

MARINER'S UPDATE

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

PSC WK : 29 OBSERVATION OF THE WEEK



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FOR INDIAN SEAFARERS

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YOUR WEEKLY
MARITIME BRIEFING

Receive our **FREE** weekly e-magazine featuring maritime news, safety insights, weather education, compliance updates, and practical knowledge—delivered directly to your inbox every week.

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EDITOR'S NOTE

WELCOME TO THE **20TH** EDITION



Dear Mariners,

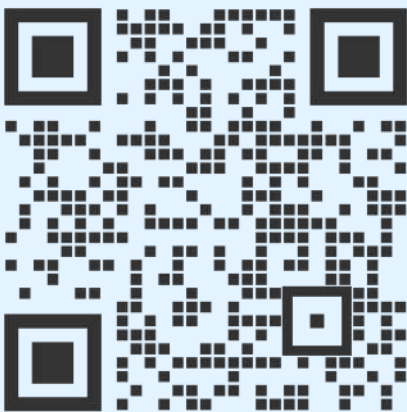
This week's edition focuses on three critical developments reminding us of the risks faced by ships and seafarers in today's operating environment.

We cover the tragic sinking of MV OCEAN WINNER in the Bay of Bengal, raising important questions around cargo safety, vessel stability, and the risks of iron ore fines liquefaction. We also look at the escalating security situation in the Strait of Hormuz, where attacks involving commercial tankers have renewed concerns over seafarer safety and global energy supplies.

In addition, we report on the Tugberk Imamoglu-Alsu collision in the Sea of Marmara, where all 10 crew members remain missing as an extensive search and rescue operation continues.

These incidents highlight the importance of sound seamanship, effective risk assessment, cargo awareness, and constant vigilance at sea.

Stay informed, stay compliant and stay safe.



Scan to Save our V card

*Editor
Mariners Update*



Discover this week's PSC Observation of the Week (PSC FOCUS – WK : 29) 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.





This week, we look at practical feedback from a recent SIRE 2.0 inspection, focusing on the inspector's approach, key areas checked, crew interaction, and observations reported onboard.

The key takeaway is simple: knowing the answer is not always enough. Officers and crew should understand the relevant SMS and company manuals, know where important requirements are located, and be prepared to demonstrate that understanding during the inspection. The feedback also highlights the importance of clear and direct communication during an inspection. Avoiding unnecessary explanations and confidently responding to what is actually asked can make a significant difference. Particular attention was given to the Cargo Operating Manual, with the Duty Officer being asked to identify where relevant information was located.

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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Published weekly
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NAVIGATIONAL SAFETY GUIDANCE & BRIDGE PROCEDURE FAMILIARISATION

RISQ INSPECTION FOCUS – WK 17



Is practical navigational safety guidance truly built into your vessel's navigation instructions — or does it stop at policy statements? This week we unpack RISQ checkpoint 3.1, looking at what inspectors expect to see across bridge watchkeeping, ECDIS procedures, anchoring operations, and Master-Pilot exchange. From knowing when to safely override engine power limiters in pilotage waters to having a clear protocol for calling the Master to the bridge, the details matter just as much as the policy itself.

A written procedure only satisfies this checkpoint when officers can actually demonstrate they know and apply it. Regular familiarisation, bridge team drills, and open discussion are what turn navigation guidance from paper into safe, confident practice at sea. Dive into the full breakdown to see how your SMS measures up.





RIGHTSHIP INSPECTION

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



By MARINERS UPDATE
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PRESSURE GRADIENT FORCE AND GEOSTROPHIC WIND

Captain's Weather Desk Newsletter – WK-15



MARINER'S
UPDATE
COMPLIANCE WITH SIMPLICITY

In this week's Captain's Weather Desk, we simplify the relationship between Pressure Gradient Force (PGF), isobars, Coriolis force, geostrophic wind and Buys Ballot's Law — with practical points every mariner should know when reading a weather chart.

- ✓ PGF: High pressure → Low pressure
- ✓ PGF acts perpendicular to isobars
- ✓ Closely spaced isobars indicate stronger winds
- ✓ Geostrophic wind flows approximately parallel to isobars
- ✓ Northern & Southern Hemisphere wind relationships
- ✓ Buys Ballot's Law explained simply
- ✓ Effect of surface friction on actual wind
- ✓ Why the Coriolis effect is weak near the Equator
- ✓ Practical weather-chart interpretation for Captains and navigators

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
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Published daily
5,813 subscribers

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CARGO SHIP SINKS OFF ISTANBUL – 10 SEAFARERS MISSING

CARGO SHIP SINKS OFF ISTANBUL

10 SEAFARERS MISSING



ISTANBUL

SEA OF MARMARA



A Turkish cargo ship, **Tugberk Imamoglu**, sank after colliding with **Alsu** in the Sea of Marmara. The vessel reportedly went down in just **11 minutes**, with all **10 crew members missing**. A major search operation involving 18 vessels, 5 helicopters, 2 drones and aircraft is under way. Authorities have recovered a lifeboat and debris, while the cause of the collision is being investigated.

A Turkish-flagged cargo ship, Tugberk Imamoglu, is believed to have sunk within approximately 11 minutes after colliding with the vessel Alsu in the Sea of Marmara off Istanbul.

All 10 crew members, including the captain, remain missing. A major search and rescue operation involving 18 vessels, 5 helicopters, 2 drones, an aircraft and a naval vessel equipped for underwater searches is under way. Authorities have recovered a lifeboat and debris from the sunken vessel, while an investigation into the collision continues.

The Panama-flagged bulk carrier MV OCEAN WINNER sank in the Bay of Bengal on August 22 after departing Paradip with around 72,000 tonnes of iron ore fines and 24 crew members onboard. Two Chinese seafarers were rescued, while 22 others remain missing and are now presumed dead after a week-long search involving the Indian Coast Guard, Indian Navy, merchant vessels and two Chinese vessels.

The sinking has also raised questions over cargo safety, vessel stability and the possible role of iron ore fines liquefaction

MV OCEAN WINNER SINKS IN BAY OF BENGAL

22 CREW PRESUMED DEAD AFTER WEEK-LONG SEARCH



The 28-year-old bulk carrier **MV OCEAN WINNER** sank on **August 22** after departing Paradip with around 72,000 tonnes of iron ore fines and 24 crew onboard. **Two Chinese seafarers were rescued**, but 22 crew members remain missing and are now presumed dead after a week-long search. The operation involved the Indian Coast Guard, Indian Navy, merchant vessels and two Chinese vessels. Cargo liquefaction is among the factors under scrutiny, but the official cause of the **rapid sinking remains under investigation**.

FOLLOW US FOR MORE MARITIME UPDATES



STRAIT OF HORMUZ

— SHIPPING RISK ENTERS A NEW PHASE —



U.S. forces have struck **Iranian military** targets following attacks linked to commercial shipping in the **Strait of Hormuz**. **Two Saudi oil supertankers** were reportedly hit while transiting the strategic waterway, sending fresh shockwaves through oil markets. The U.S. has also adopted a reported **"tanker-for-tanker" deterrence strategy**, while Iran has threatened further retaliation. With missiles, drones and naval forces operating around a vital oil corridor, commercial shipping faces a **rapidly changing security environment**.

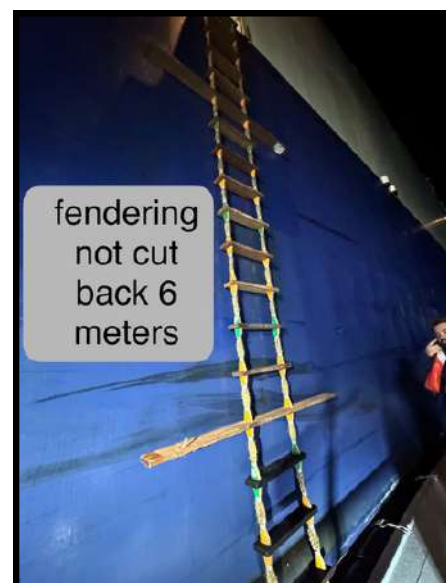
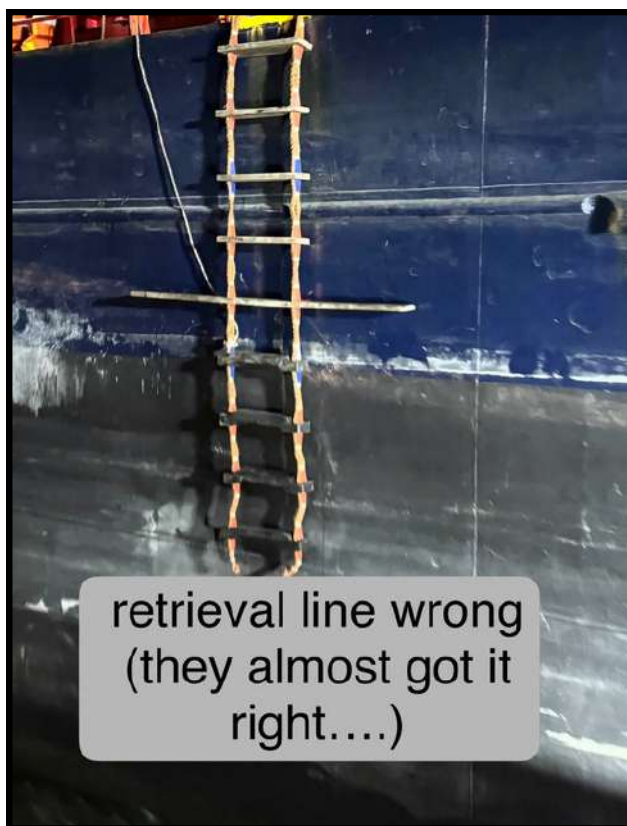
FOLLOW US FOR MORE MARITIME UPDATES



The security situation around the Strait of Hormuz has taken another dangerous turn after the U.S. launched strikes against Iranian targets following attempted attacks on commercial shipping and U.S. forces.

Two supertankers carrying Saudi crude were reportedly struck by unknown projectiles while transiting the Strait, triggering renewed concerns over tanker safety and global oil supplies. Brent crude prices also moved sharply higher following the reports.

WEEKLY PILOT LADDER COMPLIANCES



Credits : Capt.Aries, Fb page: Dangerous ladder

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The First Navigators



The Navigator's Notebook | Day 3

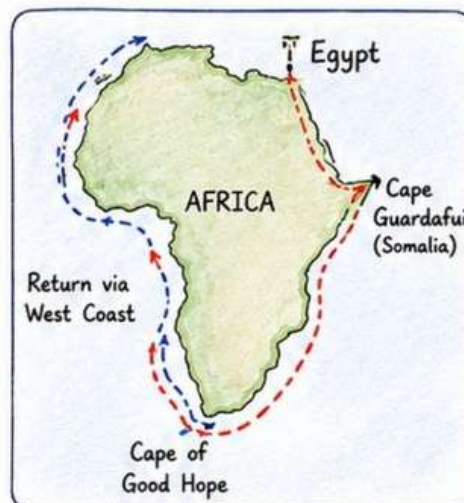
1. Ancient Seafarers – Far More Than Explorers

- Early navigators were skilled, observant and brave. They traded, explored and crossed oceans long before modern instruments.

2. Early Examples of Seamanship

- **Herodotus (4th century BCE)**: Yellow mud in deep water meant the Nile was within a day's sail of Alexandria.
- **Hanno the Carthaginian (~500 BCE)**: Sailed down the West African coast, founding colonies as he went.
- **Pharaoh Necho II (605 BCE)**: Sent a Phoenician fleet to sail around Africa. A 16,000 nm voyage completed in 3 years – a remarkable feat!
- **Pytheas of Massalia (~340 BCE)**: Explored the Arctic, invented a way to calculate latitude using a sundial, theorised tides & attempted true north.
- **Eudoxus of Cyzicus (146 BCE)**: Found a ship's prow off Somalia identical to one from the Mediterranean. Did someone reach India earlier?
- **Statius Sebosus (~100 BCE)**: Wrote that sailing 40 days from the Cape Verde area would reach the legendary islands in the West.
- **Pliny the Elder (~50 CE) & Venerable Bede (~700 CE)**: Studied tides and documented them – knowledge used by seafarers for centuries.

Ancient Voyages Around Africa



- Down the East Coast
- Up the West Coast

3. Polynesians – Masters of the Pacific



- Sailed vast distances across the Pacific without modern instruments.
- Used stars, swells, winds, birds and natural signs.
- Their knowledge passed down orally for generations.

How They Navigated



Stars & Sun
For direction, latitude and time.



Ocean Swells
Felt the direction and pattern of swells.



Birds & Clouds
Bird flight paths and cloud patterns indicated nearby land.



Winds
Remembered seasonal wind patterns.



Land Signs
Water color, waves breaking on reefs, floating plants.



Memory & Skill
Mental maps and experience were their greatest tools.

Key Takeaway



The first navigators combined observation, experience and courage. They explored unknown seas, connected civilisations and laid the foundation of modern seamanship.

Respect the past,
Learn for the future,
Navigate with wisdom.



Observation. Knowledge. Courage. That's how every great voyage begins.

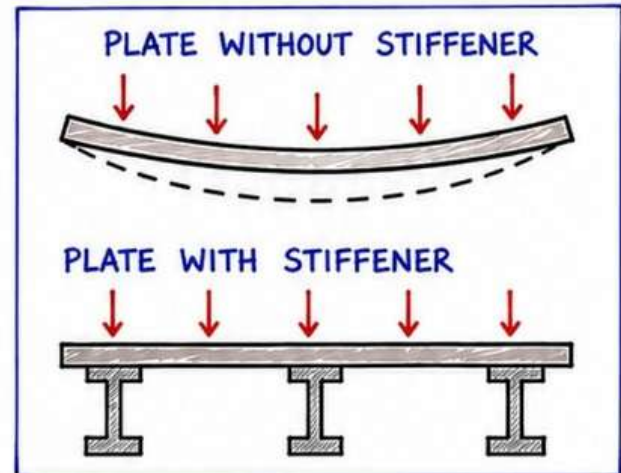


SHIP KNOWLEDGE SIMPLIFIED - DAY 14

STIFFENING - STRENGTH BEHIND EVERY PLATE

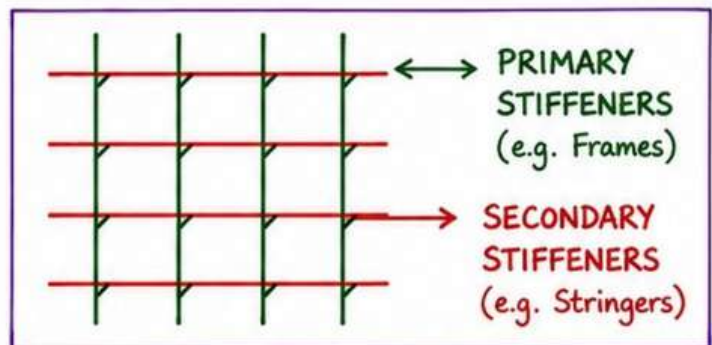
1. WHY STIFFENING IS NEEDED ?

- Ship's plates (shell, decks, bulkheads, tank top etc.) are thin compared to the ship's size.
- Under loads, the plates can bend or buckle.
- Stiffeners add strength, keep the plates in shape and distribute loads.
- Result: Thinner plates can be used safely.



2. HOW STIFFENING WORKS ?

- Primary stiffeners run in one direction (carry main loads).
- Secondary stiffeners are placed perpendicular to prevent bending of primary stiffeners.
- Together they form a strong grid.

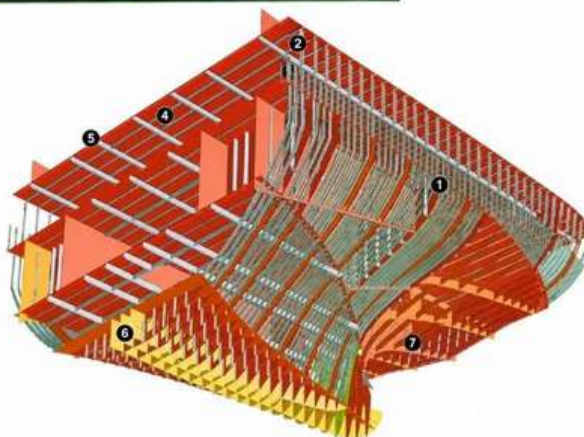


3. STIFFENING ARRANGEMENT ON DIFFERENT PLANES

PLANES	STIFFENING	SUPPORT
SHELL (VERTICAL)	(VERTICAL) FRAMES	STRINGERS (HORIZONTAL) WEB FRAMES
BULKHEADS	HORIZONTAL STIFFENING VERTICAL STIFFENING	STRINGERS (HORIZONTAL), WEB GIRDERS
DECKS	DECK FRAMES	DECK GIRDERS
FLAT BOTTOM	BOTTOM FRAMES (FORE AND AFT) BOTTOM FRAMES (TRANSVERSE)	FLOORS, KEELSONS
TANK TOP	UPPER FRAMES (FORE AND AFT) UPPER FRAMES (TRANSVERSE)	FLOORS, KEELSONS

4. SHIP STRUCTURE - STIFFENING MEMBERS

- ① Frames
- ② Toe frames
- ③ Web frames
- ④ Deck frames
- ⑤ Deck beams
- ⑥ Centre keelsons
- ⑦ Side keelsons



TIP:

A well-designed stiffening system keeps the ship strong, safe and economical.

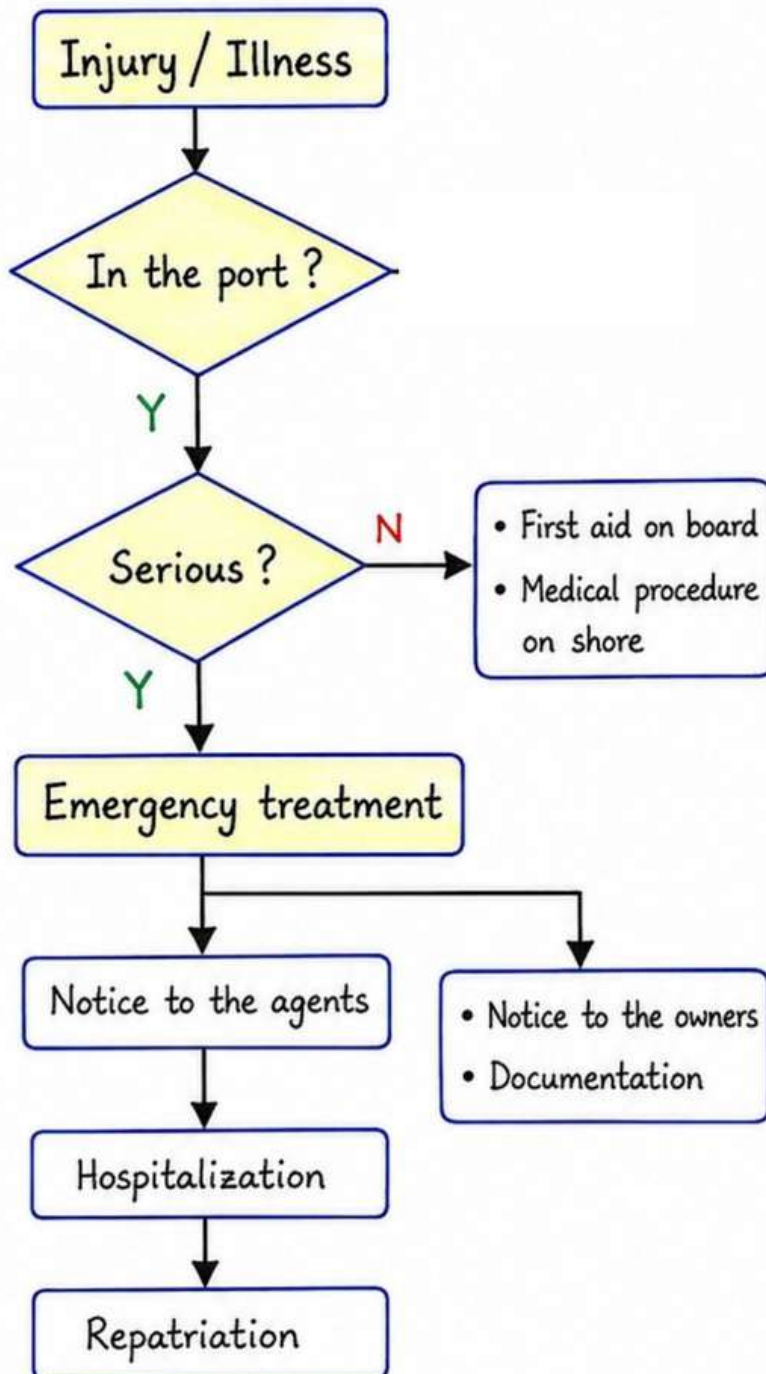


FROM MASTER'S TABLE

DAY 14

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** CREW INJURY / ILLNESS – RESPONSE FLOW **

MAJOR CREW CLAIMS &
INSURANCE COVERAGE

- Crew claims are a major concern despite ISM Code and safety efforts.
- Payment for crew claims is more than 30% of total amount covered by the Association.
- Coverage details are given in Rule 19.
- Coverage decided as per employment contract and/or applicable laws.

MAIN ITEMS COVERED:

- Medical expenses
- Repatriation expenses
- Substitution expenses
- Sickness allowance
- Disability allowance
- Death compensation & funeral expenses
- Search and rescue expenses
- Loss of personal effects
- Deviation expenses during search & rescue and bringing crew to port for hospitalization

KEY TAKEAWAYS:

- ★ Act quickly, follow the right steps.
- ★ Document everything.
- ★ Communicate – Agents, Owners, Doctors.
- ★ Seafarer's well-being is our priority.



A SAFE CREW TODAY, A STRONG VOYAGE TOMORROW.



MARINERS UPDATE

SEAFARER SHORE LEAVE GUIDE



NEW MANGALORE



NEW MANGALORE PORT | PANAMBUR, KARNATAKA, INDIA

Karnataka's only major port, deep-water all-weather harbour – quick-reference points below.

A GETTING ASHORE



- **Port location:** Panambur, ~10 km from Mangaluru city



- **Transport:** Port agent taxi (fixed fare) preferred



- **Apps:** Ola/Uber available outside port gate



- **Rail:** Surathkal station ~6 km from port



- **Access:** Direct port entry restricted – use designated gate

B TOP THINGS TO DO



- **Panambur Beach** – closest beach, ~2 km from port



- **Kadri Manjunath Temple** – historic hilltop temple



- **Pilikula Nisargadhama** – park, lake, mini zoo



- **Mangaladevi Temple** – city landmark



- **Forum Fiza Mall** – shopping, food court

C GOOD TO KNOW



- **Currency:** INR – cards ok in city, cash for local transport



- **SIM:** Airtel/Jio prepaid, available in Mangaluru city



- **ID:** Carry seaman's book + shore pass always



- **Local language:** Kannada/Tulu – English widely understood

D SEAFARER SUPPORT



- **Helpline:** NEW MANGALORE PORT AUTHORITY
Open Monday through Sunday from 09:00 to 21:00.



- **Web/chat:** 9731519177



- **Email:** avbangera@gmail.com



- Local phone/WhatsApp listed live on site – confirm before sailing

E NEAREST AIRPORT



- **Airport:** Mangalore International Airport (IXE), Bajpe
- **Distance:** ~10–15 km from port (20–30 min by road)
- Domestic + limited international connections

F AIRPORT LOUNGE ACCESS



- Paid/card-linked lounge only (Priority Pass, bank tie-ups)
- No confirmed dedicated seafarer-status scheme at IXE
- Check with airline/agent for any crew concession

G CHEAPER PLACES TO STAY



- Budget stays cluster around Mangaluru city & Bejai
- Ask ship's agent re: seamen's mission/MN guest house near berth
- Confirm locally – contacts/availability change port call to port call



MARINERS UPDATE

SEAFARER SHORE LEAVE GUIDE



A GETTING ASHORE



- **Port location:** Paradip town, Jagatsinghpur district



- **Transport:** Port agent taxi (fixed fare) preferred



- **Apps:** Ola/Uber limited – agent transport more reliable



- **Rail:** Paradeep railway station ~6 km from port



- **Access:** Direct port entry restricted – use designated gate

B TOP THINGS TO DO



- **Paradip Beach** – close to town, casual walk/relax



- **Jagannath Temple, Paradip** – local landmark



- **Lighthouse point** – views over the harbour



- **Bhitarkanika National Park** (day trip, ~90 km – mangroves, crocodiles)



- **Cuttack/Bhubaneswar day trip** if long layover (~85–110 km)

C GOOD TO KNOW



- **Currency:** INR – cash preferred, card acceptance limited in town



- **SIM:** Airtel/Jio prepaid, available in Paradip town



- **ID:** Carry seaman's book + shore pass always



- **Local language:** Odia – English/Hindi understood in port area



- **Note:** Smaller town than other India ports – fewer shore options, plan timing carefully

D SEAFARER SUPPORT



- **Centre:** No dedicated port welfare/drop-in centre listed for Paradip in ISWAN directory – global helpline below is your main resource



- **Helpline:** ISWAN SeafarerHelp – free, confidential, 24/7, 365 days



- **Phone:** +44 20 7323 2737 (call anytime, any timezone)



- **WhatsApp:** +44 7909 470732



- **Web/live chat:** iswan.org.uk/seafarerhelp



- **Port Authority:** Paradip Port Authority toll-free: 1800 345 6062 (general enquiries)



- **PRANAAM:** DG Shipping airport travel-assistance counter – currently at Mumbai CSMIA T1 (T2 expansion planned), not Paradip-specific

E NEAREST AIRPORT



- **Airport:** Biju Patnaik International Airport (BBI), Bhubaneswar



- **Distance:** ~110–120 km from port (2–2.5 hrs by road)



- Domestic + limited international connections



F AIRPORT LOUNGE ACCESS



- Paid/card-linked lounge only (Priority Pass, bank tie-ups)



- No confirmed dedicated seafarer-status scheme at BBI



- Check with airline/agent for any crew concession



G CHEAPER PLACES TO STAY



- Budget hotels available in Paradip town itself



- Ask ship's agent re: seamen's mission/MN guest house near berth



- Confirm locally – contacts/availability change port call to port call





MARINERS UPDATE

SEAFARER SHORE LEAVE GUIDE

DEENDAYAL PORT (KANDLA)

GUJARAT, INDIA



A GETTING ASHORE



- **Port area:** Kandla Port, near Gandhidham town
- **Transport:** Port agent taxi (fixed fare) preferred
- **Apps:** Ola/Uber limited – agent transport more reliable
- **Rail:** Gandhidham Jn (GIMB) ~10–15 km from port
- **Access:** Direct port entry restricted – use designated gate

B TOP THINGS TO DO



- **Gandhidham city** – markets, cafes, quick shopping
- **Kandla Port Jetty** view point
- **Adipur** – twin town, gardens & Gandhi memorial
- **Bhuj day trip** if long layover (~60–70 km – forts, museums, handicrafts)
- **Mundra beach/port town** (day trip, further south)

C GOOD TO KNOW



- **Currency:** INR – cash preferred, cards limited outside malls
- **SIM:** Airtel/Jio prepaid, available in Gandhidham
- **ID:** Carry seaman's book + shore pass always
- **Local language:** Gujarati/Kutchi – Hindi/English understood in port area
- **Climate note:** Very hot Apr–Jun – plan shore time around heat

D SEAFARER SUPPORT (VERIFIED)



- **Centre:** Kandla Seafarers' Welfare Association (KSWA) – dedicated local centre, est. 2008
- **Address:** Opp. Cargo Jetty No. 2, Deendayal Port Authority, Kandla Port, Gujarat
- **Phone:** +91 90999 24812
- **Email:** pwckandla@gmail.com
- **Web:** kswaindia.org
- **Timing not independently confirmed** – call ahead to check current hours
- **Global backup:** ISWAN SeafarerHelp – 24/7, 365 days: +44 20 7322 2737 / WhatsApp +44 7909 470732 / iswan.org.uk/seafarerhelp

E NEAREST AIRPORT



- **Airport:** Kandla Airport (IXY), Anjar – closest, limited domestic flights (mainly Mumbai)
- **Distance:** ~20 km from port
- **Better-connected option:** Bhuj Airport (BHJ) ~60–70 km – wider domestic network

F AIRPORT LOUNGE ACCESS



- **Kandla (IXY)** – very small airport, no lounge
- **Bhuj (BHJ)** – limited/no dedicated lounge
- No confirmed seafarer-status scheme at either – check with agent/airline

G CHEAPER PLACES TO STAY



- Budget hotels available in Gandhidham town
- Ask ship's agent re: seamen's mission/MN guest house near berth
- Confirm locally – contacts/availability change port call to port call

MILLIONAIRE SEAFARER

FINANCIAL LITERACY SERIES FOR SEAFARERS

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DAY 2



KNOW YOUR NET WORTH

YOUR REAL WEALTH IS NOT WHAT YOU EARN, BUT WHAT YOU KEEP.

WHAT YOU OWN (ASSETS)

All that you own and is in your possession.

Cash
(Savings)House /
PropertyInvestments
(Shares, Mutual Funds etc.)Gold /
Jewellery

Car

Business
(If any)

These are your assets.

WHAT YOU OWE (LIABILITIES)

All that you have to pay to others.



Home Loan



Car Loan

Student Loan
(If any)Credit Card
OutstandingUnpaid Bills
(Utilities, etc.)Personal Loan
(If any)

These are your liabilities.

$$\text{NET WORTH} = \text{WHAT YOU OWN} - \text{WHAT YOU OWE}$$

Your net worth is the true worth of an individual.

EXAMPLE (A SEAFARER)

Assets (What I own) ₹ 50,00,000

Liabilities (What I owe) ₹ 20,00,000

Net Worth ₹ 30,00,000

*"It's not about how much you earn,
but how much you keep."*

IMPORTANT LESSON

Don't confuse assets with wealth.

You may own a ₹ 60 lakh house,
but if the outstanding home loan is
₹ 40 lakh, your actual net worth from
that house is only ₹ 20 lakh.

Treat the asset and the loan as
two separate items.



YOUR ACTION THIS WEEK

- ☐ Take a paper (keep it simple).
- ☐ List everything you own.
- ☐ List everything you owe.
- ☐ Calculate your net worth.
- ☐ Keep it safe and review it every 6 months.

*"Small Steps Today
A Wealthier
You Tomorrow"*

SEAFARER AFTER SIGN-OFF:

DAY 1

BANK BALANCE:
₹ ₹ ₹ ₹ ₹

MOOD:
"I EARNED THIS."

ONE MONTH LATER

BANK BALANCE:
₹

MOOD:
"NEXT JOINING DATE?"

EXPENSES (SHORE LEAVE)

- RESTAURANTS
- SHOPPING
- TRAVEL
- FRIENDS
- OUTINGS
- AND MORE...

TOTAL: TOO MUCH!

BACK TO SEA SOON

SO... WHAT EXACTLY DO YOU DO ONBOARD?

A LITTLE BIT OF EVERYTHING.

NAVIGATOR
On course.
Every mile counts!

MECHANIC
If it moves,
I keep it running!

WEATHER EXPERT
Eyes on the sky.
Safety comes first!

ELECTRICIAN
Powering the ship
safely!

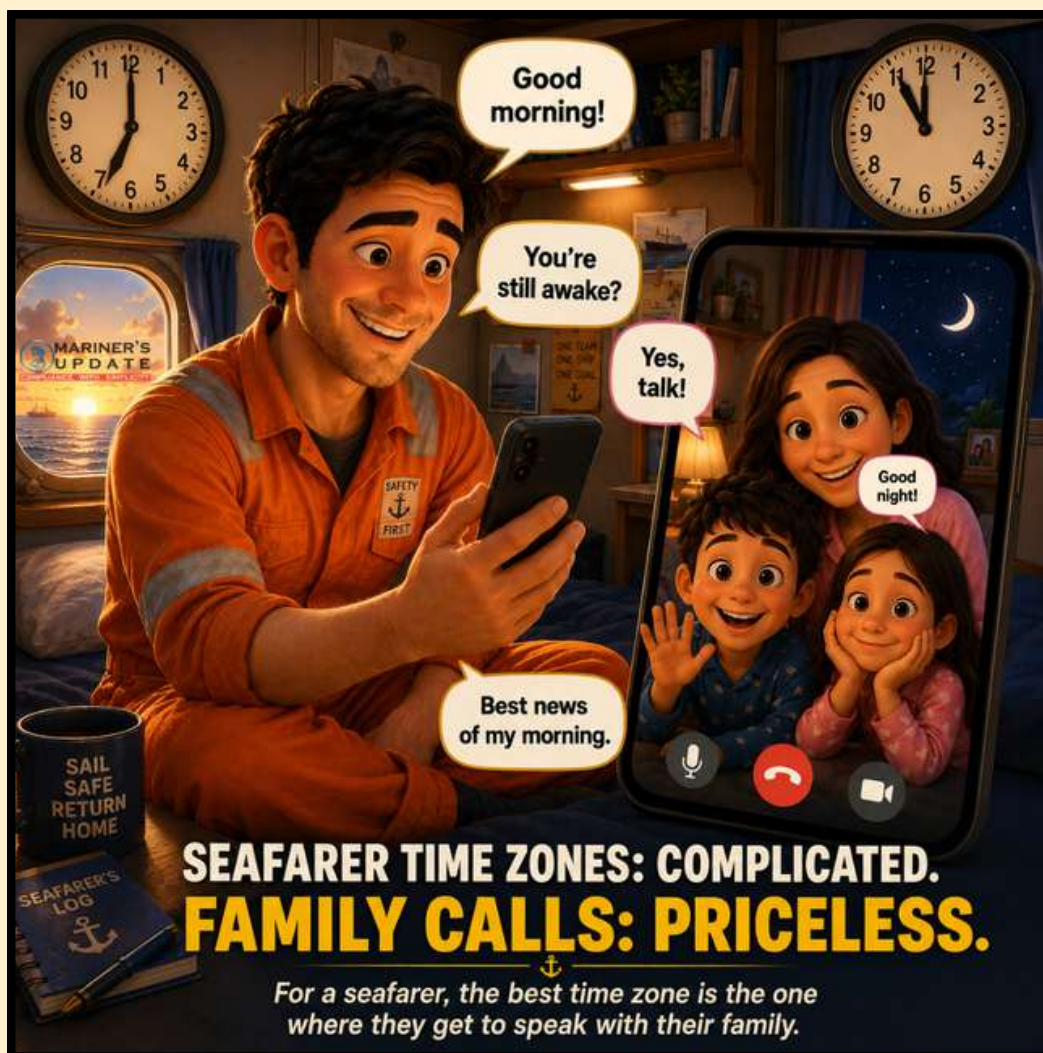
IT / COMMUNICATIONS
Connected at sea,
connected to shore!

FIREFIGHTER
Always ready.
Always alert!

FIRST AIDER
Ready to help.
Every life matters!

PROBLEM SOLVER
Think. Fix. Adapt.
Mission: Done!

SEAFARER = JACK OF ALL TRADES.



WHEN THE CAPTAIN SAYS: "JUST A QUICK MEETING."





MARITIME POLL RESULT

WHAT CAUSES THE MOST OPERATIONAL PRESSURE DURING PORT CALLS ? - POLL RESULTS

The poll shows that tight turnaround times are the biggest source of operational pressure during port calls, with 52% of votes, followed by documentation and port congestion at 17% each, while cargo operations received 13%. The result highlights the need to balance efficient turnaround with safe operations.



**HOW TO PARTICIPATE:**

1. Spot the 5 differences between the two pictures.
2. Write the child's name, age and parent's name.
3. Email your answer
4. Mention "Kids Challenge – Spot the Difference" in the subject



Email us at :
mu@marinersupdate.com



Exciting Prizes
to be won every week!



Last date to submit :
Next Sunday
13- 09- 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.



MARINERS UPDATE - YOUR TRUSTED MARITIME PARTNER

SHIP PLANS / MANUAL

LISTS OF PLANS/MANUALS AVAILABLE

SHIP PLANS / MANUAL	PRICE (USD)	SHIP PLANS / MANUAL	PRICE (USD)
CARGO SECURING MANAGEMENT PLAN	\$500	Cyber Security Procedures	\$200
ENCLOSED SPACE RESCUE MANUAL	\$400	LSA FFA manual	\$500
Garbage Management Plan	\$400	SOPEP or SMPEP	\$400
Emergency Towing Procedure/Booklet	\$400	STS	\$300
Biofouling Management Plan	\$300	Ship Structure Access Manual	\$800
MSMP & LMP	\$300	Panama Canal SOPEP	\$400
SSA & SSP	\$400	Sewage Pollution Prevention Plan	\$300
Hardening Plan	\$300	Bilge Water Management Plan	\$300
Recovery of Personnel from Water Manual	\$300	Refrigerant Systems Management Plan	\$300
Ballast Water Management Plan	\$600	Procedure for Propeller Shaft Condition Monitoring	\$300
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USA - Vessel General Permit (VGP) Manual	\$500	LSA FFA MAINTANENCE MANUAL FOR 3 OFF	\$300
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VACANCY: 2

Minimum 1 year of relevant
maritime/shipping experience
preferred.



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RATINGS**

VACANCY: 1

Minimum 1 year of relevant
maritime recruitment experience
preferred.
Experience in ratings recruitment
will be an advantage.

OFFICE LOCATION:



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Location: **Mumbai**

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Fleet Personnel**
MANNING (Ratings)



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3E*2



Vessel Type - AHTS NON DP



Location - KSA (ARAMCO)



Nationality - ANY



Duration - 4 Months



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Kindly revert with your **latest resume** so as to discuss further.
Please share **references** for the above rank.



Best Regards,

Ankit

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Sourcing Executive
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• RPSL MUM 162135 •

FOR BULK CARRIER



3RD OFFICER



AB WITH INDIAN COP

COC ACCEPTED:



INDIA



UK



SINGAPORE



AUSTRALIA



NEW ZEALAND

- ✓ For officer 12-18 months and for rating 24-36 rank experience on Bulk Carrier
- ✓ Only Indian Crew accepted



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CHIEF ENGINEER



ETO



Experience on similar vessel type & GRT



MAN B&W MC Engine experience mandatory



Only White COC



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Chaitanya Nevarekar
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White COC only



Advance DC must



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(RPSL No.: MUM 101)

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CHIEF ENGINEER

ACCEPTED COC



INDIAN



UK



SINGAPORE



AUSTRALIA



NEW ZEALAND



Minimum 12-18 months of rank experience on container vessels



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for Tug vessel



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SECOND OFFICER

Requirement for



AFRAMAX TANKER



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With 12 mnths. Rank experience



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Oil Chem Tankers.



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JOINING DATE
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FOR CONTAINER

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



NOTE :

COC - Indian, Panama,
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4 STROKE ENGINE EXPERIENCE
must for Chief Engineer



DECK OFFICER – Container experience must
&
ENGINEER – bulk & Cargo experience accepted



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ETO/EO



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Experience Preferred



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RPSL No.: 162145



For

OIL / CHEMICAL TANKER

- GRT: 13,000
- Built: 2008



2nd ENGINEER



Salary:

USD 10,500 – 11,500 / Month



Minimum relevant experience on
Oil / Chemical Tankers



Must hold both Advance
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FOR **HANDYMAX
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SECOND ENGINEER –
with RT FLEX Engine EXPERIENCE



THIRD ENGINEER



THIRD OFFICER



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+ COP



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in FG vessels



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experience in
FG vessels **IS
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**US
VISA
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**ME ENGINE
VESSEL
REQUIRED**



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GRT 25000**



3E x 1 USD - 4000



ETO x 1 USD - 7000
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CONTAINER



CHIEF ENGINEER



SECOND OFFICER x2



FOURTH ENGINEER



EXPERIENCE REQUIRED:
Minimum 06 Months in Rank
on Similar Vessel



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



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**WE ARE
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FOR **HANDYMAX
BULK CARRIER**

SECOND ENGINEER –
with RT FLEX Engine EXPERIENCE

THIRD ENGINEER

THIRD OFFICER

ELECTRICAL OFFICER

AB WITH RANK EXP IN
FG VESSELS AND INDIAN  COP

BOSUN with rank experience
+ COP 

CHIEF COOK with exp in
Indian cooking and experience
in FG vessels

US VISA and rank
experience in
FG vessels **IS
REQUIRED**

**GEARLESS
BULK CARRIER**
ASST ELECTRICAL OFFICER



**US
VISA
REQUIRED**



**ME ENGINE
VESSEL
REQUIRED**



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BULK / CONTAINER

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TOP URGENT REQUIREMENTS

WE HAVE THE FOLLOWING IMMEDIATE OPENINGS:

1. MASTER – CRUDE OIL TANKER (CPP EXP) AND OIL CHEMICAL TANKER (WITH COPT/FRAMO)



MINIMUM:
20 M EXP



VESSEL TYPE:
OIL/CHEMICAL
TANKER



JOINING:
MID SEP



2. CHIEF OFFICER – CRUDE OIL TANKER (CPP EXP) AND OIL CHEMICAL TANKER (WITH COPT/FRAMO)



MINIMUM:
20 M EXP



VESSEL TYPE:
OIL/CHEMICAL
TANKER



JOINING:
MID SEP



3. SECOND ENGINEER – CRUDE OIL TANKER



MINIMUM:
20 M EXP



VESSEL TYPE:
CRUDE OIL
TANKER



JOINING:
15.09.2026



4. THIRD ENGINEER – OIL CHEMICAL TANKER



MINIMUM:
06 M EXP



VESSEL TYPE:
OIL CHEMICAL
TANKER



JOINING:
15.09.2026



Thanks and Regards

RAMA CHAUDHARY
Wallem Shipmanagement



MOBILE NO:
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EMAIL:
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RPSL No.: MUM-162245



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VESSEL DETAILS



VESSEL: BULK CARRIER
GRT: 40000

WE ARE LOOKING FOR



RANK



4TH ENGINEER

2500 – 3000 USD

REQUIREMENTS:



WHITE COC



MUST RANK EXPERIENCE

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RPSL No.: CHN 01

URGENT VACANCY JSW MBC VESSEL



**CHIEF
ENGINEER**



Indian Class II CoC



NCV SEO License



12 Months Experience



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& Documents



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RPSL No.: 162370

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Sailing in **NON-HRA AREA**



VACANCY:

AB



Panama COP



Rank experience
must on ship type



Oil Chem DC must

JOINING: **05 SEPT**



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CONTACT
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(RPSL-MUM-162174 | Valid till 2028)

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BULK CARRIER

POSITIONS:
Master (Master), Chief Engineer (CE),
2nd Engineer (2/E), 3rd Engineer (3/E)
& 2nd Officer (2/O)



JOINING: **SEPTEMBER 2026**



CONTAINER VESSEL

POSITIONS:
Chief Engineer (C/E) & 2nd Engineer (2/E)



JOINING: **SEPTEMBER 2026**



OIL / CHEMICAL TANKER

POSITION:
Electrical Officer (EO)



JOINING: **EARLY SEPTEMBER 2026**

NOTE: CANDIDATES SHOULD HAVE A MINIMUM OF 12 MONTHS OF RELEVANT RANK EXPERIENCE.

REQUIREMENTS:

- Candidates must hold valid STCW certificates and relevant vessel experience.
- Candidates should have a minimum of 12 months of rank experience.
- Candidates must hold a valid COC/DCE applicable to their respective rank and vessel type.

PLEASE NOTE:

- Candidates with relevant vessel and rank experience will be preferred.
- Valid certificates and documents are mandatory.
- Candidates should be available as per the mentioned joining schedule.



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CONTACT DETAILS:



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TANKER**

1. FOURTH ENGINEER



MINIMUM 6 MONTHS
OF RANK EXPERIENCE
IS REQUIRED



MUST HAVE
OIL/CHEM DCE



WHITE COC ONLY

CONTACT US

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- 022 4715 1408
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GEARED BULK CARRIERS



2nd Engineer



ETO with CoC

REQUIREMENTS:

- Min. 10 months rank experience after CoC
- White CoC only

CONTACT

Mr. Pramod Kumar
(BSM Delhi office)
9650472997

pramod.kumar@bs-shipmanagement.com



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FOR GEARLESS BULK CARRIER



GRT: 44,206



VESSEL BUILT:
2016



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(CE)**



ME Engine experience
in rank preferred.



White CoC only



CONTRACT:
04 ± 1 Month



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FOR VLCC TANKER VESSEL

3rd Engineer

4th Engineer

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OIL TANKER
GRT 5182

CHIEF ENGINEER

Rank experience on Tanker is Mandatory

White COC only

Advance DC must

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with 12 months experience

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experience required

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PROGRESS AT SEA

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SAIL TOWARDS A BRIGHTER TOMORROW



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OIL TANKER
GRT - 42,000 - 56,000

BE A PART OF A GLOBAL MARITIME TEAM

AB (With Indian COP) **USD 1,000**

PUMPMAN **USD 1,500**

Note :- Rank Experience Compulsory on Similar type of vessel

CONTACT US

8976840351, 7977387353, 8655840351
info@blackhullmaritime.com
Blackhull Maritime Services Pvt. Ltd.
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A STRONGER TOMORROW

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IRCLASS

Surveyor

Naval Architect / Marine Engineer
for QHSE role

REQUIREMENTS:

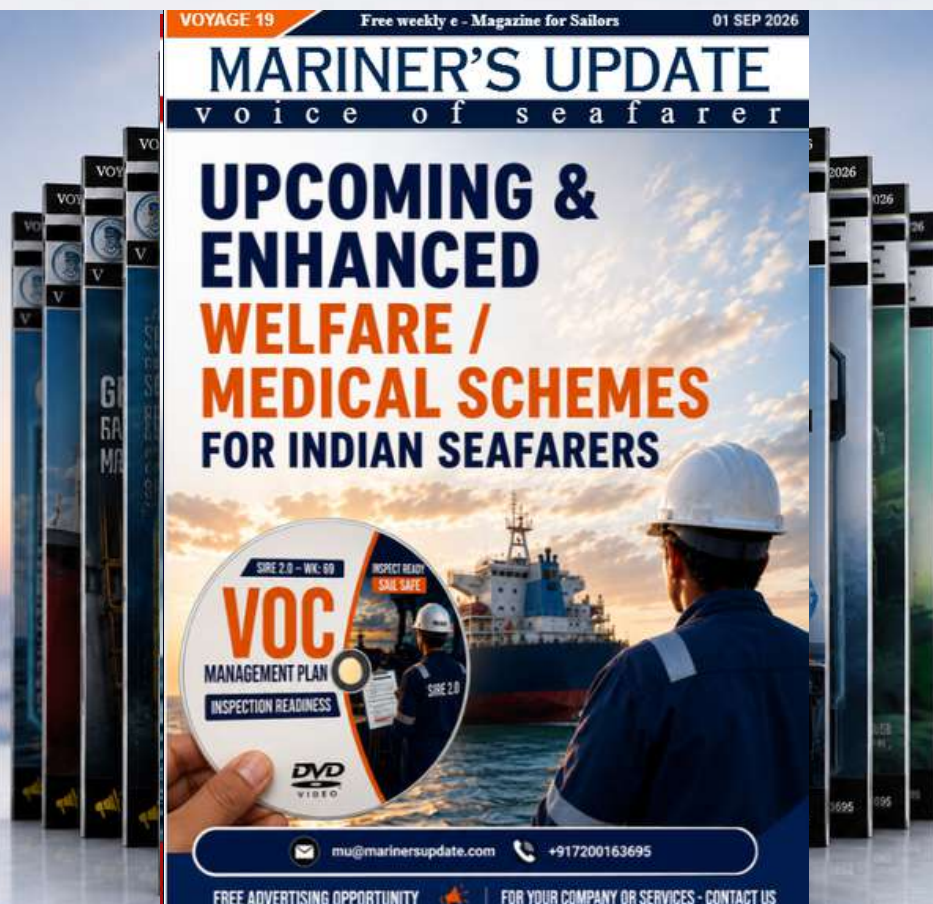
- 5-10 years of experience in the Marine Industry
- Experience in Marine Survey / Inspection / Compliance
- Exposure to Quality, Health, Safety & Environmental (QHSE) Management Systems
- Knowledge of statutory and international maritime requirements
- Experience in Management System maintenance will be an added advantage.

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WITH GREATER RESILIENCE.

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FOR ONE ANOTHER.

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08 SEP 2026