

MARINER'S UPDATE

voice of seafarer

VOYAGE : 16

11 AUG 2026

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HORMUZ STANDOFF DEEPENS

U.S. CLAIMS CONTROL.
IRAN DENIES TALKS.
SHIPPING RISKS RISE.



The **U.S. and Iran** have issued conflicting claims over control of the Strait of Hormuz, while **Tehran denies** any negotiation with Washington. Commercial transit remains suspended with **multiple explosions** and attacks near the waterway raised fresh security concerns. With LNG carriers damaged and **merchant vessels reporting new incidents**, risks to one

CHINA LAUNCHES ITS LARGEST ALL-ELECTRIC DEEP-SEA CABLE- LAYING VESSEL



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RUSSIA EXPANDS ATTACKS ON UKRAINIAN PO



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EDITOR'S NOTE

WELCOME TO THE **16TH** EDITION



Dear Mariners,

As geopolitical tensions continue to reshape global shipping, this week's edition focuses on the latest developments affecting maritime security, energy trade, and seafarer safety.

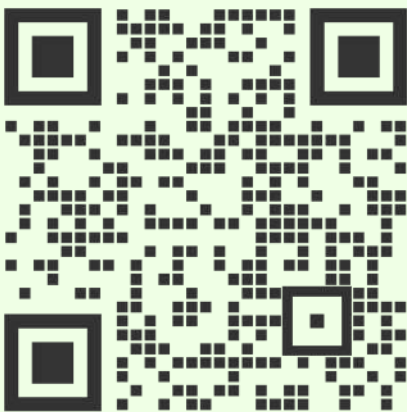
We look at renewed uncertainty around Strait of Hormuz shipping, rising oil prices, and potential restrictions, sanctions, and insurance challenges that could further complicate regional trade. We also cover the latest Houthi attacks on Saudi-linked shipping, the sinking of the Indian cargo vessel Faize Noore Oliya, and the continuing risks to safe navigation in the Red Sea and Gulf of Aden.

The issue also highlights India's emergency response to the Hormuz crisis, including the evacuation planning for vessels carrying critical cargo, round-the-clock monitoring, and the repatriation of thousands of stranded seafarers.

As uncertainty persists across key maritime chokepoints, vigilance, preparedness, and informed decision-making remain essential.

Stay informed, stay compliant and stay safe.

*Editor
Mariners Update*



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Discover this week's PSC Observation of the Week (PSC FOCUS – WK : 25) featuring real Port State Control inspection findings that highlight common deficiencies identified onboard ships. Every deficiency identified during an inspection tells a story—not just of a non-conformity, but of an opportunity to improve safety, strengthen operational standards, and prevent future deficiencies that could lead to costly delays or vessel detention.

In this week's edition, we have compiled a collection of real Port State Control (PSC) deficiency photographs captured during actual inspections. These examples highlight some of the most frequently observed deficiencies across various shipboard areas, offering a practical understanding of what PSC officers look for during inspections.

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





Effective ballast water management is more than a regulatory requirement—it's a key inspection focus under SIRE 2.0. Inspectors will verify that the Master, deck officers and engineer officers are familiar with the vessel's Ballast Water Management Plan (BWMP), that ballast operations are carried out in accordance with the approved procedures, and that the Ballast Water Record Book is accurately maintained. They will also assess the crew's understanding of their responsibilities, review ballast exchange records, and verify compliance with any Flag or Port State conditions.

This week's newsletter highlights the common grounds for negative observations, the essential documents and records inspectors expect to see, practical inspection checkpoints, and the importance of maintaining a fully functional Ballast Water Treatment System without unauthorized bypasses. Being prepared with the right knowledge, documentation and operational compliance can make the difference between a successful inspection and 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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RISQ Inspection Focus

Two Checks, One Standard of Readiness

SEC 2.8 & 2.9

MARINER'S UPDATE
COMPLIANCE WITH SIMPLICITY

Questions Covered:

2.8 – Have officers and ratings responsible for cargo handling on ships carrying dangerous and hazardous substances in packaged form, undergone formal training?

2.9 – Has an SMS policy and procedure been established to enforce the STCW Convention and Code requirements for the purpose of preventing drug and alcohol abuse?

Handling dangerous cargo safely starts long before it's loaded onboard. Officers and ratings responsible for packaged dangerous and hazardous cargo need proper, structured training, not knowledge picked up on the job.

Sobriety and fitness for duty matter just as much. A strong drug and alcohol policy under the SMS sets clear expectations for the entire crew, aligned with STCW requirements, covering everything from pre-employment checks to unannounced random testing at least once a year.





RIGHTSHIP INSPECTION

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



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CAPTAIN'S WEATHER DESK – WK 11

PRECIPITATION

UNDERSTANDING DIFFERENT FORMS OF WATER FROM THE ATMOSPHERE



RAIN / DRIZZLE



SNOW / SLEET



HAIL



FROST & RIME



SEA SPRAY ICING

 MARINER'S UPDATE
COMPARING WEATHER FORECASTS

Understanding precipitation is essential for every mariner, as different forms of precipitation can significantly influence visibility, deck conditions, vessel stability, machinery, and overall safety at sea. From rain and drizzle to snow and hail, precipitation develops through different atmospheric processes and can provide important clues about changing weather conditions. Frost and sea spray icing, although not precipitation in the strictest sense, are also important cold-weather phenomena that can create serious operational challenges for vessels.

In this week's Captain's Weather Desk, we simplify the science behind the formation of different types of precipitation and explain how they can affect marine operations. The notes cover the key characteristics of rain, drizzle, snow, hail, frost, and sea spray icing, while highlighting their practical significance for navigation, visibility, deck safety, vessel stability, and voyage planning.

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





NEWSLETTER

CAPTAIN'S WEATHER DESK

"Forecasts and insights for those who live by the sea."
Because weather decides everything

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SEALEAD SHIPPING MOVES TOWARD LIQUIDATION AFTER US SANCTIONS

SEALEAD SHIPPING MOVES TOWARD LIQUIDATION AFTER US SANCTIONS

FROM TOP 13 TO A FALL

ONCE

13TH

LARGEST
CARRIER

NOW JUST

53

SHIPS

4

SHIPS



SeaLead Shipping is moving into liquidation after sweeping US sanctions disrupted its global operations. Once the 13th-largest container carrier, SeaLead operated 53 vessels and 200,000+ TEU. Its fleet has now fallen to **just 4 vessels**, with its **ranking dropping to around 80th**. OFAC sanctions, legal action and Middle East trade disruptions have brought the carrier's rapid expansion to a dramatic end. From global growth story to **liquidation in just over a year**.

SeaLead Shipping, once the 13th-largest container carrier in the world, is reportedly moving into liquidation following sweeping US sanctions.

The Singapore-headquartered carrier had more than 200,000 TEU across 53 vessels just over a year ago. By late July 2026, its fleet had fallen to only four vessels, with its global ranking dropping to around 80th.

The major blow came on 14 July, when the US Treasury's OFAC designated SeaLead and related entities in Dubai, the Marshall Islands and India over alleged links to the shipping network of Mohammad Hossein Shamkhani. Three SeaLead-linked vessels — Paya Lebar, Shenton Way and Tanjong Pagar 1 — were also blocked.

UK EXPANDS RUSSIA SHIPPING SANCTIONS: LNG CARRIER AND FIVE OIL TANKERS TARGETED

UK SANCTIONS HIT RUSSIA-LINKED SHIPPING NETWORK



The UK has targeted **six vessels in its latest Russia sanctions package**, including LNG carrier Arctic Express and five oil tankers. A Mumbai-based ship management company, **Frion Ship Management LLP**, has also been designated over its alleged connection to the vessel's transfer into Russian ownership. The targeted ships face restrictions including **UK port entry, detention, chartering, operation and maritime services**.

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The UK has widened its latest Russia sanctions package with a strong maritime focus, targeting six vessels and a Mumbai-based ship management company allegedly linked to Russian energy exports. At the centre of the action is Arctic Express (IMO 9333591), an LNG carrier that the UK says has transported Russian-origin LNG to third countries. The vessel is associated with SMP Tech Management LLP.

The UK has also designated Frion Ship Management LLP, based in Mumbai, alleging that the company supported the vessel's transfer into Russian ownership and control. The company now faces asset-freeze, trust-services, director-disqualification and transport-related restrictions.

China has launched Blue Sea Navigator, its largest self-propelled all-electric deep-sea cable-laying vessel, in Jiangsu province. At 139.8 m long, 38 m wide and 35,000 tonnes displacement, the vessel can carry up to 16,000 tonnes of cable and operate at depths of up to 3,000 metres. Equipped with DP-2 dynamic positioning and an advanced dual-reel cable-laying system, it can handle both conventional AC submarine cables and next-generation flexible DC cables.

CHINA LAUNCHES ITS LARGEST ALL-ELECTRIC DEEP-SEA CABLE-LAYING VESSEL



China has launched **Blue Sea Navigator**, its largest all-electric deep-sea cable-laying vessel. The **139.8-metre vessel** can carry **16,000 tonnes** of cable and operate at depths up to **3,000 metres**. With **DP-2 positioning** and **advanced dual-reel technology**, it is built for offshore wind farms and submarine power cables. A major step toward **greener deep-sea infrastructure**.

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HORMUZ REOPENING STILL UNCERTAIN

OIL PRICES RISE AS NEW CONDITIONS PROPOSED



Oil prices rose again as uncertainty grows over the future of shipping through the Strait of Hormuz. Iran is considering restrictions on vessels deemed hostile, with proposed penalties reaching up to **20% of cargo value**. Transit fees of **5-7%** are reportedly being sought by Iran, while sanctions and insurance restrictions could complicate any agreement. With around **one-fifth of global oil and LNG** normally passing through Hormuz, the maritime and energy markets remain on edge.

Oil prices rose as uncertainty returns over Strait of Hormuz shipping.

Brent climbed 1.03% to \$83.34, while WTI rose 0.67% to \$77.81. Iran is considering restrictions on vessels deemed hostile, with proposed fines of up to 20% of cargo value and transit fees of 5-7%.

Sanctions and insurance restrictions could further complicate any reopening, while regional security tensions remain elevated.

Seafarer Missing After Projectile Hits Bulker in Strait of Hormuz. A Liberian-flagged bulk carrier has been struck by an unknown projectile in the Strait of Hormuz, causing a complete blackout, an onboard fire, and leaving one crew member missing. The incident follows two separate attacks involving commercial tankers just a day earlier, highlighting the growing security risks for merchant shipping in one of the world's most strategic waterways.



PROJECTILE STRIKE LEAVES SEAFARER MISSING IN STRAIT OF HORMUZ

MARINER'S UPDATE
QUICK SEA NEWS

A **Liberian-flagged bulk carrier** was struck by an unknown projectile northeast of Oman, causing an engine room blackout and an accommodation fire. **One crew member remains missing** as emergency response efforts continue. The incident follows **two separate attacks on tankers just one day earlier**, raising fresh concerns over maritime security in the Strait of Hormuz.

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RED SEA TENSIONS ESCALATE

HOUTHIS TARGET MORE TANKERS



Houthis claim a missile strike on **Saudi tanker Wafa**, describing it as the **eighth Saudi oil tanker targeted since late July**. Meanwhile, UKMTO confirmed that Indian cargo vessel **Faize Noore Oliya** was attacked by an uncrewed surface vessel before sinking off Yemen. All crew members were rescued safely, but the incidents highlight the rapidly worsening security situation across the **Red Sea and Gulf of Aden**.

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Houthis have claimed another missile attack on Saudi oil tanker Wafa, calling it the eighth Saudi tanker targeted since late July, while UKMTO has reported a separate explosion near a tanker in the Gulf of Aden.

The agency also confirmed that the Indian cargo vessel Faize Noore Oliya was struck by an uncrewed surface vessel before sinking off Yemen. India has strongly condemned the attack on its vessel and called for the immediate restoration of safe navigation through international waters.

Russia's state-owned Fesco and Turkish operator Kalyon have suspended all services to Russia's Black Sea ports after a series of drone attacks targeted merchant vessels, including incidents involving Yanina, LDR Yasar, and Nadezhda, where three crewmembers were seriously injured.

The suspension is expected to disrupt Russia's East Asian imports, increase reliance on rail and Baltic routes.

BLACK SEA SHIPPING DISRUPTED

FESCO & KALYON SUSPEND RUSSIA PORT SERVICES

DRONE ATTACKS | CREW SAFETY CONCERNS | TRADE IMPACT GROWS



Escalating drone attacks have forced Fesco and Kalyon to halt all voyages to Russia's **Black Sea ports**. The move follows multiple attacks on merchant vessels, including one that seriously injured three seafarers. The **suspension is expected to disrupt Russian imports**, impact grain and oil exports, and further intensify safety concerns for commercial **shipping across the Black Sea**.

INDIA STEPS UP MARITIME RESPONSE IN STRAIT OF HORMUZ

25 INDIA-BOUND SHIPS UNDER WATCH



India is monitoring **25 India-bound ships** operating in the Strait of Hormuz as regional tensions continue to escalate. Authorities are preparing the evacuation of **13 vessels**, including ships carrying **critical fertiliser and energy cargo**. More than **4,000 Indian** seafarers have already been safely repatriated, while DG Shipping remains on **24/7 emergency** watch to coordinate rescue efforts and protect crews navigating one of the world's highest-risk maritime corridors.

India has stepped up its maritime emergency response as geopolitical tensions continue to disrupt shipping in the Strait of Hormuz. With 25 India-bound vessels currently operating in high-risk waters, authorities are preparing the evacuation of 13 ships carrying critical fertiliser and energy cargo while ensuring the safety of Indian seafarers. The government has also repatriated over 4,000 stranded seafarers, activated round-the-clock emergency monitoring, and urged all vessels to exercise extreme caution while transiting the region.

Oil has begun leaking from the stranded tanker **Caroline Bezengi** off the coast of Oman, threatening fragile marine ecosystems, endangered wildlife, and one of the region's most important sea turtle nesting coastlines.

With the vessel rapidly deteriorating under monsoon conditions and salvage operations yet to begin, environmental concerns continue to grow.

CAROLINE BEZENGI OIL LEAK RAISES ALARM

OMAN'S TURTLE COAST UNDER THREAT



A major environmental emergency is unfolding off Oman after the grounded tanker **Caroline Bezengi** began leaking crude oil into protected waters. The spill threatens endangered sea turtles, rare **Arabian Sea humpback whales**, and fragile marine habitats. With the vessel continuing to deteriorate under severe monsoon conditions and **salvage operations still pending**, concerns are growing over a **larger ecological disaster**.



RUSSIA EXPANDS ATTACKS ON UKRAINIAN PORTS



Russian attacks on **Ukraine's civilian shipping** have intensified, with **commercial vessels, tugboats and port infrastructure** increasingly coming under fire. Authorities report repeated strikes on previously damaged ships, while attacks have expanded from **Odesa to Danube ports**. More than **35 vessels** were reportedly attacked in ports during July alone, raising serious concerns over maritime safety, global trade and confidence among **international shipowners**.

Russia has intensified attacks on civilian ships and port infrastructure across Ukraine, raising fresh concerns over the safety of commercial shipping in the Black Sea. Ukrainian authorities report repeated strikes on damaged vessels, expanding attacks from Odesa to Danube ports, and a growing effort to intimidate international shipowners and disrupt maritime trade. With dozens of vessels and port facilities already affected, the security outlook for regional shipping continues to deteriorate.



An Indian-flagged cargo vessel **Faize Noore Oliya** has sunk after a suspected bomb-boat attack near Yemen's Hodeidah coast, further highlighting the deteriorating security situation in the Red Sea. All 14 crew members were rescued, including 13 Indian nationals, while Indian authorities have initiated coordinated efforts to ensure their safety. Maritime intelligence indicates the attack occurred around 13 nautical miles south of Hodeidah, with no group yet claiming responsibility.

INDIAN CARGO VESSEL SUNK IN ATTACK

BOMB-BOAT STRIKE OFF YEMEN COAST



An Indian-flagged cargo vessel **Faize Noore Oliya** sank after a suspected bomb-boat attack near **Yemen's Hodeidah** coast on 4 August. All **14 crew members**, including 13 Indian nationals, were rescued safely. The incident highlights the worsening security risks facing commercial vessels in the **Red Sea** as **regional tensions** continue to threaten global shipping.

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HORMUZ STANDOFF DEEPENS

**U.S. CLAIMS CONTROL.
IRAN DENIES TALKS.
SHIPPING RISKS RISE.**



The **U.S. and Iran** have issued conflicting claims over control of the Strait of Hormuz, while **Tehran denies** any negotiations with Washington. Commercial transit remains suspended as **multiple explosions** and attacks near the waterway raise fresh security concerns. With LNG carriers damaged and **merchant vessels reporting new incidents**, risks to one of the world's busiest energy corridors continue to increase.

Hormuz tensions continue to escalate as the United States and Iran issue conflicting claims over control of one of the world's most important shipping routes. With Iran denying negotiations, commercial transit remaining suspended, and multiple security incidents involving LNG carriers and merchant vessels, uncertainty for global shipping continues to grow.

IRANIAN MISSILE STRIKE ON DYNACOM TANKERS



MARINER'S UPDATE

COMPLIANCE WITH SIMPLICITY

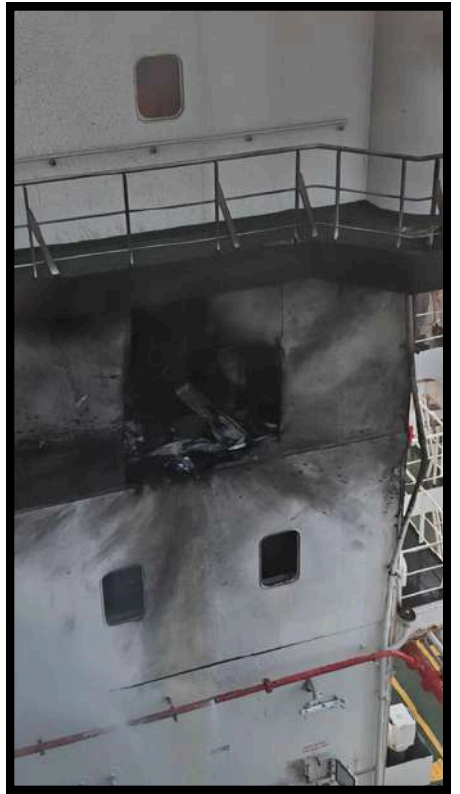
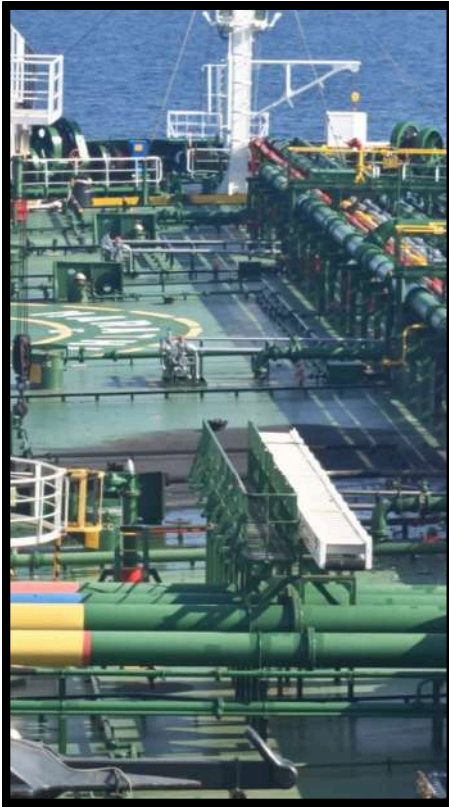
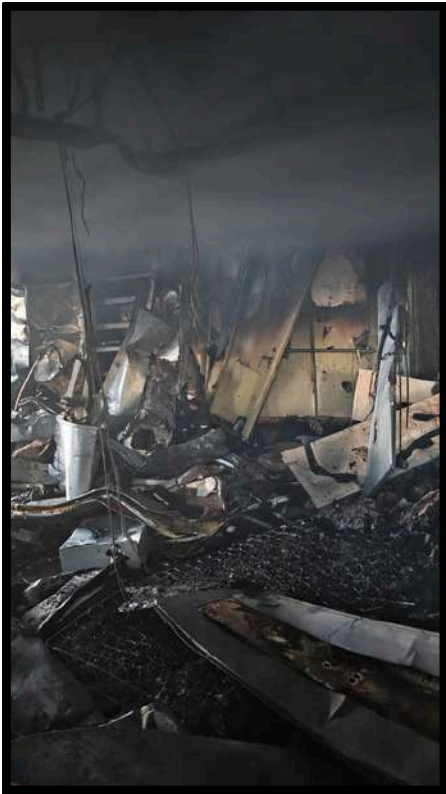
IRANIAN MISSILE STRIKE ON DYNACOM TANKERS

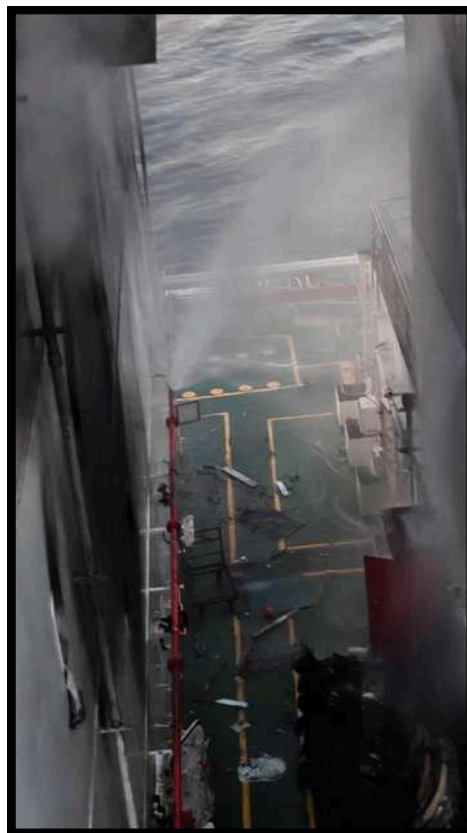
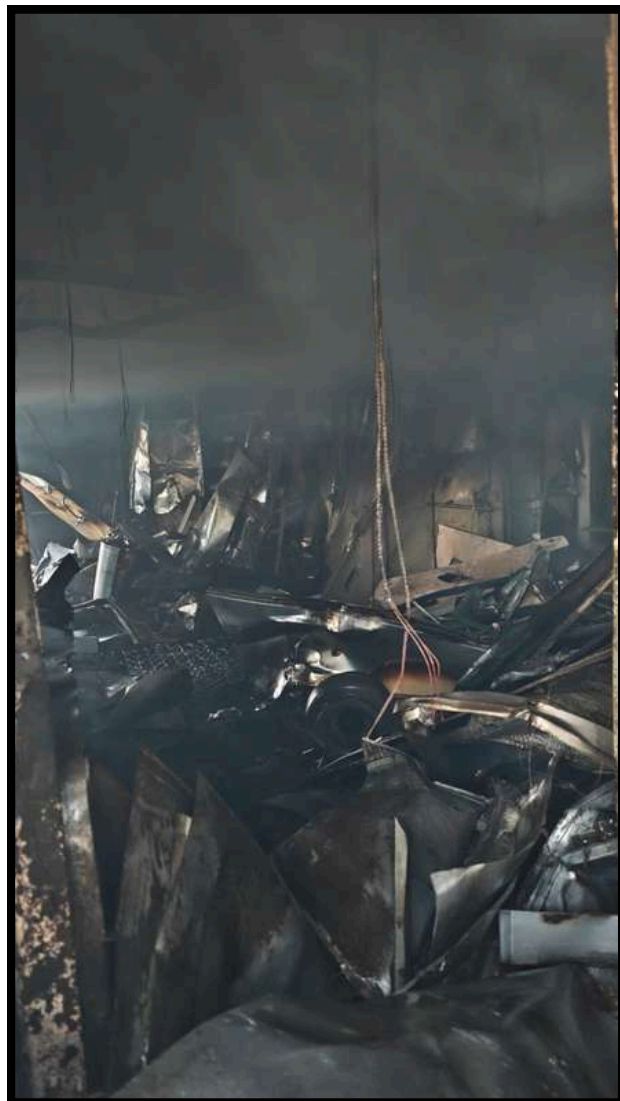
A recent missile attack in the Strait of Hormuz highlighted the growing security risks facing commercial shipping in the region. During the incident, the **Dynacom-managed tanker Kavomaleas** was reportedly struck twice, triggering an engine room fire that forced the crew to abandon the vessel. All crew members were safely rescued, while the ship was left adrift as firefighting and damage assessment efforts continued.

Maritime security reports also indicated that the **Dynacom-managed VLCC Acheloos** was struck around the same period. The incidents, confirmed by the Royal Navy's UK Maritime Trade Operations (UKMTO), remain under investigation. They underscore the heightened geopolitical tensions in the Strait of Hormuz and the increasing operational, safety, and security challenges faced by merchant vessels transiting one of the world's most strategically important shipping routes.

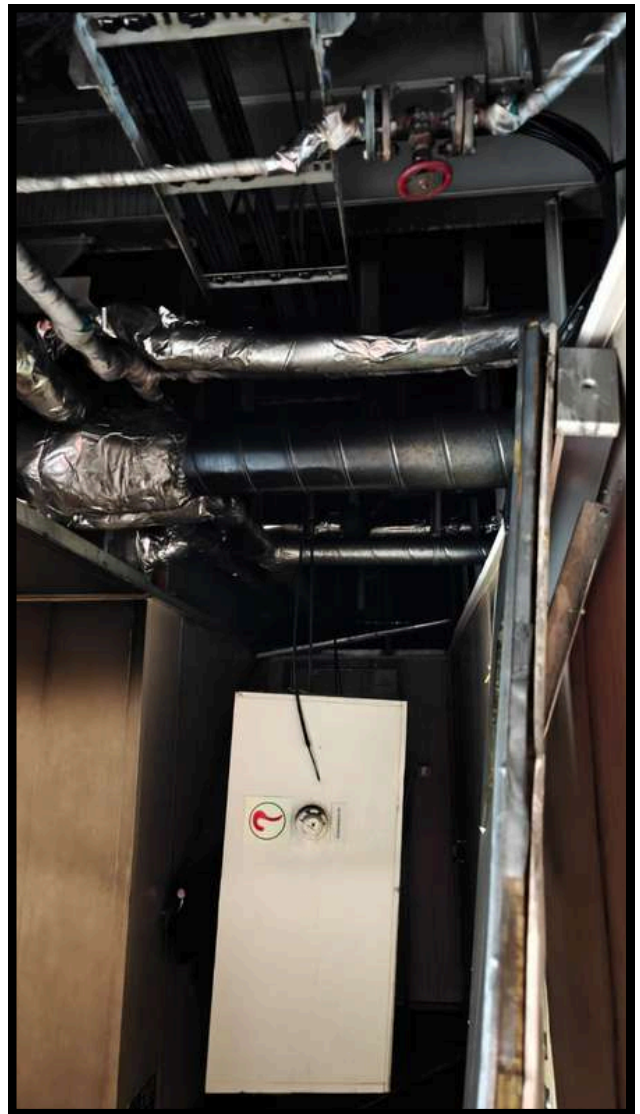
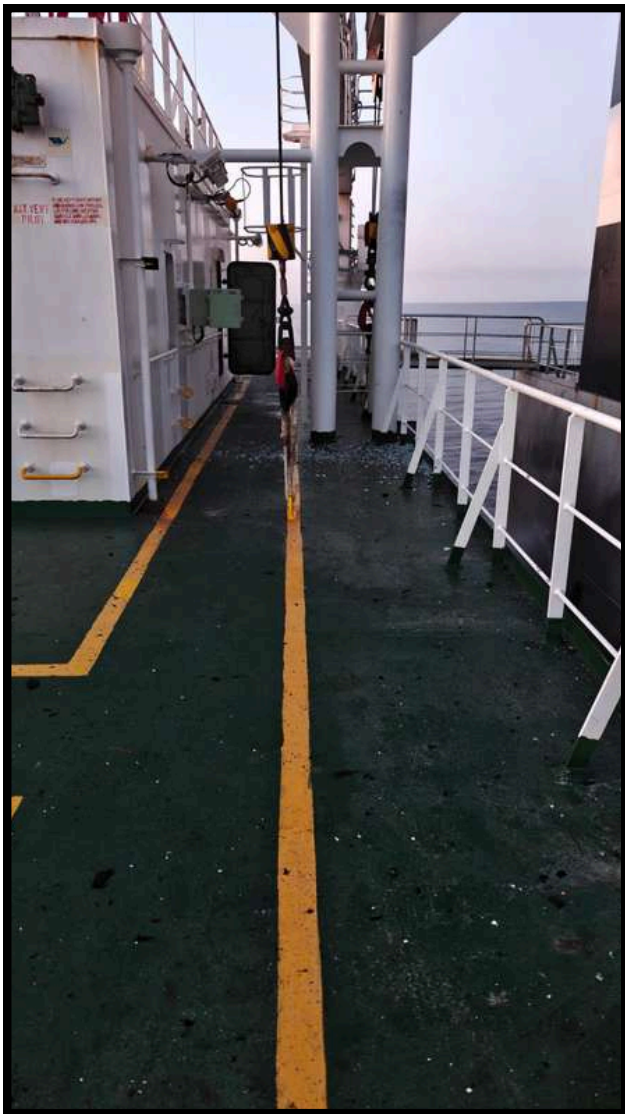
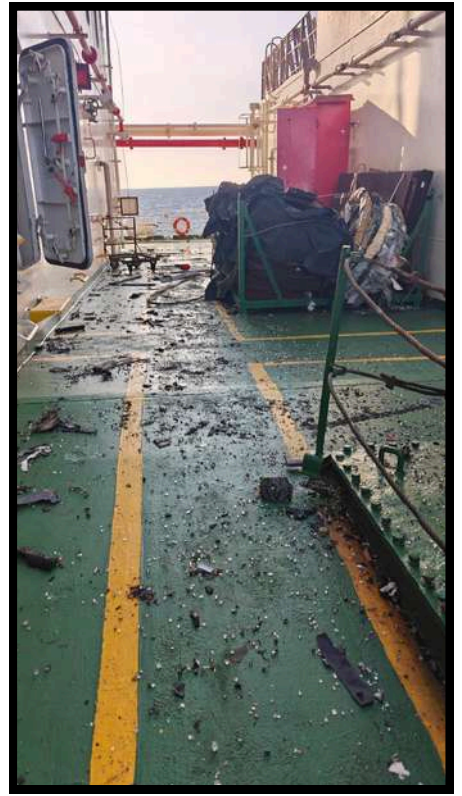
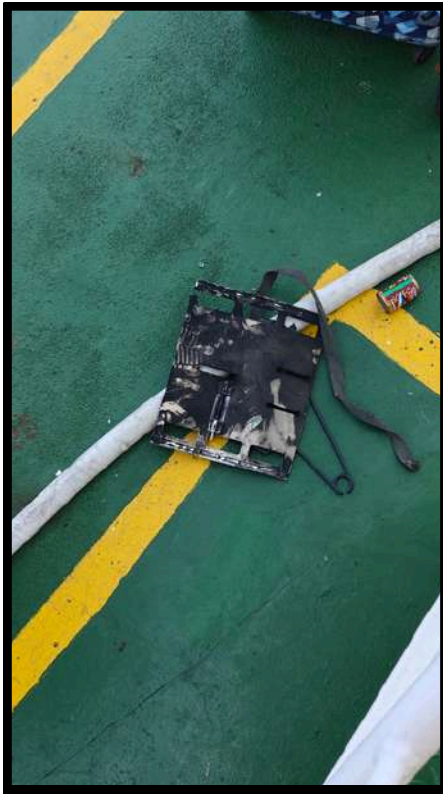
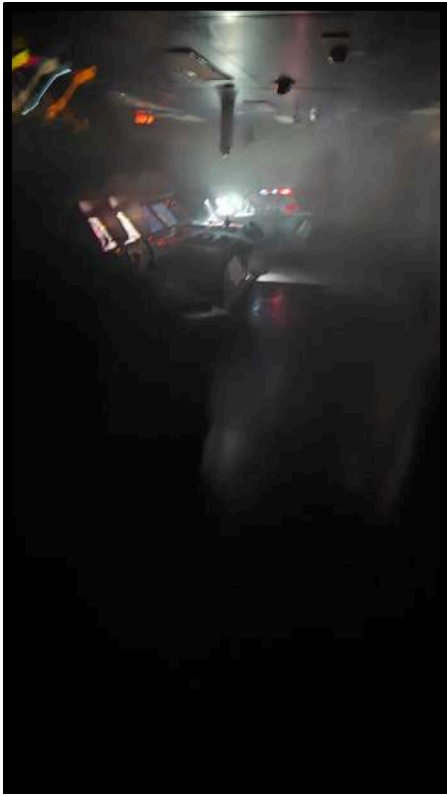


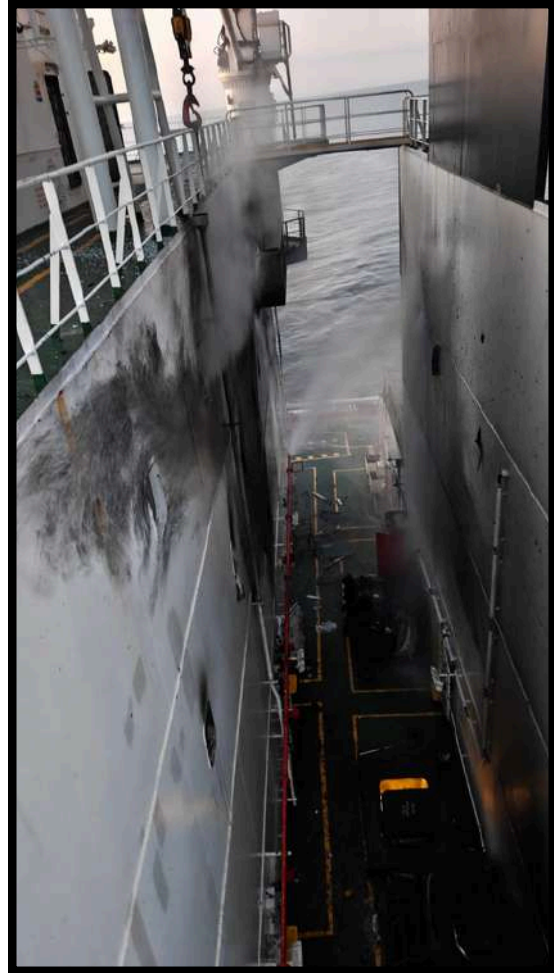










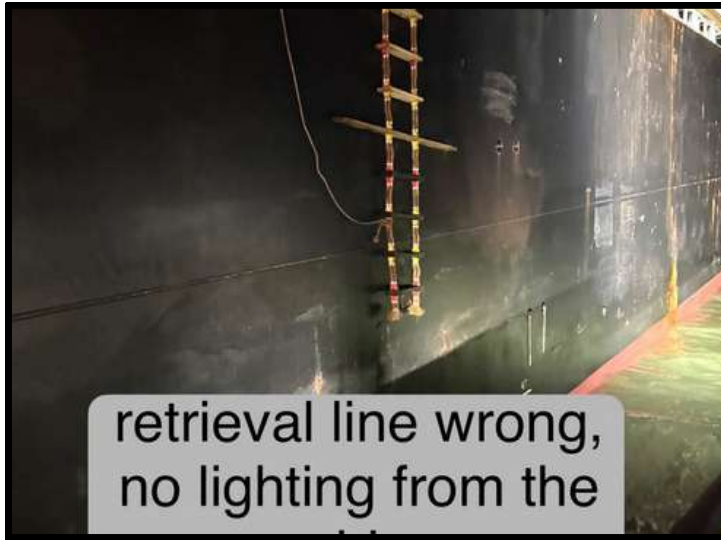


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WEEKLY PILOT LADDER COMPLIANCES



Credits : Capt.Aries, Fb page: Dangerous ladder

PILOT LADDER SAFETY SIMPLIFIED | DAY 9

COMBINATION LADDERS - PART 1

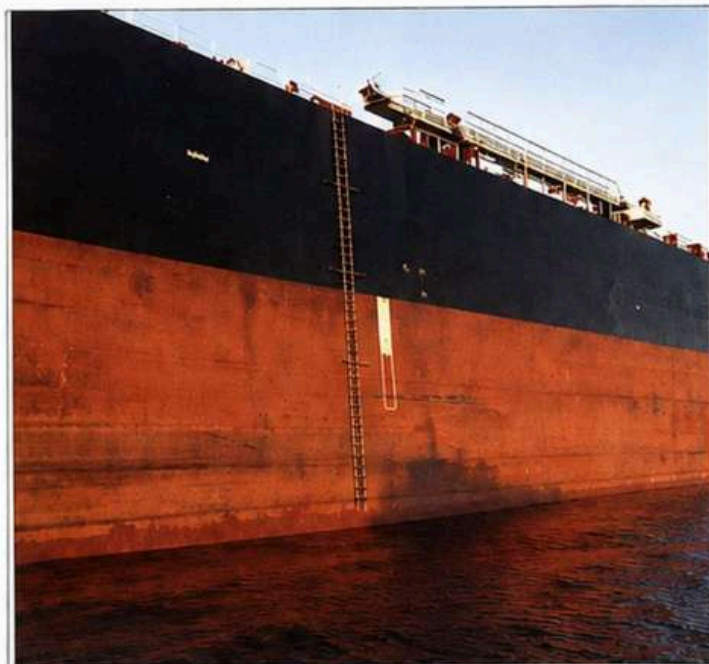
When a vessel's freeboard is more than 9 metres and no side door is available, pilot transfer must be made using a combination arrangement, i.e. accommodation ladder in conjunction with a pilot ladder.

WHY COMBINATION LADDER?

- Reduces the height the pilot has to climb from the pilot boat to the ship.
- Improves safety during embarkation and disembarkation.

ARRANGEMENT REQUIREMENTS

- ✓ Accommodation ladder rigged leading aft.
- ✓ Lower platform of the accommodation ladder must be secured to the ship's side.
- ✓ Lower end of the accommodation ladder and lower platform to be held firmly against the ship's side.
- ✓ The pilot ladder is then rigged from the lower platform down to the pilot boat.
- ✓ This setup must be within the mid-ship half length and clear of all discharges.



Combination ladder arrangement on a vessel with freeboard > 9 m



KEY POINTS TO REMEMBER

- Clear, **unobstructed** access for the pilot at all times.
- Angle of slope should **not exceed 45°**.
- Always consider ship's **draught, trim** and **sea conditions**.
- Use appropriate **PPE** while rigging and de-rigging.

GOOD PRACTICE

- ✓ Rig early and rig properly.
- ✓ Double check all lashings and securing points.
- ✓ Conduct a final safety check before pilot transfer.

COMBINATION LADDER COMPONENTS

Accommodation ladder
(secured leading aft)



Lower platform
(secured to ship's side)

Pilot ladder
(from platform to pilot boat)

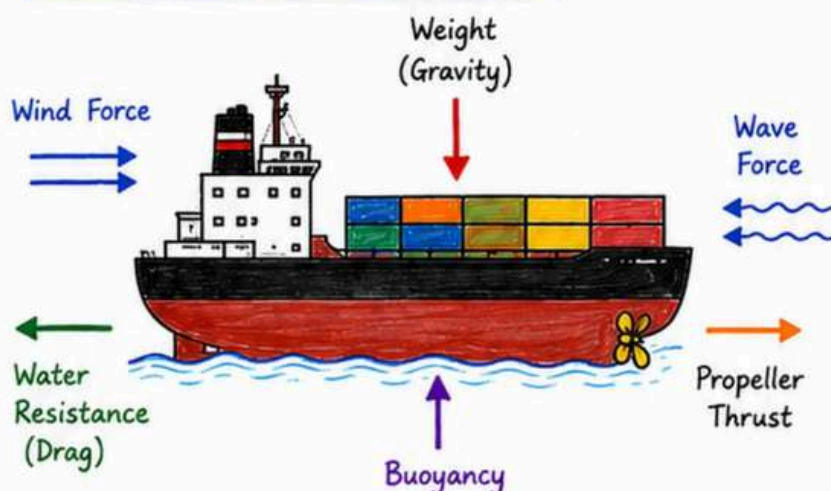


**SAFETY FIRST,
EVERY TIME.**

FORCES ON A SHIP

Ships experience many forces while floating and operating at sea. These forces change depending on the ship's **size, loading condition, speed, sea state and purpose.**

1. MAIN FORCES ACTING ON A SHIP



2. FACTORS THAT AFFECT SHIP FORCES

- Ship's own weight (hull, machinery, equipment)
- Cargo, fuel, ballast, provisions, etc.
- Waves & sea conditions
- Ice (in polar regions)
- Hydrostatic pressure from water on the hull
- Hydrodynamic forces due to ship movement in waves
- Vibrations from engines, propeller and pitching
- Incident forces from docking, collisions, grounding

3. HOW DOES THE SHIP RESPOND?



Most ships are designed to flex slightly under normal loads without damage.

4. WHEN CAN DAMAGE OCCUR?



5. WHY IS THIS IMPORTANT?

- ✓ Improve structural strength
- ✓ Maintain stability
- ✓ Prevent hull damage
- ✓ Increase safety at sea
- ✓ Extend ship service life

6. QUICK SUMMARY

- ✓ Every ship experiences different operating forces.
- ✓ Weight and buoyancy remain the primary balancing forces.

- ✓ Waves, wind and machinery create additional loads.
- ✓ Ships are built to flex safely under normal conditions.

- ✓ Excessive loads can cause permanent structural damage.



A safe ship is one that is designed to withstand the forces of the sea while maintaining its strength, stability and structural integrity throughout its service life.



From Master's Table - Day 10

Content not
created by AI

SCOPIC CLAUSE

Master's Quick Decision Guide

MASTER'S NOTE

Once a Lloyd's Open Form (LOF) agreement includes the SCOPIC Clause, the Master must act promptly, ensure security is provided, and keep clear communication and documentation. Timely action protects the owner's interests and keeps the salvage process on course.

1. SALVAGE INCIDENT

- Vessel requires professional salvage assistance.

2. LOF SIGNED

- Salvage agreement concluded.

3. Is SCOPIC CLAUSE INCLUDED?

Check the LOF agreement.

YES

NO

4A. SCOPIC IS INVOKED

- Proceed immediately.

4B. SCOPIC IS NOT INVOKED

- Article 14 applies.
- No SCOPIC remuneration.
- Continue normal salvage process.

5. MASTER'S PRIORITY

- ✓ Notify Owners immediately
- ✓ P&I informed
- ✓ SCR (Salvage Consultant) appointed
- ✓ Security required within 2 working days (Initial Security)

MASTER'S REMINDER

- ★ Inform Owners & P&I without delay.
- ★ Follow SCOPIC deadlines - Security within 2 working days.
- ★ Keep communication clear and continuous.
- ★ Record every decision, instruction and event.
- ★ Maintain all salvage documents and reports.
- ★ Good documentation supports a successful outcome.

6A. SECURITY SUBMITTED?

YES

- P&I issues security (up to US\$3M)
- SCOPIC work continues
- Assessment of SCOPIC remuneration
- Determination of Article 13 Award
- Final payment to Salvors

6B. SECURITY SUBMITTED?

NO

- Salvor may terminate SCOPIC Clause
- Salvors recover entitlement of Special Compensation
- Determination of Article 13 Award and Special Compensation
- Final payment to Salvors

→ **KEY POINT:** Timely security and accurate documentation keep the salvage process on course.

— WEEKLY WEALTH PLAN FOR SAILORS —

WEEK - 16

THE “GOLDEN HANDCUFFS” TRAP

More income. More lifestyle.
Less freedom.



THE STORY

A Chief Officer earns
\$9,000/month.

Every promotion brings:

- Bigger house
- Better car
- More EMIs
- Higher lifestyle

He earns more than ever...
Yet he **can't afford to stop sailing**,
even if he wants to.

Another officer with a lower salary
invested consistently and became
financially independent years earlier.

THE REAL LESSON

The goal isn't to earn so much
that you have to keep working.
**The goal is to build enough
wealth that work
becomes a choice.**

THE GOLDEN HANDCUFFS

- **BIGGER HOUSE**
More space, bigger EMIs.
- **BETTER CAR**
More comfort, higher payments.
- **MORE EMIs**
More obligations, less freedom.
- **HIGHER LIFESTYLE**
More expenses, more pressure.
- **MORE INCOME**
But more expenses too.

- Control your lifestyle.
- Avoid unnecessary debt.
- Invest early and consistently.
- Build assets that create passive income.
- Freedom is more valuable than promotions.

**DON'T TRADE YOUR FREEDOM FOR A LIFESTYLE YOU CAN'T AFFORD TO STOP.
BUILD WEALTH. BUY FREEDOM.**

POV: When your workplace
and **home** are the **same place**



The image is split into two panels. The left panel shows a character sleeping peacefully in a ship's cabin. A digital clock on the bedside table shows 07:50. A porthole window shows a sunset over the ocean with a sign that says 'MARINER'S UPDATE'. A sign on the wall says 'SAFETY STARTS WITH YOU'. The right panel shows the same character, now fully dressed in an orange jumpsuit and a white hard hat, giving a thumbs up on the ship's deck. A sign on the wall says 'WORK SAFE HOME SAFE'.

7:50 AM
SLEEPING PEACEFULLY
IN THE CABIN

8:00 AM
WORKING. FULLY DRESSED.
READY FOR DUTY.

NO COMMUTE. NO TRAFFIC.

POV: YOU'VE BEEN AT SEA
FOR MONTHS



The image is split into two panels. The left panel shows a character looking bored and leaning his head on his hand while standing on a ship's deck. A sign on the wall says 'SAFETY FIRST'. The right panel shows the same character, now happy and walking on a city street. A sign on the wall says 'MARINER'S UPDATE'.

AT SEA

ON LAND

COUNTING DAYS.
WAITING FOR SHORE LEAVE.

SOLID GROUND. PURE HAPPINESS

**JUST WALKING ON LAND
FEELS LIKE A LUXURY.**

Grateful for the little things.



MARITIME POLL RESULT

WHAT POSES THE GREATEST THREAT TO GLOBAL SHIPPING TODAY? - POLL RESULTS

The poll highlights a clear concern across the maritime community: regional conflicts and attacks are seen as the greatest threat to global shipping, with 81% of respondents selecting this option. Sanctions and trade restrictions follow at 13%, while rising piracy accounts for 6%. Climate-related disruptions received no votes.





MATCH THE FOLLOWING!

Match the items in Column A with the correct descriptions in Column B.



COLUMN A

COLUMN B

1



Anchor



2



Lighthouse



3



Compass



4



Lifebuoy



5



Captain



A

Used to save people in water.



B

Keeps a ship in one place.



C

Helps guide ships safely at night.



D

Leads and takes care of the ship.



E

Helps ships find Direction



How to Participate:



1. Match the items in Column A with the correct descriptions in Column B.
2. Write the child's name, age and parent's name.
3. Email your entry
4. Mention "Kids Challenge - Match the Following" in the subject



Email us at :

mu@marinersupdate.com


Exciting Prizes
to be won every week!



Last date to submit :

Next Sunday

16-08-2026 (6.00 pm)



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.**



S2S

SHIP TO SHORE
JOB PORTAL

NEWSLETTER

Bridging Talent.
Connecting **Seas** to **Shores**.



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CAREERS



SHORE SIDE
OPPORTUNITIES



CONNECTING
TALENT



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SHORE JOBS



M.T.M SHIP MANAGEMENT

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HIRING!**



Opportunity:

MARINE SUPERINTENDENT



REQUIREMENTS:

- Master Mariner with Product/Chemical Tanker sailing experience and,
- 1 to 3 years of experience as a Marine Superintendent/Vessel Manager preferred.
- Candidate with strong knowledge of marine operations, HSQE, vetting, and international maritime regulations preferred.

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Contact:

bhagyashree.kawatkar@mtmsm.com



SAFE SEAS • STRONG PARTNERSHIPS • SUSTAINABLE FUTURE



**WE ARE
HIRING!**



Jibe Development Services

DESIGNATION:

Marine Data Analyst - 4th Engineer

REQUIREMENTS:

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

CONTACT DETAILS:

Email ID: Jobs@jibe.co.in

For salary details and to view detailed advertisement visit :

<https://www.wasailor.com/marine-jobs/shore-jobs/technical-management/marine-data-analyst/marine-data-analyst-job-in-chennai-wj059703>

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.

Build Your Shore Career with Jibe



WE ARE HIRING!

DESIGNATION:

MARINE PROJECT ENGINEER
– FULL TIME JOB

REQUIREMENTS:

- Any fresher marine engineer looking for permanent shore job having good interpersonal and communications skills and decent ship machinery knowledge
- Trainee Marine Engineers looking for permanent jobs on shore with 8-12 months of more or less experience of sailing

CONTACT DETAILS:

Email ID
jobs@jibe.co.in

For salary details and to view detailed advertisement visit :

<https://www.wasailor.com/marine-jobs/shore-jobs/technical-management/marine-project-engineer/marine-project-engineer-job-in-chennai-wj059702>

INSTRUCTIONS TO CANDIDATES:

- 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.

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SHORE JOB OPPORTUNITY

As MARINE SUPERINTENDENT



✓ COMMAND EXPERIENCE
AS MASTER



✓ EXPOSURE TO BOTH
CHEMICAL TANKERS &
PRODUCT / MR TANKERS



LOCATION:

KOCHI



sakina@seaandbeyond.com



8097847092



SEA JOBS



We are HIRING!

FOR AFRAMAX TANKER VESSEL



AB

SALARY
1500\$ – 1700\$



OILER

SALARY
1500\$ – 1700\$

INDIAN COP MUST

MUST HAVE AFRAMAX TANKER
EXPERIENCE IN RANK

GOOD ENGLISH COMMUNICATION
AND TEAMWORK IS ESSENTIAL



JOIN A PROFESSIONAL
TEAM AND SAIL TOWARDS
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NAUTICAL MARINE MANAGEMENT

RPSL NO: MUM-037



**OIL CHEM
TANKER / VLCC**

- CHIEF ENGINEER × 6
- SECOND ENGINEER × 6
- CHIEF OFFICER × 15
- FOURTH ENGINEER × 3

24 MONTHS
RANK EXPERIENCE
REQUIRED

12 MONTHS
RANK EXPERIENCE
REQUIRED



LPG / VLGC

- CHIEF ENGINEER × 3
- ETO (WITH COC) × 3
- SECOND OFFICER × 3
- THIRD OFFICER × 3

24 MONTHS
RANK EXPERIENCE
REQUIRED

12 MONTHS
RANK EXPERIENCE
REQUIRED



BUNKER TANKER

- MASTER × 2
- CHIEF ENGINEER × 2
- CHIEF OFFICER × 2

12 MONTHS
RANK EXPERIENCE
REQUIRED



9819672100 | 7908001827



Suvam@nauticalglobal.com



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OPERATIONS



EXPERIENCED
TEAM



TIMELY
DEPLOYMENT



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WITH REPUTED COMPANIES

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TEAM**



4E's
FOR
CONTAINERS - MAERSK



MAERSK

ETO's
FOR
CONTAINERS -
DUAL FUEL



MAERSK

CE
FOR
SELF UNLOADER
BULK CARRIER



anupriya.v@synergymanning.com

+91 74000 11608

Anupriya V. (Synergy Mumbai)

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SECOND ENGINEER

URGENT REQUIREMENT

FOR OIL/CHEM TANKER



(Should have minimum **15 months** of Rank experience on Oil/Chem Tankers. Must have recent working experience on **ME-C Engine**)

**URGENT
JOIN SOON!**

ONBOARD KEY FEATURES:

ME ENGINE

MODERN FLEET

ONBOARD INTERNET ACCESS

POSITIVE VETTING & PSC INSPECTION BONUS

INTERESTED INDIAN CANDIDATES MAY SHARE THEIR CVS VIA

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OR

EMAIL AT
vivek.bawkar@imsship.com

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BMS
BLUEWATER | MARINE SERVICES

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RPSL-MUM-310

GREETINGS FROM
(RPSL-MUM-310)

FOR **AFRAMAX TANKER**

CHIEF OFFICER (CO)	▶ USD 10,000-10,500
THIRD ENGINEER (3E)	▶ USD 4,500
PUMPMAN WITH COP	▶ WITH COP
OILER WITH COP	▶ WITH COP
COOK WITH COC	WITH COC

WHITE COC IS MANDATORY FOR CO & 3E.

RANK EXPERIENCE MUST ON SHIP

+91 9204504723

resumebluewatermaritime@gmail.com

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RPSL-MUM-162021

**OCEAN ONE
SHIP MANAGEMENT**

**FOR
OIL TANKER**
GRT 5182

4TH ENGINEER

RANK EXPERIENCE ON TANKER IS MANDATORY

Ocean One Ship Management

dipansha@oceanoneshipmanagement.com

+91 9115909188

SAFETY FIRST
Our Priority, Always

EXPERIENCED TEAM
Skilled Professionals, Strong Support

RELIABLE OPERATIONS
Committed to Excellence

GLOBAL VISION
Propelling Your Future

★ SAFETY • RELIABILITY • PERFORMANCE • PEOPLE ★



EXECUTIVE SHIP MANAGEMENT

RPSL - MUM - 220

- MASTER
- CHIEF OFFICER
- CHIEF ENGINEER
- SECOND ENGINEER

FOR

- COASTAL BULK CARRIER
- FOREIGN GOING (FG) BULK CARRIER

JOINING: 1ST WEEK OF SEPTEMBER

ELIGIBILITY

COASTAL BULK CARRIER

- INDIAN COC
- MINIMUM 12-15 MONTHS RANK EXPERIENCE

FOREIGN GOING (FG) BULK CARRIER

- UK COC
- SINGAPORE COC
- INDIAN COC

SEND YOUR CV TO esmchennai@executiveship.com

CONTACT 9373817907

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RELIABLE OPERATIONS

GLOBAL STANDARDS



SEAVIEW

SHIP MANAGEMENT PVT. LTD.

RPSL No.: MUM-162245

URGENT CREW REQUIREMENT

VESSEL TYPE: **LPG TANKER**

GRT: **8,000**

VACANCIES: **AB : 1400\$**

ELIGIBILITY:

- Indian WK **MUST**
- Must have **RANK EXPERIENCE**

INTERESTED CANDIDATES ARE REQUESTED TO SEND THEIR UPDATED CV TO:

CONTACT: 7977957212

EMAIL: seaviewcrew7@gmail.com

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GLOBAL STANDARDS

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RPSL-KOL-162360

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- CHIEF ENGINEER (FG & NCV)
- SECOND ENGINEER (FG & NCV)
- CHIEF OFFICER (FG & NCV)

INDIAN COC REQUIRED

FOR DPII VESSEL

- MASTER
- CHIEF OFFICER
- CHIEF ENGINEER

INDIAN COC REQUIRED (FG/NCV)

SEND YOUR CV TO crewing@cleanwakeship.com

CALL / WHATSAPP +91 7250711611

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WE ARE HIRING!

Opportunity: MARINE SUPERINTENDENT

REQUIREMENTS:

- Master Mariner with Product/Chemical Tanker sailing experience and,
- 1 to 3 years of experience as a Marine Superintendent/Vessel Manager preferred.
- Candidate with strong knowledge of marine operations, HSQE, vetting, and international maritime regulations preferred.

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RPSL-MUM-310



GREETINGS FROM
BLUEWATER MARITIME SERVICES (RPSL-MUM-310)



FOR AFRAMAX TANKER

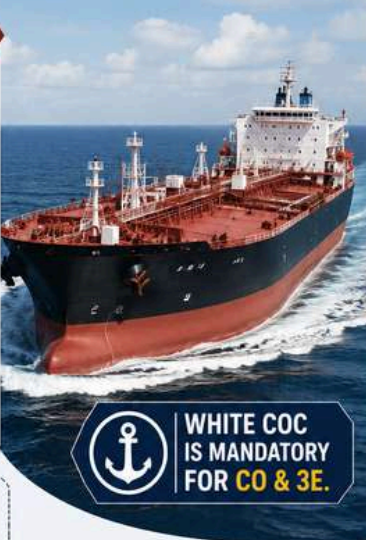
-  **CHIEF OFFICER (CO)**
USD 10,000 - 10,500
-  **THIRD ENGINEER (3E)**
USD 4,500
-  **PUMPMAN**
WITH COP 
-  **OILER**
WITH COP 
-  **COOK**
WITH COC



WHITE COC
IS MANDATORY
FOR CO & 3E.



RANK EXPERIENCE
MUST ON SHIP



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RPSL-MUM-310

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MW MARITIME

RPSL-MUM-162204

WE ARE HIRING!

JOIN OUR PROFESSIONAL TEAM



FOR LPG



3RD ENGINEER

- Relevant rank experience on **LPG** vessels



FOR BUNKER TANKER



ETO/EO

- Experience on similar vessel types **preferred**



SEND YOUR APPLICATION TO:

applications@mw-maritime.com

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+91 9953892345

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Admiral Marine Services

RPSL CHN/022

WE ARE HIRING!



PASSENGER VESSEL

1 MASTER - FG COC



GENERAL CARGO VESSEL - NCV

1 2E - NCV COC

ROUTE:
KOCHI TO
LAKSHADWEEP ISLANDS



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EXECUTIVE SHIP MANAGEMENT

RPSL - MUM - 220

WE ARE HIRING!



CHIEF ENGINEER



SECOND ENGINEER

FOR COASTAL BULK CARRIER



JOINING
1st WEEK OF
SEPTEMBER



VESSEL
COASTAL
BULK CARRIER



REQUIRED COC
INDIAN
COC



RANK EXPERIENCE
MINIMUM
6 - 12 MONTHS
RANK EXPERIENCE



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FOR

GEARED BULK CARRIER



GRT
35,000



COC
ANY



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CANDIDATES:
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RPSL No.: CHN 012

URGENT VACANCY
CONTAINER VESSEL



OPEN POSITIONS



MASTER



**CHIEF
ENGINEER**



VESSEL DETAILS



TYPE
CONTAINER
VESSEL



FLAG
INDIAN FLAG
(FG REGISTERED)



TRADE
COASTAL RUN



WHATSAPP

+91 7397588636



EMAIL

crewing.fg@nautilusshipping.com

NORBULK

Norbulk Crewing Services India Pvt Ltd
(Noida)

RPSL: MUM-162249

WE ARE
HIRING!

for

Oil/Chemical Tanker

GRT : 4,081
Built 2020



MASTER

for

Container vessel

2006 Built
joining 9th AUG



CE



Rank experience
must on ship type



White coc only



sukanya.yadav@norbulkshipping.com



+919667667824



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SERVICES PVT. LTD.**

RPSL No.: MUM-162275

WE ARE

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FOR CONTAINER VESSEL



CO/20/30/30/2E/3E/4E

with

ME ENGINE EXPERIENCE



**RANK EXPERIENCE ON
CONTAINER VESSEL**



JOINING FROM
SHANGHAI



ON
12TH SEP



8655340794



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FIRST

Nimbus
NIMBUS MARINE SERVICES PTE LTD

> We are <
HIRING!
VERY URGENT OPENING
FOR
CE

JOINING ASAP

VESSEL TYPE CREW BOAT	DURATION 4 MONTHS
LOCATION KSA, SAUDI	JOINING ASAP
NATIONALITY ANY	Must have 720+ working days and above (or prefer ARAMCO approval) and hold all valid documents.

THOSE INTERESTED CAN SEND C.V IN WORD FORMAT ON

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3991 GRT

MASTER **CHIEF OFFICER**

Experience on Oil/Chemical Tankers preferred.
WHITE COC ONLY

CONTACT US
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SEVEN ISLANDS SHIPPING LIMITED
OWNERSHIP COMPANY

WE ARE HIRING!

CE, 2E
with at least one contract rank experience

ETO
with 3 years experience

FOR M R OIL TANKER
TRADING AT INDIAN COAST

Indian CoC and certificates are compulsory.

Pan card Aadhar card must be linked.

LCBS oil and BTM within 5 years for the Deck Officers.

SEND YOUR CV / CONTACT
 9892097820
 dilippandit@sishipping.com

Dilip | Seven Islands, Ownership company.

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SHIP MANAGEMENT
— SAFETY • RELIABILITY • EXCELLENCE —

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2E **WITH USA VISA**
FOR
OIL PRODUCT VESSEL

Rank experience required of minimum 12 months as a 2E

ETO **WITH COC**
FOR
CRUDE OIL TANKER VESSEL

Rank experience must on ship type
 White COC only

RANK EXPERIENCE MANDATORY **WHITE COC ONLY** **SAFETY OUR PRIORITY** **PEOPLE OUR STRENGTH**

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CHIEF COOK

REQUIREMENT FOR OIL/CHEM TANKER




REQUIREMENTS



Should have minimum good experience as Cook on Tankers



Should know Italian and Continental Cooking



Should have USA Visa



Only experienced and suitable candidates will be shortlisted

INTERESTED INDIAN CANDIDATES
may share their CVs via WhatsApp or email to check suitability.



WHATSAPP
+91 9967659701



EMAIL
vivek.bawkar@imsship.com

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



SU-NAV

SHIP MANAGEMENT PVT. LTD.

Safe Voyage, Trusted Partnership

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FOR OIL TANKER FLEET

MT. ANNA MARIA

JOINING: 20th August 2026



2 × AB
with COP 

USD 1,600
+ OT +
HATCH CLEANING ALLOWANCE



BOSUN
with COP 

USD 1,900
+ OT +
HATCH CLEANING ALLOWANCE

✓ All **STCW CERTIFICATES** and **PSCRB** must be valid for **MORE THAN 5 YEARS**

✓ Previous **OIL TANKER** experience preferred



Send your CV to:
shweta.g@su-nav.com |  **+91 91363 35265**

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Blackhull

MARITIME SERVICES PVT. LTD.

AWAKEN YOUR SPIRIT

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FOR OIL TANKER

GRT - 43,000



PUMPMAN

1600
USD



BOSUN

1500
USD

NOTE:
RANK EXPERIENCE COMPULSORY ON SIMILAR TYPE OF VESSEL

8976840351 | 7977387353 | 8655840351

Blackhull Maritime Services Pvt. Ltd.

RPS LICENSE NO: **MUM - 486**



NIMBUS MARINE SERVICES PTE LTD

VERY URGENT

OPENING FOR

CE

CHIEF ENGINEER

VESSEL TYPE
CREW BOAT

JOINING ASAP



LOCATION
KSA, SAUDI



NATIONALITY
ANY



DURATION
4 MONTHS



VESSEL TYPE
CREW BOAT



JOINING
ASAP

✓ Must have **720+ working days** and above (or prefer ARAMCO approval) and hold all valid documents.

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RPSL-MUM-018

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1) THIRD OFFICER ×3



2) THIRD ENGINEER ×2



WITH



MINIMUM

6M

SEA TIME IN RANK



ON



CAR CARRIER /
BULK CARRIER
VESSELS

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Sagar.sawant@Wilhelmsen.com



8828851909



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STRONG
TEAMWORK



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SAIL WITH
WILHELMSSEN



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SERVICES PRIVATE LIMITED

ANCHOR RPSL MUM 199 ANCHOR

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ELECTRICAL OFFICER -

For

CRUDE OIL TANKER
(SUEZMAX & AFRAMAX)



Experience:
20-25 months
on similar vessels



Joining:
Within a week



CHIEF ENGINEER -

For

**OIL / CHEM TANKER
& PRODUCT TANKER**



Experience:
20-25 months
on similar vessels



SEND YOUR CV / CONTACT US



+91 9892793870



resume@vrmaritime.net



VR MARITIME!



SAFETY



RELIABILITY



PROFESSIONALISM



GLOBAL OPPORTUNITIES

SAILING TOGETHER TOWARDS A BETTER FUTURE



OLYMPUS
Ship Management Pvt. Ltd.

**OLYMPUS SHIP
MANAGEMENT PVT LTD**

RPSL MUM 162135

**WE ARE
HIRING!**



FOR
BULK CARRIER



CHIEF ENGINEER



4TH ENGINEER



COC ACCEPTED - INDIA, UK, SINGAPORE,
AUSTRALIA, NEW ZEALAND



Above should have rank experience of
at least **18 - 24 Months** on **BULK CARRIER**.



+91-8291152290



info@olympusship.com



SAFE
OPERATIONS



EXPERIENCED
TEAM



TRUST &
RELIABILITY



SAILING TOWARDS
EXCELLENCE



Solaris Marine
services private limited

SOLARIS MARINE SERVICES PVT.LTD

RPSL NO- 162355

WE ARE *HIRING!*



1 GEARLESS BULK CARRIER (GRT- 39736)



30FF-

06+ months rank
experience required



COC-

Indian / Newzeland /
Singapore

2 GENERAL CARGO (GRT - 7823)



3E -

06+ months rank
experience required



ETO -

12+ months rank
experience required



COC -

Indian



8976835308



Crewing@solarismarine.in



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OUR PRIORITY



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PROFESSIONAL TEAM



RELIABLE
PARTNER



SAILING TOWARDS
EXCELLENCE



AG MARITIME
PVT LTD

• RPSL MUM 308 •



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CHIEF OFFICER

— FOR —

**HANDYMAX JAPANESE BUILT
GEARED BULK CARRIER**



US VISA REQUIRED



JOINING MID AUGUST



CHIEF OFFICER (2)

— FOR —

**PCTC / CAR
CARRIER**



JOINING END OF AUGUST



EXPERIENCE IN PCTC REQUIRED



COC : IND / UK / SG / NZ



SEND YOUR CV TO

renu.rebecca@ag-maritime.com



MOBILE NO.

9321276984



QUALITY.... BEYOND EXCELLENCE



SCORPIO
MARINE MANAGEMENT

RPSL - MUM-165

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- ✓ White coc only
- ✓ Advance dc must

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Kamalesh Singh

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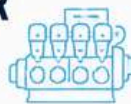
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★ **2ND / 3RD OFFICER**

FOR

CONTAINER 5000 TEU VESSELS



★ **THIRD OFFICER - 04**

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OIL CHEM TANKER VESSEL

WITH

US VISA

- ✓ CADET BACKGROUND RANK EXP IS MUST CONSIDERING NO FLEET SWITCH



★ **CHIEF OFFICER**

FOR

CONTAINERS 5000 TEU
TO 8000 TEU



★ **ETO**

FOR

CONTAINERS

- ✓ ME ENGINE EXPERIENCE MUST
- ✓ WITH US VISA
- ✓ RANK EXP IS MUST
- ✓ WHITE COC ONLY



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11 AUGUST 2026