANCTIONS

OPPORTUNITIES OPEN, BUT COMPLIANCE RISKS REMAIN FOR GLOBAL SHIPPING

NEW OFAC LICENCE PROVIDES LIMITED RELIEF AS EU AND UK SANCTIONS CONTINUE



The United States has temporarily authorised certain Iranian petroleum transactions under General Licence X. However, EU and UK sanctions remain in force, creating complex compliance and insurance challenges for shipowners and operators.

Maritime stakeholders are urged to conduct thorough due diligence before engaging in Iranian oil trade.

The U.S. has temporarily eased certain sanctions on Iranian petroleum trade through OFAC General Licence X, allowing specified transactions involving Iranian crude oil and related maritime services.

However, compliance challenges remain, as EU and UK sanctions continue to impose restrictions. Shipowners, charterers, insurers, and operators must still conduct thorough due diligence, as permitted transactions in one jurisdiction may remain restricted in another.

Routine Work, Hidden Risks: Most Seafarer Injuries Happen During Everyday Tasks

The latest maritime safety analysis reveals an important industry insight.

Most injuries occur during routine, planned onboard work—not emergencies.

The findings remind us that safety isn't only about handling emergencies—it's about maintaining vigilance during everyday operations.

ROUTINE WORK, BIGGEST RISK

MOST SEAFARER INJURIES HAPPEN DURING EVERYDAY TASKS



- Most seafarer injuries occur during routine **onboard tasks**—not emergencies.
- Highest risk: First 3 months onboard (especially Month 1)
- Peak injury time: **0800–1000 hrs**
- Experience alone doesn't prevent accidents—**fatigue, workload and complacency remain major risk factors.**

\$125 BILLION IN SHIPS AND CARGO AWAIT SAFE PASSAGE FROM THE PERSIAN GULF



Around **1,150 cargo vessels** carrying an estimated \$125 billion in vessel and cargo value remain impacted by disruptions affecting the Persian Gulf.

The situation underscores the growing influence of geopolitical tensions on global shipping, supply chains, and crew safety, as operators place greater emphasis on resilience and **secure trade routes.**

Around 1,150 cargo vessels carrying an estimated \$125 billion in vessel and cargo value remain affected by disruptions in one of the world's most strategically important shipping regions.

The situation highlights how geopolitical tensions continue to reshape global shipping, prompting operators to prioritise resilience, crew safety, and supply chain security alongside operational efficiency.



IN PARTNERSHIP WITH

International Maritime
Pilots' Association

2026

PILOT TRANSFER STUDENT COMPETITION

SAFE TRANSFERS • SAFER SEAS • STRONGER FUTURE

MARINER'S
UPDATE

WIN
£500
WORTH OF
AMAZON VOUCHERS
(OR EQUIVALENT)



Pilot transfers are a critical part of maritime operations. If not carried out with care and diligence, they can lead to serious accidents – or even loss of life.

This competition, organised by The Nautical Institute in partnership with IMPA, challenges tomorrow's mariners to think beyond the rules and understand the reasons behind them.



THE CHALLENGE

Choose any **THREE** key safety rules from the IMPA poster 'Required Pilot Transfer Arrangements' and explain the rationale behind each.

For example:

- ✓ Why use a spreader?
- ✓ Why position it on the 5th step from the bottom?
- ✓ Why must each spreader be at least 180cm long?



WHO CAN ENTER?

Open to all maritime students and cadets undergoing initial maritime training.



HOW TO ENTER

Send your entry to:
member@nautinst.org

Include in your email:

- Full Name
- Email Address
- Telephone Number
- Name of your College, University or Cadetship Sponsor*

Submit your entry in one of the following formats:

- 1 Article (max 800 words)
- 2 Poster (in Word or PDF)
- 3 Short Video (mp4 format, max 4 minutes)

*The Nautical Institute will seek to verify this information prior to the awarding of a prize.



PRIZES



RUNNERS-UP

TWO RUNNERS-UP WILL EACH RECEIVE

£250

WORTH OF AMAZON VOUCHERS
(OR EQUIVALENT)



KEY DATES



DEADLINE FOR ENTRIES

31 AUGUST 2026



WINNERS ANNOUNCED

**THURSDAY
1 OCTOBER 2026**



Winners must provide a photograph and a few words on what it means to them to have won.



JUDGING PANEL

Winning entries will be selected by a panel of three senior members of the global maritime community, each with extensive experience in the area of pilot transfers.

Think safely.
Understand why it matters.
Be the future of safer seas.





WATCH VIDEO NOW



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.

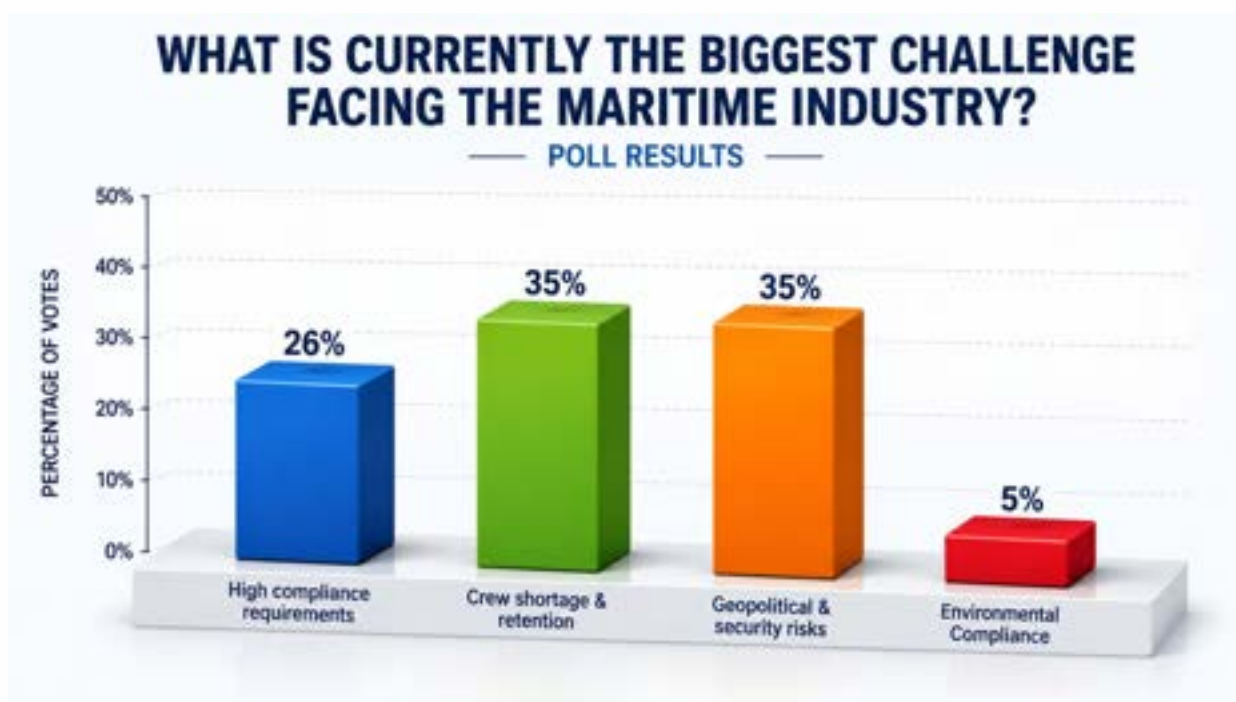


Click the link on the image or scan the QR code to watch the Weekly Maritime Safety Breaches video.

MARITIME POLL RESULT

THE BIGGEST CHALLENGE FACING THE MARITIME INDUSTRY? - POLL RESULTS

Respondents identified crew shortage & retention and geopolitical & security risks as the top maritime challenges (35% each), followed by high compliance requirements (26%). The results highlight that people and global uncertainty are currently the industry's biggest concerns.



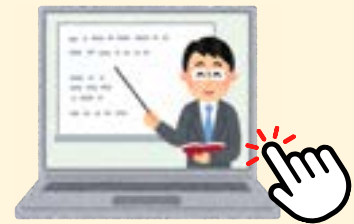
DREAMING OF A CAREER AT SEA? THIS IS FOR YOU!



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

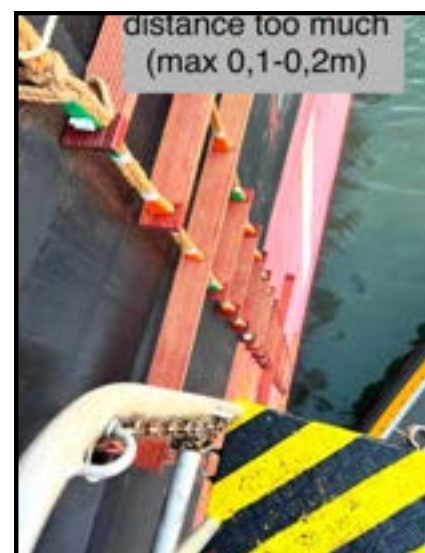
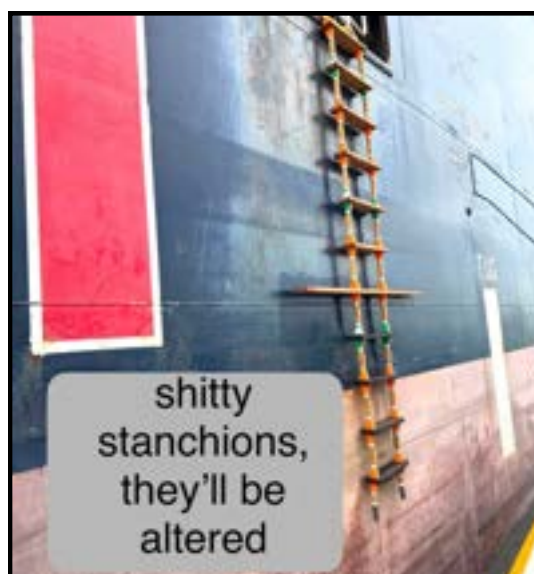
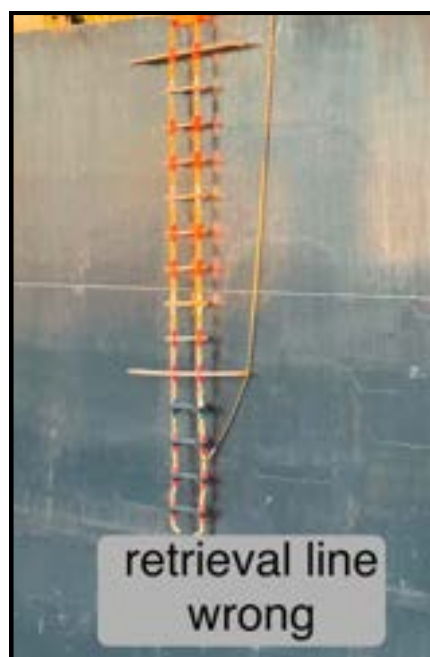
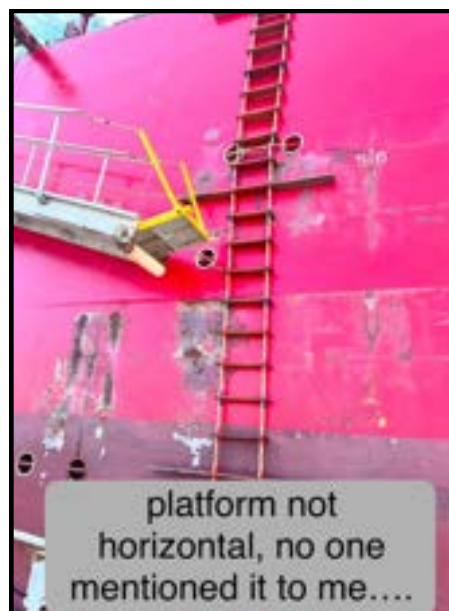
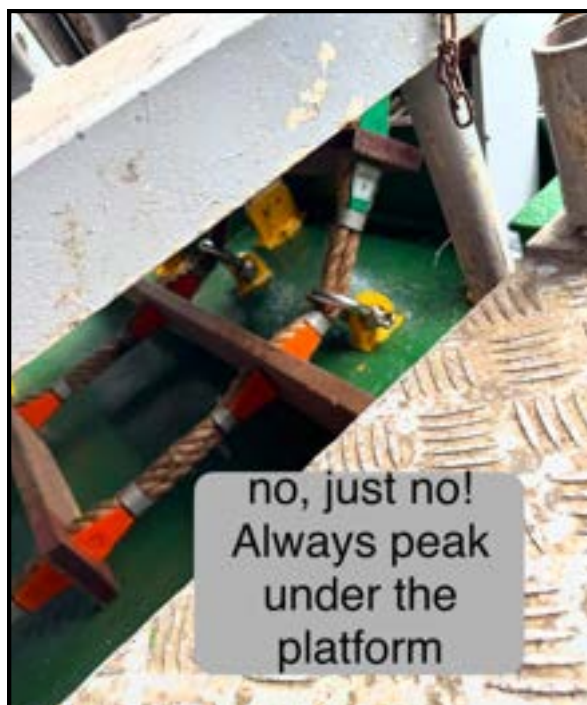
What you'll get:

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 PILOT LADDER COMPLIANCES



Pilot Ladder knowledge | Day 4

NEW IMO Requirements for Pilot Transfer Arrangements

GOAL:

Safe pilot transfer
in all conditions
of draught & trim

IMO has updated SOLAS Reg. V/23 and introduced new Performance Standards (MSC.572(110) & MSC.576(110)) to improve the safety, design, installation, inspection and operation of pilot transfer arrangements.

KEY POINTS

- ① New installations from 1 January 2028 must meet the new standards.
- ② From 1 January 2028, ALL arrangements (old or new) must be stowed, maintained, inspected and operated as per new rules.
- ③ SOLAS ships with arrangements installed before 1 Jan 2028: Design, installation & securing compliance to be verified at the first survey on or after 1 January 2029.
- ④ Non-SOLAS ships: Compliance verified at the first survey on or after 1 January 2030.

TIMELINE SUMMARY



WHAT CHANGES?



- Stricter requirements for design, construction, securing and installation.
- May require modifications to securing points, winch reels, handholds/stanchions, etc.
- All arrangements to be inspected, maintained, stowed and operated as per new standards.
- Plan approval recommended for major modifications or if compliance is unclear.

CERTIFICATES UPDATE



From 1 Jan 2028, Records of Equipment will include:

- Pilot ladder and manropes
- Spare pilot ladder and manropes
- Means of securing a pilot ladder at intermediate length

A Statement of Compliance can be used until revised certificates are issued (latest by first survey on/after 1 Jan 2029).

PREPARE EARLY – KEY ACTIONS

- | | |
|---|--|
| ☒ Review your current arrangements | ☒ Request plan approval if needed. |
| ☒ Identify gaps and plan modifications. | ☒ Schedule yard work early (may involve hot work). |
| | ☒ Keep documentation ready for survey. |



★ **TAKEAWAY:** Start your assessment now. Plan early. Stay compliant. Keep pilots safe!



SHIP DRAWINGS - AN OVERVIEW

SHIP KNOWLEDGE SIMPLIFIED - DAY 5

Content not
created by AI

Ship drawings are the language of ship design and operations. They show how a ship is arranged, its major dimensions, equipment and safety features. Several types of drawings are prepared for different purposes.



PRINCIPAL DIMENSIONS

Length o.a.	108.5 m
Length b.p.	102.4 m
Length rule	101.85 m
Breadth moulded	15.88 m
Depth moulded	7.7 m
Design draught	5.8 m
Scantling draught	5.931 m
Engine output	2880 kW
Max. displacement	7444 ton
Service speed	14 kts
C.P. Propeller	

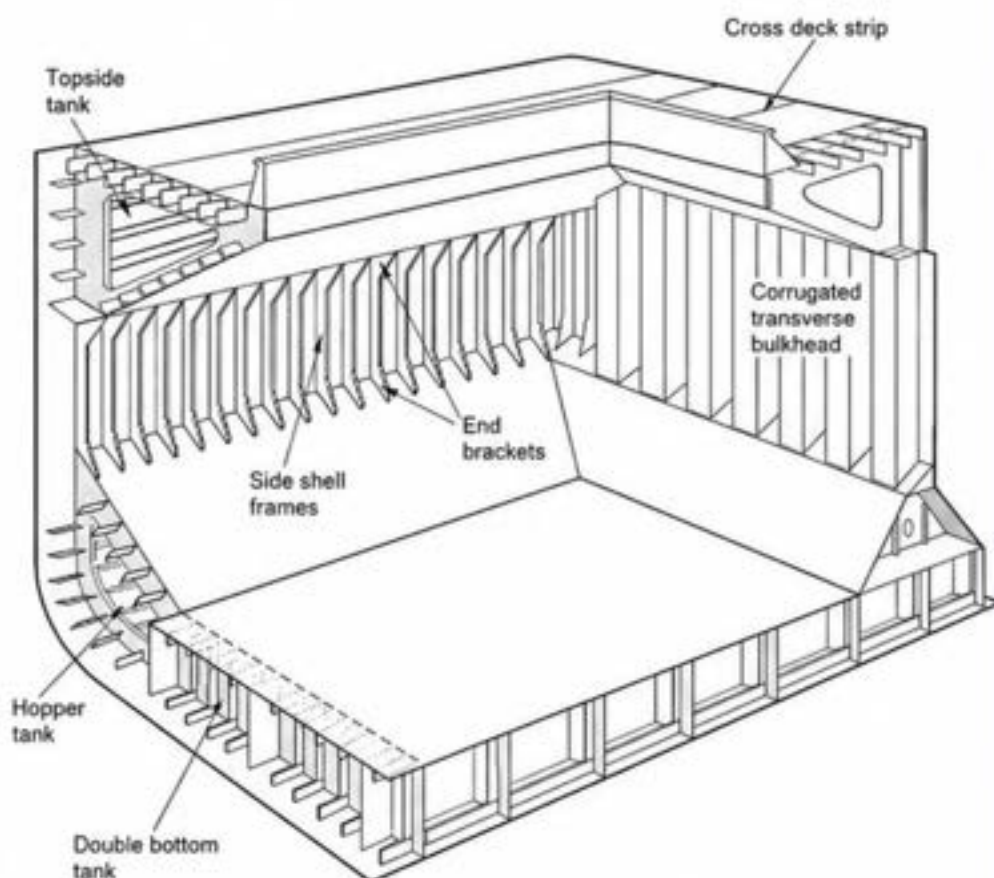
BALLAST DRAUGHT (ICE CONDITION)

Ballast departure (aft)	4.251 m
(fwd)	3.107 m
Ballast arrival (aft)	4.118 m
(fwd)	3.115 m

TANKTOP LOAD 15 t/m²

Stackload containers hold	
20 ft - 75 ton	
40 ft - 40 ton	
Stackload containers on hatches	
20 ft - 30 ton	
40 ft - 40 ton	
Line load	40 ft - 40 ton
Hatch load	2 ton/m ²

TANK STRUCTURE (TYPICAL SECTION)



1. GENERAL ARRANGEMENT PLAN

- Gives a complete picture of the ship's layout and arrangement.
- Shows side view, deck plans and cross sections.
- Indicates compartments, bulkheads, superstructures and major equipment.
- Includes principal dimensions and important particulars.
- Used for general understanding, planning and reference.

2. MIDSHIP SECTION

- A cross-section taken near the midship of the vessel.
- Shows the shape and structure of the hull.
- Provides important data such as:
 - principal dimensions
 - engine power & speed
 - classification
 - equipment numbers
 - maximum longitudinal bending moment

3. OTHER IMPORTANT PLANS



SAFETY PLAN

Shows all safety equipment and arrangements like lifeboats, life rafts, fire extinguishers, escape routes, etc.



DOCKING PLAN

Indicates where the ship should be supported by keel blocks during docking. Also shows tank sounding and plugging arrangements.



CAPACITY PLAN

Shows all tanks and holds with their volumes and centres of gravity. Used for stability calculations and deadweight scale.



KEY TAKEAWAY

Good understanding of ship drawings helps in safe operation, maintenance, loading, stability and compliance with rules.

WHY SHIP DRAWINGS MATTER?

- ✓ Help in safe navigation and operations
- ✓ Essential for planning, maintenance and repairs
- ✓ Required for surveys, approvals and compliance
- ✓ Foundation for training and professional knowledge



Content not
created by AI

From Master's Table - Day 5



SALVAGE AGREEMENT & SCOPIC

When a ship or cargo is in peril, quick decisions save lives, property and costs. Understand your agreement and protect the owners' interests.

I. SALVAGE AGREEMENT

A contract between the vessel (or its owners) and the salvors for services to save the ship, cargo or other property from peril.

KEY POINTS FOR MASTERS

- The Master can conclude a salvage agreement without prior authority when the property is in peril.
- The agreement must be in writing and signed by both parties as soon as practicable.
- Clearly state: parties, scope of services, place, time, compensation basis and any special terms.
- Do not admit liability.
- Act reasonably and keep Owners/P&I informed at the earliest.
- Keep all records of communication and actions taken.

II. TYPES OF SALVAGE AGREEMENTS

- LOF (Lloyd's Open Form) - Most common. No cure - no pay.
- LOF Special - For specific services.
- LSA (London Salvage Agreement) - Fixed sum / lump sum.
- LSA + LOF - Combination.
- Towage Agreement - Only towage, not salvage.

III. SCOPIC CLAUSE

(Standard Commercial Agreement for Salvage and Protection of Other Property)

A standard clause used in salvage agreements based on LOF, defining special terms and conditions.

MAIN ELEMENTS OF SCOPIC

1. Parties - Names of vessel and salvors.
2. Scope of Services - What the salvors will do (to save ship, cargo, crew, bunkers, etc.).
3. Place - Where services are to be rendered.
4. Compensation - Basis of payment. (LOF: "No cure - no pay")
5. Lloyd's Arbitration - Disputes settled in London (unless otherwise agreed).
6. No liability - Salvors not liable for loss or damage except for gross negligence or wilful misconduct.
7. Termination - Agreement ends on completion of services or as agreed.

MASTER'S ACTION CHECKLIST

- ✓ Assess the situation - Is the property in peril?
- ✓ Agree on type of salvage agreement.
- ✓ Ensure agreement is in writing and signed.
- ✓ Specify scope, place, time and compensation.
- ✓ Keep Owners/P&I informed immediately.
- ✓ Maintain detailed log, photos and records.
- ✓ Preserve all documents for future reference.

GOOD TO REMEMBER

A well-drafted agreement avoids disputes, ensures fair compensation and protects the interests of all parties.



Plan well, Agree clearly, Record carefully.
THAT IS THE MASTER'S BEST SALVAGE TOOL.



WEEKLY WEALTH PLAN FOR SAILORS

WEEK - 11

THE PROMOTION LIFESTYLE TRAP

More income. Bigger lifestyle.
Same bank balance.



A promotion should increase your **wealth**, not just your **lifestyle**.



BIGGER HOME



NEW CAR



BRAND NAMES



EXPENSIVE TRIPS



NEW GADGETS

THE PROMOTION LIFESTYLE TRAP

A 3rd Officer was promoted to 2nd Officer and received a salary increase of \$1,500 per month.

Excited by the promotion, he upgraded almost everything:

- Moved to a bigger house
- Bought a newer car
- Started buying premium brands
- Took more expensive vacations

His income increased...

But so did his expenses.

After 5 Years

- Higher salary
- Bigger lifestyle
- Very little additional savings
- Few investments
- Financial freedom still out of reach

SMART TIPS FOR SEAFARERS

Live on your previous salary for a few months after every promotion.

Invest a major portion of every salary increase.

Upgrade your investments before upgrading your lifestyle.

Set a wealth goal for every promotion.

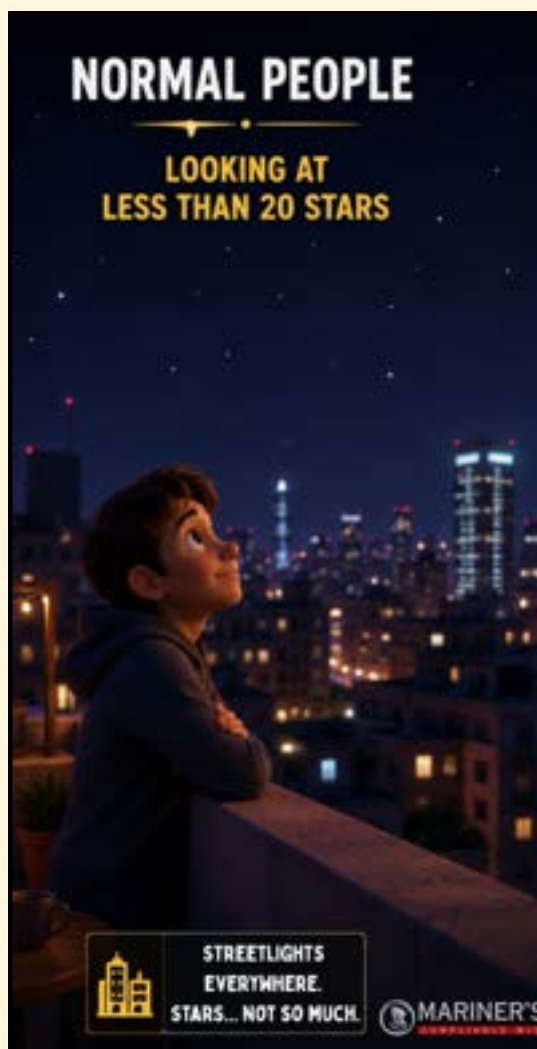
Let your income grow faster than your expenses.

THE REAL LESSON

Financial discipline determines whether it increases your wealth.

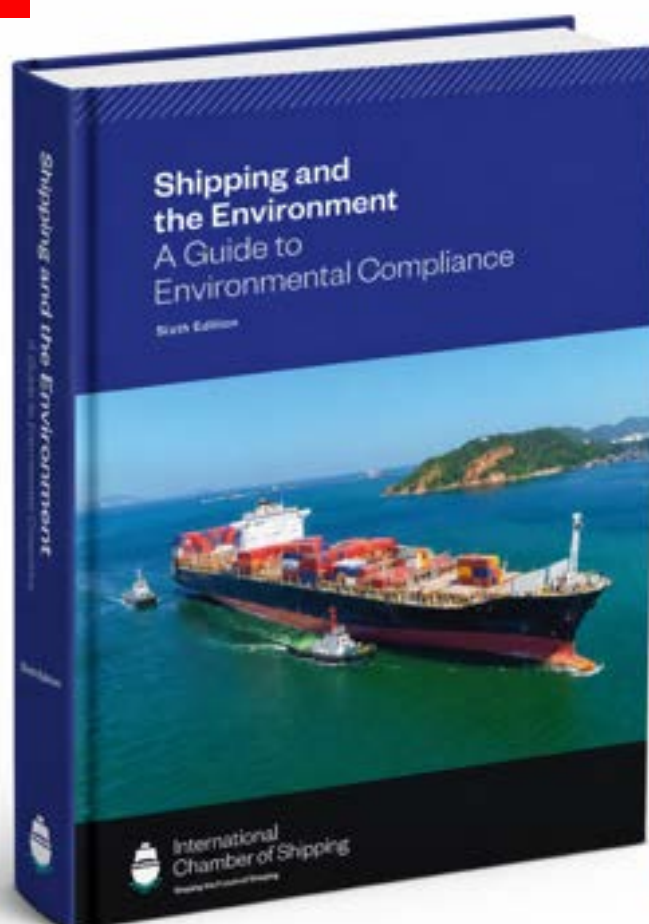
★
USE YOUR PROMOTION
TO BUILD WEALTH,
NOT JUST UPGRADE
YOUR LIFESTYLE.







NEW PUBLICATION





SPOT THE DIFFERENCE!

Can you find 10 differences between the two pictures?
Look closely and circle them all!



How to Participate:

1. Find the 10 differences.
2. Write the child's name, age and parent's name.
3. Email your answer
4. Mention **"Kids Challenge – Spot the Difference"** in the subject



Email us at :

mu@marinersupdate.com



Exciting Prizes
to be won every week!



Last date to submit : Sunday (12-07-2026) 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.

AUDITOR'S DIARY:

The BNWAS Key That Shouldn't Be There

Observation

During a routine bridge audit, the Bridge Navigational Watch Alarm System (BNWAS) was tested and found to be fully operational. The visual and audible alarms functioned correctly, and the system responded as designed.

However, → the control key was left permanently inserted in the BNWAS control panel, allowing unrestricted access to the operating controls.

Inspection Question → "Is the equipment working satisfactorily? & Are security means protected so that access to the controls is restricted to the Master only?"

What Does the Convention Say?

The requirement originates from SOLAS Chapter V, Regulation 19, which mandates the carriage of a Bridge Navigational Watch Alarm System (BNWAS) on applicable ships.

The detailed performance requirements are contained in IMO Resolution MSC.118(75) – BNWAS.

4.3 Security

The means of selecting the Operational Mode and the duration of the Dormant Period (TA) should be security protected so that access to these controls should be restricted to the Master only.

The intention is straightforward:

→ The BNWAS should not be capable of being disabled or altered by any person casually entering the bridge.

→ Only the Master, or a person specifically authorized under the vessel's procedures, should have control over the operational settings.

Leaving the key inserted defeats the very security feature that the manufacturer and the IMO intended.

① Why Is This Important?

Imagine the vessel is underway.

A watchkeeper finds the bridge alarms inoperative.

With the key already inserted, it takes only a few seconds to:

- Change the operating mode,
- Disable the BNWAS,
- Reset configuration,
- Or leave the system inoperative.

What Would a SIRE 2.0 or PSC Inspector Think?

An experienced inspector will usually perform three checks:

1. Is the BNWAS operational?
 2. Can the Officer of the Watch demonstrate its operation?
 3. Is access to the controls properly restricted?
- While this may not always be a detainable deficiency, it reflects poor bridge discipline and weak implementation of the vessel's Safety Management System (SMS).

★ Best Practice

- ☑ Test the BNWAS regularly as required by the SMS.
- ☑ After selecting the required operating mode, remove the key.
- ☑ Keep the key in the custody of the Master, or in a location controlled by the Master in accordance with company procedures.
- ☑ Include this simple check during bridge rounds and internal audits.
- ☑ Train bridge officers that the key is a security device – not merely a switch.



CONTENT NOT COVERED BY AI



Why This Matters

A vessel's Safety Management System exists to support the crew during both normal and emergency operations. Ideally, if the Digital SMS becomes unavailable during a blackout, the very procedures intended to guide the crew through an emergency become inaccessible at the time they are needed most.

Without a reliable backup power source or alternative means of access, these critical documents may not be immediately available during an emergency.

Regulatory Perspective

► SOLAS Chapter II-1 – Management for the Safe Operation of Ships

SOLAS Chapter IX, Regulation 3 makes compliance with the International Safety Management (ISM) Code mandatory for applicable ships. The objective of the ISM Code is to ensure safety at sea, prevention of human injury or loss of life, and avoidance of damage to the environment and property by establishing a documented Safety Management System that is available and effectively implemented onboard.

► ISM Code – Clause 8 (Emergency Preparedness)

The Company shall establish procedures to identify, describe and respond to potential emergency shipboard situations. Emergency procedures must be readily available whenever an emergency occurs. If the Digital SMS cannot be accessed following a blackout, the crew's ability to respond effectively may be significantly impaired.

► ISM Code – Clause 11 (Documentation)

The Company shall establish procedures to control all documents and data relevant to the Safety Management System and ensure that valid documentation is available at all relevant locations.

Where the vessel relies primarily on an electronic SMS, loss of electrical power without an alternative means of access may not fully satisfy the intent of maintaining documentation readily available when required.

► SOLAS Chapter II-1 – Regulations 42 & 43

SOLAS requires an emergency source of electronic power to supply equipment essential for the safety of the ship following failure of the main electrical supply. Although a Digital SMS workstation is not specifically listed as equipment required to be supplied from the emergency source of power, access to emergency procedures is fundamental to the effective implementation of the ISM Code during emergency situations.

Auditor's Recommendation:

Where a vessel operates primarily with an electronic Safety Management System, good industry practice is to:

- Provide a UPS or connect at least one designated SMS workstation (Bridge, ECR or Emergency Control Station) to the emergency source of power; or
- Maintain an up-to-date hard-copy Emergency Response Manual and contingency procedures that remain immediately accessible during a complete loss of electrical power.

AUDITOR DIARY:

WHEN SMS GOES DARK

Observation

During an audit, the vessel's Digital Safety Management System (SMS) terminal was found connected only to the vessel's main electrical supply. No emergency power backup (UPS or emergency switchboard supply) was provided.

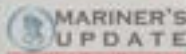
Consequently, in the event of a blackout or total loss of main power, the crew would be unable to access the vessel's SMS, including emergency response procedures, contingency plans, checklists, and other critical operational guidance.

Industry Best Practice

Under OCMF SIRE 2.0, inspectors increasingly evaluate not only the evidence of documented procedures but also whether the crew can effectively access and implement them during realistic emergency scenarios.

Typical Inspector Expectations include:

- ☐ Can emergency procedures be accessed immediately after a blackout?
- ☐ Is the electronic SMS available during emergency conditions?
- ☐ Is there a UPS or emergency-powered workstation?
- ☐ Are hard-copy contingency manuals available as a backup?
- ☐ Can crew demonstrate access without relying on the vessel's main power supply?



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

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



SHIP TO SHORE
JOB PORTAL

NEWSLETTER

Bridging Talent.
Connecting Seas to Shores.



MARITIME
CAREERS



SHORE SIDE
OPPORTUNITIES



CONNECTING
TALENT



GLOBAL
OPPORTUNITIES



Your trusted platform for
maritime and shore side career
opportunities.



OPPORTUNITIES | CONNECTIONS | GROWTH

SHORE JOBS

Jibe
Development
Services
DATA | INNOVITY | IMPACT

BUILD YOUR FUTURE ON SHORE!

Be part of a data-driven team powering smarter decisions in shipping.

DESIGNATION:
Marine Data Analyst
— 4th Engineer

PERMANENT SHORE JOB OPPORTUNITY

REQUIREMENTS:

- Permanent Shore Job for 4th Engineer looking to settle on shore
- Understanding and Experience of Spare extractions and Inventory Management
- 4th Engineer and above with intermediate to advanced excel skills

FOR COMPLETE DETAILS INCLUDING SALARY VISIT:
<https://www.wasailor.com/marine-jobs/shore-jobs/technical-management/marine-data-analyst/marine-data-analyst-job-in-jibe-development-services-a9054282>

CONTACT DETAILS:

WhatsApp: +91 7021307456
Email ID: Jobs@jibe.co.in

INSTRUCTIONS TO CANDIDATES:

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

YOUR EXPERIENCE. OUR DATA. BETTER SHIPPING.

A SHORE CAREER THAT MAKES A DIFFERENCE!

INDIAN REGISTER OF SHIPPING
Partners in Excellence. Trusted Globally.

WE ARE HIRING!

SURVEYOR

CHENNAI

ELIGIBILITY

- Chief Engineer-MEO Class I with a minimum of 60 months of overall sailing experience (this refers to total sailing experience and not only the period served as Chief Engineer).

ABOUT IRS
Indian Register of Shipping (IRS) is a leading classification society with a global presence, committed to promoting safety, sustainability and excellence in the maritime industry.

WHY JOIN IRS?

- BE A PART OF A LEGACY OF TRUST
- GLOBAL EXPOSURE & GROWTH
- PROFESSIONAL DEVELOPMENT
- MAKE AN IMPACT ON MARITIME SAFETY

CONTACT DETAILS
apurva.shah@irclass.org

For more information, write to us today!

SAFE SEAS. SUSTAINABLE FUTURE.



MOL (INDIA) PVT LTD

WE ARE HIRING!

Be part of a global leader in shipping.
Sail the future with MOL.



MARINE SUPERINTENDENT

LOCATION - MUMBAI

JOB REQUIREMENTS

- Most possess a valid Master Certificate of Competency.
- Minimum 2 years of sailing experience at management level (Deck) on ocean-going vessels.
- Experience on LNG vessels or completion of LNG SIGTTO operational/management course preferred.

WHY JOIN MOL?

- Work with a Global Leader in the Shipping Industry
- Safe, Sustainable & Innovative Environment
- Career Growth & Professional Development
- Inclusive Culture & Teamwork

CONTACT DETAILS:

pankaj.kumar@molgroup.com
ryota.hashimoto@molgroup.com

MOL - COMMITTED TO THE OCEAN. COMMITTED TO YOU.



ATLANTIS GROUP

GLOBAL REACH. SHARED VALUES. SUSTAINABLE FUTURE.



WE ARE HIRING!

JOIN OUR GROWING TEAM

Atlantis is hiring urgently for positions as listed below:



FOR NAVI MUMBAI LOCATION:



1. TECHNICAL SUPERINTENDENT

(Sailed as Chief Engineer on oil/ chemical tankers & 1 to 2 years shore job experience in the same role)



2. CREWING - RECRUITMENT EXECUTIVE (TOP 4 RANKS)

(2 - 3 years' experience in a ship management company)



FOR CHANDIGARH LOCATION:



1. ADMIN - ADMIN CUM DOCUMENT ASSISTANT

with good experience for at least 2 years.



2. CREWING - RECRUITMENT EXECUTIVE (FOR RATINGS)



3. QHSE ASSISTANT

(2 - 3 years experience in a ship management company)



4. TECHNICAL OFFICER

(2 - 3 years experience in a ship management company)

CONTACT DETAILS:



Mob: +91 9930108491 / 9372759275



E-mail: s.dewnani@aships.co.uk

SEA JOBS



SEAVIEW

SHIP MANAGEMENT PVT. LTD.

RPSL No.: MUM-162245



URGENT CREW REQUIREMENT



VESSEL TYPE
GENRAK CARGO
GRT: 8000 MT



VACANCIES:

- > OILER
- > COOK - 700-800\$



ELIGIBILITY:

- ✓ Pan wk. is mandatory
- ✓ PAN coc is mandatory
- ✓ Relevant rank experience is compulsory



INTERESTED CANDIDATES ARE REQUESTED TO
SEND THEIR **UPDATED CV** TO:



CONTACT:
7208695742



EMAIL:
seaviewcrew7@gmail.com



SAFE VOYAGE • STRONG TEAM • BRIGHT FUTURE



UNAONE SHIP MANAGEMENT PVT.LTD.

NAVIGATING EXCELLENCE, DELIVERING TRUST

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



URGENT OPENINGS

EXCITING CAREER OPPORTUNITIES ONBOARD



VLGC (GAS CARRIER)

- 1 Electrical Officer
- 2 Gas Engineer



SUEZMAX CRUDE TANKER

- 1 Chief Engineer
- 2 2nd Engineer
- 3 3rd Engineer
- 4 Electrical Officer

SEND YOUR CV / CONTACT US



9167731072



hr3@unaoneship.com



SAFE OPERATIONS
OUR PRIORITY



PROFESSIONAL
CREW MANAGEMENT



GLOBAL
OPPORTUNITIES



BUILDING CAREERS,
SAILING TOGETHER



YOUR VOYAGE. OUR COMMITMENT. SHARED SUCCESS.





WALLEM
SHIP MANAGEMENT
ESTD 1903

TOP URGENT REQUIREMENTS



WE HAVE THE FOLLOWING
IMMEDIATE OPENINGS

1

CO
(CHIEF OFFICER)

WITH DUAL FUEL EXPERIENCE



VESSEL TYPE:
CRUDE / OIL PRODUCT TANKER



JOINING: **10.07.2026**



MINIMUM EXPERIENCE:
12 MONTHS EXPERIENCE IN RANK REQUIRED



IMMEDIATE JOINING PREFERRED
QUALIFIED CANDIDATES ARE REQUESTED TO APPLY EARLY



CONTACT DETAILS:



Rama Chaudhary
Wallem Shipmanagement

Mobile No: **+91 9007078121**

Email: **rch@wallem.com**



SAFETY • QUALITY • PEOPLE
— OUR VALUES. YOUR TRUST. —

SAILING TOGETHER. DELIVERING EXCELLENCE.



**EDITH MARITIME
SERVICES PVT LTD**

— RPSL No: MUM: 162343 —

For

MR TANKER VESSEL

1 **2ND ENGINEER** **6500\$**
(PROMOTIONAL)

2 **3RD ENGINEER**
3500\$ TO 4000\$

3 **PUMPMAN**
1800\$ TO 2000\$

4 **BOSUN**
1600\$ with COP

5 **OILER** **x 3**

6 **AB** **x 3**



REQUIREMENTS

- ✓ Officer :
White COC Accepted
- ✓ Tanker Experience
must

JOINING FROM

DUBAI



Email:
cv@edithmaritime.com



WhatsApp / Call:
+91 7877484978



VESSEL TYPE
**28000 GRT
TANKER**



FLAG
PANAMA



JOINING
WITHIN 7 TO 10
DAYS



SAIL WITH US... GROW WITH US!



**SYNERGY
GROUP**

— YOUR PARTNER AT SEA —

WE ARE HIRING!



CHIEF OFFICER

FOR

OIL CHEM TANKER VSL



WITH
15-18 MONTHS
EXPERIENCE ATLEAST.



WHITE COC ONLY



RANK EXPERIENCE
MUST ON OIL CHEM TANKER



IMMEDIATE JOINING
PREFERRED



SAIL WITH SYNERGY

GROW | EXCEL | SUCCEED



INTERESTED CANDIDATES CONTACT



9560320515



preeti.t@synergymanning.com



**ATLANTAS
GROUP**

— ATLANTAS CREW MANAGEMENT! —

— RPSL MUM 441 —

For

**OIL PRODUCT
TANKER**



C/E

**MIN 12 MONTHS
EXPERIENCE**



WHITE COC ONLY



CONTACT:



+91 7710976888

EMAIL:



s.gunasundaram@aships.co.uk



ABB Ship Management Pvt Ltd
RPSL-MUM-295



WE ARE HIRING!

For
CHEMICAL / OIL PRODUCT TANKER*
(INDIAN COASTAL VESSEL)



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

Rank experience on similar vessel type is mandatory.

+91 8928776043 / 9029392442
manning1@abbshipmanagement.com

SAFE SHIPS • STRONG TEAMS • SUSTAINABLE FUTURE
SAFETY • QUALITY • RELIABILITY

RPSL NO. MUM-367
Valid from 05.08.2025 to 05.08.2030



AUSLAND SHIP MANAGEMENT SERVICES PVT LTD

URGENTLY REQUIRED

WE'RE HIRING! 3RD ENGINEER
for
TANKER FLEET
(OIL & CHEM TANKER)

RANK EXPERIENCE : MINIMUM 8-10 MONTHS
ON TANKER FLEET (OIL & CHEM TANKER) IS MANDATORY

WHITE COC ONLY

Ausland Ship Management is a reputed company with expanding Tanker fleet worldwide. We provide efficient services, as per industry salary, as well as continuous sailing on our principal vessels.

EXPERIENCE NEEDED ON TANKER FLEET

- Oil / Chem Tanker
- Aframax, VLCC, Crude Oil, LPG Tanker
- Matrix should complete - sailings of minimum two contracts in particular rank, (INDIAN - NATIONALITY ONLY)

BENEFITS

- Salary as per industry
- Early Promotional Prospects
- Permanent Employment

WOULD REQUEST TO ENROLL FOR ABOVE REQUIREMENTS BEING THE VALUABLE AND HARD-WORKING SEAFARER. THANKING YOU AND AWAITING YOUR FAVOURABLE REPLY.

Contact No. (For Top Ranks)
+91 8828429798
+91 8928776043 / 9029392442

Available candidates may send their updated resume on
EMAIL ID
sourcing@auslandmanagement.com

(WE DO NOT HAVE ANY AGENTS, HERICE, ONLY CONTACT ON NUMBER GIVEN IN THE ADD AND NO NEED TO COME THROUGH ANY 3RD PARTY, WE DIRECTLY CONSIDER RECRUITMENT ON PROFESSIONAL BASIS)



WE ARE HIRING!

FOR
PURE OIL / CHEMICAL VESSEL



- MASTER
- CHIEF ENGINEER (C/E)
- THIRD OFFICER (3/O)

REQUIREMENT

Candidates must have relevant Pure Oil/Chem Tanker experience in rank

REPUTED COMPANY WITH GLOBAL PRESENCE
COMPETITIVE SALARY & BENEFITS
CAREER GROWTH OPPORTUNITIES
SAFE WORKPLACE & PROFESSIONAL CULTURE

SEND YOUR CV TODAY!
BE PART OF OUR TEAM AND SAIL TOWARDS A BETTER FUTURE

suraj.johnson@apollomaritimegroup.com
+91 86556 43356 / +91 93263 82514
www.apollomaritimegroup.com

SCAN TO VISIT OUR WEBSITE



EDITH MARITIME SERVICES PVT. LTD.

SHIP & CREW MANAGEMENT

RPSL No.:
MUM: 162343

WE ARE HIRING!



- CHIEF OFFICER** USD 8,000-8,500
- 2ND ENGINEER (PROMOTIONAL)** USD 6,500
- 3RD ENGINEER** USD 3,500-4,000

WHITE COC ACCEPTED **MR TANKER EXPERIENCE MANDATORY**

28,000 GRT **PANAMA FLAG**

JOINING FROM DUBAI (WITHIN 7-10 DAYS)

SEND YOUR CV TO
cv@edithmaritime.com

CONTACT US
+91 78774 84978

SAFE SHIPS | STRONG CREWS | RELIABLE PARTNER



Blackhull
MARITIME SERVICES PRIVATE LIMITED

**WE ARE
HIRING!**

For
CRUDE OIL TANKER

GRT - 43000



AB

With Indian COP

1200 USD



PUMPMAN

1800 USD



FITTER

1400 USD



NOTE :- RANK EXPERIENCE COMPULSORY
ON SIMILAR TYPE OF VESSEL



7977387353 / 8976840351



info@blackhullmaritime.com



Blackhull Maritime Services Pvt Ltd



*Sailing Together,
Growing Stronger*

RPS LICENSE NO: **MUM - 486**



SAFE SHIPS
BRIGHT FUTURE



USM
NAVIGATING EXCELLENCE

**ULTRA SHIP
MANAGEMENT PVT LTD**
RPSL-MUM-162372



**WE ARE
HIRING!**

For **OIL / CHEMICAL TANKER**
(MR SIZE)



NATIONALITY:
INDIAN ONLY



POSITION:
2ND OFFICER



REQUIRED CERTIFICATES:
ADV OIL & ADV CHEM
CERTIFICATES WITH ENDORSEMENTS



MINIMUM SEA TIME:
12-15+ MONTHS
ON OIL/CHEMICAL TANKERS



AGE:
25-36 YEARS



SALARY:
USD 3,000-4,000

WHITE COC ONLY



INTERESTED CANDIDATES MAY CONTACT



+91 90826 68812



crewing@ultraships.com



GLOBAL
OPPORTUNITIES



SAFETY
FIRST



PROFESSIONAL
ENVIRONMENT



CAREER
GROWTH

SAILING TOWARDS A BETTER FUTURE TOGETHER



SYNERGY GROUP

CONNECTING TALENT, POWERING MARITIME EXCELLENCE

**WE ARE
HIRING!**

EXCELLENT OPPORTUNITIES FOR
EXPERIENCED MARITIME PROFESSIONALS



CHIEF & 2ND ENGINEERS

With

GEARED BULK &
MC - ME ENGINE

US VISA



ETO WITH COC

GEARED BULK &
ME ENGINE

US VISA



CHIEF ENGINEERS

With

MINIMUM OF 30M OF EXP
ON VLGC WITH MOTOR EXP

US VISA



SEND YOUR UPDATED CV TO
sakshi.b@synergymanning.com



CONTACT US
9566083164



Synergy Maritime
Mumbai Office



SEVEN ISLANDS

SEVEN ISLANDS SHIPPING LIMITED

**WE ARE
HIRING!**

JOIN OUR GROWING TEAM



CO, CE, 2E

with at least one contract
rank experience



ETO

with 3 years experience



FOR
M R OIL TANKER
(INDIAN COAST)

REQUIREMENTS



Indian CoC and
certificates are compulsory.



Pan card Aadhar card
must be linked.



LCHS Oil and BTM
within 5 years for
the Deck Officers.



We offer excellent working environment, timely reliefs
and growth opportunities at sea.

CONTACT US



9892097820



dilippandit@sishipping.com



SEVEN ISLANDS SHIPPING LIMITED
Navigating Together, Delivering Excellence.





MW
MARITIME

SAFE SEAS | STRONG FUTURES

WE ARE HIRING!

JOIN OUR GROWING FLEET



1 VESSEL TYPE: LPG



CHIEF ENGINEER

• Rank experience on LPG vessels



2 VESSEL TYPE: BULK CARRIER



4TH ENGINEER



ETO (ELECTRO-TECHNICAL OFFICER)



MINIMUM
12 MONTHS
RANK EXPERIENCE



EXPERIENCE ON
SIMILAR VESSEL
TYPES PREFERRED



ATTRACTIVE SALARY
& GOOD GROWTH
OPPORTUNITIES

SEND YOUR CV TO



applications@mw-maritime.com



+91 9810409814



+91 9953892345



SAFETY
FIRST



ONE TEAM
ONE GOAL



GLOBAL
STANDARDS



BUILDING CAREERS
AT SEA

SAILING TO EXCELLENCE TOGETHER



**OCEAN FORTUNE
MARINE PVT LTD**

RPSL: MUM-162140



WE ARE HIRING!

JOIN OUR GROWING TEAM



FOR CONTAINER VESSEL



ETO



2ND ENGINEER
WITH SULZER ENGINE EXP



3RD OFFICER



Minimum 12 months
experience in rank
and vessel experience



Age limit:
50 years



Indian, UK,
Singapore, New Zealand
CDC accepted



SEND YOUR CV TO

crewing@oceanfortunemarine.com



+91 92055 56778

+91 88006 82656

+91 92055 56779

+91 70843 15149



SAFE OPERATIONS
OUR PRIORITY



PROFESSIONAL
WORK ENVIRONMENT



GROW WITH
A REPUTED COMPANY



GLOBAL OPPORTUNITIES
BEYOND BOUNDARIES

SAILING TOGETHER TOWARDS A SUCCESSFUL FUTURE



Blackhull
MARITIME SERVICES PRIVATE LIMITED

SAFETY • RELIABILITY • EXCELLENCE

WE ARE HIRING!

JOIN OUR GROWING TEAM

FOR
CRUDE OIL TANKER
GRT - 42000



AB 1200 USD



PUMPMAN 1700 USD



FITTER 1400 USD

NOTE :- Must have rank exp. on similar type of vessel

SEND YOUR CV / CONTACT US



8976840351



info@blackhullmaritime.com

Blackhull Maritime Services Pvt Ltd
RPS License No: MUM - 486



SAFE OPERATIONS
OUR PRIORITY



PROFESSIONAL
CREW MANAGEMENT



GLOBAL STANDARDS
LOCAL COMMITMENT



SAILING TOWARDS
A BETTER FUTURE



AWAKEN YOUR SPIRIT. SAIL WITH BLACKHULL.



STM SHIP MANAGEMENT PVT. LTD.



RPSL No: MUM 162160

SAFETY • RELIABILITY • PERFORMANCE



WE ARE HIRING!

JOIN OUR GROWING TEAM

FOR

AFRAMAX / VLCC



PUMPMAN
2000 - 2400 USD



2-3 CONTRACT RANK EXPERIENCE
MUST ON SHIP TYPE



JOIN A REPUTED
FLEET



SAFE WORK
ENVIRONMENT



PROFESSIONAL
WORK CULTURE



GLOBAL CAREER
OPPORTUNITIES

APPLY NOW



+91 9056925394



Jobs@stmships.in



JOIN OUR WHATSAPP CHANNEL

<https://whatsapp.com/channel/0029VaAFUnSLY6dFgVb53i00>

STM SHIP MANAGEMENT PVT. LTD. NAVIGATING CAREERS. DELIVERING EXCELLENCE.



CAMPBELL SHIPPING PVT. LTD.

Delivering Excellence. Navigating Careers.

RPSL NO.: MUM-094583

**WE ARE
HIRING!**

JOIN OUR PROFESSIONAL TEAM

FOR CRUISE VESSEL

POSITIONS AVAILABLE

- ★ STAFF CAPTAIN
- ★ CHIEF OFFICER SAFETY
- ★ 1ST OFFICER
- ★ 2ND OFFICER
- ★ STAFF CHIEF ENGINEER
- ★ 1ST ENGINEER
- ★ 2ND ENGINEER
- ★ HOTEL ENGINEER
- ★ CHIEF ELECTRICIAN
- ★ ELECTRONIC ENGINEER
- ★ AMOS CONTROLLER

CRUISE VESSEL
EXPERIENCE
MUST BE REQUIRED
FOR ALL POSITIONS.

WHITE
COC ONLY

USA
VISA &
SCHENGEN
VISA WILL BE
AN ADVANTAGE

SEND YOUR CV TO

+91 8657449866

seajobs@campbellshipping.com

manning@campbellshipping.com

GLOBAL OPPORTUNITIES | PROFESSIONAL WORK ENVIRONMENT | CAREER GROWTH | SAFETY FIRST | SAILING TOWARDS SUCCESS



GREETINGS FROM
NAZ MARITIME

(RPSL/MUM/130)

YOUR TRUSTED PARTNER IN MARINE EXCELLENCE



WE ARE HIRING

EXPERIENCED &
COMPETENT ENGINE OFFICERS
JOIN OUR DYNAMIC TEAM



BULK CARRIER

- 1 Chief Engineer (CE)
- 2 Second Engineer (2E)
- 3 Third Engineer (3E)
- 4 Electro-Technical Officer (ETO)



CONTAINER VESSEL

- 1 Chief Engineer (CE)
- 2 Third Engineer (3E)
- 3 Fourth Engineer (4E)
- 4 Electro-Technical Officer (ETO)



**RO-RO /
CONTAINER VESSEL**

- 1 Chief Engineer (CE)
- 2 Second Engineer (2E)
- 3 Electro-Technical Officer (ETO)



PCTC

- 1 Second Engineer (2E)
- 2 Third Engineer (3E)
- 3 Electro-Technical Officer (ETO)



GENERAL CARGO / HEAVY LIFT

- 1 Second Engineer (2E)



ATLEAST 2-3 CONTRACT
RANK EXPERIENCE
MUST ON SHIP TYPE



WHITE
COC ONLY



SAFE WORKING
ENVIRONMENT
GROW WITH US



SEND YOUR CV TO

+91 74000 95116



EMAIL YOUR CV TO

sourcing@nazmaritime.com



INTEGRITY
WE DO WHAT
IS RIGHT



TEAMWORK
TOGETHER
WE SUCCEED



SAFETY
OUR PRIORITY
ALWAYS



GLOBAL REACH
LOCAL CARE
WORLDWIDE



**WE ARE
HIRING!**

JOIN OUR GROWING TEAM

FOR
FPSO
AT INDIAN COASTAL



1) BOSUN

With
TANKER VESSEL EXPERIENCE

GRT ABOVE 40,000



REQUIREMENTS



VALID DOCUMENTS
AND CERTIFICATES



RELEVANT RANK
EXPERIENCE
COMPULSORY



GOOD COMMAND
OF ENGLISH

SEND YOUR CV TO



crew@admiralmarine.com



No. Mr. Narsimhan : +91-9840926215

Ms. Rose Mary : +91-7358166444

ADMIRAL MARINE

Steering Careers. Delivering Excellence.



**FLEET
MANAGEMENT
LIMITED**

RPSL NO: MUM-286

WE ARE

HIRING!

JOIN OUR PROFESSIONAL TEAM



FOR **LPG / VLGC**



THIRD ENGINEER



**GAS ENGINEER
WITH COC**

REQUIREMENTS



RANK EXPERIENCE
MUST ON SHIP TYPE



WHITE COC
ONLY



SAIL WITH SAFETY
GROW WITH US



8657010138



sunvidhi.poojari@fleetship.com



SAFE FLEET
SAFE CAREERS



PROFESSIONAL
ENVIRONMENT



GROWTH
OPPORTUNITIES



GLOBAL
PRESENCE



STEERING EXCELLENCE. DELIVERING TRUST.



WE ARE HIRING!

JOIN OUR PROFESSIONAL TEAM

2/E (SECOND
ENGINEER)

FOR
**CONTAINER
VESSEL**

WHY JOIN NORSEMAN?

- REPUTED & GROWING
SHIP MANAGEMENT COMPANY
- MODERN FLEET &
GLOBAL OPERATIONS
- PROFESSIONAL WORK
ENVIRONMENT
- CAREER GROWTH &
DEVELOPMENT OPPORTUNITIES

SEND YOUR CV TO:

paramjeet.a@norsemanshipservices.com

+91 7065553842
+91 8076907828

NORSEMAN SHIP SERVICES INDIA PVT. LTD.
MR. PARAMJEET AHIRWAR



BE A PART OF OUR VOYAGE
TOWARDS EXCELLENCE!



COLUMBIA AURUS
SHIP MANAGEMENT
PVT. LTD.

SAFETY • RELIABILITY • EXCELLENCE
AT SEA AND BEYOND

WE ARE HIRING!

2E FOR
BULK
US VISA MUST



2-3 CONTRACT RANK
EXPERIENCE
MUST ON SHIP TYPE



WHITE COC
ONLY



JOIN A TEAM THAT
VALUES SAFETY,
INTEGRITY & PERFORMANCE

WHY JOIN US?

- Well maintained fleet
- Timely salary & benefit
- Career growth opportunities
- Professional work environment
- Global exposure



SEND YOUR CV TO:
thahaseen@columbiaaurus.com



CONTACT:
9363586494



NAVIGATING TRUST. DELIVERING EXCELLENCE.



**FLEET
MANAGEMENT LTD.**
Safe Seas. Efficient Operations.

RPSL NO:
MUM-286

WE ARE HIRING!



FOR VLCC

- THIRD ENGINEER
- FOURTH ENGINEER



FOR OIL / CHEMICAL TANKER

- THIRD ENGINEER
- FOURTH ENGINEER



10-12 MONTH
RANK EXPERIENCE
MUST ON SHIP TYPE



WHITE COC
ONLY



EXPERIENCE ON
SAME TYPE OF VESSEL
IS MUST



SAFE CAREERS.
STRONG FUTURE.

CONTACT US

8657010138

sunvidhi.poojari@fleetship.com

MANAGED TODAY, NAVIGATING TOMORROW



SEAVIEW

SHIP MANAGEMENT PVT. LTD.

RPSL No.: MUM-162245



Vessel Type:
TANKER



GRT:
20,000 MT

VACANCIES:



ABLE SEAMAN
1400\$ - 1600\$



OILER
1400\$ - 1600\$



ELIGIBILITY:

- Indian COP is mandatory
- Relevant rank experience
is compulsory



INTERESTED CANDIDATES ARE REQUESTED
TO SEND THEIR **UPDATED CV** TO:



CONTACT:
7977957212



EMAIL:
seaviewcrew7@gmail.com



SAFE VOYAGE
OUR PRIORITY



EXPERIENCED TEAM
RELIABLE SUPPORT



COMMITTED TO
SAFETY & QUALITY



TOGETHER TOWARDS
SUCCESS

SAILING TOGETHER TOWARDS A BETTER TOMORROW

URGENT CREW REQUIREMENT TANKER VESSEL





URGENT REQUIREMENT LPG TANKER

GT: 3,494 | Joining Port: **LIBYA** | Take Over: **WITHIN 2 WEEKS**

OPEN POSITIONS & SALARY (USD)

	MASTER	USD 6,500 - 7,000
	CHIEF OFFICER (C/O)	USD 4,000 - 4,500
	3RD ENGINEER (3/E)	USD 2,000 - 2,500
	4TH ENGINEER (4/E)	USD 1,500 - 1,800



REQUIREMENTS

- LPG Tanker experience mandatory
- Fitter must have LPG vessel experience
- Valid Gas Endorsement/DCE (where applicable)
- All valid COC, COP, STCW, and necessary documents required

**KINDLY PROPOSE
SUITABLE CANDIDATES
URGENTLY.**



MARINA MARITIME
RPSL/MUM/456

marinamaritime102@gmail.com
info@marinamaritime.in

90764 22155 | 7738506155 | 82865 57178 | 99305 25135

SAFE OPERATIONS OUR PRIORITY | EXPERIENCED TEAM YOU CAN TRUST | COMMITMENT TO SAFETY & QUALITY | TOGETHER TOWARDS EXCELLENCE



ABB
SHIP MANAGEMENT PVT LTD

RPSL-MUM-295



**WE ARE
HIRING!**

FOR CHEMICAL / OIL PRODUCT TANKER

2ND. 3RD. OFFICER

With

6-12 MONTH RANK EXPERIENCE

WHITE COC ONLY

ENGINE FITTER

With

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



**SAFETY
QUALITY
RELIABILITY**

+91 8928776043
+91 9029392442

manning1@
abbshipmanagement.com

SAFE OPERATIONS OUR PRIORITY | EXPERIENCED TEAM AT YOUR SERVICE | STRONG PARTNERSHIP BETTER FUTURE | NAVIGATING TOWARDS EXCELLENCE



Solaris Marine
services private limited

**SAILING TOWARDS
EXCELLENCE
DELIVERING TRUST**

RPSL No. 162355

**WE ARE
HIRING!**

JOIN OUR PROFESSIONAL TEAM



CHIEF OFFICER

For

PANAMAX BULK CARRIER

EXPERIENCE:
Rank and Panamax
experience is Mandatory

COC:
Only White COC holders

SAFETY • QUALITY • RELIABILITY

CONTACT
Ms. Fiza
+91 8976869758

EMAIL
Crewing@solarismarine.in

WHY JOIN US?

PROFESSIONAL ENVIRONMENT
Work with experienced professionals and global exposure.

GROWTH & DEVELOPMENT
Continuous learning and career growth opportunities.

SAFE OPERATIONS OUR PRIORITY
Committed to the highest standards of safety and compliance.

GLOBAL OPPORTUNITIES
Sail across the world with a reputed shipping company.

YOUR VOYAGE. OUR COMMITMENT. SHARED SUCCESS.

SOLARIS MARINE SERVICES PVT. LTD.
305, Tower A, Central Plaza, Sector-17, Vashi, Navi Mumbai - 400703, India



KEYLINE
MARITIME SERVICES PVT LTD

YOUR PARTNER IN SAFE VOYAGE

RPSL-MUM-384

**WE ARE
HIRING!**

JOIN OUR TEAM



CONTAINER

1 2ND ENGINEER

**2 BOSUN
WITH COP**



**JOINING
WITHIN 2 DAYS**

Minimum
12 Months
in Rank on
Similar Vessel

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

JOIN A
PROFESSIONAL
TEAM &
GROW WITH US

manningall@keylines.co.in

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

KEYLINE MARITIME SERVICES PVT LTD

SAFE SHIPPING OUR PRIORITY | COMMITTED TO EXCELLENCE | TRANSPARENT & RELIABLE | GLOBAL OPPORTUNITIES



COLUMBIA AURUS
SHIP MANAGEMENT
MUM 373



WE ARE HIRING
JOIN OUR WINNING TEAM

BULK CARRIER
WITH USA VISA

4TH ENGINEER
WITH 12 MONTHS
ON BULK CARRIER

ETO
WITH 24 MONTHS
AS ETO

WHITE COC ONLY

SAFE OPERATIONS | STRONG TEAM | GLOBAL OPPORTUNITIES | GROW WITH US

INTERESTED CANDIDATES CONTACT

 amba@columbiaurus.com |
  8961621032

SAILING TOWARDS EXCELLENCE



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

URGENT OPENING
JOIN OUR GROWING TEAM

ON VLCC

- ELECTRICAL OFFICER**
(COC NOT REQUIRED)
- 3RD ENGINEER**

ON SUEZMAX CRUDE TANKER

- CHIEF ENGINEER**
- 2ND ENGINEER**

SAFETY IS OUR PRIORITY | EXCELLENT WORK ENVIRONMENT | GROWTH & CAREER DEVELOPMENT | GLOBAL OPPORTUNITIES

CONTACT **9167731072** | EMAIL hr3@unaoneship.com

WE NAVIGATE TALENT. WE DELIVER EXCELLENCE.



BERNHARD SCHULTE
SHIP MANAGEMENT

WE ARE HIRING!

2ND ENGINEER
3RD ENGINEER

FOR BULK CARRIER

REQUIREMENT

10-12 MONTHS RANK EXPERIENCE
MUST ON SHIP TYPE

GAS ENGINEER
(WHITE COC)

FOR LNG - XDF

REQUIREMENT

12 MONTHS RANK EXPERIENCE
MUST ON LNG-XDF

95556 46402 | pramod.kumar@bs-shipmanagement.com

SAFE OPERATIONS OUR PRIORITY | EXPERIENCED TEAM ONBOARD | GLOBAL PRESENCE LOCAL SUPPORT | GROW WITH BSM BUILD YOUR CAREER

SAILING TOGETHER TOWARDS EXCELLENCE



ADMIRAL MARINE
ADMIRAL MARINE SERVICES
RPSL CHN/022

WE'RE HIRING!
JOIN OUR GROWING TEAM

1) 2E FOR PASSENGER VESSEL (FG COC)

★ **PROMOTIONAL** CANDIDATE ALSO ACCEPTED
(Should have 6 months experience after obtaining CLASS II COC)

ROUTE: **KOCHI - LAKSHADWEEP ISLANDS**

SALARY: **INR**

WHY JOIN US?

- REPUTED SHIPPING COMPANY
- EXCELLENT WORK ENVIRONMENT
- GROWTH & DEVELOPMENT OPPORTUNITIES
- TIMELY SALARY & PROFESSIONAL SUPPORT

+91 91508 19555 | cochin@admiralmarine.com

SAIL WITH CONFIDENCE. GROW WITH ADMIRAL MARINE.



**NAZ
MARITIME**
— YOUR PARTNER IN SAFE VOYAGES —

**WE ARE
HIRING!**
MULTIPLE ENGINEERING POSITIONS
Join Our Growing Team



FOR BULK CARRIER

- 1 Chief Engineer (CE)
- 2 Second Engineer (2E)
- 3 Third Engineer (3E)
- 4 Electro-Technical Officer (ETO)



FOR CONTAINER VESSEL

- 1 Chief Engineer (CE)
- 2 Third Engineer (3E)
- 3 Fourth Engineer (4E)
- 4 Electro-Technical Officer (ETO)



FOR RO-RO / CONTAINER VESSEL

- 1 Chief Engineer (CE)
- 2 Second Engineer (2E)
- 3 Electro-Technical Officer (ETO)



FOR PCTC

- 1 Second Engineer (2E)
- 2 Third Engineer (3E)
- 3 Electro-Technical Officer (ETO)



FOR GENERAL CARGO / HEAVY LIFT

- 1 Second Engineer (2E)



ATLEAST
2-3
CONTRACT RANK
EXPERIENCE
MUST ON SHIP TYPE



WHITE
COC
ONLY



SAFE CAREERS
RELIABLE EMPLOYMENT
GLOBAL OPPORTUNITIES

+91 74000 95116

sourcing@nazmaritime.com

SAILING TOWARDS EXCELLENCE TOGETHER



**URGENT
REQUIREMENT**

FOR
20,000 GRT
GENERAL CARGO SHIP



MASTER

USD 9,000 - 10,000



Candidates must have
SAME TYPE OF VESSEL EXPERIENCE.



Indian / UK / Panama / Singapore
COC acceptable.



APPLY NOW:
ssharma@cascadesm.com



WHATSAPP:
+91 95016 27835

CASCADE MARITIME PVT. LTD.

"A commitment to excellence."



RPSL No:
MUM: 162343

EDITH MARITIME SERVICES PVT LTD
SHIP & CREW MANAGEMENT

FOR **MR TANKER VESSEL**

- 1 **2ND ENGINEER** 6500 USD
PROMOTIONAL can apply
- 2 **3RD ENGINEER** 3500\$ TO 4000\$
- 3 **PUMPMAN** 1800\$ TO 2000\$
- 4 **BOSUN WITH COP** 1600\$



**FOR 28000
GRT TANKER**
FLAG : PANAMA

JOINING :
WITHIN 7 DAYS



OFFICER :
WHITE COC ACCEPTED
& TANKER EXPERIENCE
MUST



JOINING FROM
DUBAI , UAE

cv@edithmaritime.com

+91 7208364335



SAFE
OPERATIONS



PROFESSIONAL
TEAM



TRUST
& RELIABILITY

SAILING TOGETHER • GROWING TOGETHER • SUCCEEDING TOGETHER



ABB
Ship Management
Pvt Ltd

RPSL-MUM-295

JOIN A TEAM
THAT NAVIGATES
EXCELLENCE



SAFETY | QUALITY
RELIABILITY

**WE ARE
HIRING!**

OIL PRODUCT TANKER



AB 
WITH COP



Minimum rank experience
on similar vessel type is
mandatory.



MODERN
FLEET



PROFESSIONAL
ENVIRONMENT



TIMELY
RELIEF



SAFE &
COMPLIANT



+91 8928776043
+91 9029392442



manning1@abbshipmanagement.com



SAILING TOWARDS A BETTER TOMORROW



WE ARE HIRING!

Admiral Marine Services
RPSL CHN/022

FOR
GAS TANKER VESSEL
(5000 GRT)

- 1 **MASTER**
- 2 **CHIEF OFFICER**
- 3 **CHIEF / 2ND ENGINEER**
- 4 **ETO**



LPG
EXPERIENCE
CANDIDATES
ONLY

**ALL COC
ACCEPTABLE**

**JOIN OUR TEAM &
SAIL TOWARDS EXCELLENCE**

**Mr NARASIMHAN
9840926215**

crew@admiralmarine.com

SAFE VOYAGES • STRONG PARTNERSHIPS • SUCCESS TOGETHER



RPSL-MUM-162021 | DOB-Aug-2024 | DOE 09-Aug-2029

WE HAVE AN **URGENT** OPENING FOR **3RD OFFICER** ON BULK CARRIERS

- Rank Experience On **BULK CARRIERS** is Mandatory
- Foreign Going Vessels
- High-Speed Internet Onboard
- Timely Relief
- Online Joining Process – No office visit required
- Immediate Joining

JOIN
IMMEDIATELY!

SAIL WITH US
BUILD YOUR FUTURE

If you are available and interested, kindly share your latest resume. Also, please refer suitable candidates for the same.

Best Regards,
HARPREET
Jr. Sourcing Executive

harpreet@oceanoneshipmanagement.com

+91 9115909195

OCEAN ONE SHIP MANAGEMENT



ANGLO-EASTERN

RPSL-MUM-088

JOIN A LEADING
GLOBAL MARITIME
COMPANY

One Team. One Standard.

WE ARE HIRING!

BULK



CONTAINER



CHEM



4TH ASSISTANT ENGINEER (4AE)

FOR
BULK

• 4th Assistant Engineer (4AE)

FOR
CONTAINER

• 4th Assistant Engineer (4AE)

FOR
CHEM

• 4th Assistant Engineer (4AE)

TASCO / CHMECO / U.S. VISA

REQUIREMENTS

CLASS 4 COC REQUIRED

U.S. VISA

AGE LIMIT 25 – 26 YEARS

GOOD ENGLISH COMMUNICATION

APPLY NOW

9967825402 | **thomasna@angloeastern.com**

WE CARE.

WE SHARE.

WE DELIVER.



GMOS WORLD

Global Marine | Ocean Solutions

GMOS World (Singapore)
RPSL No: MUM 162376

Connecting Talent.
Powering Global Fleet.

WE ARE HIRING!

JOIN OUR GLOBAL TEAM

LNG VESSEL

1. Chief Engineer
2. Second Engineer

VESSEL TYPE:
BULK CARRIER

1. Master
2. Chief Engineer
3. Chief Officer
4. 2nd Engineer
5. ETO

FOR LPG SHIP

1. Master
2. Chief Engineer
3. Chief Officer
4. 2nd Engineer



LNG
Vessel




12 MONTH RANK EXPERIENCE MUST ON SHIP TYPE

WHITE COC ONLY

ATTRACTIVE SALARY & BENEFITS

GLOBAL EXPOSURE & GROWTH OPPORTUNITIES

APPLY NOW

crewing@gmos.world | **+91 7008346763**

SAIL WITH US. GROW WITH US.



ALL MARINE EXPERTS

We kindly welcome you to write your expertise in our weekly magazine.



ALL SAILING SEAFARERS

The sea has taught you valuable lessons, created unforgettable memories, and shaped the person you are today.

Your story could inspire, educate, and help fellow seafarers around the world.



WRITE TO US

mu@marinersupdate.com



WHATSAPP

+91 7200 163695



TOGETHER, LET'S BUILD A STRONGER MARITIME COMMUNITY

FINAL THOUGHTS

**IN MARITIME OPERATIONS, SMALL ACTIONS
OFTEN MAKE THE BIGGEST DIFFERENCE.**

**A COMMITMENT TO SAFETY, COMPLIANCE,
AND CONTINUOUS IMPROVEMENT PROTECTS
LIVES, VESSELS, AND THE ENVIRONMENT.**

**THANK YOU FOR JOINING US THIS WEEK.
STAY AWARE, STAY PREPARED, AND
CONTINUE LEARNING.**

**UNTIL OUR NEXT EDITION, FAIR WINDS AND
FOLLOWING SEAS.**