

MARINER'S UPDATE

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

VOYAGE : 17

18 AUG 2026

OFFICER MATRIX ACCURACY & ECDIS FAMILIARISATION

RISQ INSPECTION FOCUS – WK 14



PSC CONCENTRATED INSPECTION CAMPAIGN ON CARGO SECURING

CARGO UNITS &
CARGO TRANSPORT UNITS

01 SEPTEMBER –
30 NOVEMBER 2026

CARGO SECURING
MANUAL (CSM)
IS MANDATORY NOW



NORTHERN SEA ROUTE NEW ROUTE FASTER TRADE

CONTAINER CARRIERS CHOOSE ARCTIC ROUTE
AS RED SEA ALTERNATIVE

18-21 DAYS
SHORTER TRAVEL
TIME
NEW SERVICES
TO RUSSIA
AND CHINA
COASTING CARRIERS
FOR SAVING COSTS
AND FUEL

Container carriers are turning to the Arctic as a seasonal alternative for Asia-Europe trade. Sea Legend plans to increase weekly NRT sailings, while South Korea's Pacific Star is launching a twice-weekly Europe service. Transit times of around 18-21 days could significantly cut voyage durations compared with routes around the Cape of Good Hope. But the Arctic remains a seasonal and developing corridor, with only 15 container ship voyages recorded in 2025.

SOURCE: DNV FOR MARITIME ANALYTICS

MARITIME UPDATE JAPAN STRENGTHENS REVISED NET-ZERO FRAMEWORK

AHEAD OF MEPC 85

BY 2030 TARGET
20%
GHG REDUCTION
vs 2008 levels

Japan has submitted new details to the third session of MEPC 85 to show that its revised Net-Zero Framework can still support existing climate targets. Under the more flexible Threshold 2 scenario, Japan projects a 20% GHG reduction by 2030 compared with 2008, and a 10% share of zero- or near-zero-GHG fuels. The revised proposal reflects inflation-intensity limits, expands surplus credit banking and allows contributions to approved external projects.

SOURCE: DNV FOR MARITIME ANALYTICS

22 CREW RESCUED AFTER SHIP FIRE

ENGINE-ROOM FIRE ABOARD COSCO-MANAGED CAR CARRIER MIN JIANG KOU

Engine-room fire forces COSCO-managed car carrier Min Jiang Kou to abandon ship in the Pacific. The crew initially contained the fire using the vessel's CO₂ system, but worsening smoke forced evacuation into lifeboats. Nearby bulk carrier Jin Hai Ming rescued all 22 crewmembers, while Taiwan Dugu assisted the operation. The vessel was about 650 nautical miles south of China's coast. No environmental impact has been reported, and salvage operations are underway.

SOURCE: DNV FOR MARITIME ANALYTICS



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EDITOR'S NOTE

WELCOME TO THE **17TH** EDITION



Dear Mariners,

This week's edition brings together important developments highlighting the changing face of maritime operations – from decarbonisation and regulatory compliance to emergency preparedness at sea.

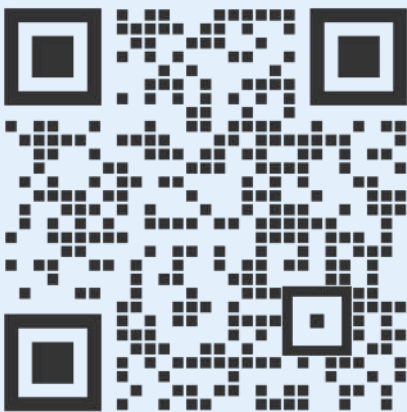
We look at Japan's revised Net-Zero Framework proposal ahead of IMO MEPC 85 and its potential implications for the shipping industry's GHG reduction pathway.

We also highlight the Tokyo MOU & Paris MOU Joint Concentrated Inspection Campaign, with particular attention to the mandatory onboard Cargo Securing Manual (CSM) and Cargo Safe Access Plan (CSAP) requirements.

Finally, we cover the successful rescue of all 22 crew members of the car carrier Min Jiang Kou following an engine-room fire in the Pacific, demonstrating the importance of emergency preparedness, effective response procedures, and international cooperation at sea.

As regulations evolve and operational risks continue to challenge the industry, staying prepared and informed remains essential for every maritime professional.

Stay informed, stay compliant and stay safe.



Scan to Save our V card

Editor
Mariners Update



The graphic features a large, stylized 'PSC' in white and yellow, with 'OBSERVATIONS OF THE WEEK' in white and yellow below it. A yellow banner in the center reads 'WK - 26'. On the left, a triangular collage shows three images: an engine room labeled 'ENGINE ROOM', a lifebuoy labeled 'LIFE SAVING APPLIANCES', and a ship's deck labeled 'SAFETY CONSTRUCTION'. On the right, a PSC Inspector in a white hard hat and blue uniform points towards the text. The background shows a ship at sea. A small logo in the top right corner reads 'MARINER'S UPDATE COMPLIANCE WITH SIMPLICITY'.

Discover this week's PSC Observation of the Week (PSC FOCUS – WK : 26) 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.



The banner features the 'PSC FOCUS' logo on the left, which includes a magnifying glass over a ship. To the right, the text reads 'NEWSLETTER', 'PSC FOCUS', and 'PORT STATE CONTROL MANAGEMENT FOR MARINERS'. Below this, it says 'By MARINERS UPDATE' with '17,207 followers' and 'Published weekly' with '5,614 subscribers'. A red banner at the bottom reads 'SUBSCRIBE OUR NEWSLETTER FOR REGULAR UPDATES' with a hand icon pointing to it.



This week's SIRE 2.0 Inspection Experience takes us to Antwerp, Belgium, where an extensive inspection covered SMS compliance, documentation, operational readiness, and the crew's understanding of critical onboard procedures. The inspection included detailed discussions on MSMP, emergency procedures, defect reporting, COLREG, escape routes, squat, mooring winch brake testing, and HVPQ, followed by thorough checks across the deck, cargo control room, and bridge.

The inspection also focused on lifeboats, emergency generator readiness, gas freeing, FGSS, mooring equipment, enclosed space rescue, BWTS operations, SSCL checks, gas detection, passage planning, ECDIS, UKC, GMDSS, radar, ENC updates, BNWAS, VDR, and navigation lights. The inspection concluded with NIL observations and 6 positive remarks, highlighting the importance of strong preparation, crew knowledge, and consistent implementation of onboard procedures.

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



 NEWSLETTER



SIRE 2.0

EVERYTHING YOU WANT TO KNOW ABOUT SIRE 2.0 PROCEDURES AND OBSERVATIONS



By MARINERS UPDATE
17,207 followers

Published weekly
11,268 subscribers

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Questions Covered:

2.8 – Is the officer matrix accurately completed and does it reflect the information on officers and engineers on board the vessel at the time of inspection?

2.9 – If ECDIS is fitted on board, has the Master and Navigation Officers been familiarised with the ECDIS equipment installed on board, and were objective evidences of this familiarisation available?

Is your Officer Matrix keeping up with your crew, or still showing yesterday's lineup? Inspectors check whether the matrix truly reflects who's on board right now, with only a short allowance for recent changes and a documented handover. Senior officer swaps between sister ships still need to be recorded — no exceptions for a missed overlap.

ECDIS familiarisation is another area under close watch. Generic training alone doesn't cut it — Navigation Officers need equipment-specific familiarisation with objective evidence: the method used, who delivered it, when, and how competence was evaluated before taking an independent watch.





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

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CAPTAIN'S WEATHER DESK

WK-12

THUNDERSTORMS



Thunderstorms are among the most significant convective weather hazards encountered at sea. They can develop rapidly when warm, moist and unstable air rises strongly, producing heavy rain, sudden squalls, rapid wind shifts, strong updrafts and downdrafts, lightning, thunder, reduced visibility and, in some cases, hail. For vessels operating at sea, near coastal waters, during pilotage, or in harbour approaches, these conditions can create sudden changes in the operating environment and require close attention to weather observations and forecasts.

In this week's Captain's Weather Desk, we simplify the basic conditions required for thunderstorm formation and explain the different stages and major types of thunderstorms, along with the hazards they can present to ships and crew. The notes also introduce a practical method of estimating the approximate distance of a thunderstorm by measuring the time interval between seeing a lightning flash and hearing the corresponding thunder.

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



By MARINERS UPDATE
21,337 followers

Published daily
5,813 subscribers

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JAPAN SUBMITS REVISED NET-ZERO FRAMEWORK PROPOSAL AHEAD OF MEPC 85

MARITIME UPDATE

JAPAN STRENGTHENS REVISED NET-ZERO FRAMEWORK AHEAD OF MEPC 85

BY 2030 TARGET

20%GHG REDUCTION
vs 2008 levels

BY 2030 TARGET

5.8%SHARE OF ZERO OR
NEAR-ZERO GHG FUELS

Japan has submitted new details to the **IMO ahead of MEPC 85** to show that its revised Net-Zero Framework can still support existing climate targets. Under the more flexible Threshold 2 scenario, Japan projects a **20% GHG reduction** by 2030 compared with **2008** and a **5.8% share of zero or near-zero GHG fuels**. The revised proposal relaxes emission-intensity limits, expands surplus-unit offsetting and allows contributions to **approved external projects**.

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Japan has submitted supplementary details to the IMO ahead of MEPC 85, arguing that its revised Net-Zero Framework (NZF) can remain aligned with the existing shipping GHG reduction strategy. Under the more flexible threshold value 2, Japan estimates a 20% reduction in GHG emissions from 2008 levels by 2030, with zero or near-zero GHG fuels reaching a 5.8% share.

The revised proposal removes the original fund, relaxes GHG-intensity thresholds, expands surplus-unit use and allows contributions to approved external projects under IMO oversight. Further discussions will continue through ISWG meetings in September and November, ahead of MEPC 85.

A U.S. federal court sentenced Georgian tanker captain Avtandil Kalandadze to 10 months in prison followed by deportation after he pleaded guilty to refusing a U.S. Coast Guard order to stop the tanker *Bella 1*. (later *Marinera*).

The case also exposed alleged shadow-fleet activity, including Iranian oil transport, AIS deactivation, identity concealment, ship-to-ship transfers and disputed flag claims. The vessel was later renamed *Era*, registered in Comoros and listed for scrapping.

TANKER CAPTAIN SENTENCED TO JAIL

— FOR NOT OBEYING U.S. COAST GUARD —



A **U.S. court** has sentenced tanker captain Avtandil Kalandadze to 10 months in prison, followed by deportation, after he refused a **U.S. Coast Guard** order to stop. The tanker **Bella 1** reportedly fled across the Atlantic while allegedly involved in shadow-fleet operations. U.S. authorities linked the vessel to the movement of **1.8 million barrels of Iranian-origin oil**, AIS shutdowns, identity concealment and ship-to-ship transfers. The tanker was later renamed **Era** and is now listed as "to be broken up."

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TRUMP'S COMPENSATION DEMAND PUTS HORMUZ

REOPENING TALKS UNDER PRESSURE



Trump has demanded compensation from Iran as talks over reopening the **Strait of Hormuz** continue. Iran says the **waterway cannot fully reopen until U.S. conditions** on sanctions, military threats and compensation are addressed. Oman-mediated talks on **new shipping lanes** are progressing, but major political disputes remain unresolved. With **vessel traffic falling and oil prices rising**, global shipping remains on alert.

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Efforts to restore normal shipping through the Strait of Hormuz face another setback after U.S. President Donald Trump demanded compensation from Iran for deaths and damages.

Iran and Oman are discussing alternative shipping lanes, with Tehran demanding compensation, an end to sanctions and military threats before full reopening. Washington opposes any arrangement allowing Iran to charge vessel transit fees.

A major rescue operation took place in the Pacific after an engine-room fire forced the 22 crew members of Marshall Islands-flagged car carrier Min Jiang Kou to abandon ship about 630 nautical miles south of Costa Rica.

After the crew activated the fixed CO₂ system, worsening smoke led to evacuation. Bulk carrier Jin Hai Ping rescued all 22 seafarers, with tanker Degu assisting nearby. The crew are being taken to Akita, Japan.

22 CREW RESCUED AFTER SHIP FIRE

ENGINE-ROOM FIRE ABOARD COSCO-MANAGED CAR CARRIER MIN JIANG KOU.



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NORTHERN SEA ROUTE NEW ROUTE FASTER TRADE

**CONTAINER CARRIERS CHOOSE ARCTIC ROUTE
AS RED SEA ALTERNATIVE**



Container carriers are turning to the Arctic as a seasonal alternative for **Asia-Europe trade**. Sea Legend plans eight near-weekly NSR sailings, while South Korea's PanStar is launching a **Busan-North Europe service**. Transit times of around 18–21 days could significantly cut voyage durations compared with routes around the Cape of Good Hope. But the Arctic remains a seasonal and developing corridor, with only 15 container-ship voyages recorded in 2025.

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The Northern Sea Route (NSR) is attracting growing interest as container carriers explore the Russian Arctic as a seasonal alternative to traditional Asia–Europe routes.

Chinese operators Sea Legend and New New Shipping, along with South Korea's PanStar, are developing Arctic services, with some voyages targeting 18–21-day transit times to North Europe. The route could offer faster transit and greater supply-chain resilience, but remains highly seasonal and still at an early stage for container shipping.

Panama-flagged containership Vela Nova was reportedly struck by U.S. forces on August 10 while approaching a blockade line in the Gulf of Oman. Reports say the vessel ignored repeated warnings before an MH-60 helicopter fired two Hellfire missiles, disabling the ship and causing a small fire that was later extinguished. All 17 crew members were evacuated safely and reportedly remained uninjured.

CONTAINERSHIP STRUCK IN GULF OF OMAN

U.S. FORCES DISABLE SHIP
NEAR IRANIAN BLOCKADE



A Panama-flagged containership, **Vela Nova**, was reportedly struck by U.S. forces while approaching an Iranian blockade line. U.S. Central Command said the vessel ignored repeated warnings before two Hellfire missiles were fired into its **engine-room area**. The **17-member crew** was reportedly evacuated after a small fire and all crew were reported safe. The incident comes amid rising tensions over Iran, U.S. maritime operations and the Strait of Hormuz.

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GULF OIL FLOWS RECOVER BUT HORMUZ SHIPPING REMAINS RESTRICTED



Oil flows from the Gulf have recovered to around **15 million barrels per day**, with nearly **9 million bpd** moving through Hormuz and another 5–7 million bpd using alternative pipelines and export facilities. More than 20 million barrels moved out of the region in a single day, but commercial shipping remains far below normal. Hormuz historically averages around **138 vessel transits per day**, while only limited tanker and cargo movements were recorded on **August 9–10**.

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Arabian Gulf oil flows have reportedly recovered to around 15 million barrels per day, with nearly 9 million bpd moving through the Strait of Hormuz and another 5–7 million bpd via alternative routes. Despite the recovery in oil exports, commercial shipping remains heavily restricted. Against a historical benchmark of around 138 vessel transits per day, only 42 U.S.-facilitated transits were recorded on August 9–10. Oil flows are recovering, but safe and sustained shipping through Hormuz remains under pressure.

**MARINER'S
UPDATE**

COMPLIANCE WITH SIMPLICITY

PSC CONCENTRATED INSPECTION CAMPAIGN ON CARGO SECURING

PARIS MOU – CONCENTRATED
INSPECTION CAMPAIGNS



01 SEPTEMBER –
30 NOVEMBER 2026



**CARGO SECURING
MANUAL (CSM)
IS MANDATORY NOW**



PSC FOCUS

CIC ALERT—CARGO SECURING

Tokyo MOU & Paris MoU Joint Concentrated Inspection Campaign

CSM & CSAP ARE MANDATORY ONBOARD

An approved Cargo Securing Manual (CSM) must be onboard and followed, and container ships must also carry an approved Cargo Safe Access Plan (CSAP). A “No” to the related starred checks may lead to consideration for detention.

CIC AT A GLANCE

Campaign	Concentrated Inspection Campaign on Cargo Securing of Cargo Units & Cargo Transport Units
Period	01 September – 30 November 2026
Authorities	Tokyo MOU & Paris MoU Member Authorities
Inspection basis	Conducted together with routine Port State Control inspections
Focus	Loading, stowage and securing of cargo in accordance with current SOLAS requirements

WHAT PSCOs WILL LOOK AT

#	CHECK	PSC EXPECTATION
1	Approved CSM onboard	Verify the approved Cargo Securing Manual is available on board.
2	CSM covers actual stowage	Lashing instructions must cover the specific stowage situations found on the ship.
3	Officers know the CSM	Relevant officers should understand stack/tier weight limits and weight limitations for tank tops, hatch covers and decks.
4	CSM is followed	Actual cargo securing practices should comply with the approved CSM.
5	Cargo plan & VGM	Cargo plans should reflect the verified gross mass of containers being loaded.
6	Cargo Safe Access Plan	Where applicable, the ship should have a CSAP supporting safe and proper container stowage and securing.
7	Correct securing equipment	Sufficient approved portable securing devices of the correct type/brand should be available.
8	Condition & maintenance	Fixed and portable securing devices should be compatible, in good condition and maintained as required by the CSM.
9	Cargo secured during voyage	Cargo should remain secured throughout the voyage to prevent cargo loss overboard.
10	Visibility & heavy weather	Cargo stow should preserve bridge visibility; SMS heavy-weather arrangements should address cargo-loss prevention and be followed.

MASTER / CHIEF OFFICER — PRE-CIC CHECK

A practical shipboard self-check before the PSC inspection window

AREA	VERIFY BEFORE PSC	✓
CSM	Approved CSM is onboard, current and readily accessible.	
CSM	Lashing instructions cover the cargo/stowage arrangements actually used on board.	
Familiarisation	Deck officers can explain relevant stack/tier weights and structural weight limitations.	
Cargo plan	Container verified gross masses are correctly reflected in the cargo plan.	
CSAP	Cargo Safe Access Plan is available and implemented where required.	
Equipment	Correct approved lashing/securing devices are available in sufficient quantity.	
Equipment	Securing devices are compatible, identifiable, in good condition and properly maintained.	
Practice	Cargo securing on deck matches the CSM — not just the plan.	
Voyage	Checks/arrangements ensure cargo remains secure throughout the voyage.	
Bridge	Cargo stow does not compromise required bridge visibility.	
Heavy weather	SMS procedures cover precautions against cargo loss in heavy weather and crew follow them.	

DETENTION RISK — PAY SPECIAL ATTENTION

The CIC questionnaire includes starred questions. A “No” answer to these questions may result in the ship being considered for detention. All “No” answers must be supported by a relevant deficiency in the PSC inspection report.

KEY MESSAGE FOR THE CREW

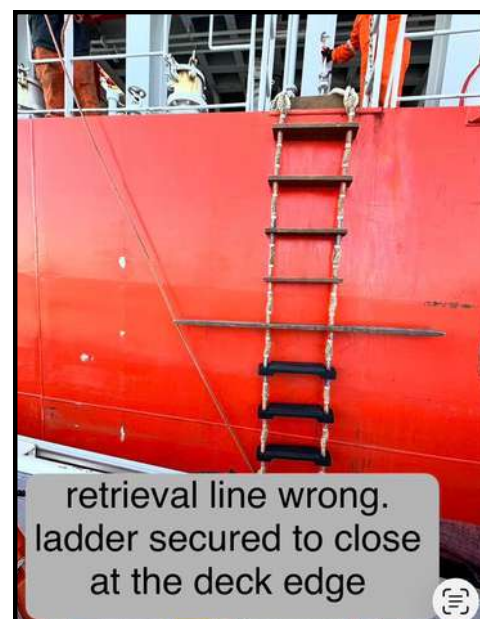
Don't treat the CSM as a document kept only for inspections. The CIC checks whether cargo securing arrangements, equipment, plans and onboard practices actually match the approved CSM and applicable SOLAS requirements — the ship should be able to demonstrate this consistently in normal operations.

To keep you updated on the Latest Maritime news, regulations IMO, IACS, IG club, SIRE 2.0, Rightship PSC, Flag activities, we invite you to follow our official LinkedIn page

Follow Mariners Update at



WEEKLY PILOT LADDER COMPLIANCES



Credits : Capt.Aries, Fb page: Dangerous ladder

PILOT LADDER SAFETY SIMPLIFIED

Content not
created by AI

DAY 10 • ASSOCIATED EQUIPMENT

Before pilot transfer, every supporting item must be ready, correctly secured and immediately usable.

① MAN-ROPES

Use when required by the pilot

28-32 mm DIAMETER

- ✓ Secure to a certified strong point on deck.
- ✓ Reach the stanchion / bulwark height at the access point.
- ✓ Do not make them longer than the pilot ladder.
- ✓ Never allow them to trail in the water.
- ✓ Keep the rope surface clear so it can slide freely through the pilot's hands.

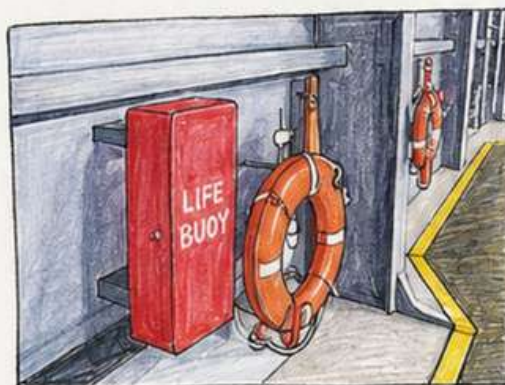


Correctly deployed

② LIFEBOUY

Keep close to the transfer position

- ✓ Must be fitted with a self-igniting light.
- ✓ Keep it immediately ready if someone falls into the water.
- ✓ The lifebuoy line must NOT be made fast to the ship.



③ HEAVING LINE

Ready at the pilot transfer position

- ✓ Pilots may need it to transfer personal effects or navigation equipment.
- ✓ Keep it ready before the transfer starts.

AVOID CARRYING BAGS

A backpack can restrict movement, snag during transfer and hinder inflation of a flotation device.



④ DECK ACCESS

When required for safe access

Provide suitable stanchions and a bulwark ladder where required for access to the ship's deck.



MASTER / CREW QUICK CHECK

- ✓ Man-ropes: 28-32 mm + strong point + correct height
- ✓ Lifebuoy: self-igniting light + ready + line not fast
- ✓ Heaving line: ready for use
- ✓ No loose bags during ladder transfer

SHIP KNOWLEDGE SIMPLIFIED - DAY 11

Content not
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LONGITUDINAL STRENGTH - BASICS

A ship is constantly acted upon by different forces. These forces create **shearing forces** and **bending moments** which the ship's structure must resist.

1. STATIC vs DYNAMIC FORCES

STATIC

Force is applied slowly.
The ship absorbs the load instantly and remains in control.

Example:

- A crane lifting cargo smoothly.

DYNAMIC

Force is applied suddenly.
The ship cannot absorb the load instantly and responds violently.

Example:

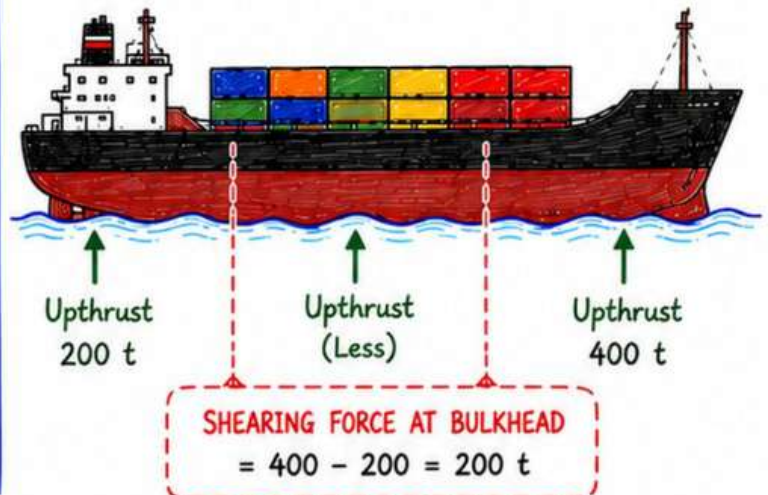
- A lifted load dropping suddenly on deck.



Excessive or sudden forces may cause permanent deformation and structural damage.

2. SHEARING FORCES

Upward pressure (buoyancy) varies along the length of the ship due to hull shape. This creates a difference between upward pressure and weight, producing shearing forces.

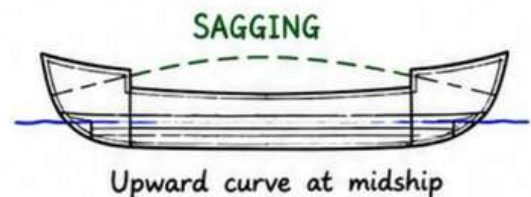


3. BENDING MOMENTS

Shearing forces create a turning effect known as bending moment.

Two types:

- **Hogging Moment** – ship bends like a smile (downward at midship).
- **Sagging Moment** – ship bends like a frown (upward at midship).



4. WHY DO LONGITUDINAL FORCES OCCUR?

- ✓ Weights in the ship are not uniform along the length.
- ✓ Upward pressure (buoyancy) differs due to the shape of the underwater body.



5. IMPORTANCE

- ✓ Ensures the hull can withstand bending and shearing.
- ✓ Prevents fatigue, cracks and structural failure.
- ✓ Essential for safe operation in all sea conditions.
- ✓ Proper design and construction improve strength and durability of the ship.



Understanding longitudinal strength helps us build and operate ships that are strong, safe and ready to face the forces of the sea.





From Master's Table - Day 11

Content not
created by AI

ACTIONS TO BE TAKEN IN CASE OF CARGO DAMAGE

MASTER'S NOTE

Prompt action, correct information and proper documentation protect the interests of the shipowners and support a strong defence.



A. ARRANGEMENT OF SURVEY

INFORMATION TO BE PROVIDED

If cargo damage is found, contact P&I correspondents immediately to arrange a survey.

- Name of the vessel
- Date of the incident
- Place of the incident
- Particulars of the cargo (commodity, quantity of damaged cargo, extent of damage, location of stowage, B/L No.)

- Loading port and loaded quantity
- Suspected cause of the damage
- Contact details of the agent

- ETA / ETD of the vessel



B. MITIGATION OF DAMAGE

Take all possible measures to minimize further damage, unless it could risk the vessel's safety, navigation, operation or increase damage to cargo.

C. RECORDING



1. PHOTOS

Take clear photos of the damaged cargo and suspected causes. These photos will help support Members' defence.



2. LOG BOOK ENTRIES

Record sea conditions, weather and wind force in the log book along with all relevant information.



3. SEA PROTEST

File a Sea Protest at the next calling port, if the damage was caused by rough seas.



MASTER'S REMINDER

✓
Act early
and inform

✓
Provide complete
information

✓
Take photos &
record properly

✓
File Sea Protest
when required

✓
Protect shipowner's
interests



Timely action today prevents complications tomorrow.



WEEKLY WEALTH PLAN FOR SAILORS

WEEK 17

THE BIG HOUSE, EMPTY BANK ACCOUNT

*Buying a dream home before
building investments.*



THE STORY

A seafarer earns well and wants to give his family the best.

He buys a big house with a huge loan.

Every month goes like this:

- High EMI
- Utility bills
- Lifestyle expenses
- No money left to invest

Years pass by...

He still owes money.

He still works.

His bank account is still empty.

THE PROBLEM

- High loan = High stress
- No investments = No wealth
- No financial safety
- You trade your future for today's lifestyle

SMARTER SEAFARER CHOICE

- ✓ Build investments first
- ✓ Create financial security
- ✓ Then buy the right home, within your means

THE TRUE COST OF A BIG HOUSE FIRST



1. BIG LOAN BURDEN

Ties up your income for 15–30 years.



2. HIGH MONTHLY EMI

Leaves little to nothing for savings or investments.



3. NO INVESTMENTS

You miss the power of compounding and long-term growth.



4. FINANCIAL STRESS

Worry about money becomes part of daily life.



5. DELAYED FINANCIAL FREEDOM

You keep working just to pay, not to build your future.

A home should be a blessing,
not a burden.

**Build wealth first,
then build your dream.**

When you finally fall asleep

11:00 PM : after a long watch...



11:01 PM : Ship starts rolling like it has somewhere to be



NORMAL PEOPLE:

"Do you see all the sea creatures when you're at sea?"



SEAFARER:

Uhhh..I see Water and more water from a different angle and dolphins if im lucky



NORMAL PEOPLE

ANOTHER BIRTHDAY TOGETHER.

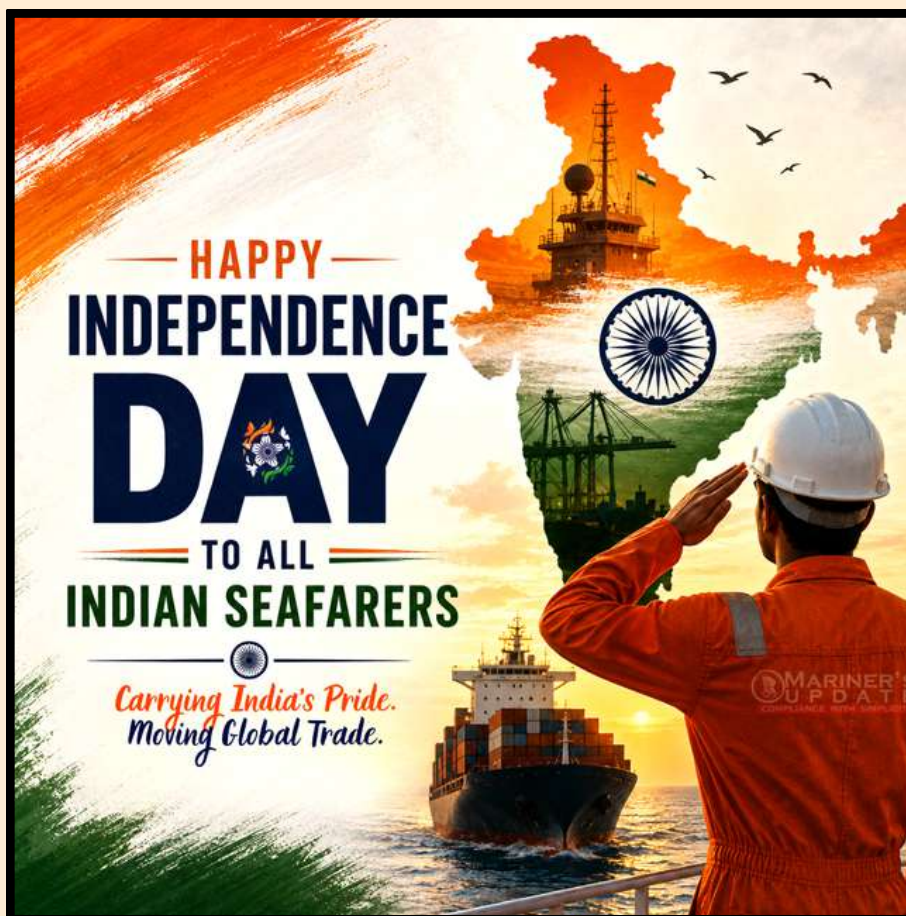


SEAFARER

ANOTHER BIRTHDAY CELEBRATED THROUGH A PHONE SCREEN.



For some, it's just another birthday.
For a seafarer, it's another memory missed.



MARITIME POLL RESULT

WHICH SKILL WILL BE MOST VALUABLE FOR MARITIME PROFESSIONALS BY 2030?- POLL RESULTS

The poll shows that Digital & AI Literacy is the most valued future skill, leading with 41% of the votes. Cybersecurity Awareness and Autonomous Ship Operations follow at 23% each, while Environmental Compliance received 14%. This highlights the growing importance of digital transformation, AI, cybersecurity, and automation in the maritime industry.

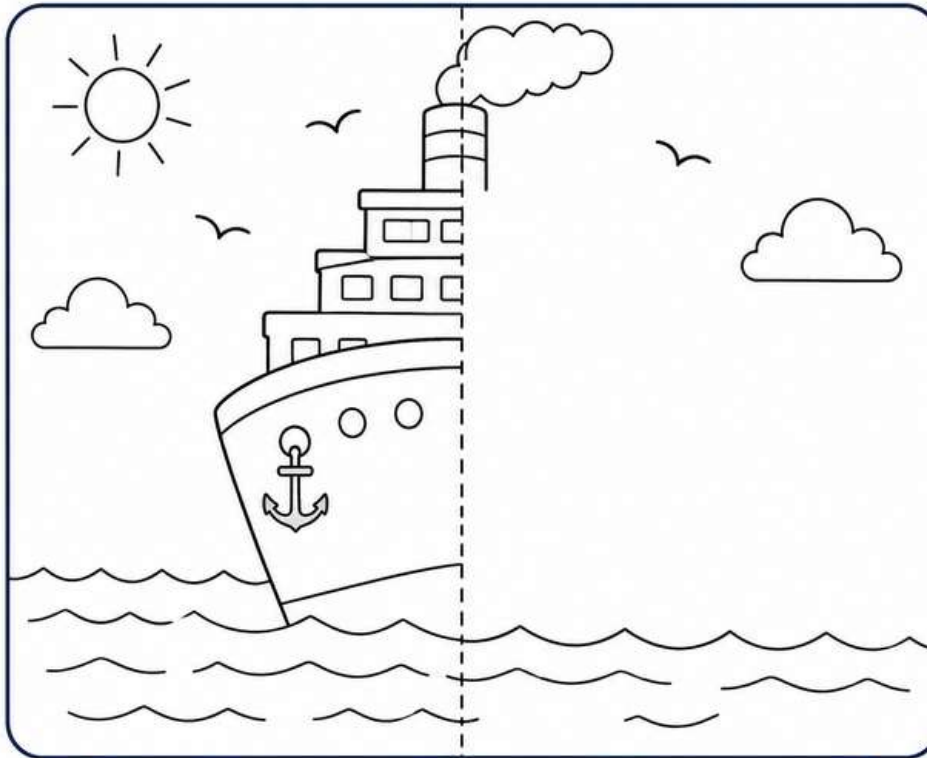




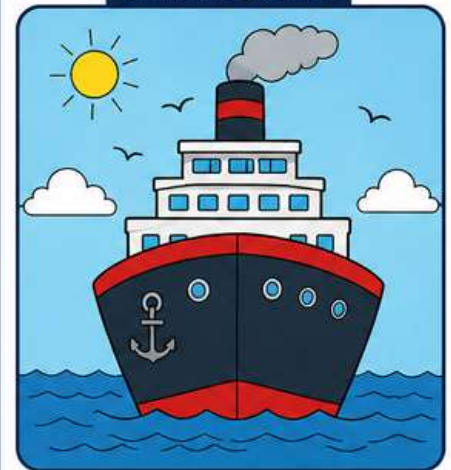
COMPLETE THE DRAWING AND COLOUR IT!



Use your imagination to complete the picture and colour it beautifully.



COLOURED EXAMPLE



Be a little
Captain today,
lead the way
tomorrow!



How to Participate:

- 1 Draw the picture above and make it your own.
- 2 Write the child's name, age and parent's name on the back side.
- 3 Email your entry
- 4 Mention "Kids Challenge – Draw & Win" in the subject



Email us at :

mu@marinersupdate.com



Exciting Prizes
to be won every week!



Last date to submit :

Next Sunday

23- 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.**



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NEWSLETTER

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CONNECTING
TALENT



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SHORE JOBS

SEA AND BEYOND
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SHORE JOB AS MARINE & QHSE SUPERINTENDENT

QUALIFICATION:
MASTER MARINER with OIL TANKER VESSEL EXPERIENCE

SHORE EXPERIENCE:
MANDATORY

LOCATION:
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SEND YOUR CV TO:
jyothi@seaandbeyond.com

CONTACT:
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WE ARE HIRING!

Jibe Development Services
Smart Data. Reliable Decisions. Stronger Operations.

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:

WhatsApp: +91 7021107456
Email ID: Jobs@jibe.co.in

SALARY DETAILS:

INR 400,000 Yearly to INR 600,000 Yearly (CTC) - Permanent Basis

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-wj061098>

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.

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SEAVIEW

SHIP MANAGEMENT PVT. LTD.

RPSL No.: MUM-162245



URGENT CREW REQUIREMENT



Vessel Type: **Tanker**
GRT: **23000**

► **4TH ENG** **1200 - 1500\$**

► **OILER** **500 - 600\$**

ELIGIBILITY:

- ✓ White COC
- ✓ IND WK
- ✓ Must have rank experience

INTERESTED CANDIDATES ARE REQUESTED TO SEND THEIR UPDATED CV TO:

CONTACT: +91 7208695742 / 7977957212

EMAIL: seaviewcrew7@gmail.com

ATTRACTIVE SALARY
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RPSL-MUM-162174 | Valid till 2028



WE ARE RECRUITING



CONTAINER, PCC & MPV VESSELS

OPEN POSITIONS:

► **CHIEF ENGINEER (CE)**

► **SECOND ENGINEER (2E)**

JOINING: IMMEDIATE

REQUIREMENTS:

- ✓ Candidates must hold valid STCW certificates and relevant vessel experience.
- ✓ Candidates should have a minimum of **12 months' rank experience**.
- ✓ Relevant **Container / PCC / MPV vessel experience** is preferred.

CONTACT DETAILS:

Email ID: asharma@crewships.com
Call / WhatsApp: **+91 84220 20736**

Please share this opportunity with suitable candidates within your maritime network.

Fair Winds & Following Seas!



NIMBUS MARINE SERVICES PTE LTD



VERY URGENT OPENING FOR CO

VESSEL TYPE
ASD TUG
Harbour operations

LOCATION
NEOM PORT / KSA

NATIONALITY
Sri Lankan / Malaysian / Myanmar

DURATION
3 MONTHS

JOINING
MID-SEPTEMBER 2026

REQUIREMENTS

MUST HAVE 2 YEARS RANK EXPERIENCE

AND HOLD ALL VALID DOCUMENTS

THOSE INTERESTED CAN SEND C.V IN WORD FORMAT ON

+91 73043 18410 OR crew@nimbusmarinegroup.com

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OLYMPUS Ship Management Pvt. Ltd.

(RPSL MUM 162135)

Navigating Together Towards a Safer Tomorrow



WE ARE HIRING

For **OIL CHEMICAL TANKER (12,500 DWT)**

OPEN POSITIONS

► **CHIEF ENGINEER**

► **2ND ENGINEER**

COC ACCEPTED

Indian, UK, Singapore, Australia, New Zealand, Panama, Liberia

REQUIREMENTS

- ✓ All should have rank experience of at least **18-24 Months** on Oil Chemical Tanker
- ✓ Advance DC must

CONTACT US

+91 9967285244, 7700925405
info@olympusship.com

SAFETY | RELIABILITY | PROFESSIONALISM | EXCELLENCE



phelix
PHELIX
SHIPPING VENTURE PVT LTD



FOR TANKER FLEET

AB

REQUIREMENTS

- ✓ Minimum **6 months** of Rank experienced is required
- 🇮🇳 Indian 🇮🇳 **COP** must
- 💧 Oil chem dc must

CONTACT US

+91 93727 36846 | crewing@phelixships.com

Jimmi Kumar
Phelix Shipping Venture Pvt Ltd.,
207, Great eastern Galleria,
Sec-4, Nerul West,
Navi Mumbai, 400706,

RPSL MUM-445



BLUE FORTUNE
SHIP MANAGEMENT
SAFETY ★ QUALITY ★ RELIABILITY

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CHIEF ENGINEER

2ND ENGINEER

FOR

GENERAL CARGO
HEAVY LIFT VESSEL

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& CAREER
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PACKAGE

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Blue Fortune Ship Management



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WE ARE HIRING

1. FOR CHEMICAL VESSEL (SS TANK)

- MASTER - PURE CHEMICAL (NEED SS TANK EXP) - 24 MONTHS
- CO - PURE CHEMICAL - 24 MONTHS
- 20 - WITH CHIEF MATE LICENSE - 12 MONTHS
- 30 (CHEMICAL SS TANK)
- ETO (COC HOLDER)

2. FOR CONTAINER (10,000 TEU) VESSEL WITH US VISA

- 2E - ME ENGINE & RT FLEX
- 30 - 12M EXP
- 3E - 12 MONTHS EXP VESSELS

3. FOR LPG VESSEL

- 30 - 06 MONTHS RANK EXP REQUIRED

4. EXPERIENCE IN THE REQUIRED RANK ON LNG VESSELS

- CO
- ETO
- CE
- 1AE

WHITE COC
ONLY

ADVANCE
DC MUST

RANK EXPERIENCE
AS SPECIFIED

harshali.kadam@meiji-group.com | **HARSHALI KADAM**

8591090766



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MARINE
SERVICES

WE ARE

HIRING!

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RPSL CNN/022

FOR LPG VESSEL GRT 3366

3RD ENGINEER

ONLY INDIAN
COC ACCEPTED

FOR PRODUCT OIL TANKER GRT 5000

3RD ENGINEER
4TH ENGINEER

ONLY INDIAN
COC ACCEPTED

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OUR PRIORITY

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EXCELLENCE
AT SEA

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SAFETY • QUALITY • TRUST



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1. VLGC

CHIEF ENGINEER
With
Min 18 months in rank



2. PARCEL CHEMICAL TANKER

CHIEF OFFICER
With
12 months Rank exp on chemical tanker



3. VLCC / LR TANKERS

MASTER With Min 18 months in rank
CHIEF ENGINEER With Min 18 months in rank
CHIEF OFFICER With Min 12 months in rank
ETO with CoC With Min 12 months in rank



WHITE COC ONLY ADVANCE DC MUST GLOBAL OPPORTUNITIES GROW YOUR CAREER SAFETY • QUALITY INTEGRITY

SEND YOUR CV

Mr. Pramod Kumar (BSM Delhi office) pramod.kumar@bs-shipmanagement.com +91-9555646402



NAUTICAL MARINE MANAGEMENT

RPSL NO: MUM-037

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OIL CHEM TANKER / VLCC

CHIEF ENGINEER	× 6	24 MONTHS RANK EXPERIENCE REQUIRED
SECOND ENGINEER	× 6	12 MONTHS RANK EXPERIENCE REQUIRED
CHIEF OFFICER	× 20	12 MONTHS RANK EXPERIENCE REQUIRED
THIRD OFFICER		8 MONTHS RANK EXPERIENCE REQUIRED
FOURTH ENGINEER		



LPG / VLGC

CHIEF ENGINEER	× 8	24 MONTHS RANK EXPERIENCE REQUIRED
ETO (WITH COC)	× 5	
GAS ENGINEER (WITH COC)	× 5	12 MONTHS RANK EXPERIENCE REQUIRED
SECOND OFFICER	× 2	



WHITE COC ONLY ADVANCE DC MUST

SEND YOUR CV TO: Suvam@nauticalglobal.com 9819672100 7908001827

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MW MARITIME

RPSL-MUM-162204

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WE ARE HIRING!

JOIN OUR PROFESSIONAL TEAM

FOR CONTAINER 2023 BUILT

CHIEF OFFICER	With 10-12 months of rank experience on Container Vessels
SECOND ENGINEER	With 10-12 months of rank experience on Container Vessels
FOURTH ENGINEER	With 6-12 months of rank experience on Container Vessels
ETO	-12 months of rank experience on Container Vessels



FOR LPG VESSEL

THIRD ENGINEER	With 18 months of rank experience on LPG Vessels
THIRD OFFICER	With 12 months of rank experience on LPG Vessels
FOURTH ENGINEER	With 12 months of rank experience on LPG Vessels



WHITE COC ONLY ADVANCE DC MUST FOR LPG

SEND YOUR CV TO: applications@mw-maritime.com +91 9810409814 +91 9953892345

SAFETY FIRST EXPERIENCED TEAM GLOBAL PRESENCE COMMITTED TO EXCELLENCE



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RPSL-MUM-162021

WE ARE HIRING!

FOR BULK CARRIER

CHIEF OFFICER

SECOND ENGINEER

RANK EXPERIENCE IS MANDATORY

WHITE COC ONLY

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OCEAN ONE SHIP MANAGEMENT

EXPERIENCED TEAM SAFE & RELIABLE OPERATIONS GLOBAL PRESENCE YOUR TRUSTED PARTNER

APOLLO



4TH ENGINEER



3RD OFFICER



MINIMUM
6 MONTHS
EXPERIENCE

FOR
**OIL/CHEMICAL
TANKER**



WHITE COC
ONLY



ADVANCE DC
REQUIRED



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SECURE FUTURE



JOIN A TEAM
THAT VALUES YOU

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suraj.johnson@apollomaritimegroup.com



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Apollo Crew Management India Pvt. Ltd.

RPSL/CHN/003



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RPSL- KOL162360

Committed to Safety, Quality & Excellence

**WE ARE
HIRING!**



FOR BULK CARRIER

- 1 Chief Engineer
- 2 Second Engineer

Indian COC Required



FOR DPII VESSEL

- 1 Master
- 2 Chief Engineer
- 3 Chief Officer

Indian COC required (FG/NCV)



FOR AHTS/OSV

- 1 Chief Engineer
- 2 Second Engineer

Indian (NCV) COC



crewing@cleanwakeship.com



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QUALITY
OPERATIONS



TRUST &
RELIABILITY



COLUMBIA AURUS
SHIP MANAGEMENT

Greetings from
Columbia Aurus Management

RPSL MUM 373



★ 2ND ENG

FOR
PROD OIL TANKER
WITH

FRAMO EXP + ME ENGINE EXP

&

US VISA MUST



★ 2E FOR BULK

WITH
ME ENGINE EXPERIENCE

&

US VISA



WHITE COC ONLY



ADVANCE DC REQUIRED



amba@columbiaurus.com



8961621032



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CAREER



PROFESSIONAL
ENVIRONMENT



SAILING TOWARDS
EXCELLENCE



NIMBUS MARINE SERVICES PTE LTD

**VERY URGENT
OPENING!**

CHIEF OFFICER



ASD TUG - HARBOUR OPERATIONS



LOCATION
NEOM PORT / KSA



NATIONALITY
Sri Lankan / Malaysian / Myanmar



DURATION
3 MONTHS



JOINING
MID-SEPTEMBER 2026



MUST HAVE **2 YEARS RANK EXPERIENCE**
AND HOLD ALL VALID DOCUMENTS

THOSE INTERESTED CAN SEND C.V IN WORD FORMAT ON



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crew@nimbusmarinegroup.com



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RELIABILITY



PROFESSIONAL
TEAM



COMMITTED TO
EXCELLENCE



NAZ MARITIME SERVICES PVT. LTD.

RPSL-MUM-130



OPENING – BULK | CONTAINER | VEHICLE CARRIER | OIL/CHEMICAL TANKER

-  **3RD OFFICER** > Indian or UK COC
-  **3RD ENGINEER** > Indian or UK COC
-  **4TH ENGINEER** > Indian or UK COC
-  **AB** > Minimum 36 months' experience
Indian COP mandatory
-  **OILER** > Minimum 36 months' experience
Indian COP mandatory
-  **COOK** > Minimum 36 months' experience
Indian COC mandatory

 PROMOTIONAL CANDIDATES
DO NOT SEND CVS.

 PLEASE DO NOT SEND CVS FOR:
TR. OS | OS | TME | Deck Cadet |
Messman | Wiper | TR. ETO

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VIA WHATSAPP **+91 74000 95115**

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ALBA MARINE SERVICES PVT. LTD.

RPSL NO - MUM-162153

WE ARE HIRING

FOR CAPE BULK CARRIER VESSEL

- 1 MASTER**
- 2 CHIEF OFFICER**
- 3 CHIEF ENGINEER**
- 4 2ND ENGINEER**
- 5 4TH ENGINEER**

 Above should have rank experience of
at least **12-18 Months** on Bulk Carrier.

 **WHITE COC ONLY**

 **+91 9833730764**
7738554553  **sonali@albamarine.in**

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**TOP URGENT REQUIREMENTS –
WALLEM SHIP MANAGEMENT**

Greetings from Wallem Ship Management!
We have the following immediate openings:

01 CHIEF OFFICER (COFF) – VLCC

-  Minimum 12-15 months' experience in rank
-  Vessel Type: **VLCC**
-  Joining: **Mid-August 2026**



02 4TH OFFICER (4OFF) – OIL/CHEMICAL

-  Oil/Chemical Advanced DCE required
-  Valid **US Visa** mandatory
-  Experience: **Freshers can apply**
-  Vessel Type: **Oil/Chemical Tanker /
Crude Oil Tanker**
-  Joining: **End-August 2026**



INTERESTED CANDIDATES MAY CONTACT:

 **Bini Soni**
Wallem Ship Management
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 **biso@wallem.com**

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Please feel free to share this requirement
with suitable candidates.

THANK YOU!

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SERVICE • COMMITMENT • RESULTS

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in global shipping

 **3/O (THIRD OFFICER)
FOR BULK CARRIER**

-  **WHITE COC ONLY**
-  **RANK EXP MUST ON SHIP TYPE**
-  **EXPERIENCE MUST BE ON
BULK CARRIER**
-  **JOINING: URGENT**

CONTACT

 **CHANDRA RAWAT**
 **Mob: 8130192806**
 **singhch@angloeastern.com**

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VERY URGENT OPENING

JOINING ASAP

CO SDPO • 20 DPO • CE • ETO

	VESSEL TYPE : DSV DP2 (SAT DIVE)
	LOCATION : MUMBAI HIGH
	NATIONALITY : UKRAINE, POLISH, AZERBAIJAN
	DURATION : 2 MONTHS
	JOINING : ASAP

180 DAYS RANK EXPERIENCE
ON DSV DP2 AND ALSO SAME MENTIONED ON
DP LOG BOOK WITH VALID DOCUMENTS



INTERESTED CANDIDATES

CAN SEND CV IN **WORD FORMAT** ON
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RPSL No.: MUM-162245

URGENT CREW REQUIREMENT

★ WE ARE HIRING ★

VESSEL TYPE
TANKER
GRT: 4000



VESSEL TYPE
TANKER
GRT: 23000



INTERESTED CANDIDATES ARE REQUESTED
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CONTACT:
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**30 FOR
NEW OIL-CHEM TANKER**
WITH ME ENGINE



**30 FOR
BULK CARRIER** (WITH
RANK EXPERIENCE)



2E & ETO
(WITH COC) WITH
ME ENGINE
EXPERIENCE IN RANK
IS REQUIRED.



REQUIREMENT: **WHITE COC ONLY**

INTERESTED CANDIDATES MAY SEND THEIR **UPDATED CV** TO:

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OLYMPUS
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RPSL MUM 162135

WE ARE HIRING!

BULK CARRIER



**2ND
ENGINEER**



**3RD
ENGINEER**



**4TH
ENGINEER**

COC ACCEPTED:

India | UK | Singapore | Australia | New Zealand



**12-18 MONTHS RANK EXPERIENCE
ON BULK CARRIER**



ONLY INDIAN CREW ACCEPTED

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⚓ SAIL WITH US TOWARDS SUCCESS ⚓



FOR **AFRAMAX TANKER VESSEL**

3RD ENGINEER

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FOR **LPG TANKER GRT 3366**

3RD ENGINEER

🇮🇳 ONLY INDIAN 🇮🇳 COC ACCEPTED.



FOR **PRODUCT OIL TK. GRT 5000**

3RD ENGINEER | **4TH ENGINEER**

🇮🇳 ONLY INDIAN 🇮🇳 COC ACCEPTED.



FOR **BULK CARRIER VESSEL**

3RD ENGINEER

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WITH EXCELLENCE

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FOR **TANKERS FLEET**



VESSEL MT MUMBAI - HK



20 AUG



4E



ETO



3/E

- ✓ RANK EXPERIENCE MUST ON SHIP TYPE
- ✓ WHITE COC ONLY
- ✓ ADVANCE DC MUST



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GREETING FROM
SYNERGY MARITIME!



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CE & ZENG

FOR

GEARED BULK CARRIERS

With

🇺🇸 US VISA



3E & 4E

FOR

GEARED BULK CARRIERS

With

🇺🇸 US VISA



2AE, 30,

GAS ENGINEER & ETO

FOR

VLGC



CO WITH

HIGH TEUS EXP

FOR

CONTAINERS



ETO WITH COC

FOR

BULK CARRIERS & CONTAINERS VESSEL



✓ WHITE COC ONLY

✓ ADVANCE DC MUST FOR TANKER

SEND YOUR CV TO:

📞 78455 58173

✉️ ananya.d@synergymanning.com

📍 SYNERGY MARITIME, KOLKATA OFFICE



RIGHT
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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



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VR MARITIME!



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WHATSAPP

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TOGETHER, LET'S BUILD A STRONGER MARITIME COMMUNITY

FINAL THOUGHTS

THE MARITIME INDUSTRY IS CONSTANTLY EVOLVING, AND STAYING AHEAD MEANS STAYING INFORMED.

NEW REGULATIONS, TECHNOLOGIES, CHALLENGES, AND OPPORTUNITIES CONTINUE TO SHAPE THE FUTURE OF SHIPPING.

THANK YOU FOR READING AND GROWING WITH US.

STAY INFORMED, ADAPT WITH CONFIDENCE, AND CONTINUE MOVING FORWARD.

UNTIL NEXT TIME, SMOOTH SAILING AND SAFE WATERS.



18 AUGUST 2026