

iVOYAGE

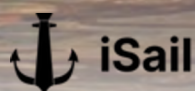
NAVIGATING THE SEAS WITH EXCELLENCE

What role do families play in a seafarer's life at sea

Families are the unsung lifelines —your love, patience, and support are what carry them through.

What does STAG Marine's 7-year milestone represent

A journey of trust and teamwork, with a future focused on innovation, growth, and unwavering commitment to safety and excellence.



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FROM THE BRIDGE

A Celebratory Milestone – 7 Years of STAG Marine

Dear Valued Clients and Esteemed Team Members,

As we celebrate 7 years of STAG Marine, I am filled with gratitude and pride. This journey has been an incredible testament to the dedication, passion, and commitment that each of you has brought to our mission. From our humble beginnings to becoming a trusted leader in marine compliance, audits, training, and talent development, every milestone has been achieved because of your unwavering support and belief in our vision.

To our clients: Thank you for your continued trust in STAG Marine. It is your confidence in us that drives our innovation and excellence in the services we provide. We value the relationships we've built with each of you, and it is an honor to be part of your continued success.

To our team: Your hard work, expertise, and dedication are the foundation of everything we do. Together, we've overcome challenges, seized opportunities, and driven positive change within the maritime industry. I am deeply appreciative of your efforts, and I look forward to the future we will create together.

As we look ahead, we are committed to strengthening our services and embracing new opportunities. Our future lies in leveraging cutting-edge technologies and expanding our global footprint while staying true to our core values of safety, compliance, and operational excellence. We are excited to continue innovating, improving, and pushing the boundaries of what's possible in the maritime world.

The next chapter promises to be even more exciting, and we are thrilled to have you with us on this journey.

Here's to another 7 years and beyond!

Warm regards,

Capt Tanuj Balani

Managing Director,
STAG Marine Group



SUEZ CANAL

Incidents in the Suez Canal, case study

Given its strategic role as the shortest and fastest sea route between Asia and Europe, any disruption to the Glorious Suez Canal has an immediate impact on global commerce and energy markets. Minimizing such disruption is an international concern. In this Article, we discuss a Few Incident Investigations carried out by STAG MARINE for incidents in the Suez Canal.

CASE STUDY 1:

During transit of the Suez Canal, the vessel ran aground when near the exit of Great bitter lakes, South Bound ; when transiting between Great Bitter Lake and Little Bitter Lake in Suez Canal .

The incident occurred as the vessel was altering course to port from 140T to 118 T.

After the incident, the Vessel used her engines and after a brief period managed to refloat by herself and resumed on the convoy South bound.

Cause Analysis :

- The vessel was already on the port side of the track , making it difficult to make a large turn from Hdg 140' to Hdg118' requiring a very large ROT
- The helmsman was relatively slow in the response to the pilots orders.
- OOW was alone the bridge as Master had left for Administrative purpose
- Bank Effect /Bow Cushion / Shallow water effects causing sluggish steering



CASE STUDY 2:

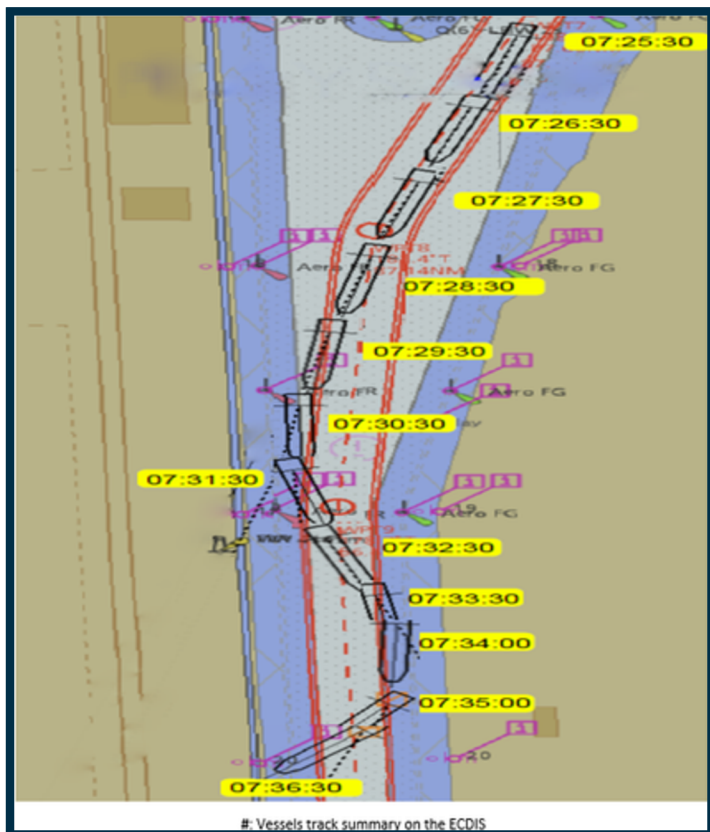
While the vessel was south bound in the Canal under pilotage , the vessel ran aground in the channel; The vessel was subsequently refloated and resumed the passage.

She had Drafts Fwd: 16.0 and Aft 16.00 m

After the incident, the Vessel used her engines and Two tugs, and for a brief period managed to refloat by herself and resumed on the convoy South bound.

Cause Analysis :

- During the approach to the alteration, the vessel is observed to be on the Port Side of the planned track. Initially the pilot goes more the starboard side, then alters quickly to the port side . But the waypoint had been crossed and the manoeuvre was carried out late.
- High speed of 10 knots could be contributing as it was very high to manage the turn in the limited sea room, considering the vessel is heavily loaded and drawing a deep draft of 16.0 mtrs. Before the pilot noted the vessel was not on track / not turning as required, it was too late to control the movement
- Effects of the Bank Effect /Bow Cushion / Shallow water effects causing sluggish steering and sudden change in the direction of the vessel. First towards Port and then rapidly towards starboard.
- Rest hours for Master and 2nd officer were not in compliance for the day
- Due to the loud nature of the pilot and vast experience , the master was reluctant to correct or challenge the pilot early on when he was in doubt.



CASE STUDY 3:

While the vessel was south bound in the Canal under pilotage, the pilot asked the Master for multiple cartons of Cigarettes. When the Master politely refused, due to company policy, the pilot refused to cooperate and do the navigation of the vessel. He sighted that he was only an advisor, and the master must do the navigation.

The pilot insisted and threatened the master for cooperation, or he would call the authorities and have the ship fined. Master pleaded with the Pilot till he gave some cooperation, but the vessel was in danger of grounding.

Cause Analysis :

- Poor attitude by the Pilots and requirements of cartons of Cigarettes as gift from the master.
- Threatening with use of authority to fine the vessel
- Poor communication and management of Master- Pilot Relation



AI-generated image for the case study*

CONCLUSION:

STAG offers comprehensive course for Suez Canal transit, to prepare the bridge team for the Suez Canal transit, including preparation.

STAG has carried out a Navigation Audit for crossing the Suez canal.

For your following requirements

- 1) Training
- 2) VDR Audit
- 3) Navigation Audit

VISIT OUR WEBSITE

[HTTP://WWW.STAGMARINE.COM](http://www.stagmarine.com)

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Article by

Capt Siddharth Bhandari

Senior Marine Manager



A VOYAGE BEYOND THE SEA

Sailing on board was not just an adventure, it was an awakening. As a seafarer's wife, I had long heard about the hardships of life at sea: the relentless schedules, immense responsibilities, and emotional distance. But living it, even briefly, gave me a newfound respect, but for every seafarer navigating this demanding profession.

Life onboard is challenging in ways few understand. Seafaring often means long stretches away from family, isolation, and the pressure of managing multi-million-dollar vessels and crews. While onboard safety and physical health are prioritized, mental well-being remains under-discussed. In this silent struggle, families become the unsung lifelines.

Throughout my journey, I witnessed how a single call from home could lift spirits. Seafarers carry immense emotional weight, and sometimes, a simple voice of reassurance is all it takes to lighten the burden. Families are often the first to notice signs of stress, fatigue, or emotional withdrawal, making early intervention possible.

Loneliness is a quiet but heavy companion at sea. Regular conversations on phones and now video calling easily possible, photos of home, and being included in family decisions become vital anchors. These simple gestures remind them that while they may be physically distant, they are emotionally connected.

Managing the home front is also crucial. Knowing things are under control back home, finances, children, health, gives seafarers the peace of mind to focus fully on their duties. And when they return, the transition to shore life is not always easy. Understanding this shift, allowing space, and rebuilding bonds are part of the emotional reintegration process.

One of the most meaningful roles families can play is encouraging mental health awareness. Normalizing conversations around stress, suggesting professional help, or simply listening without judgment, these are quiet, yet powerful forms of support.



Sailing wasn't just about crossing oceans; it was about stepping into another world.

To every seafarer's family reading this, your love, patience, and support are what carry them through. You may not wear the uniform, but you are a vital part of their journey.

Article by

Ms. Shradha Balani

Director- iSail



DESTINY AND THE MARINER, FOOD FOR THOUGHT!

The idea of destiny has intrigued mankind since time immemorial. In the West, there is a belief that one can control and guide life, while in our philosophy, faith rests deeply in Karma. But does destiny really exist, or is it only imagination or blind belief?

Since ancient times, the Sun, Moon, and planets have fascinated humans. Some cultures worshipped the sun, others revered the moon, while many believed celestial bodies influenced life on Earth. The mystery of their movement was only unraveled a few centuries ago, when it was discovered that the Earth revolved around the Sun and the Moon around the Earth. This knowledge led to inventions like the Sun Clock, connecting time with celestial cycles.

Astrology carries forward this connection. In Hindu traditions, a Jyotshi (astrologer) prepares a Janam Patri (horoscope) using the exact date, place, and time of birth, charting the positions of celestial bodies. A learned astrologer can then predict much of a person's life journey. The calculations bear resemblance to how mariners, with sextants, once plotted their ship's position by measuring celestial altitudes and recording GMT.

Both highlight the intimate link between time, position, and destiny. The influence of heavenly bodies on Earth is visible in tides, caused by the gravitational pull of the Sun and Moon. Mariners know well how their positions determine Spring and Neap tides, predictable with precision. William Shakespeare captured this in Julius Caesar: "There is a tide in the affairs of men, which taken at the flood, leads on to fortune."

Destiny often reveals itself in moments beyond our control. Some attribute success to "being in the right place at the right time," while many lament missed opportunities. History too offers countless examples, such as travelers missing flights that later crashed. Was it chance, luck, or simply destiny?

Even science acknowledges certain celestial influences. The full moon, for instance, is known to affect moods and mental health, a phenomenon medically documented. Similarly, other planets may exert subtler influences.



Looking back, many realize that events, whether success or failure, unfolded without apparent cause. Life's turning points often lie outside human effort or control. This, perhaps, is destiny at play.

In reflecting upon it, we see that destiny is not mere belief, but a reality interwoven with time, chance, and the forces of the universe. Mariners, who live by the movements of celestial bodies, may understand this more deeply than most.

For mariners, the analogy is even closer. A ship's position is defined by latitude and longitude, with longitude directly tied to time, each degree equaling four minutes. Time, therefore, becomes a key determinant of destiny. The exact moment of birth, like a ship's recorded position, holds the coordinates of one's life journey.

About the Author

Capt. Sunder Idnani (CMMI member), an admired mariner and beloved family man, passed away on 18 November 2024 in Mumbai. A cadet of TS Dufferin (1956–58), he dedicated his life to the sea, serving as Master with the Scindia Steam Navigation Company and later as Harbour Master of Bombay Port. He is remembered with respect and affection by his wife Asha, his two sons, and the maritime fraternity.



Article by

by **Capt. Sunder Idnani**

SILICONE HULL COATINGS

Profit Below the Waterline

The shipping industry faces rising fuel costs, stricter regulations, and urgent sustainability demands. While alternative fuels and high-tech energy-saving devices draw attention, an effective, low-risk solution already lies below the waterline—silicone hull coatings. For shipowners, these coatings are not only about compliance but also immediate cost savings, operational reliability, and environmental credibility.

Unlocking Fuel Savings

Fuel accounts for nearly half of a vessel's operating expenses. Even a small reduction directly benefits profitability. Silicone fouling-release coatings keep hulls smooth, cutting drag and preventing marine organisms from attaching. Any fouling that forms during idle periods is shed once the vessel sails. Results are significant:

- Up to 20% power and fuel savings at the same speed.
- Millions in lifetime (25 years) fuel-cost reductions.
- CO₂ emissions are reduced by up to 35%.

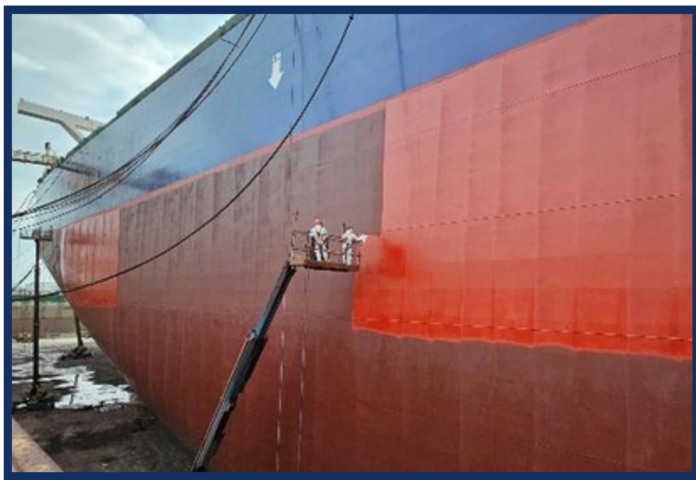
From the very first voyage after application, owners see reduced bunker bills and a rapid return on investment.

SILICONE 10 years business case

SILICONE vs Existing Scheme		2024 - 2028	2029 - 2033	10-year period
Additional Cost for system upgrade	Extra Shipyard Cost	\$110,000	\$14,000	\$124,000
	Extra Paint Cost	\$502,000	-\$270,000	\$232,000
	TOTAL	\$612,000	-\$256,000	\$356,000
Fuel Savings		\$6,216,000	\$4,527,000	\$10,743,000
Cash Flow (Accumulated)		\$5,604,000	\$4,783,000	\$10,387,000
NPV				
Upgrade from Existing Hull Scheme		\$4,652,000	\$3,290,000	\$7,942,000
ROI (months)			11	11

Unlike conventional antifouling paints, silicone coatings can perform for up to 10 years (barring damage) and withstand idle periods of 150 days. They are also applied to propellers, reducing polishing and maintenance. This translates to fewer drydocking days, lower operating costs, and more uptime. Compared to expensive retrofits for carbon capture or alternative fuels, silicone coatings provide a proactive, lower-CAPEX solution that keeps vessels earning revenue.

With the IMO Net Zero Framework, EU ETS, and FuelEU Maritime reshaping shipping economics, every ton of CO₂ now has a cost. By cutting fuel consumption and emissions, silicone coatings reduce carbon penalties and enhance vessels' attractiveness to charterers who face their own environmental obligations.



Some silicone systems are biocide-free, protecting marine ecosystems while future-proofing fleets are against tightening rules. RightShip has recognized selected silicone coating manufacturers under its Zero Harm Innovation Partners Program, underscoring their sustainability value.

[illegible]

A UAE-owned VLCC (321,000 dwt) that switched to silicone hull coatings in January 2024 illustrates the payoff. Projections suggest cost recovery within 11 months, with \$10.4 million in additional cash flow and 51,500 tons of carbon emissions avoided over 10 years. The vessel also gained a sustained speed advantage of +1.1 knots. Under EU ETS, the shift avoids an estimated \$836,000 in carbon costs.



Nikeel Idnani, Honorary Secretary of the IMarEST UAE branch, is a former Chief Engineer with 30 years of shipboard and shore-based experience. A recipient of the IMC Honorary Doctorate Leadership Excellence Award 2024, IMarEST's Global Marine Education Award 2022, and the Marine Ambassador Award 2017, he is a passionate advocate for maritime knowledge sharing. Currently employed as a sales Manager with a major American paint manufacturer, he often remarks that while "all men are created equal," not all antifouling are.



(CEng, CMarEng, FIMarEST, MBA)

NAVIGATING THE EXPANDING SEA OF REGULATIONS

Since the introduction of the **ISM Code** in **1998**, the maritime industry has been on a continuous journey of regulatory evolution. Each decade has layered new frameworks onto the shoulders of ship owners, managers, and seafarers. **ISPS (2004)** brought security into focus, while **MLC (2006/2013)** emphasized crew welfare. **ILO Rest Hours** reshaped fatigue management. **STCW 95 & 2010** raised competency benchmarks, and **MARPOL Annex VI, CII, and EEXI** pushed the sector toward greener operations. Meanwhile, the Hong Kong Convention on ship recycling and IHM requirements brought sustainability into the lifecycle of ships.

Most recently, **SIRE 2.0 (2024)** and **RISQ 3.1** have transformed traditional inspection regimes into risk-based, human-factor-driven models. Combined with **TMSA 3**, they place leadership, assurance, and safety culture at the center of operations. These frameworks, while demanding, reflect a collective commitment to safer seas and more sustainable shipping.

Yet, despite 25 years of progress, the industry continues to grapple with recurring incidents, near misses, and human errors. Regulations alone cannot eliminate risk if the root causes—skill gaps, complacency, and inadequate human-element focus—remain unaddressed. This is where the real challenge lies.

The Rise of Technology and New Tools

The tools available today are light years ahead of those in 1998. Simulators, virtual and augmented reality, AI-driven performance analytics, and remote auditing platforms are no longer future concepts but industry standards. Training is more immersive, data-driven, and accessible than ever before. Compliance monitoring is supported by real-time surveillance, digital dashboards, and psychometric tools to assess crew readiness.

And yet, accidents persist. Why? Because technology is only as effective as the humans using it. If seafarers are not engaged, motivated, or truly skilled, even the most advanced systems cannot guarantee safety.

STAG Marine's Approach: Back to Basics with a Human Touch

At STAG Marine, we believe the answer lies not in adding more checklists or more meetings at maritime weeks, but in fixing the basics of the Human Element. Regulations have become more complex, but seafarers—especially the new generation of Gen Z entrants—need clarity, engagement, and trust in order to perform at their best.

Our approach targets:

Upskilling with Simplicity: Delivering training on Bridge Team Management, ERS, and Liquid Cargo Handling simulators, but with practical debriefs that directly connect to SIRE 2.0 human factors.

Gen Z-ready Modules: Using digital platforms, gamified learning, and short, engaging formats to suit how younger seafarers learn.

Psychometric Assessments and iCare: Understanding behavior, stress, and decision-making to shape not just competence but resilience.

Feedback Loops: Sharing real trends from VDR audits, navigation assessments, and fleet reports to make training relevant and relatable.

By anchoring training and compliance in people first, technology second, we aim to bridge the gap between regulation and real-world shipboard practice.



Looking Ahead

The maritime industry has made strides far beyond what anyone could have imagined in 1998. But unless we invest in people, culture, and basic skills, incidents will continue to haunt us. At STAG Marine, we are committed to leading this change—not just through compliance, but by empowering seafarers with confidence, competence, and care.

Because safer ships and sustainable seas don't start with regulations; they start with people.



Article by
By Capt. Tanuj Balani
Managing Director

REMOTE ENGINEERING AUDITS

Ensuring Compliance with TMSA 4.4.2 and SIRE 2.0

At STAG Marine, we are dedicated to enhancing maritime safety, compliance, and operational efficiency through innovative solutions such as remote engineering audits. These audits leverage digital technology to ensure that vessels comply with critical industry regulations, specifically TMSA 4.4.2 and SIRE 2.0, while also reducing costs and improving overall performance.

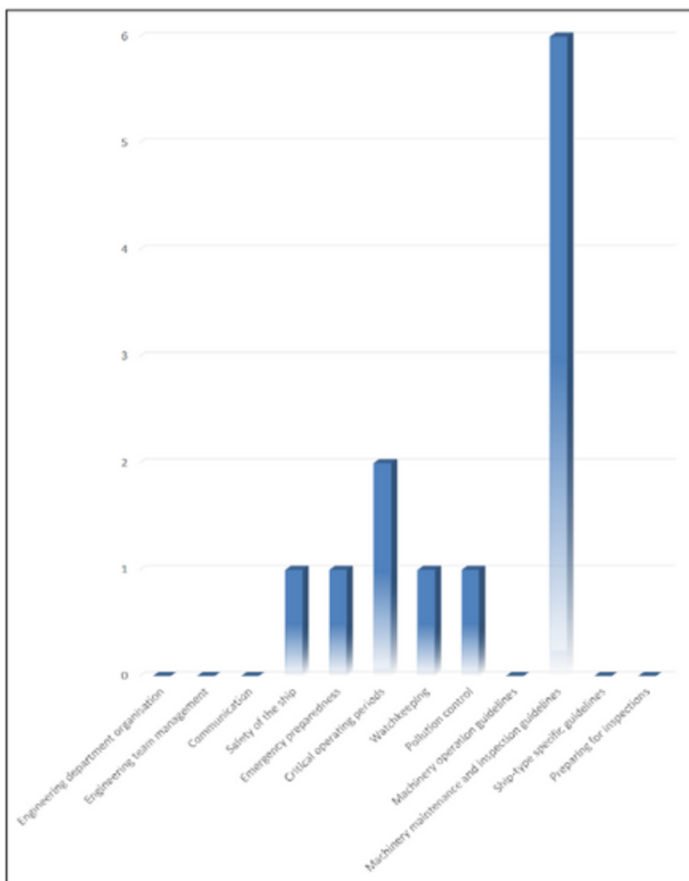
What Are Remote Engineering Audits?

Remote engineering audits utilize advanced tools such as real-time data analytics, video conferencing, and remote monitoring systems to assess a vessel's machinery, operational processes, and safety protocols without requiring a physical inspection onboard. This approach enables ship owners and operators to maintain compliance with maritime regulations efficiently, without disrupting operations.

TMSA 4.4.2 Compliance

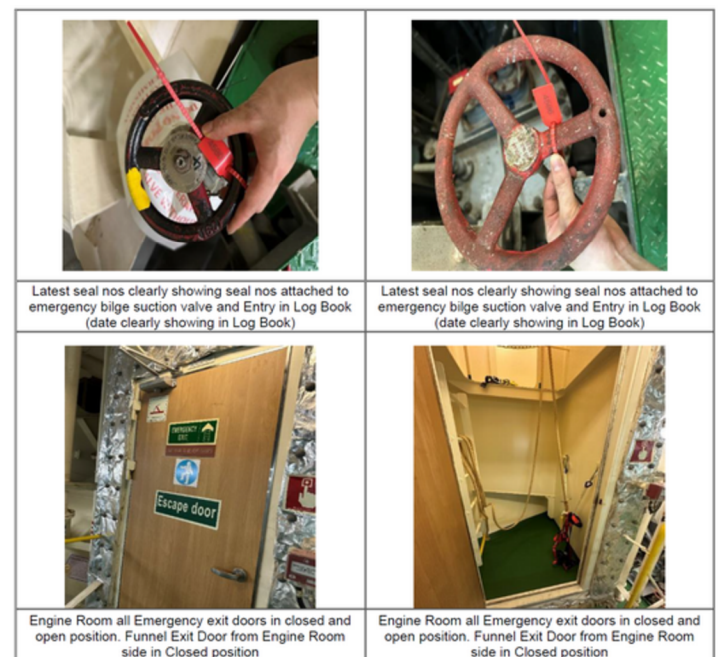
Remote engineering audits help ensure compliance with TMSA 4.4.2 by continuously monitoring the performance of critical systems, including machinery, fuel consumption, and maintenance records.

With the ability to remotely assess vessel systems, operators can identify potential issues early, before they escalate into costly failures or non-conformities. This proactive approach helps vessels remain in compliance with TMSA 4.4.2 and ensures continuous improvement in safety and operational performance.



SIRE 2.0 Compliance

Remote engineering audits align with SIRE 2.0 by enabling auditors to remotely inspect machinery, review maintenance logs, and verify that vessels adhere to safety and operational protocols.

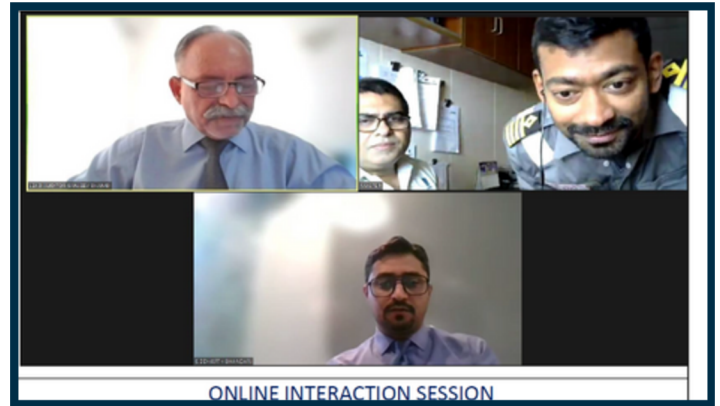


The Benefits of Remote Engineering Audits

Remote engineering audits offer several benefits for maritime operations:

- **Cost Efficiency:** Reduced travel expenses and operational downtime associated with traditional onboard inspections.
- **Real-time Monitoring:** Continuous assessment of vessel systems, enabling proactive intervention and quick resolution of issues.
- **Global Expertise:** Remote access to experienced auditors ensures high-quality inspections regardless of the vessel's location.
- **Enhanced Compliance and Safety:** Early identification of potential issues helps maintain high safety standards and ensure compliance with regulatory frameworks like TMSA 4.4.2 and SIRE 2.0.

Remote engineering audits are revolutionizing the way vessels comply with TMSA 4.4.2 and SIRE 2.0. At STAG Marine, we are at the forefront of this digital transformation, providing solutions that ensure maritime operators can maintain the highest standards of safety, compliance, and operational efficiency. As technology continues to evolve, remote audits will play an even more crucial role in the future of maritime safety and regulatory compliance.



Article by
Mr. Sanjeev Bhambi
Senior Auditor



Article by
Mr. Sanjiva Mehta
Senior Auditor



SEAFARER RECRUITMENT REALITIES IN A POST-COVID WORLD

The maritime industry is currently facing significant recruitment challenges that go beyond short-term fluctuations. Post COVID recovery and a surge in global trade have increased voyage activity, but this overlaps with high attrition rates and an ageing officer pool. According to ICS analyses, the supply of qualified officers is not keeping pace with demand, creating structural shortages.

Geopolitical instability has further complicated the picture. Many seafarers are now reluctant to take assignments in high-risk areas such as the Red Sea and Gulf regions, putting additional pressure on operators. Alongside this, demographic imbalances with insufficient cadet throughput in certain regions limit long term workforce scalability.

Recruitment practices themselves remain fragmented. A considerable portion of seafarers are still recruited through unregulated channels, social media groups, and informal agents. This often leads to opaque recruitment fees, inconsistent contracts, and even cases of abandonment. Such practices erode trust and increase the difficulty of attracting qualified professionals.

At the same time, the industry is grappling with skill mismatches. Demand for electro technical officers (ETOs), digitally literate crew, and compliance ready professionals is rising faster than training capacity can respond. Moreover, mental health concerns, restricted shore leave, and family separation continue to affect retention rates, making welfare and wellbeing programs crucial to sustainable recruitment.

Technology, however, is beginning to change the landscape. Digital recruitment platforms, AI driven matching tools, and remote onboarding solutions are reducing time to hire and improving screening accuracy. Operators who embrace these solutions are finding themselves better equipped to respond to urgent crewing needs.

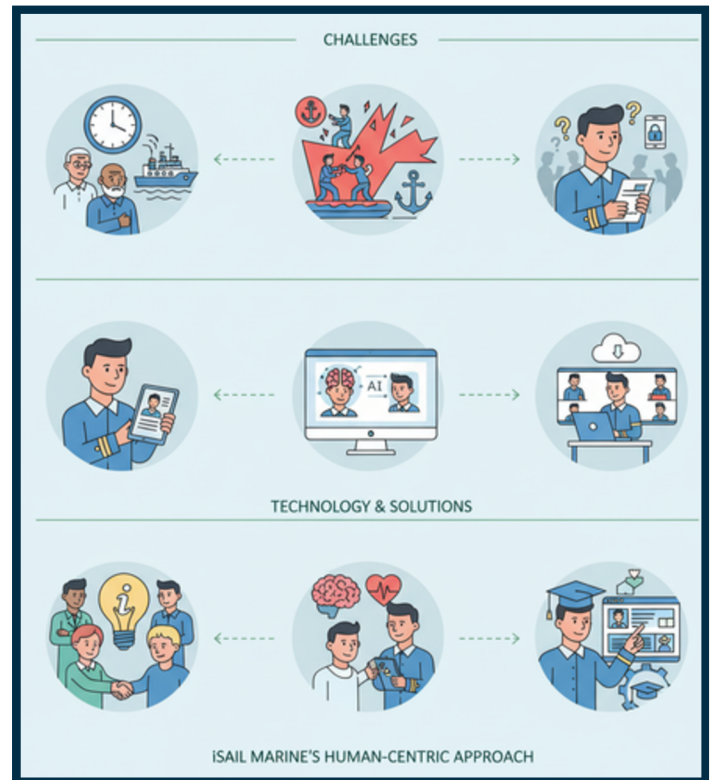
By enabling direct communication between recruiters and seafarers, verifying credentials, and ensuring zero recruitment fee practices, iSail brings credibility and accountability back into the hiring process.

This is precisely where iSail Marine is positioned to make a difference. As a transparent, verified, and sector specific recruitment platform, iSail addresses the long-standing issues of opacity, inefficiency, and mistrust.

Article by

Ms. Pooja Adhikari

Senior Manager – Brand & Corporate Affairs



Furthermore, iSail actively promotes welfare and mental health awareness through iCare by Stag Marine among candidates and collaborates with training academies like iSkill to support the development of future ready seafarers. Through digital tools and ethical recruitment practices, we are not just filling vacancies, we are contributing to a healthier, more sustainable talent pipeline for industry.

BEYOND SAFETY DRILLS

Addressing the Silent Storms of Seafarers

In late August, a cadet went missing from a vessel. After hours of search, it was discovered that he had jumped overboard in an attempt to take his own life. Thankfully, nearby ships assisted in the rescue, and he survived.

Later, it was found that the cadet had been struggling with homesickness, isolation, and victimisation onboard. Most of the crew were from a different nationality, and without proper support, he felt alienated and overwhelmed.

And after the rescue, instead of being left to silently process trauma, iCare's post-crisis counselling could have guided him back to safety—not just physically, but emotionally.

The sea will always test us. Storms, machinery failures, navigation challenges—these are expected. But the storms within a person? Those often go unnoticed, until it's nearly too late.

That is why iCare exists: to listen before silence turns into crisis, and to make sure every seafarer knows—they are never alone at sea.

What This Incident Shows Us?

This case is a stark reminder that while technical training and safety drills are prioritized, psychological well-being often goes unnoticed. Early signs—withdrawal, silence, or distress—can be missed without structured awareness and support systems.



Now imagine if things had been different:

If before sailing, he had attended the iCare pre-joining session, he would have known that homesickness and cultural barriers are normal—and that there are healthy ways to cope.

If onboard, he had a mentor through iCare's buddy program, someone trained to spot quiet distress, he might have felt less invisible.

Article by

Ms. Kirtika Chopra

Psychologist – iCare



ADVANCING MARITIME COMPETENCE BY ISKILL

RightShip 3.1, SIRE 2.0 & TMSA Training For Auditors

In a significant stride toward elevating inspection readiness and safety culture in the maritime industry, a comprehensive two-day training program focusing on **RightShip Inspection 3.1**, **SIRE 2.0**, and the **Tanker Management and Self-Assessment (TMSA) framework** was successfully conducted for Auditors and maritime professionals.

The program brought together shipboard officers and shore-based management personnel with the shared goal of aligning operational practices with the latest international vetting and management standards.

RIGHTSHIP INSPECTION: RISQ 3.1

The course commenced with a clear articulation of its objectives — to provide practical insights into evolving inspection regimes, familiarise participants with the structure and expectations of RISQ 3.1, and enhance operational awareness across critical inspection areas.

The importance of a standardised inspection format for dry bulk vessels was highlighted through an introduction to the origins and structure of Right Ship's RISQ platform, including the rationale behind its latest revision. The emphasis on proactive risk management and safety benchmarking set the tone for an intensive and interactive learning experience.

Participants were immersed in the detailed breakdown of RISQ 3.1, covering its scoring mechanisms, structure, and section-wise expectations. Under progress inspections were used to explain how scores are influenced by ship conditions, crew behaviour, and documentation accuracy. A strong focus was placed on aligning onboard practices with vetting criteria, especially in areas of navigational safety, cargo operations, and mooring arrangements. Attendees engaged in discussions around ECDIS usage, passage planning protocols, mooring winch readiness, and cargo system integrity — all of which are high-focus areas during RightShip inspections.

Further segments addressed critical systems such as machinery and electrical safety, pollution prevention measures, and statutory certification management. Pollution control measures, ORB entries, PMS systems, and the state of safety equipment were reviewed in depth. One of the most engaging parts of the course was the discussion on practical risk mitigation and learning from inspection observations

SIRE 2.0 & TANKER MANAGEMENT AND SELF ASSESSMENT (TMSA)

The program introduced participants to OCIMF's SIRE 2.0 regime, marking a paradigm shift from checklist-based inspections to an intelligence- and behaviour-driven model. The data-centric, evidence-based approach of SIRE 2.0 was explained in relation to its predecessor, and the participants were familiarized with the tools and preparation steps required for successful compliance. This included pre-inspection procedures, software interface requirements, and the inspector's focus on human factors and real-time responses.

The training then transitioned into a thorough introduction to the **TMSA framework**, highlighting its strategic role in driving continuous improvement for tanker operators. Each key TMSA element was explored with practical examples, focusing on its alignment with SIRE expectations. Notable emphasis was given to navigational safety, environmental and energy management, shore-based oversight, and change management.

The concept of self-assessment and scoring was brought to life through a collaborative group exercise simulating a real-world TMSA evaluation. This activity helped identify operational gaps and fostered a strong understanding of how performance can be benchmarked and improved over time.



The final sessions focused on the integration of SIRE 2.0 and TMSA, demonstrating how the structured implementation of TMSA elements can directly influence positive inspection outcomes. Lessons were drawn from actual industry cases, with a strong message delivered on the value of embedding safety culture and continuous learning in maritime operations.

This Programme stands as a testament to the iSkill's commitment to safety, compliance and Operational Excellence.

Article by

Capt. Sunil Shukla

Principal Consultant- Stag Marine



EYES THAT NEVER BLINK

Shaping Safer Ships through Vigilant Surveillance

The iLookout initiative plays a pivotal role in maritime safety by operating 24/7 surveillance across vessels. Through real-time CCTV monitoring at strategic locations onboard, the team identifies non-compliances, reinforces best practices, and mitigates risks before they escalate into incidents.

From ensuring bridge discipline and proper lookout to identifying critical lapses like inattentiveness during night watches, the iLookout team captures key behavioural patterns.

These observations are documented into structured reports and forwarded to Ship Superintendents for timely corrective action—creating a vital feedback loop that strengthens onboard compliance.

Beyond human behaviour, iLookout also tracks weather developments, including tropical storms and adverse sea conditions. Early alerts help in voyage planning and proactive risk management, thereby protecting the crew, cargo, and vessel integrity.

The surveillance isn't just about pointing out faults. iLookout highlights positive practices too—like proper PPE usage, teamwork, emergency preparedness, and seamless communication during navigational duties. By acknowledging these, the initiative fosters a culture of accountability and recognition onboard.

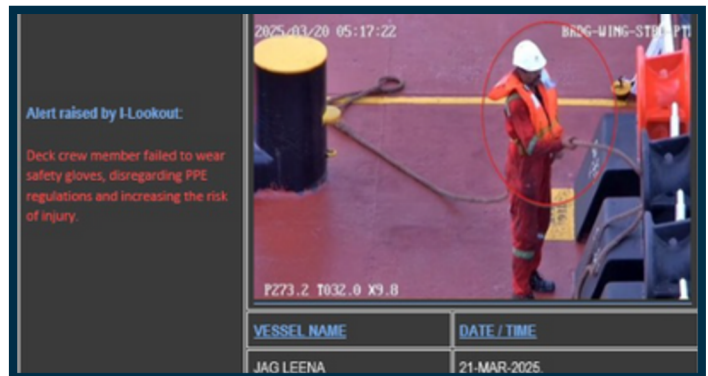
With growing integration of AI and predictive analytics, the future of iLookout promises smarter surveillance. These advancements aim to enhance anomaly detection, automate alerts, and provide deeper behavioural insights—making the system not just reactive, but predictive.

At its core, iLookout is more than just a monitoring program. It's a silent force working behind the scenes—watching, documenting, and contributing to a safer, more aware, and compliant maritime world. As the lens continues to capture both challenges and commendable actions, it becomes a vital ally in the ongoing mission for safer seas.

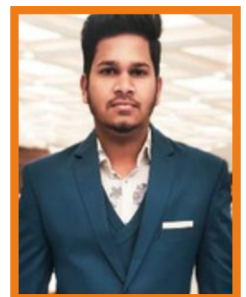
Good observation



Bad observation



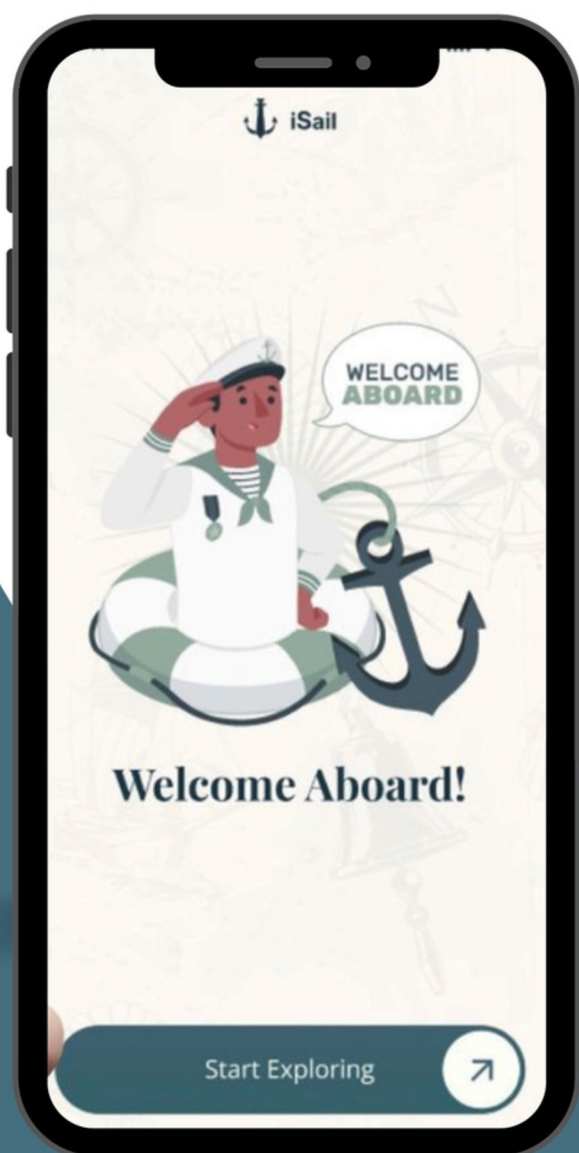
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