

# MARINER'S UPDATE

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

VOYAGE : 18

25 AUG 2026

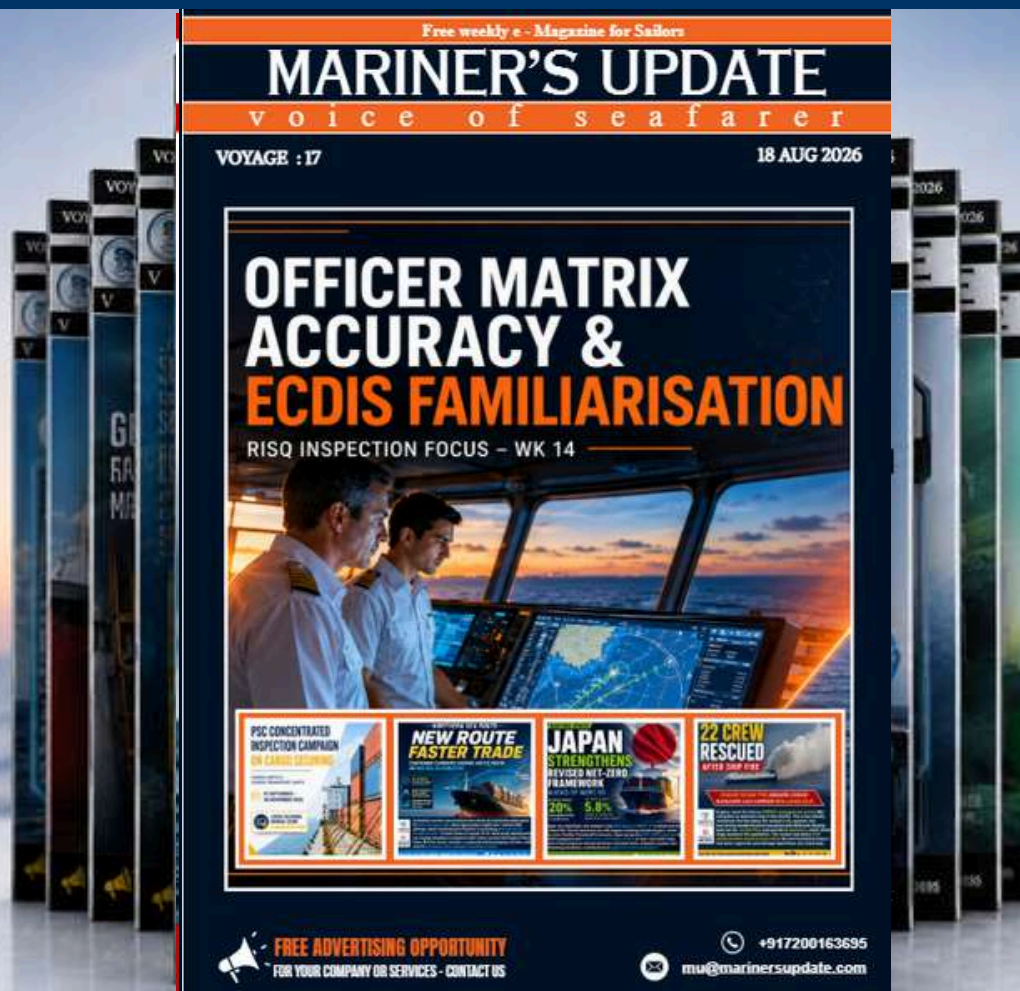
## PREPARING — FOR A — RIGHTSHIP INSPECTION

### INSIDE THIS EDITION

- BUNKER DISPUTE NEWS
- MARITIME KIDS CHALLENGE
- SEA SHORE JOB VACANCIES

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 +917200163695  
 [mu@marinersupdate.com](mailto:mu@marinersupdate.com)



# YOUR WEEKLY MARITIME BRIEFING



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# EDITOR'S NOTE

WELCOME TO THE **18TH** EDITION



Dear Mariners,

This week's edition brings together important developments spanning bunker quality, seafarer safety, and the future of navigation technology.

We examine the updated ISO 4259:2026 and how test precision and reproducibility can determine whether a marginally out-of-spec fuel result represents a genuine failure, with particular relevance to bunker quality disputes.

We also highlight concerns raised over the alleged pressure on seafarers to transit the high-risk Strait of Hormuz, reinforcing the importance of safety and informed decision-making.

Looking ahead, we explore the industry's transition from S-57 to the IHO's S-100 navigation data framework, bringing richer hydrographic information, real-time environmental data, improved navigational warnings, and enhanced ECDIS capabilities as the maritime sector moves toward a new era of digital navigation.

As the industry evolves, understanding both the risks and the changes shaping maritime operations remains 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 : 27) 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.





NEWSLETTER

## PSC FOCUS

PORT STATE CONTROL MANAGEMENT FOR MARINERS

By MARINERS UPDATE  
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This week's SIRE 2.0 inspection experience provides a detailed look at how an inspection unfolded onboard, covering the opening meeting, documentation review, deck rounds, cargo operations, mooring arrangements, emergency equipment, BWTS, enclosed-space procedures, and crew interviews. The inspector closely assessed how officers and crew understood their duties, procedures, equipment checks, watchkeeping requirements, and operational practices.

The inspection also highlighted the importance of crew preparedness and practical knowledge, with particular attention to mooring safety, hot-work procedures, equipment condition, PMS records, alarms, and secure storage of critical equipment. The inspection concluded with one remark related to deck watchkeeping and one remark concerning the secure storage of the HHC spare hose set, while positive feedback was noted for the correct responses provided by the Bosun and Fitter

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



 NEWSLETTER



## SIRE 2.0

EVERYTHING YOU WANT TO KNOW ABOUT SIRE 2.0 PROCEDURES AND OBSERVATIONS



By MARINERS UPDATE  
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Every RightShip inspection tells a story about how well a vessel is actually run, not just what's written in the manuals. This week we break down the Triple-P focus behind every RISQ finding — Process, People, and Plant — and why over half of the 63,000 findings recorded in a single year trace back to procedures that were never properly aligned with the SMS. We also look at which high-risk issues show up again and again across inspections, from lifeboat servicing to winch brake testing, and why age alone doesn't guarantee a clean report.

The good news is that every one of these gaps is preventable. Ships that run a proper gap assessment, train their crew on the RISQ Guide to Inspection, and build readiness checks into their routine consistently walk away with fewer findings and stronger outcomes. With key vetting changes coming into effect on 1 July and 1 October 2025 for vessels 13 years and older, now is the time for ship managers to get ahead of the curve rather than scramble closer to the deadline.



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





Visibility is a critical factor in safe navigation, particularly when operating in coastal waters, busy shipping lanes, pilotage areas, and harbour approaches. This week's Captain's Weather Desk explains the atmospheric conditions that reduce visibility and explores how fog, mist, and haze differ in their formation and characteristics.

Understanding the relationship between moisture, temperature, condensation, and the surrounding atmosphere can help mariners recognise deteriorating visibility before it becomes a significant navigational concern.

The edition also looks at the main types of fog, the weather situations in which they commonly develop, and the practical signs that a bridge team should monitor during changing conditions. By understanding how fog develops and how visibility can deteriorate, seafarers can make better use of visual observations, weather information, radar, and other navigational resources to support safe navigation, collision avoidance, pilotage, and harbour operations.

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





# HOW ISO 4259:2026 DECIDES WHO WINS A BUNKER FUEL DISPUTE

## BUNKER DISPUTES

THE STATISTICAL BASIS OF P&I FUEL CLAIMS



**ONE NUMBER CAN DECIDE YOUR BUNKER CLAIM** — A catfines result of **65 mg/kg** against a **60 mg/kg** limit looks off-spec — but at 95% confidence, it isn't. **ISO 4259:2026** sets the statistical rulebook that separates a genuine fuel failure from ordinary lab variation. **Reproducibility (R)**, not **repeatability**, is the number every P&I claim now hinges on.

A fuel sample comes back slightly over spec. Is that a genuine failure — or just normal lab-to-lab variation? The answer isn't in ISO 8217. It's in ISO 4259, the standard that defines how test precision is measured through round robin testing and translated into the 95% confidence limits used in every bunker dispute.

The updated ISO 4259:2026 keeps the core principle unchanged: reproducibility (R) — not repeatability (r) — is the number that decides these cases. Applied to RMG 380, a 60 mg/kg catfines limit doesn't statistically fail until above 72 mg/kg. That 60–72 mg/kg gap is often exactly where bunker disputes are won or lost. CIMAC WG7 turns this theory into a practical lookup table for claims teams — spelling out exactly how the 0.59R boundary applies from both the supplier's and the recipient's side.



A Greek-interest crude oil tanker, believed to be the Liberia-flagged SKIROS (IMO 9390628), was reportedly struck by an aerial drone on 16 August 2026 while loading oil offshore from Novorossiysk, Russia.

According to a maritime security update, the drone approached the tanker after an initial pass over the area and reportedly struck the bridge, causing a fire onboard. The incident adds to growing security concerns for commercial shipping operating around the Black Sea's major oil-export facilities

## DRONE STRIKE REPORTED OFF NOVOROSSIYSK

GREEK-INTEREST TANKER STRUCK BY DRONE WHILE LOADING OIL



A Greek-interest tanker, was reportedly struck by an **aerial drone** while loading **oil offshore from Novorossiysk, Russia**, in the Black Sea. The drone reportedly hit the bridge, triggering a fire onboard. The vessel is believed to be the **Liberia-flagged SKIROS**, IMO 9390628. Further details on casualties, damage and pollution remain unconfirmed. Black Sea shipping faces another **serious security alert**.

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## RESCUE BOAT FALLS DURING TANKER DRILL :

HIDDEN DEFECT RAISES **SAFETY ALERT**

A rescue boat descended rapidly after corrosion and moisture contributed to failure of a winch freewheel mechanism, **injuring three crew members**.

The incident highlights the need for **internal inspections**, preventive maintenance, pre-launch checks and **strict SMS compliance**.



A rescue boat launching drill on board a tanker resulted in injuries to three crew members after the boat descended rapidly due to a hidden defect in the launching appliance's winch-unit freewheel module.

The BSU investigation found that corrosion and moisture inside the winch contributed to deterioration of the internal mechanism.

The incident highlights why visual inspections and annual checks alone may not be enough.

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The VLCC market is accelerating at an extraordinary pace, with rates surging across both the Atlantic and Middle East markets.

Strong Chinese crude demand, tightening vessel availability and the continuing Hormuz crisis are combining to push tanker earnings sharply higher. Brazil-China fixtures have reached around WS197.5, US Gulf-China voyages are approaching \$260,000 per day, while Middle East-China earnings have climbed above \$500,000 per day.

# VLCC MARKET EXPLODES

"STOP-THE-PRESS" TERRITORY

**\$500K+ / DAY**

Middle East-China Earnings

**\$260K / DAY**

US Gulf-China Fixtures



VLCC freight rates are surging across both sides of Suez as Chinese crude demand meets rapidly tightening vessel availability. US Gulf-China fixtures are approaching \$260,000/day, while Middle East-China earnings have exceeded \$500,000/day. The Hormuz crisis is further reducing effective trading tonnage and giving strategically positioned owners greater negotiating power. With VLCC rates moving far ahead of published assessments, the tanker market has entered "stop-the-press" territory.

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## SEAFARERS UNDER PRESSURE TO CROSS STRAIT OF HORMUZ?

**INDIA HAD ALREADY ISSUED A WARNING**



FSUI raises concerns over allegations that crews are being pressured to enter the high-risk Strait of Hormuz. Multiple vessels have faced attacks, with a recent incident resulting in the death of a chief engineer. India's DG Shipping has instructed companies not to send Indian seafarers through the Strait amid the security threat. Seafarer safety must come before commercial pressure.

The Forward Seamen's Union of India has raised serious concerns over allegations that some seafarers may be facing pressure to transit the high-risk Strait of Hormuz despite ongoing security threats.

The concerns follow multiple reported attacks on commercial vessels in the region, including a recent incident in which a chief engineer was killed. FSUI has also highlighted the case of the master of AM Pioneer.



A US-flagged cargo vessel, SLNC York, was evacuated in the Pacific after taking on water on August 18 while sailing from Honolulu, Hawaii, toward Naha, Japan.

The entire crew was safely transferred to the nearby Pacific Yantai after the vessel's crew and technical teams took immediate action to control the flooding. SLNC confirmed that all crew members are safe, uninjured and accounted for, while the vessel remains stable.



**MARINER'S UPDATE**  
**QUICK SEA NEWS**

# SLNC YORK TAKES ON WATER

## CREW SAFELY EVACUATED IN THE PACIFIC

US-flagged cargo ship SLNC York took on water in the Pacific on August 18, leading to the precautionary evacuation of its entire crew. All crew members were safely transferred to the nearby Pacific Yantai and remain uninjured and accounted for. The vessel was reportedly travelling from Honolulu to Naha when the incident occurred. Its crew and technical teams acted quickly to control the flooding, and the vessel remains stable while assistance is being arranged. The exact location, damage extent and destination port have not been disclosed. SLNC is coordinating with the US Coast Guard, Japan Coast Guard and emergency response teams, while the cause of the water ingress remains under investigation.

# S-100 ECDIS

## THE NEXT GENERATION OF MARITIME NAVIGATION

**1 JAN 2026**

Voluntary use of S-100 ECDIS

**1 JAN 2029**

Mandatory for applicable newbuildings and retrofits

More Data

Better Decisions

Safer Navigation



S-100 ECDIS is transforming traditional electronic chart navigation into an integrated digital navigation environment. Voluntary use began on 1 Jan 2026, with mandatory adoption for applicable newbuildings and retrofits from 1 Jan 2029. S-101 ENC's will work alongside bathymetry, tides, currents, navigational warnings and under-keel clearance data. Future S-100 products will expand route planning with information on traffic, ports, weather, ice, protected areas and more.

The maritime industry is preparing for its biggest navigation data shift since 1992. The IHO's new S-100 Universal Hydrographic Data Model is set to replace S-57, bringing richer bathymetry, real-time tidal and current data, faster navigational warnings, and integrated under-keel clearance management to ECDIS systems worldwide.

Voluntary use began January 1, 2026 — and it becomes mandatory for all new builds and retrofits from January 1, 2029.

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War-risk insurance terms covering certain maritime operations in the Red Sea, Gulf of Aden and surrounding Indian Ocean waters have been revised following a notice from reinsurers.

The amendment to Clause 4(4) of the "P&I War Risks Clause for Special Cover" applies to charterers' entries, fixed-premium P&I entries and certain additional insurance covers. It does not apply to mutual P&I entries, Excess War P&I cover or FD&D cover.

# RED SEA WAR RISK ZONE EXPANDED

New insurance boundaries cover the Red Sea, Gulf of Aden and parts of the Indian Ocean

**EFFECTIVE 15 AUGUST 2026**



War-risk insurance terms have been revised, expanding the designated exclusion area across the **Red Sea, Gulf of Aden and parts of the Indian Ocean**. The amended boundaries now extend from 25°30'N to 6°45'S, with specific geographical limits and coastal-water exceptions. The **Bab el-Mandeb TSS**, relevant Saudi Red Sea coast and Yemeni coast remain excluded from the **coastal-water exception**.

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## CERTIFIED YARD, DEADLY FAILURE?

**9 WORKERS KILLED**  
IN BANGLADESH SHIPBREAKING ACCIDENT

Toxic gas exposure during  
LNG carrier recycling

Hong Kong Convention  
certification under scrutiny



**Nine workers, including a 17-year-old**, were killed by toxic gas while dismantling LNG carrier **Rasi in Bangladesh**. The shipbreaking yard was certified under the **Hong Kong Convention**. Since June 2025, Bangladesh has reportedly recorded 84 shipbreaking accidents, **15 deaths and 81 injuries**. The tragedy is renewing scrutiny over certification, enforcement, worker safety and beaching practices.

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Nine workers, including a 17-year-old, were killed after toxic gas exposure during the dismantling of LNG carrier **Rasi** at Ferdous Steel shipbreaking yard in Chattogram, Bangladesh, on 14 August 2026.

The incident has raised serious questions because the facility is certified under the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, which became mandatory in June 2025. According to the NGO Shipbreaking Platform, 84 accidents have occurred at Bangladeshi shipbreaking yards since the Convention entered into force, reportedly resulting in 15 deaths and 81 injuries.



A new piracy incident off the Somali coast has renewed concerns over maritime security in the region. On August 17, a cargo vessel was reportedly boarded by at least eight pirates approximately 4.5 nautical miles south of Maraya. The crew is reported safe, while EUNAVFOR Operation ATALANTA continues to monitor and investigate the incident.

The development comes as four vessels — Honour, Sward, Eureka and Asna — and their crews reportedly remain in captivity after months of negotiations.

# SOMALI PIRACY THREAT RETURNS

## Cargo Ship Boarded Off Somalia

Regional States Prepare New Maritime Security Task Force



A cargo ship was reportedly boarded by at least **eight pirates** on **August 17**, around **4.5 nautical miles** off Somalia's southern coast. The crew is safe, while international forces monitor the incident. The attack comes as four vessels and their crews remain in **captivity** after months of negotiations. Regional states are now moving to establish a Combined Task Force to strengthen maritime security and coordinate operations against piracy. A **September workshop in Kenya** will determine the task force's scope, assets and responsibilities. Ships operating within 150 nautical miles of the Somali coast are advised to **maintain heightened vigilance**.

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# TWO MERCHANT SHIPS HIT BY DRONES NEAR NOVOROSSISK

## BLACK SEA SHIPPING RISKS ESCALATE

### ELINA B

STRUCK BY 2 DRONES  
SUSTAINED DAMAGE  
REMAINED OPERATIONAL  
SAILED TOWARDS TURKEY

### ANNA S

STRUCK BY 5 DRONES  
MAJOR FIRE & DAMAGE  
21 CREW ABANDONED SHIP  
SAFE RESCUE BY ELINA B



On **17 August**, bulk carrier **ANNA S** was struck by five drones near Novorossiysk, causing a major fire and extensive damage. **All 21 crew members** escaped safely and were rescued by ELINA B. Around five hours later, **ELINA B** was also hit by two drones. The vessel remained operational, highlighting the growing security risks facing merchant shipping in the **Black Sea**.

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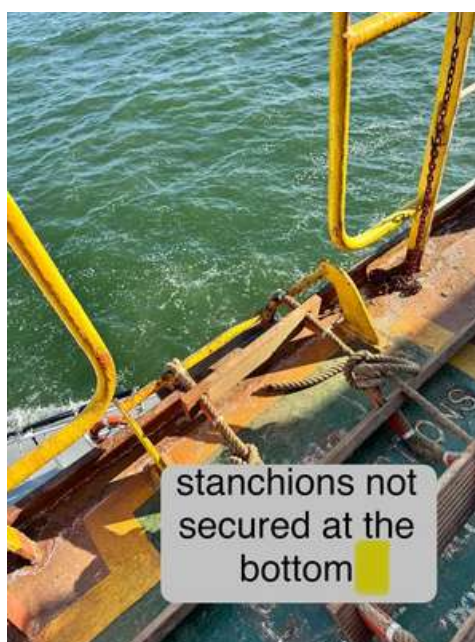
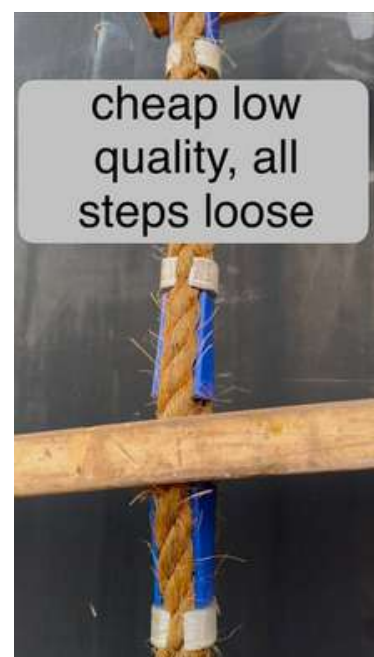
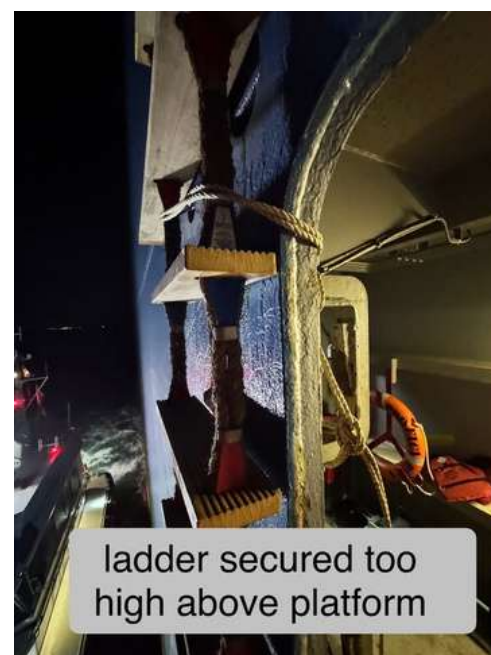


A serious maritime security incident was reported on 17 August 2026, when the Liberia-flagged bulk carrier ANNA S was struck by five aerial drones approximately 20 nautical miles off Novorossiysk while approaching the Russian port to load grain.

The vessel suffered a major fire and extensive damage, forcing all 21 crew members to abandon ship. They were safely rescued by the Malta-flagged ELINA B. Around five hours later, ELINA B was itself struck by two drones.



# WEEKLY PILOT LADDER COMPLIANCES



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





# LIGHTING

## Pilot Ladder Safety Simplified

Day 11

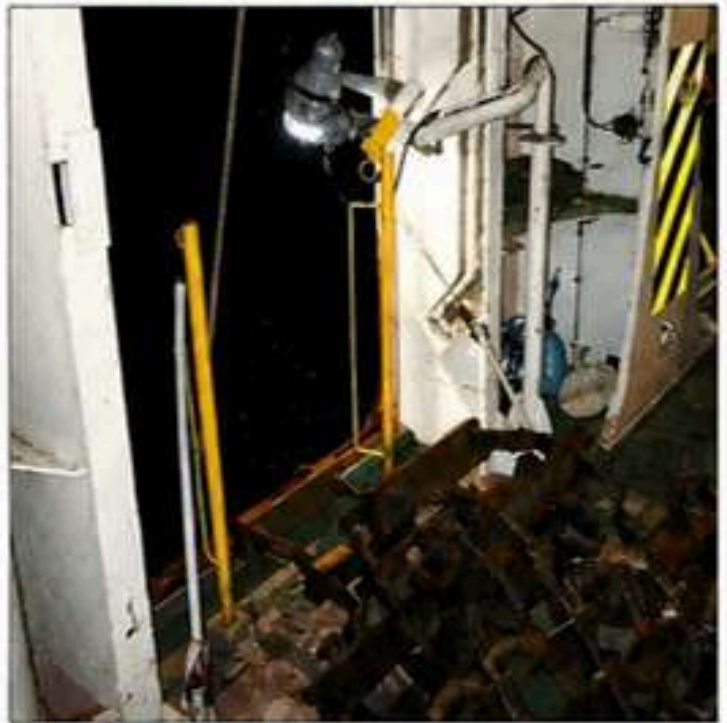
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Good lighting is essential for safe pilot transfer, inspection and preparation of the arrangement.

### KEY POINTS

- ✓ Lighting must illuminate the transfer arrangements **overside** and the position on deck where a person embarks or disembarks.
- ✓ Overboard area to be well illuminated but avoid fixed lights that can dazzle the bridge team or pilot.
- ✓ Lights should shine from aft to forward.
- ✓ The **pilot boat deck** and **pilot ladder** will also need to be illuminated.
- ✓ When using searchlights, the pilot boat crew must take care not to **dazzle** the bridge team or the crew on deck level at the top of the pilot ladder.

### REAL SHIPBOARD ARRANGEMENT



Portable outward swinging light shining directly onto the pilot ladder.

### WHY IT MATTERS

- \* Darkness increases the risk of slips, trips and falls.
- \* Poor lighting can lead to misjudgment and accidents.
- \* Good lighting = Safe transfer.

### QUICK REMINDER

- ✓ Check lighting during night preparation.
- ✓ Ensure portable lights are working and positioned correctly.
- ✓ Communicate with pilot boat about lighting.

Good lighting is not just a requirement – it is respect for the pilot and a commitment to safe operations.







# THE NAVIGATOR'S NOTEBOOK

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## Day 1 - The Evolution of Navigation

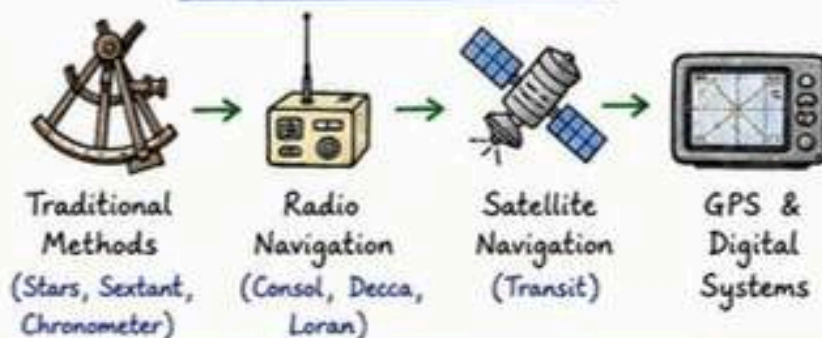
"Navigation is that excellent Art, which demonstrateth by infallible conclusions, how a sufficient Ship may be conducted the shortest good way from place to place, by Table and Travers."

- John Davis, The Seaman's Secrets, 1594

### 1. A JOURNEY THROUGH TIME

- From stars and sextants to satellites and smart systems.
- Radio navigation came first (Consol, Decca, Loran, Omega).
- Inertia systems followed.
- Satellite navigation (GPS) changed everything.
- Today, microchips, digital charts and networks do in seconds what once took hours.

### THE JOURNEY OF NAVIGATION



From the stars to satellites - human skill to smart technology.

### 2. INNOVATION IN SMALL STEPS

- Navigation tools evolved slowly over centuries.
- Sextant's roots go back 2000+ years.
- Major milestones came one step at a time.
- Progress was steady, careful and built on tradition.

### KEY MILESTONES

- 1666 - Hooke shows prototype sextant
- 1699 - Newton proposes double reflecting sextant
- 1731 - Hadley (UK) & Godfrey (USA) develop double reflecting quadrant
- 1837 - Celestial position line discovered
- 1875 - Altitude-difference method
- 1950s - Echo-sounder replaces lead line
- 1995 - GPS becomes fully operational

### 3. THE MICROCHIP REVOLUTION

- Microchips changed navigation overnight.
- Accurate, affordable and easy-to-use instruments.
- GPS, plotters, radar, autopilot and more became common even on small yachts.
- Instruments talk to each other - information at your fingertips!



### 4. THE DOWNSIDE - DON'T FORGET YOUR SKILLS

- Over-reliance on electronics = loss of core skills.
- When systems fail, knowledge is your backup.
- Cross-check, understand and stay prepared.
- Paper chart, pencil and skills can still bring you home.



Technology is a great servant, but a poor master.

### KEY TAKEAWAYS

- ✓ Respect the past - it built the present.
- ✓ Understand your instruments - know limits.
- ✓ Keep skills alive - practice celestial navigation.
- ✓ Cross-check always - never trust one source.
- ✓ Be prepared - when electronics fail, knowledge is your best backup.



## LONGITUDINAL STRENGTH - REINFORCEMENTS

To withstand bending and shearing forces, ships are provided with **longitudinal reinforcements** and are checked using a **loading programme**.

### 1. LONGITUDINAL REINFORCEMENTS

- Maximum stresses occur in the outer fibres of the hull.
- Therefore, plating is thicker in these areas (sheer, upper side, bottom).
- Plate thickness reduces gradually towards the inner shell - this change is called the **taper**.

#### COMMON REINFORCED AREAS

- ✓ Sheer strake
- ✓ Upper strake of side shell
- ✓ Bilge strake
- ✓ Bottom strakes

#### TYPICAL BULKHEAD AND DECK STRUCTURE - KEY COMPONENTS

- 1 Upper strake side bulkhead (22 mm)
- 2 Main deck or gangway (14 mm)
- 3 Longitudinal or side bulkhead (9 mm)
- 4 Deck beam (HP-profile)
- 5 Deck beam (flat bar)
- 6 Longitudinal frame (HP-profile)
- 7 Web frame with plate stiffeners around manhole.
- 8 Inner side of the shell with stringer.
- 9 Stringers on the side bulkhead.



### 2. LOADING PROGRAMME - WHY IT MATTERS

The loading programme calculates stability, shearing forces and bending moments and checks them against safe limits.

#### SITUATION 1

Cargo in fore & aft holds only



##### Result:

- Large hogging moment
- Bending moment may exceed seagoing limit
- Dangerous condition at sea



Hogging

#### SITUATION 2

Cargo evenly distributed



##### Result:

- Small shear force & bending moment
- More cargo on deck → G above M (GM negative)
- Reduced initial stability



Nearly Even

#### SITUATION 3

Cargo in midship holds only



##### Result:

- Large sagging moment
- May exceed seagoing limit
- Permissible during port operations



Sagging

### 3. WHY IS IT IMPORTANT?



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



Correct loading and strong reinforcement keep the ship safe, strong and reliable through every voyage.







## From Master's Table - Day 12

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# DEALING WITH STOWAWAYS

## Master's Key Points



### a IDENTIFYING STOWAWAYS



- Rarely have ID cards.
- May give false nationality or address.
- Use interpreters if needed to verify the truth.

### b FINES & PENALTIES



- Heavy fines for entering ports with stowaways.
- Advance notice to authorities is often required.
- Penalties may apply if they are kept on board during port stay.

### c COUNTRIES UNLIKELY TO ACCEPT DISEMBARKATION



Examples: Algeria, Belgium, France, Gambia, Haiti, Hong Kong, Italy, Japan, Kuwait, Mexico, New Caledonia, Norway, Saudi Arabia, Singapore, S. Korea, Taiwan, U.A.E., U.K. etc.

- If not accepted, try next port or an unscheduled port.

### d FORMALITIES



- Disembarkation needs permission and takes time.
- Comply with local requirements and restrictions.
- May include port stay limit, security guards, vaccination, quarantine and medical check.

### e DRUG SMUGGLING RISK



- High risk area.
- Search the vessel thoroughly.
- Inform authorities if drugs are found.
- Report immediately to P&I for guidance.

### f RECOVERY OF COSTS



- Owners can recover costs incurred from stowaways.
- No settlement or payment to stowaways.

### g TREAT HUMANELY



- Treat with humanity and dignity.
- Provide food, clean clothes and medical care.
- No handcuffs, forced labour or harsh treatment.
- Mistreatment may lead to punitive action.

### h BEST PRACTICES



- Raise security level.
- Monitor decks and seas.
- Control loading ports/areas.
- Check belongings and boarding lads.
- Patrol regularly.
- Search before and after sailing.

### ★ MASTER'S REMINDER



- ✓ Follow local laws and report without delay.
- ✓ Keep a record of all actions taken.
- ✓ Ensure safety, security and proper care.
- ✓ Humanity first - but follow the rules.



Act promptly, document fully and follow procedures -  
Protect the ship, crew and all on board.



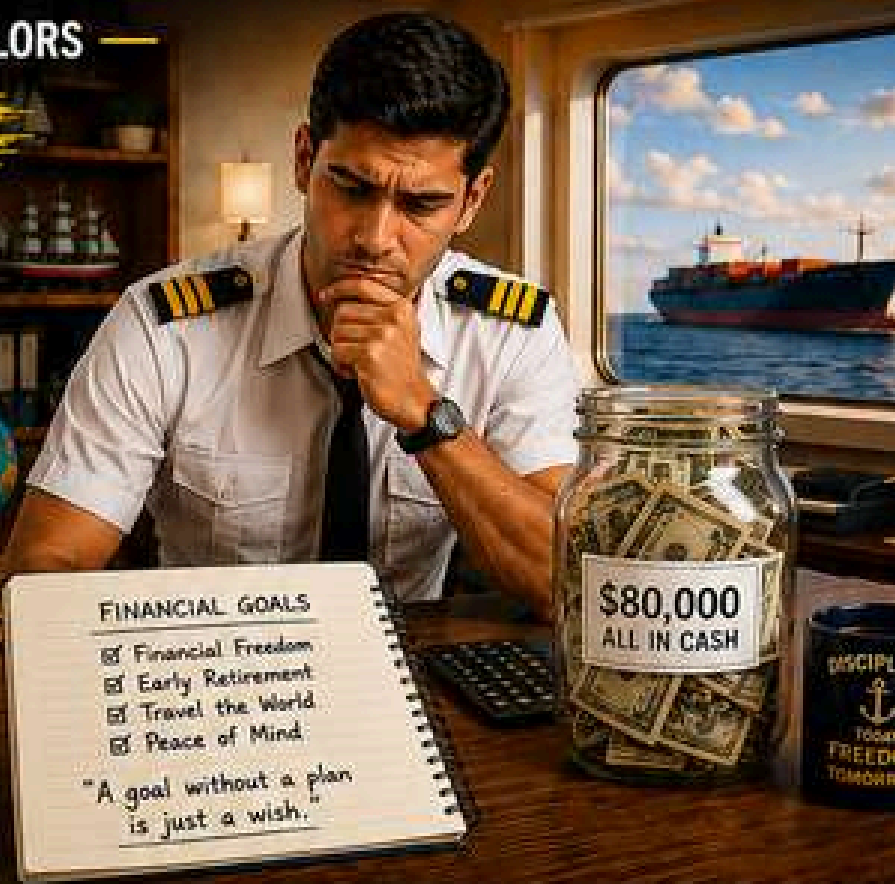


## WEEKLY WEALTH PLAN FOR SAILORS

## WEEK 18

THE  
"TOO MUCH  
CASH  
MISTAKE"

*Saving money is good.  
Keeping all your money  
idle is different.*



## THE STORY

A Chief Officer has built up **\$80,000** after years of sailing. He feels proud because the entire amount is sitting safely in his bank account.

He tells himself,  
*"My money is safe.  
I don't want to take any risk."*

Five years later, he still has **\$80,000**.

But prices have increased, and that \$80,000 no longer has the same purchasing power.

Meanwhile, another seafarer kept a sensible emergency reserve in cash and gradually invested the rest across suitable long-term assets.

## WHY THIS HAPPENS



## FEAR OF RISK

Many seafarers avoid investing because they fear losing money.



## KEEPING ALL IN CASH

It feels safe, but cash doesn't grow. Inflation reduces its value every year.



## SHORT-TERM THINKING

Focus on today's safety, ignore tomorrow's freedom.



## LACK OF FINANCIAL PLAN

No plan for emergency, short-term needs and long-term goals.



## LOSING THE POWER OF COMPOUNDING

Time + Investments = Wealth.  
Cash alone = Missed opportunity.

## THE MAIN LESSON

**YOUR EMERGENCY MONEY  
SHOULD BE SAFE.**

**YOUR LONG-TERM WEALTH  
SHOULD HAVE AN OPPORTUNITY  
TO GROW.**



**EMERGENCY MONEY  
= PROTECTION**



**SMART INVESTMENTS  
= GROWTH**

## WHAT YOU SHOULD DO

1. BUILD AN  
EMERGENCY FUND

2. DON'T KEEP  
ALL IN CASH

3. SEPARATE  
YOUR MONEY

4. INVEST FOR  
THE LONG TERM

5. REVIEW YOUR  
FINANCIAL PLAN









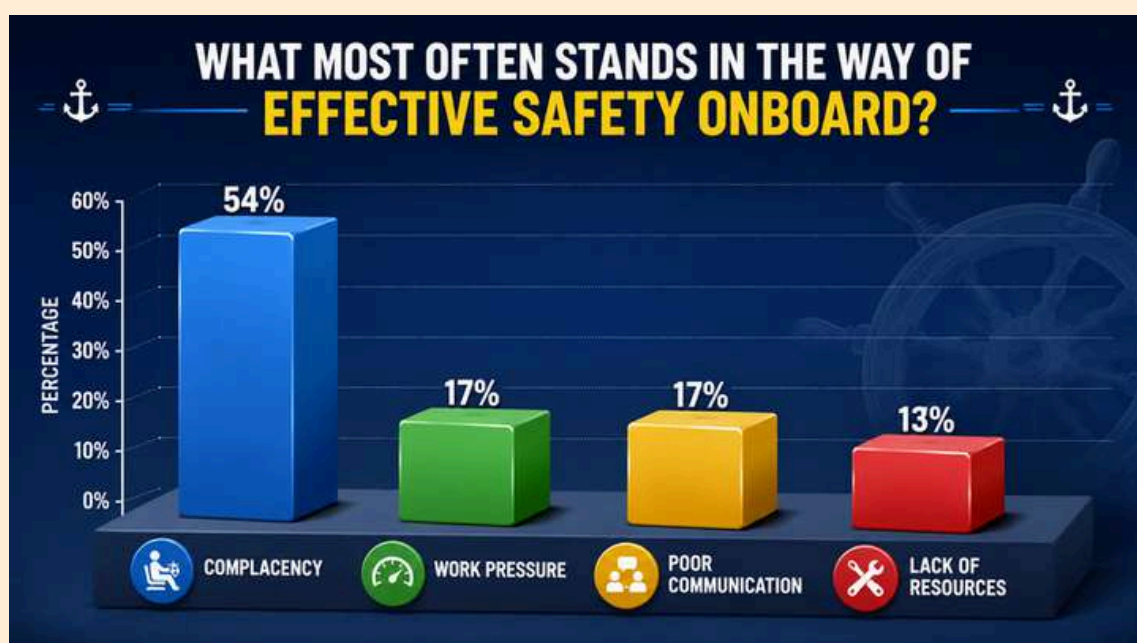




## MARITIME POLL RESULT

## WHAT MOST OFTEN STANDS IN THE WAY OF EFFECTIVE SAFETY ONBOARD? - POLL RESULTS

The results clearly show that complacency is the biggest barrier to effective safety onboard, accounting for 54% of responses—more than three times any other factor. Work pressure and poor communication each account for 17%, while lack of resources represents 13%. The key takeaway is that safety is not only about procedures and resources; maintaining a strong safety mindset and avoiding complacency is critical to preventing accidents onboard.







# FIND HIDDEN OBJECTS!

Inside a busy ship scene

Look carefully! 5 objects are hidden in the picture.  
Kids, can you find and mark them?



## FIND THESE 5 HIDDEN OBJECTS:



PAPER  
AIRPLANE



SPANNER



NAUTICAL  
CHART



KEY



SUNGLASSES

## HOW TO PARTICIPATE:



1. Find and mark the 5 hidden objects in the picture above.
2. Write the child's name, age and parent's name.
3. Email your entry
4. Mention "Kids Challenge – Find Hidden Objects" in the subject



Email us at :  
[mu@marinersupdate.com](mailto:mu@marinersupdate.com)



Exciting Prizes  
to be won every week!



Last date to submit :  
**Next Sunday**  
30- 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.**



SHIP TO SHORE  
JOB PORTAL

# NEWSLETTER

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



MARITIME  
CAREERS



SHORE SIDE  
OPPORTUNITIES



CONNECTING  
TALENT



GLOBAL  
OPPORTUNITIES



Your trusted platform for  
maritime and shore side career  
opportunities.



OPPORTUNITIES | CONNECTIONS | GROWTH

## SHORE JOBS

**WE ARE HIRING!**

**ROUTE ANALYST**

**MUMBAI**

**For 2ND OFFICER**

with main fleet sailing experience

**EXCITING SHORE CAREER**  
Be part of a dynamic operations team

**GROWTH & DEVELOPMENT**  
Learn. Contribute. Progress.

**WORK-LIFE BALANCE**  
Build a fulfilling career onshore

**LOCAL CANDIDATES PREFERRED**  
Immediate joiners will be preferred

**LOCATION ANDHERI**  
Well connected office location

**SEND YOUR CV TO**  
shehnaz@seaandbeyond.com

**CONTACT**  
9082546133

**SEA AND BEYOND**  
CONNECTING PEOPLE. TRANSFORMING LIVES.

BUILDING CAREERS • DELIVERING EXCELLENCE • SAILING TOGETHER

www.seaandbeyond.com

**WE ARE HIRING**

**MARITIME OPPORTUNITIES**

We are hiring for our clients for multiple shore-based positions across India. Both freshers and experienced candidates are welcome for selected roles.

**FRESHERS & EXPERIENCED CANDIDATES WELCOME**

|                                                                                                                                                      |                                                                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| <b>1 TECHNICAL SUPERINTENDENT - TANKERS</b><br>Age: Below 45 years<br>Freshers & experienced candidates can apply                                    | <b>CHENNAI</b><br>3 POSITIONS                                         |
| <b>2 TECHNICAL SUPERINTENDENT - GAS</b>                                                                                                              | <b>KOCHI</b><br>1 POSITION<br>Candidates based in Kochi preferred     |
| <b>3 TECHNICAL SUPERINTENDENT - BULK</b>                                                                                                             | <b>CHENNAI</b><br>1 POSITION<br>Candidates based in Chennai preferred |
| <b>4 MARINE SUPERINTENDENT - TANKERS</b>                                                                                                             | <b>CHENNAI</b><br>1 POSITION<br>Chennai candidates preferred          |
| <b>5 TECHNICAL SUPERINTENDENT - BULK</b><br>Minimum 2 years of relevant experience preferred<br>Must have a minimum of 3 contracts as Chief Engineer | <b>NOIDA</b><br>1 POSITION                                            |

Interested candidates can share their updated resume at:  
**career@nevoxel.com**

Please mention the position and location you are applying for in the subject line.

FEEL FREE TO SHARE THIS POST WITH YOUR MARITIME NETWORK!





# SHORE JOB AS VOYAGE OPTIMIZATION ANALYST

FOR  
**2<sup>ND</sup> OFFICER**  
WITH  
**MAIN FLEET**  
SAILING EXPERIENCE





**OPPORTUNITY**  
TO WORK ON  
WEATHER-BASED  
ROUTE PLANNING,  
FLEET OPERATIONS &  
VOYAGE OPTIMIZATION

WORK WITH  
ADVANCED  
WEATHER TOOLS

CONTRIBUTE TO  
EFFICIENT & SAFE  
VOYAGES

ENHANCE FLEET  
PERFORMANCE &  
COST EFFICIENCY

GROW IN A  
DYNAMIC  
MARITIME OPERATIONS  
ENVIRONMENT

JOIN OUR TEAM & SHAPE SMARTER, SAFER VOYAGES

shehnaz@seaandbeyond.com

+91 9082546133



# SHORE JOB AS MARINE SUPERINTENDENT

LOCATION:  
**GURUGRAM**



FOR:  
**MASTER**  
WITH

SAILING EXPERIENCE  
ON  
**PARCEL CHEMICAL  
TANKERS**

**ROLE OVERVIEW**

- Oversee vessel operations and technical performance
- Ensure compliance with company policies, statutory and class requirements
- Liaise with vessels, clients, shipyards and service providers
- Drive safety, quality and cost-efficiency initiatives
- Support crew welfare and continuous improvement

SHORE-BASED  
CAREER  
Work-Life Balance

GROW YOUR  
CAREER  
Challenging &  
Rewarding Role

WORK WITH  
EXPERTS  
Dynamic &  
Professional Team

MAKE AN  
IMPACT  
Connecting People,  
Transforming Lives.

**TAKE THE NEXT STEP IN YOUR CAREER!**

shehnaz@seaandbeyond.com

+91 90825 46133

CONNECTING PEOPLE. TRANSFORMING LIVES.

## SEA JOBS



# BERNHARD SCHULTE SHIPMANAGEMENT

**URGENT OPENINGS**

JOIN REPUTED FLEET  
SAIL WITH PRIDE, GROW WITH US

**1. CRUDE OIL TANKER  
THIRD OFFICER**  
6 MONTHS RANK EXP



**2. CONTAINER  
THIRD OFFICER**  
6 MONTHS RANK EXP



**3. VLGC  
THIRD OFFICER**



**REQUIREMENTS**

WHITE COC  
ONLY

ADVANCE DC  
MUST  
AS PER SHIP TYPE

RELEVANT RANK  
EXPERIENCE  
IS MANDATORY

**CONTACT US**

chirayu.hindlekar@bs-shipmanagement.com

+91-8652067761

EXPERIENCE. QUALITY. RELIABILITY.  
WE MANAGE. YOU SAIL.



RPSL-MUM-162359

**URGENT REQUIREMENT -  
VLCC VESSEL**

GREETINGS FROM  
HARBOREX SHIPPING & MARINE SERVICES LLP.  
We are urgently looking for experienced  
and competent officers for our VLCC Vessel.

**POSITION REQUIRED:**  
**MASTER**

**REQUIREMENTS:**

- Relevant rank experience on VLCC Exp preferred
- All STCW certificates valid
- Good track record and professional attitude
- Immediate joiners preferred

**VESSEL DETAILS:**  
Vessel Type:  
**VLCC VESSEL**

**INTERESTED CANDIDATES:**  
Please share your updated CV along with  
COC, CDC, Passport, and other valid certificates.

**CONTACT:**

+91 87088 44242 | +91 96696 70877 | +91 91679 21718

EMAIL: info@harborexshipping.in

ONLY SUITABLE AND EXPERIENCED  
CANDIDATES WILL BE CONSIDERED.





# oceanone<sup>sm</sup>

Propelling Your Future

RPSL-MUM-162021 | DOI: 09-Aug-2024 | DOE: 09-Aug-2029

## URGENT OPENINGS

WE HAVE AN **URGENT** OPENINGS  
FOR THE FOLLOWING POSITIONS  
ON A **BULK CARRIER**:

**CHIEF ENGINEER**

**2<sup>ND</sup> ENGINEER**

**3<sup>RD</sup> ENGINEER**



### REQUIREMENTS & BENEFITS:

**RANK EXPERIENCE**  
IS MANDATORY

**TIMELY**  
CREW CHANGE &  
PRIORITY REJOINING

**INTERNET**  
FACILITY  
ONBOARD

**TIMELY**  
RELIEF

**ALL JOINING**  
PROCEDURES ARE  
CONDUCTED  
**ONLINE**  
(NO OFFICE VISIT REQUIRED)

IF YOU ARE AVAILABLE AND INTERESTED,  
KINDLY SHARE YOUR **LATEST RESUME**.  
ALSO, PLEASE REFER SUITABLE CANDIDATES FOR THE SAME.



BEST REGARDS,

**DIPANSHA**  
Jr. Sourcing Executive  
Ocean One Ship Management

dipansha@oceanoneshipmanagement.com  
**+91 9115909188**



SAILING TOGETHER TOWARDS A BETTER TOMORROW



# NIMBUS

MARINE SERVICES PTE LTD



## VERY URGENT OPENING FOR MASTER, CO, CE



**VESSEL TYPE**  
**CREW BOAT(42m)**



**LOCATION**  
Malaysia ( The vessel will undergo  
dry-docking in Malaysia starting from  
mid of September, followed by a  
voyage to Qatar, and then commence  
operations in Ras Laffan)



**NATIONALITY**  
Any



**DURATION**  
**3 Months**



**JOINING**  
**Asap**



**MUST HAVE RANK EXPERIENCE ON 42 METER CREW BOAT**  
**WITH 3 ENGINES** EXPERIENCE IS PREFERABLE AND HOLD  
ALL VALID DOCUMENTS.

INTERESTED CANDIDATES CAN SEND THEIR CV



ON WHATSAPP  
**+91 73043 18410**



ON EMAIL  
**crew@nimbusmarinegroup.com**



YOUR PARTNER IN SAFE AND RELIABLE VOYAGES

★★★★



## WALLEM

SHIP MANAGEMENT

## TOP URGENT REQUIREMENTS

WE HAVE THE FOLLOWING IMMEDIATE OPENINGS:

**1. JUNIOR OFFICER**  
WITH VALID US VISA

**MINIMUM:**  
FRESHER 2ND MATE, WITH  
ADVANCE OIL/CHEMICAL DCE

**VESSEL TYPE:**  
OIL/CHEMICAL TANKER

**JOINING:**  
**01.09.2026**



**2. SECOND ENGINEER**  
CRUDE OIL TANKER AND OIL CHEMICAL TANKER

**MINIMUM:**  
20 M EXPERIENCE

**VESSEL TYPE:**  
CRUDE OIL TANKER

**JOINING:**  
**15.08.2026**



**SAFE**  
OPERATIONS



**PEOPLE**  
OUR STRENGTH



**GROWING**  
TOGETHER

FOR MORE DETAILS, PLEASE CONTACT:



**RAMA CHAUDHARY**  
Wallem Shipmanagement



MOBILE NO:  
**+91 9007078121**



EMAIL:  
**rch@wallem.com**



Moving Ahead with Confidence



## SEVEN ISLANDS

SEVEN ISLANDS SHIPPING LIMITED



## URGENT REQUIREMENT

### 3<sup>RD</sup> ENGINEER

WITH  
**MINIMUM 6 MONTHS RANK EXP**  
FOR

**INDIAN COST COP MR TANKER**



**INDIAN COC REQUIRED**



### WHY JOIN US?



**SAFETY FIRST CULTURE**



**WELL MAINTAINED FLEET**



**TIMELY RELIEF & CLEAR COMMUNICATION**



**GROWTH & DEVELOPMENT OPPORTUNITIES**

**SAIL WITH US**  
**TOWARDS A BETTER FUTURE**



### CONTACT



EMAIL  
**satishkumar@sishipping.com**



CONTACT PERSON  
**SATISH PANDEY**



PHONE  
**+91 7710010160**



**SEVEN ISLANDS SHIPPING LTD**  
MUMBAI





GREETING FROM  
**ASP CREWSHIPS INDIA PVT LTD**  
( RPSL-MUM-162174. Valid till 2028 )

**ASP CREWSHIPS**  
IS CURRENTLY  
RECRUITING FOR:

**OIL / CHEMICAL  
TANKER**

(Advanced DCE is mandatory)

OPEN POSITIONS:

1. **ELECTRICAL OFFICER (EO)**

JOINING:  
**BEGINNING OF SEPTEMBER**

- REQUIREMENTS:**
- ✓ Candidates must hold valid STCW certificates and relevant tanker vessel experience.
  - ✓ Candidates should have a minimum of **12 months'** rank experience.
  - ✓ Candidates should have **Management Level DCE**.



**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!**



GREETINGS FROM  
**OCENA**  
SHIP MANAGEMENT PVT. LTD.  
(RPSL - MUM-162310)

**URGENT  
REQUIREMENT**

**FOR VLCC**



RANK:  
**CH OFF**



WAGES:  
**AS PER INDUSTRY  
STANDARDS**

**WE OFFER :**



**TIMELY  
RELIEF**



**TIMELY  
WAGES**



**INTERNET  
FACILITY  
AVAILABLE**



PLEASE SHARE YOUR UPDATED  
**CV / RESUME**

**CONTACT US BELOW**



MOB:  
**+91 87968 78384  
+91 77382 81395**



EMAIL:  
ocenashipmanagement@gmail.com /  
ocena.ship@gmail.com



**SEAVIEW**

**WE ARE HIRING**  
SEAVIEW SHIP MANAGEMENT PVT. LTD.

RPSL No.: MUM-162245

**URGENT CREW REQUIREMENT**

Vessel Type:  
**TANKER**  
GRT: **50000T**



- ◆ **2ND ENGINEER : 10000\$ - 11000\$**
- ◆ **4TH ENGINEER : 2500\$ - 3000\$**
- ◆ **PUMPMAN : 2000\$**

**ELIGIBILITY**

- ✓ **WHITE COC ONLY**
- ✓ **MUST HAVE RANK EXPERIENCE**



Interested candidates are requested  
to send their updated CV to:



CONTACT:  
**+91 7977957212**



EMAIL:  
seaviewcrew7@gmail.com



**EDITH MARITIME**  
SERVICES PVT LTD

SHIP & CREW MANAGEMENT

RPSL No: MUM: 162343

**WE ARE  
HIRING!**

**1. MASTER**

**\$ 12000\$ TO 13500\$**



OFFICER :  
**WHITE COC  
ACCEPTED**



**OIL CHEMICAL  
TANKER  
EXPERIENCE  
MUST**

JOINING FROM  
**FRANCE**



FOR

**OIL CHEM TANKER**



cv@edithmaritime.com



+91 7877484978



REPUTED  
COMPANY



TIMELY  
JOINING



ATTRACTIVE  
SALARY



GROW YOUR  
CAREER





**GREETINGS FROM  
SHOOLIN**  
SHIP MANAGEMENT PVT. LTD.  
(RPSL-MUM-162067)



**3E** WITH **INDIAN**  **COC**  
For  
**TANKER FLEET**

(MUST HAVE RANK AND TANKER EXPERIENCE)

FOR

**BITUMEN TANKER  
GRT 5300**



**3ENG**  
WITH

 **HONDURAS COC**  
(MUST HAVE TANKER EXPERIENCE)



FOR

**BITUMEN TANKER  
GRT 3757**



**3ENG**  
WITH

 **HONDURAS COC**  
(MUST HAVE TANKER EXPERIENCE)



**+91 8655445670**



GROW  
YOUR CAREER



JOIN QUALITY  
FLEET



SAFE & SECURE  
WORK ENVIRONMENT



RELIABLE  
PARTNER

 SAFETY • RELIABILITY • EXCELLENCE 



**BLUE FORTUNE  
SHIP MANAGEMENT**

RPSL - MUM - 162086

**WE ARE LOOKING FOR  
EXPERIENCE.**

**1. CHIEF OFFICER**

FOR

**FSO OIL TANKER**

RANK EXPERIENCE MUST ON SHIP TYPE



RANK EXPERIENCE  
MUST ON  
SHIP TYPE



ADVANCE  
DC MUST



WHITE COC  
ONLY

★ JOIN QUALITY FLEET | GROW YOUR CAREER ★



**+91 9867955734**



**crewing@bluefortuneship.com**



**BLUE FORTUNE  
SHIP MANAGEMENT**

★ SAFETY • RELIABILITY • EXCELLENCE ★



**KEYLINE**  
MARITIME SERVICES PVT LTD

RPSL-MUM-384

**WE ARE HIRING**  
JOIN OUR GROWING FLEET

**CONTAINER** GRT :- 24000

-  1. 2<sup>nd</sup> Officer
-  2. Chief Engineer
-  3. 4<sup>th</sup> Engineer



**BULK CARRIER** GRT :- 84000

-  1. Master
-  2. Chief Engineer



**CONTAINER** GRT :- 9000

-  1. 2<sup>nd</sup> Officer
-  2. 2<sup>nd</sup> Engineer
-  3. 3<sup>rd</sup> Engineer
-  4. 4<sup>th</sup> Engineer



EXPERIENCE REQUIRED:  
Minimum 12 Months in Rank  
on Similar Vessel



COC ACCEPTED :  
ONLY INDIAN, UK, AUSTRALIA,  
NEW ZEALAND & SINGAPORE

 **maningall@keylines.co.in**

 **+91 91379 11602 / +91 93268 91468  
+91 93268 85024 / +91 93260 71024**



 SAFETY VESSELS • STRONG CREW • RELIABLE PARTNER 



**CLEANWAKE**  
SHIP MANAGEMENT PVT. LTD.

RPSL- KOL162360

**WE ARE  
HIRING!**

FOR

**BULK CARRIER**  
(INDIAN FLAG VESSEL)

- 1.**  **CHIEF OFFICER**
- 2.**  **CHIEF ENGINEER**
- 3.**  **SECOND ENGINEER**

FG  
&  
NCV



**INDIAN  
COC REQUIRED**



INDIAN FLAG  
VESSEL



ATTRACTIVE  
SALARY



TIMELY RELIEF  
& JOINING



SAFE &  
SECURE WORK  
ENVIRONMENT



**crewing@cleanwakeship.com**



**+91 7250711611**





# DYNACOM

TANKERS MANAGEMENT LTD.

GREETINGS FROM  
**DTMPL**

**WE ARE HIRING**

FOR  
**BULK CARRIER FLEET**



**CO**  
(WITH SCHENGEN  
VISA)



**CE**



**2E**



**4E**



MINIMUM **12 MONTHS** RANK EXPERIENCE  
IS REQUIRED.



**WHITE COC ONLY**



[delhi@dynacomindia.com](mailto:delhi@dynacomindia.com)



## MW MARITIME

RPSL-MUM-162204

EXCITING OPPORTUNITIES

**SAIL WITH US!**



**CONTAINER**

- CHIEF ENGINEER  
(RT Flex engine exp preferred)
- ETO



**BULK**

- CHIEF OFFICER
- SECOND ENGINEER  
(SCHENGEN VISA MUST)
- ETO



**RORO/ROCON**

- CHIEF. 2<sup>ND</sup>. ENGINEER  
(RT Flex engine exp preferred)
- THIRD ENGINEER



VESSEL TYPE  
EXPERIENCE  
PREFERRED



12 MONTHS  
RANK EXPERIENCE  
MUST



WHITE  
COC ONLY



SAFE OPERATIONS  
OUR PRIORITY

**APPLY NOW**



+91 9999490109



[applications@mw-maritime.com](mailto:applications@mw-maritime.com)



**CONFIDENCE  
SHIPPING !!**

**THIRD OFFICER**  
FOR  
**BULK CARRIER**

WITH VALID

**US  
VISA**



RANK EXPERIENCE  
MUST ON  
SHIP TYPE



WHITE  
COC ONLY



RANK EXPERIENCE  
MUST ON  
SHIP TYPE



SAFETY  
COMES  
FIRST



JOIN A COMPANY  
YOU CAN  
TRUST



RANK EXPERIENCE MUST ON SHIP TYPE

**BUILD YOUR CAREER WITH CONFIDENCE**



SEND YOUR CV TO

[arindam@confidenceshipping.com](mailto:arindam@confidenceshipping.com)



## ALBA MARINE SERVICES PVT LTD

RPSL NO- MUM-162153



**WE ARE**

**HIRING!**

Efor

**Panamax / Handymax**



**1. MASTER**



**2. CHIEF OFFICER**



**3. 2<sup>ND</sup> ENGINEER**  
(ME ENGINE EXP)



**COC - INDIAN / UK / SINGAPORE**



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



+91 9833730764  
7738554553



[sonali@albamarine.in](mailto:sonali@albamarine.in)

SAFE SEAS



STRONG CREW • RELIABLE SERVICE





# NSSM

SHIP SERVICES PVT. LTD.

RPSL No.: MUM-162275



**WE ARE  
HIRING!**

**FOR** CONTAINER SHIP | GRT: 18,658

- CCK**
- Minimum 12 months rank experience

**FOR** CONTAINER SHIP | GRT: 66462

- CO**
- Minimum 12 months rank experience

**WHITE COC ONLY**

**8655348955** | **career@nssc.co.in**



# NIMBUS MARINE SERVICES PTE LTD

**VERY URGENT OPENING**

— FOR —

# 20

**JOINING ASAP**

**VESSEL TYPE**  
**ASD TUG**

**LOCATION**  
**MOZAMBIQUE**

**NATIONALITY**  
**INDIAN / INDONESIAN**

**DURATION**  
**4 MONTHS**

**JOINING**  
**ASAP**

**MUST HAVE RANK EXPERIENCE ON ASD TUG AND HOLD ALL VALID DOCUMENTS.**

THOSE INTERESTED CAN SEND **C.V** IN WORD FORMAT ON

**+91 73043 18410** OR **crew@nimbusmarinegroup.com**



# OCENA

SHIP MANAGEMENT PVT. LTD.

RPSL - MUM-162310

Greetings from

# OCENA SHIP MANAGEMENT PVT. LTD.

**URGENT REQUIREMENT FOR VLCC**

**RANK: MASTER**

**WAGES: AS PER INDUSTRY STANDARDS**

**WE OFFER:**

- TIMELY RELIEF
- TIMELY WAGES
- INTERNET FACILITY AVAILABLE

Join a team that values safety, professionalism and commitment.

PLEASE SHARE YOUR UPDATED CV / RESUME

**CONTACT US BELOW**

MOB: **+91 87968 78384**  
**+91 77382 81395**

EMAIL: **ocenashipmanagement@gmail.com** / **ocena.ship@gmail.com**



# ASP SHIPS GROUP

WE MANAGE SHIPS SAFELY

Greetings from  
**ASP Crewships India Pvt. Ltd.**  
(RPSL-MUM-162174 | Valid till 2028)

**ASP CREWSHIPS** is currently recruiting for:  
**WE ARE HIRING!**

**HANDYMAX GEARED BULK CARRIER**

**2nd ENGINEER (2/E)**

**BULK CARRIER**

**ELECTRICAL OFFICER (EO)**

**OIL / CHEMICAL TANKER**

**ELECTRICAL OFFICER (EO)**  
(Advanced DCE is mandatory)

**JOINING: WITHIN A WEEK**

**EXPERIENCED PROFESSIONALS. SAFE OPERATIONS. BETTER FUTURE.**

**REQUIREMENTS:**

- Candidates must hold valid STCW certificates and relevant vessel experience.
- Candidates should have a minimum of 12 months of rank experience.
- For 2/E - Handymax Geared Bulk Carrier: Valid White COC is mandatory.
- For EO - Oil/Chemical Tanker: Management Level DCE is mandatory.

EMAIL ID: **asharma@crewships.com** | CALL / WHATSAPP: **+91 84220 20736**

**FAIR WINDS & FOLLOWING SEAS!**





# OLYMPUS

Ship Management Pvt. Ltd.

RPSL MUM 162135

WE ARE  
**HIRING**

★ FOR BULK CARRIER ★



**AB**

WITH INDIAN COP



**OILER**

WITH INDIAN COP



**FITTER**

WITH US VISA



ALL ABOVE SHOULD HAVE  
RANK EXPERIENCE OF  
AT LEAST 27-36 MONTHS  
ON BULK CARRIER



JOIN A  
PROFESSIONAL  
TEAM AND  
SAIL TOWARDS  
SUCCESS



CONTACT:

+91 9702440575

TEL:

+91 2268525677

info@olympusship.com



# UNAONE

SHIP MANAGEMENT PVT.LTD.

RPSL Number: MUM-162038

(Valid Till: 10/02/2030)

URGENT OPENING ON  
**SUEZMAX TANKER  
AND VLCC**

1

**CHIEF ENGINEER**



2

**3RD ENGINEER**



3

**ELECTRICAL OFFICER**  
(without COC)



COMPETITIVE  
SALARY



PROFESSIONAL  
ENVIRONMENT



SAFE & SECURE  
WORKPLACE



GROW YOUR  
CAREER AT SEA



GLOBAL  
OPPORTUNITIES



CONTACT:

9167731072



EMAIL:

hr3@unaoneship.com

SAFETY • RELIABILITY • EXCELLENCE



# Blackhull

MARITIME SERVICES PRIVATE LIMITED

WE ARE  
**HIRING!**

★ JOIN OUR PROFESSIONAL TEAM ★



**MASTER**

FOR OIL TANKER



**CHIEF ENGINEER**

FOR OIL TANKER



WHITE COC  
ONLY



RANK EXPERIENCE  
MUST ON SHIP TYPE



ADVANCE  
DC MUST



SAFETY  
OUR PRIORITY

99200 40351



info@blackhullmaritime.com



Blackhull Maritime



# CASCADE

MARITIME

Cascade Maritime Pvt Ltd.

WE ARE  
**HIRING**

★ JOIN OUR TEAM ★



FOR **2900 GRT** OIL / CHEMICAL TANKER



**2nd ENGINEER (2/E)**

SALARY **USD 7,000**



**3rd ENGINEER (3/E)**

SALARY **USD 3,000**



JOINING:  
WITHIN 1 WEEK



WHITE LISTED  
COC ACCEPTABLE  
ONLY



OIL / CHEMICAL  
TANKER EXPERIENCE  
PREFERRED



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RPSL-MUM-162174

**WE ARE  
HIRING!**

**FOR NEW BUILT  
HANDYMAX GEARED BULK**

**— SECOND ENGG (CE) —**

• At least 6 months  
experience in Rank

• With US  Visa

• Joining will be  
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 [rparab@crewships.com](mailto:rparab@crewships.com) |  **8879665052**



**Wilhelmsen  
Ship Management**

RPSL - MUM - 018

**WE ARE HIRING!**

- ✓ Join a Global Leader
- ✓ Competitive Benefits
- ✓ Global Career Opportunities



**MASTER /  
CHIEF ENGINEER**  
FOR  
**VLGC CARRIER**

- 24 MONTH TO - 36 MONTH  
EXPERIENCE IN RANK REQUIRED

 **JOINING SEP'26**



**ETO (WITH COC)**  
FOR  
**OIL / CHEMICAL TANKER**

- 12 MONTH EXPERIENCE IN RANK

 **JOINING SEP'26**



**3<sup>RD</sup> OFFICER /  
FOURTH ENGINEER**  
FOR  
**VLGC CARRIER**

- 6 MONTH EXPERIENCE IN RANK REQUIRED

 **JOINING OCT'26**



WORK WITH  
GLOBAL EXPERTS



GLOBAL  
PRESENCE



SAFETY  
FIRST



GROW YOUR  
CAREER



SEND YOUR CV / ENQUIRIES

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**WORLD TANKERS**  
CREWING INDIA PVT LTD  
(RPSL MUM 238)

FOR  
**OIL & CHEMICAL  
TANKER FLEET**

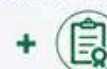
GLOBAL FLEET PREMIUM TANKERS | SAFE OPERATIONS OUR PRIORITY | PROFESSIONAL WORK CULTURE | GROW WITH WORLD TANKERS



With  
Oil and Chemical  
Tanker experience.



Must hold  
Valid USA  
Visa



Oil &  
Chemical  
DCE



**SECOND ENGINEER**

with  
over 12 months sailing  
experience.



**ETO / EO**  
WHITE COC ONLY



**PUMPMAN**



**BOSUN**

with COP 



**AB**

with COP 



**OILER**

with COP 

SEND YOUR CV



[info@wtmindia.com](mailto:info@wtmindia.com)



7506014307 //  
9967503445 //  
9833736985



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Propelling Your Future

RPSL-MUM-162021

**WE ARE  
HIRING!**

JOIN OUR PROFESSIONAL TEAM



FOR **BULK CARRIER**



**CHIEF ENGINEER**



**SECOND ENGINEER**



RANK EXPERIENCE  
IS MANDATORY



WHITE COC  
ONLY



SAFETY  
OUR PRIORITY



[dipansha@oceanoneshipmanagement.com](mailto:dipansha@oceanoneshipmanagement.com)



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**OCEAN ONE SHIP MANAGEMENT**





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SERVICES PVT. LTD.**

RPSL No.: MUM 101

**WE ARE  
HIRING!**

FOR  
**CONTAINER VESSEL**



**ETO WITH COC**



Minimum 12-18 months of  
rank experience on container vessels



**SAFETY FIRST**  
Our Commitment



**PROFESSIONAL TEAM**  
Our Strength



**GLOBAL OPERATIONS**  
Our Reach



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**BSM**

**BERNHARD SCHULTE  
SHIPMANAGEMENT**



SAFETY | QUALITY | RELIABILITY



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**ETO (WITH COC)**

For

**OIL / CHEM TANKER**



**Min. 12 months**  
rank exp required



**GLOBAL PRESENCE**  
Worldwide Operations



**STRONG FLEET**  
Latest & Modern Vessels



**EXCELLENT CAREER**  
Growth Opportunities

FOR MORE DETAILS CONTACT



**Manisha Meena**

8810330701

manisha.meena@bs-shipmanagement.com

COMMITTED TO EXCELLENCE. DRIVEN BY SAFETY.



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AGENCIES PVT. LTD.**

RPSL - MUM - 065



**WE ARE  
HIRING!**



**FOR CONTAINER VESSEL**

TEU 12000 to 15000 TEU Vessel

1. CHIEF ENGINEER



2. 2ND ENGINEER



3. ETO (COC)



4. 4RTH ENGINEER



With  
12 months rank experience  
with container



**SAFE OPERATIONS**  
Our Priority



**EXPERIENCED TEAM**  
Our Strength



**GROW YOUR CAREER**  
With Us



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Worldwide

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8286761043



BHARAT KUMAR



**BLUE  
FORTUNE**  
SHIP MANAGEMENT

SAFETY • RELIABILITY • EXCELLENCE



**WE ARE  
HIRING!**

WE ARE LOOKING FOR **EXPERIENCE**

1



**MASTER**

2



**CHIEF ENGINEER**

3



**CHIEF OFFICER**

4



**2<sup>ND</sup> ENGINEER**

5



**ETO**

For  
**HEAVY LIFT  
GENERAL  
CARGO VESSEL**

**JOIN A PROFESSIONAL TEAM**  
SAIL WITH CONFIDENCE  
GROW WITH US



**SAFE  
OPERATIONS**



**STRONG  
TEAM SPIRIT**



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OPPORTUNITIES**



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**BLUE FORTUNE SHIP MANAGEMENT**

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SHIPPING VENTURE  
PVT. LTD.

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HIRING!**



Join Our Team & Sail Towards Success

**ETO**  
FOR  
**TANKER FLEET**



**EXPERIENCE:**

Minimum 6 months' experience in rank



022-4715 1408



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**Phelix Shipping Venture Pvt. Ltd.**  
207, Great Eastern Galleria, Sector-4,  
Nerul West, Navi Mumbai - 400706



**RPSL:**  
**MUM-445**



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OUR PRIORITY



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STRONGER TOGETHER



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EXPLORE THE WORLD  
WITH OPPORTUNITIES

NAVIGATE YOUR CAREER. SAIL WITH PHELIX.



**COLUMBIA AURUS**  
SHIP MANAGEMENT

**WE ARE  
HIRING!**



COLUMBIA AURUS SHIP MANAGEMENT PVT. LTD.



**30/3E/4E/CO**  
FOR  
**CONTAINER**

- Rank experience must on ship type
- White COC only



**CE/2E**  
FOR  
**OIL TANKER**  
WITH US

- Rank experience must on ship type
- White COC only
- Advance DC must for tanker



**ETO - WITH COC**  
FOR  
**OIL TANKER**

- Rank experience must on ship type
- White COC only
- Advance DC must for tanker



**CE/2E**  
FOR  
**OIL-CHEM**  
WITH 12 MONTHS EXP

- Rank experience must on ship type
- White COC only



SEND YOUR CV TO  
anamika@columbiaaurus.com



CALL / WHATSAPP  
7021793254



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OUR PRIORITY



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BETTER TOGETHER



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LIMITLESS OPPORTUNITIES



SAILING TOWARDS  
A BETTER TOMORROW

BE PART OF OUR JOURNEY. GROW WITH US.



**NAUTILUS**  
SHIPPING

**URGENT  
VACANCY**

CONTAINER VESSEL

POSITIONS:



**CHIEF  
OFFICER**



**ETO**



Similar vessel & rank  
experience compulsory



APPLY:  
kartiki@nautilusshipping.com



CALL / WHATSAPP:  
Kartiki: 7397588636



SAFETY  
FIRST



RELIABLE  
PARTNER



STRONG TEAM  
STRONG FUTURE

SAILING TOGETHER TOWARDS A BETTER TOMORROW

RPSL No.:  
**CHN 012**



**HIRING**

Synergy Denmark A/S



**(3/E) THIRD ENGINEER,  
ETO & GAS ENGINEER**

For **VLAC** Ammonia Carrier



JOINING:  
November /  
December 2026



CONTRACT:  
5 ± 1 months



**WHITE COC ONLY**



Advanced Gas Course & DCE (Mandatory)



Gas experience or at least 1 bunkering (Preferred)

CONTACT



Pranali Dhamapurkar  
pranali.dhamapurkar@synergyship.com



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RPSL-MUM-130

WE ARE  
**HIRING!**

JOIN OUR PROFESSIONAL TEAM



**FOR OIL/CHEMICAL TANKER**

**3<sup>rd</sup> ENGINEER**

**3<sup>rd</sup> OFFICER**  
- Minimum 12 months' rank experience

**PUMPMAN / BOSUN / OILER / AB**  
- INDIAN COP MANDATORY

Oil chem DC must White COC only Rank experience must on ship type

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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Propelling Your Future

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

Good day,  
Trust you are doing well.  
We have an **URGENT** openings  
for the following position on a

**BULK CARRIER**

**CHIEF ENGINEER**

**2<sup>ND</sup> ENGINEER**

**REQUIREMENTS & BENEFITS:**

Rank Experience is mandatory Timely crew change & priority rejoining Internet facility onboard Timely relief All joining procedures are conducted online (No office visit required)

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

**APPLY NOW**

Best Regards,  
**Krish**  
Jr. Sourcing Executive

krish@oceanoneshipmanagemet.com

+91 9115909116

**Ocean One Ship Management**

SAFE OPERATIONS RELIABLE PARTNER STRONG RELATIONSHIPS GLOBAL PRESENCE

**IMS**

**URGENT REQUIREMENTS**



**SECOND ENGINEER**

- Aframax Tanker

Should have minimum 18 months of Rank experience on Tankers with minimum 12 months on Crude Oil Tankers



**FOURTH ENGINEER**

- Aframax Tanker

(Should have minimum 6 months of Rank experience on Crude Oil Tankers)



**THIRD OFFICER**

- Oil/Chem Tanker

(Should have minimum 6 months of Rank experience on Oil/Chem Tankers)



**ETO - Oil/Chem Tanker**

(Should have minimum 6 months of Rank experience on Tankers)

**ONBOARD KEY FEATURES:**

ME Engine

Modern fleet

Onboard internet access

Positive Vetting & PSC inspection Bonus

All Engineer candidates should have prior working experience on ME engine.

INTERESTED INDIAN CANDIDATES MAY SHARE THEIR CVs VIA

WHATSAPP TO  
**+91 9967659701**

EMAIL AT  
**vivek.bawkar@imsship.com**

**IMS SHIP MANAGEMENT PVT. LTD.**

RPSL: MUM-023



**URGENT REQUIREMENT**

**GAS TANKER**

**GRT: 3,500**



**OPEN POSITIONS & SALARY (USD)**

**CHIEF ENGINEER (C/E)** **\$ 7,000 - 7,500**

**2<sup>ND</sup> ENGINEER (2/E)** **\$ 5,000 - 5,500**

**REQUIREMENTS:**

Gas Tanker experience mandatory  
 Valid Gas DCE / Gas Course required  
 Relevant rank experience mandatory  
 All valid COC, STCW, Endorsements & necessary documents required



**CREW CHANGE: EXTREMELY URGENT**



**KINDLY SHARE SUITABLE CVs IMMEDIATELY.**



**MARINA MARITIME**

RPSL/MUM/456

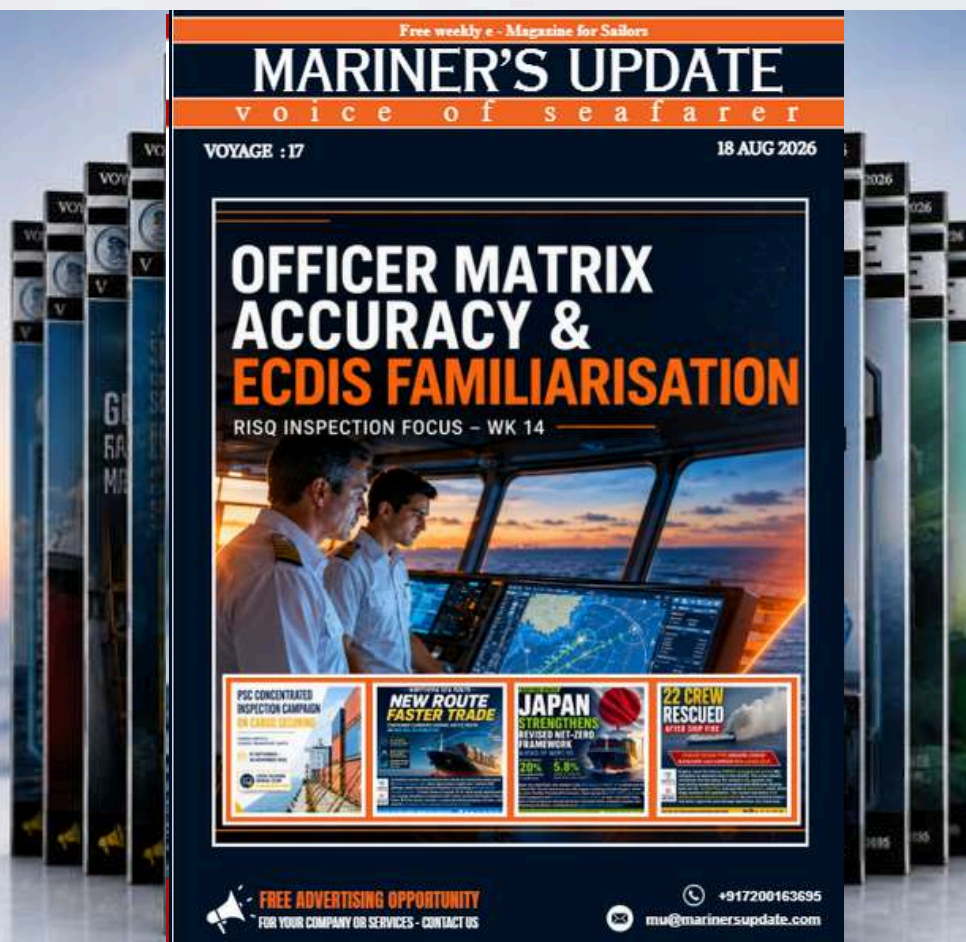
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**CONTACT US**

90764 22155 7738506155 82865 57178 99305 25135

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TOGETHER, LET'S BUILD A STRONGER MARITIME COMMUNITY



# **FINAL THOUGHTS**

**EXPERIENCE BUILDS KNOWLEDGE, BUT  
REFLECTION TURNS KNOWLEDGE INTO  
IMPROVEMENT.**

**EVERY VOYAGE, INSPECTION, DRILL, AND  
CHALLENGE OFFERS AN OPPORTUNITY TO BECOME  
BETTER PREPARED FOR WHAT LIES AHEAD.**

**THANK YOU FOR BEING PART OF THIS JOURNEY.**

**LEARN FROM EVERY EXPERIENCE AND CARRY  
THOSE LESSONS FORWARD.**

**UNTIL OUR NEXT EDITION, SAFE SAILING AND  
CLEAR HORIZONS.**

**25 AUG 2026**