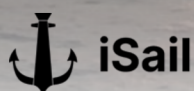


# iVOYAGE

BY STAGMARINE

2026  
BOMBAY HARBOUR



# CONTENTS

<p><b>2</b> FROM THE BRIDGE</p> <p><b>3</b> SHANGHAI RIVER – SOUTH CHANNEL PASSAGE</p> <p><b>5</b> THE EVOLVING ROLE OF THE SHIP MANAGER</p> <p><b>7</b> SAILING THROUGH FEAR</p>	<p><b>8</b> DELIVERING UNDER PRESSURE</p> <p><b>11</b> LIFSEAFARER TRAINING</p> <p><b>12</b> CMMI DUBAI CHAPTER EVENT</p> <p><b>13</b> NEW SHIP-TO-SHIP (STS) PROCEDURE</p>
---	---

**CAPT. TANUJ BALANI**  
Managing Director,  
STAG Marine Group.



**CAPT. SIDDHARTH  
BHANDARI**  
Senior Marine Manager,  
STAG Marine.



**MS. SHRADHA  
BALANI**  
Director,  
iSail.



## EDITORIAL TEAM

**MS. POOJA ADHIKARI**  
Editor - iVoyage,  
Senior Manager,  
Brand & Corporate Affairs,  
STAG Marine Group.



**MS. KIRTIKA CHOPRA**  
Psychologist,  
iCare,  
STAG Marine.



**CAPT. SUNIL SHUKLA**  
Principal Consultant,  
STAG Marine Group.



# FROM THE BRIDGE

BY CAPT. TANUJ BALANI

As we close the first quarter of 2026, it is encouraging to see the steady progress and key milestones achieved across the STAG Marine Group. The maritime landscape continues to evolve rapidly, and our focus remains firmly on quality, compliance, and human-centric growth.

One of the key highlights this quarter has been the continued strengthening of our compliance and certification framework. STAG Marine has successfully reinforced its ISO certifications through ABS, while our crewing arm, Sea Scout Global, continues to uphold high standards under IRS certification. These are not just certifications for us, they represent our commitment to structured, reliable, and globally aligned practices across audits, training, and crewing operations.

In early January 2026, STAG Marine was certified as a “Great Place to Work”. This is a proud moment for all of us, especially when we reflect on our journey over the past 7+ years—from a small team to a growing global organization. This recognition truly belongs to our people, who continue to drive the company forward with dedication and passion.

On the digital front, iSail Marine has seen renewed momentum. With its AI-driven recruitment approach, we are witnessing increased engagement from both seafarers and recruiters, particularly across key hubs such as Mumbai, Greece, Singapore, and the Middle East. The platform continues to evolve into a modern maritime hiring ecosystem, enabling faster, more transparent, and efficient connections between talent and opportunity. Our focus remains on enhancing profile quality, real skill mapping, and verified candidate databases, ensuring meaningful value for both clients and seafarers.

Q1 has also been a period of introspection. While we have achieved growth, we have taken conscious steps to refine our processes, strengthen internal systems, and better align our teams across all verticals. The focus is clear, sustainable growth built on quality delivery.

As we move into the next quarter, our direction remains unchanged: to simplify compliance, strengthen human element training, and leverage technology meaningfully.

The journey continues, and I sincerely thank each member of our team and our partners for being part of this growth story.

# SHANGHAI RIVER – SOUTH CHANNEL PASSAGE:

## A PRACTICAL PERSPECTIVE ON DRAFT AND NAVIGATION SAFETY

BY CAPT. SIDDHARTH BHANDARI

The Shanghai South Channel remains one of the most commercially significant yet operationally sensitive waterways in the region. In recent times, a series of incidents involving vessels operating at or beyond permissible drafts has prompted the Maritime Safety Administration (MSA) to reinforce regulatory controls across critical sections of the channel.

From an operational standpoint, draft is no longer a routine parameter; it has become a decisive factor in ensuring safe passage. The stretch between the Jiuduansha Precautionary Area and the S1 Light Buoy has emerged as particularly high risk. Constant sediment movement, coupled with constrained depths and heavy traffic density, creates a challenging environment where even marginal deviations in under-keel clearance can lead to grounding.

Recognizing these risks, STAG Marine undertook a detailed study covering five outbound vessels transiting the South Channel. The analysis focused on draft optimization, under-keel clearance (UKC), and overall navigational safety. The findings reaffirm a critical reality, precision in planning and execution is essential when navigating such dynamic waterways.

Further downstream, the Changjiangkou, or Yangtze Estuary, has also seen enhanced vessel traffic management measures introduced to mitigate both collision and grounding risks. These developments, along with the revised routing system implemented in July 2024, underscore a broader regulatory shift toward stricter compliance and structured traffic separation.

For shipmasters and managers, the implications are clear. The

margin for error has narrowed. Draft calculations must be continuously verified against real-time conditions, and voyage planning must incorporate updated navigational advisories and tidal data. Close coordination with Shanghai VTS is no longer optional but integral to safe transit.

Non-compliance is not merely a regulatory concern, it carries tangible operational consequences, including delays, financial penalties, and reputational risk.

The South Channel continues to serve as a vital maritime corridor, but it demands a disciplined and informed approach. Safe navigation here is not achieved through experience alone, but through a deliberate alignment of planning, compliance, and situational awareness.



### PRACTICAL GUIDANCE CHECKLIST FOR SHIPMASTERS DURING TRANSIT INTO SOUTH CHANNEL

SECTION	ITEM	YES	NO	REMARKS
PRE-TRANSIT PREPARATION	• Pilotage arranged (mandatory for foreign vessels)	<input type="checkbox"/>	<input type="checkbox"/>	
	• Latest MSA navigational warnings reviewed	<input type="checkbox"/>	<input type="checkbox"/>	
	• Charts/ECDIS updated with South Channel TSS	<input type="checkbox"/>	<input type="checkbox"/>	
	• Crew briefing conducted on routing & risks	<input type="checkbox"/>	<input type="checkbox"/>	
TRANSIT EXECUTION	• Reporting points called in to VTS / VHF Watch	<input type="checkbox"/>	<input type="checkbox"/>	
	• Traffic separation lanes strictly followed	<input type="checkbox"/>	<input type="checkbox"/>	
	• Safe speed maintained (fog, congestion, weather)	<input type="checkbox"/>	<input type="checkbox"/>	
RISK MANAGEMENT	• Congestion awareness maintained	<input type="checkbox"/>	<input type="checkbox"/>	
	• Weather monitoring (fog, typhoon alerts, currents)	<input type="checkbox"/>	<input type="checkbox"/>	
	• Emergency readiness (engine failure/collision plan/ emergency anchoring)	<input type="checkbox"/>	<input type="checkbox"/>	

**Note:** Tick (✓) in the Yes or No column as applicable and record any relevant remarks.

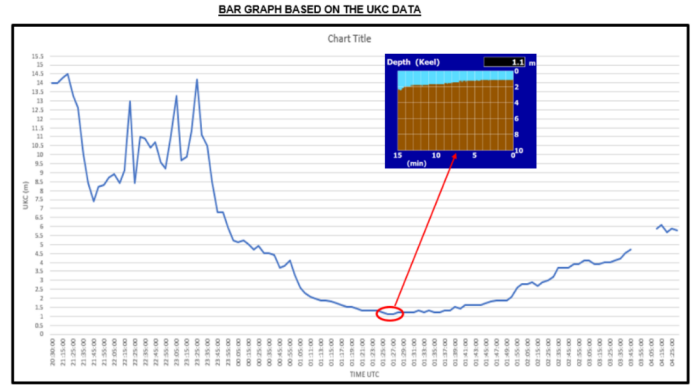
**Study of 5 vessels:**

VESSEL NAME	1	2	3	4	5
TYPE OF VESSEL	Bulk Carrier				
LENGTH / BREADTH	292 M / 45 M	300 M / 49 M	292 M / 45 M	289 M / 45 M	300 M / 49 M
LOCATION	South Channel Outbound Passage				
DRAFT	F – 7.30m, A – 7.70m	F- 7.28 ; A- 7.42 M	F- 6.0 ; A- 9.35 M	F – 7.48m, A – 8.33m	F- 7.47 M ; A- 7.81 M
WEATHER CONDITION	NW X 3	WSW X 3	Moderate	W X 4	moderate
DATE OF TRANSIT	13-Feb-2026	16-Dec-2025	24-Oct-2025	20-Jan-2026	10-Jan-2024
MINIMUM UKC AND LOCATION	2.2 / North of buoy A19	2.2 M/ Abeam of buoy S25.	1.1 m / Abeam buoy S27	1.1 M/ Abeam of buoy S23	2.0 M Abeam of buoy S25.
SPEED SOG AT MINIMUM UKC	8.5 Kts	7.6 Kts	9.2 Kts	7.5 Kts	6.6 Kts
SOG	-	-	-	-	-

The VDR analysis highlights critical insights across multiple parameters, with particular emphasis on under-keel clearance (UKC). The minimum UKC recorded was 1.1 meters in the vicinity of buoys S21 to S25, identifying this stretch as a zone requiring heightened navigational caution.

It is essential that vessels conduct detailed UKC assessments prior to and during transit through this area. Speed management plays a vital role, as reducing vessel speed can significantly minimize squat effects and enhance safety margins.

Shipmasters are advised to integrate precise draft and UKC calculations into voyage planning, maintain close coordination with Shanghai VTS, and strictly adhere to the 2024 routing system. Such a structured and proactive approach is key to ensuring safe, efficient, and compliant passage through the South Channel.



# THE EVOLVING ROLE OF THE SHIP MANAGER: in an Era of ESG Accountability

BY  
**CAPT. (DR) SHASHANK JAHAGIRDAR**  
 MANAGING DIRECTOR - COUNTRY HEAD,  
 MTM SHIP MANAGEMENT (I) PRIVATE LIMITED  
 (GUEST AUTHOR)



**Introduction:** Navigating the ESG Imperative in Maritime Operations Ship managers stand at the helm of one of the world's most vital industries, overseeing fleets that transport over 80% of global trade. Traditionally focused on operational efficiency, safety, and cost control, their role now expands amid intensifying ESG (Environmental, Social, and Governance) pressures. Regulators, charterers, insurers, and investors demand accountability as climate change, labor scrutiny, and ethical governance reshape the sector.

The International Maritime Organization (IMO) targets net-zero GHG emissions by 2050, while frameworks like the EU's Corporate Sustainability Reporting Directive (CSRD) and Poseidon Principles enforce transparency. Ship managers must pivot from compliance checkboxes to strategic ESG integration, balancing profitability with planetary and societal stewardship.

**Environmental Stewardship:** Decarbonization at the Core Environmental accountability dominates ESG discourse in shipping, where bunker fuels contribute significantly to global emissions. Ship managers now lead the charge toward low-carbon operations, integrating technologies and data analytics into daily workflows.

Fuel transition tops the agenda. LNG retrofits and readiness for biofuels or methanol demand technical foresight. For instance, managers at companies like Maersk have overseen dual-fuel vessel conversions, reducing Scope 1 emissions by up to 90% compared to heavy fuel oil. Energy efficiency remains foundational; the Energy Efficiency Existing Ship Index (EEXI) and Carbon Intensity Indicator (CII) ratings compel retrofits such as propeller upgrades and air lubrication systems.

The maritime industry has always evolved with time, but what we are witnessing today is not merely evolution, it is transformation. The “Green Wave” is no longer a distant concept; it is a structured, time-bound reality that every ship owner and manager must now navigate with precision.

The inclusion of maritime transport under the EU Emissions Trading System (EU ETS) in January 2024 marked a defining shift. For vessels above 5,000 GT, emissions are no longer just an environmental concern, they are a financial and operational responsibility. With the first compliance deadlines approaching in April 2025 and carbon prices fluctuating significantly, the pressure to adapt is immediate and unforbearing.

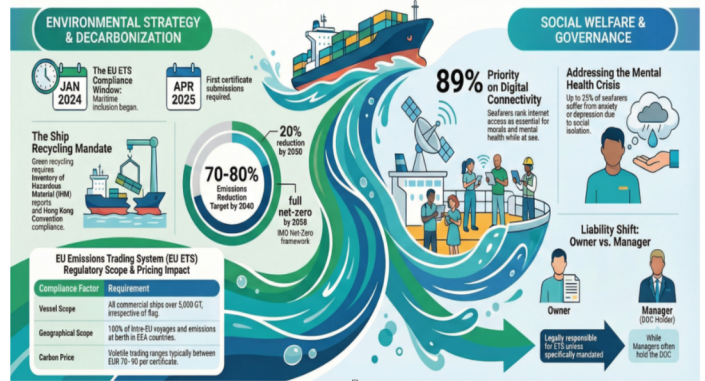
Yet, beyond emissions and regulations lies a deeper truth: shipping is, and will always remain, a human-centric industry. The increasing focus on decarbonization must not overshadow the wellbeing of the seafarer. Today, a significant portion of our workforce faces mental health challenges, often driven by isolation and demanding conditions at sea. Access to digital connectivity, structured rotations, and onboard welfare systems are no longer privileges, they are necessities.

At the same time, the responsibility matrix is shifting. While ownership once defined accountability, ship managers are now stepping forward as custodians of compliance, governance, and operational integrity. This evolution demands not only technical expertise but ethical leadership.

Technology, of course, plays its part. Advanced analytics, AI-driven routing, and integrated reporting systems are reshaping how we operate vessels. But technology alone cannot steer this transition. It must be complemented by what I would call “digital seamanship”, the ability to balance data with experience, and automation with judgment.

### Navigating the Green Wave: The Maritime ESG Roadmap

The maritime industry, carrying 80% of global trade, is shifting from “box-ticking” compliance to authentic ESG integration. This transition is driven by the EU ETS carbon market, IMO’s Net-Zero targets for 2050, and a rising focus on the “human element”—the mental and social well-being of seafarers.



The challenges are real. Financial pressures, regulatory complexity, and data standardization continue to test the industry. However, those who approach ESG not as an obligation, but as a strategic pillar, will find themselves better positioned for the future.

From my years at sea and ashore, one lesson remains constant: true progress in shipping is achieved when we align safety, sustainability, and the human element. This roadmap is not just about compliance, it is about responsibility, resilience, and ultimately, leadership in shaping the future of global trade.

**References:**

Bernhard Schulte Shipmanagement. (2023, November 13). A ship manager’s view on EU ETS. <https://www.bs-shipmanagement.com/media-centre/article/303/a-ship-managers-view-on-eu-ets/>  
 Anglo-Eastern. (2025, July 22). ESG report 2024: Shaping a sustainable maritime future. <https://www.angloeastern.com/news-and-insights/esg-report-2024-shaping-a-sustainable-maritime-future/>  
 Watson Farley & Williams. (2023, November 28). EU ETS: Who is liable to the authorities – Shipowners or managers? <https://www.wfwm.com/articles/eu-ets-who-is-liable-to-the-authorities-shipowners-or-managers/>  
 GMS. (n.g.). ESG in shipping: Beyond “box-ticking” and towards authentic integration of ship recycling. <https://www.gmsinc.net/article/esg-in-shipping-beyond-box-ticking-and-towards-authentic-integration-of-ship-recycling/>  
 EcoDrisil. (2024, May 17). Greening the maritime sector: ESG reporting and carbon reduction in global shipping. <https://ecodrisil.com/greening-the-maritime-sector-esg-reporting-and-carbon-reduction-in-global-shipping/>  
 Thetius. (n.d.). The human element: Elevating crew welfare in maritime ESG. <https://thetius.com/the-human-element-elevating-crew-welfare-in-maritime-esg/>

**Bravo**  
Ship Management

Recruiting through RPSSL - PG Maritime Pvt.Ltd  
RPSSL - Mum - 372 / Valid till 10 / 11 / 2030

## Urgent Requirement For:

**Container Fleet**

**Oil/ Chem Tanker**

**Bulk fleet**

**Chief mate / 2nd mate / 3rd Mate / 4th Engineer / Chief Engineer / 3rd Engineer**

**ETO with US Visa preferred**

**Chief Engineer / 2nd Engineer**

- Wages at par with industry standards.
- On board Wifi facility.
- Safe working conditions.
- Performance-based fast track promotions.
- Timely Relief.
- Empowered Frontline.

**WE OFFER**

**CONTACT US**

Business Square, A-502, 5<sup>th</sup> Floor, A Wing Chakala, Andheri (East), Opp. Apple Heritage, Mumbai - 400093.

Ms. Nitya  
Contact No.: +91 89258 79432

Ms. Sandhya Lohkare  
Contact No.: + 91 8925879435  
Email: fpd@bravoships.com

# SAILING THROUGH FEAR: What Seafarers Don't Say

BY KIRTIKA CHOPRA

Crossing the Strait of Hormuz today is no longer just an operational task, it is an emotional journey shaped by fear, responsibility, and silence. Seafarers find themselves caught between duty and survival instinct, where training demands composure, but the mind remains on constant alert.

This state of hypervigilance, watching every movement, every signal, every uncertainty, means they are never truly at rest. When asked if proper rest is even possible in such conditions, one seafarer responded with a quiet laugh:

**“That is not possible when there are fireworks around me... can it be?”**

Behind the uniform and rank lies a very human experience. A newly appointed Master, once excited to take his first command, found himself navigating not only the seas, but also the realities of conflict.

As he shared:

**“As the Master, I cannot show fear. The crew looks up to me in these times; they need me to be a rock. I see them sharing their concerns with each other, and that makes me feel relieved... but at my level, it can feel isolating. I must stay strong for the crew, for the shore team, and for their families.”**

Leadership at sea often comes with silent burdens. Strength is expected but rarely supported.

And yet, when seafarers call home, none of this is spoken. Conversations are softened, fears are filtered, and emotions are held back to protect loved ones. What remains unspoken often becomes heavier than what is said.

What many fail to realise is that the experience does not end once the vessel safely crosses the region. The body may move on, but the mind often stays behind. The impact lingers, in disrupted sleep, heightened alertness, and unexpected emotional responses.

One seafarer, after returning home, shared:

**“I am still unable to sleep at night. Even loud noises startle me.”**

This is the unseen reality of seafarers today sailing through fear, performing under pressure, and carrying emotions that rarely find space to be heard.

And perhaps, the question we must ask as an industry is not just how safely they sail, but how supported they feel while doing so.

If you or someone you know needs a listening ear, iCare is here to support you.



# DELIVERING UNDER PRESSURE: Sea Scout Global's Bulk Carrier Takeover in Japan

BY YUGAM SHARMA

The recent takeover of a bulk carrier in Japan by the Sea Scout Global team stands as a strong example of operational efficiency, planning, and teamwork under tight timelines.

Taking over a vessel in a highly regulated and time-sensitive environment like Japan requires meticulous coordination across multiple fronts—crew deployment, documentation, compliance checks, logistics, and port formalities. Despite the short notice, our team worked round the clock to ensure that every aspect was handled seamlessly.

From mobilizing qualified crew at short notice to ensuring all certifications, visas, and joining formalities were in place, the crewing and operations teams demonstrated exceptional coordination. Simultaneously, close communication with the vessel, agents, and owners ensured that there were no delays in vessel readiness or operations.



One of the key strengths during this takeover was the team's ability to anticipate challenges and act proactively, especially in aligning with port requirements and ensuring smooth handover processes. The structured approach ensured that the vessel transitioned efficiently without impacting schedules or compliance standards.

The successful execution of this operation not only reinforced our capabilities in handling bulk carriers, Post Panamax, including Supramax geared vessels, but also highlighted our commitment to delivering reliable and timely solutions to our clients.

We are pleased to note that the owners expressed their appreciation for the swift execution, professionalism, and attention to detail, which ensured a smooth takeover under demanding conditions.

This experience once again demonstrates that with the right team, preparation, and mindset, even the most challenging operations can be delivered with confidence and precision.



# iSail™

# YOUR NEXT VOYAGE BEGINS HERE.

Discover the right opportunities.  
Connect with leading marine employers.



## 28 RECRUITERS AVAILABLE NOW

Your next opportunity is just a click away!

## WHY JOBSEEKERS CHOOSE ISAIL?



### Access Verified Marine Recruiters

Connect with trusted  
companies worldwide.



### Shore & Ship Opportunities

Explore jobs that match  
your skills and career goals.



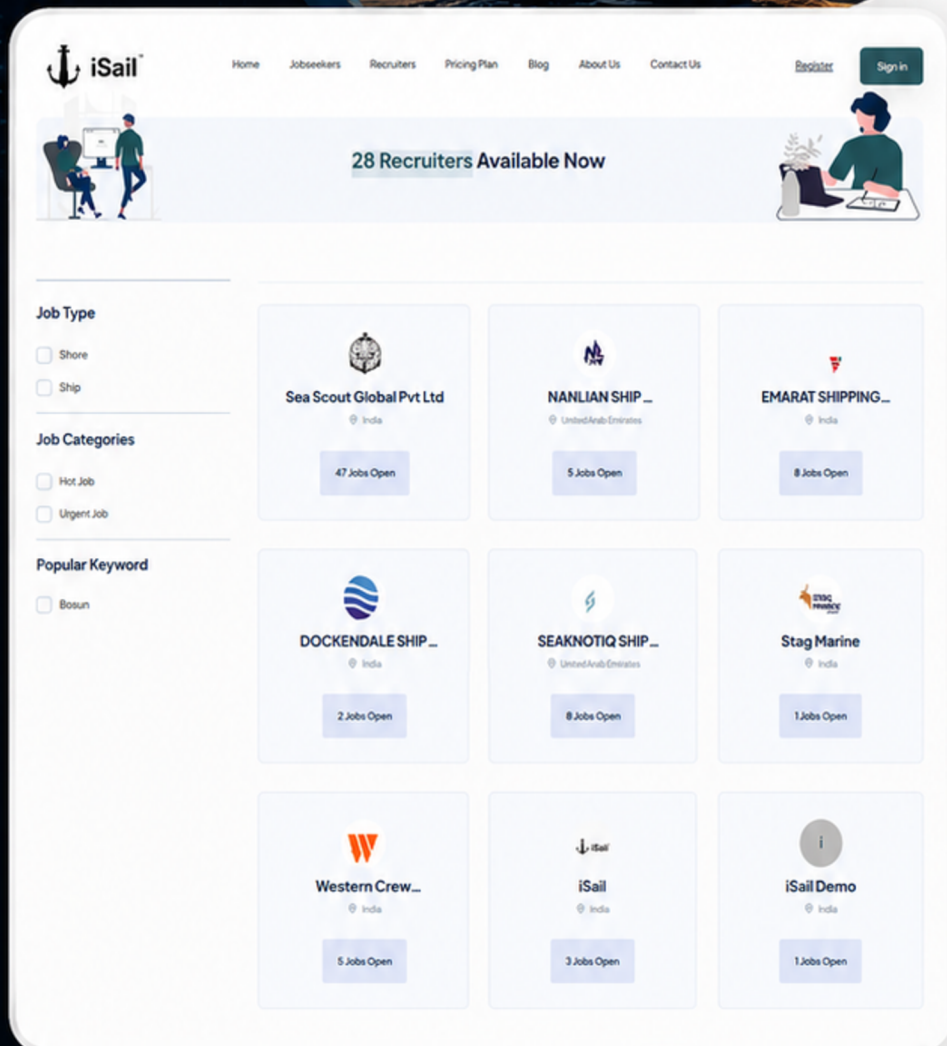
### Hot & Urgent Jobs

Stay updated with the  
latest openings.



### Easy & Seamless

Simple registration and  
quick applications.



## FIND. CONNECT. GROW.

ALL YOUR MARINE CAREER NEEDS IN ONE PLACE.



App Store



Google Play Store

Download, log in, and experience recruitment  
reinvented with

Help Center- support@isail-marine.com, care@isail-marine.com



INDIA'S GROWING  
MARITIME HIRING NETWORK

**25,000+**  
**JOBSEEKERS**  
**REGISTERED**

One Platform. Unlimited Opportunities.



25,000+  
Jobseekers  
Onboard



Trusted by  
Seafarers  
Worldwide



Better  
Opportunities,  
Worldwide



CONNECTING MARITIME  
TALENT WITH OPPORTUNITY.



Log in to access the dashboard, review applications, post vacancies,  
and manage hiring workflows with greater convenience.

**Download, log in, and experience recruitment reinvented with**

**Desktop**

Help Center- [support@isail-marine.com](mailto:support@isail-marine.com), [care@isail-marine.com](mailto:care@isail-marine.com)

# SEAFARER TRAINING: Keeping Pace with Change

BY  
**CAPT. AJIT JACOB**  
CHIEF EXAMINER, DEPUTY DIRECTOR -  
SEAFARER STANDARDS & SHIP REGISTRATION



Maritime technology is advancing at an unprecedented pace, transforming both navigation and engineering functions and reshaping the day today roles of seafarers on board. From increasingly complex bridge systems to highly automated engine rooms, change affects every aspect of shipboard operations. At the same time, the industry's growing focus on energy efficiency, emissions reduction, and alternative fuels is accelerating innovation even further. To ensure the safety of vessels, crews, and cargo, it is essential that seafarer training evolves in step with these technological and operational developments.

Global standards for seafarer training are established under the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) 1978, as amended, with the most recent major updates implemented in 2017. While the STCW framework continues to provide a robust foundation, the detailed competency tables have seen limited change for many years. As a result, they do not fully reflect the skills now required to operate modern shipboard equipment or to respond effectively to new operational and environmental challenges.

The diversity of today's fleet further underscores the need for a modernised approach to training. Ships range from conventional vessels with minimal automation to highly advanced ships incorporating remote and autonomous functions. In some cases, vessels are operated from Remote Operating Centres (ROCs), with seafarers playing a critical role in ensuring safe operations from ashore. Training systems must therefore accommodate a wide spectrum of vessel types and operating models, ensuring that seafarers are competent, confident, and adaptable across different technological environments.

In the UK, the Maritime and Coastguard Agency (MCA) have taken a leading role in modernising seafarer training, working closely with shipping companies, Maritime Education and Training (MET) providers, and representatives from seafarer unions. This collaborative modernisation programme has involved detailed review of STCW content, with working groups examining existing

requirements and revising Certificate of Competency (CoC) course syllabi to ensure continued relevance. Outdated material has been removed, while new subjects more closely aligned to modern operations have been introduced.

Key changes include the transition from paper charts to Electronic Chart Display and Information Systems (ECDIS), the introduction of basic training on alternative fuels, and the incorporation of cyber security awareness, data competence, and energy efficiency practices. These updates reflect the realities of contemporary shipping and support safer, cleaner, and more efficient vessel operations.

At the heart of this reform lies the MCA's cadet training and modernisation programme, which underpins the UK's commitment to developing a resilient and highly skilled maritime workforce. By overseeing structured training pathways for deck, engine, and electrotechnical officers, the MCA ensures that new entrants to the profession are trained to internationally recognised standards while meeting the specific requirements of the UK maritime sector. Cadet training blends academic study with substantial sea service, building a strong foundation of technical knowledge, practical competence, and professional discipline.

Modernisation efforts have also strengthened oversight of MET providers, clarified assessment requirements, and improved consistency across the training system. Increased emphasis on human factors, leadership, and safety culture recognises that safe ship operation depends not only on technical proficiency, but also on sound decisionmaking, teamwork, and effective communication in complex and high risk environments.

Alongside curriculum reform, the MCA has made significant progress in modernising seafarer certification and service delivery. The wider use of digital processes, improved information sharing with training providers and employers, and streamlined certification pathways have helped reduce administrative burdens while maintaining rigorous standards and assurance.

For seafarer training to remain relevant and effective, continued collaboration is essential. Shipping companies, regulators, training providers, and policymakers must work together and actively listen to the voices of seafarers themselves. Only through sustained partnership and responsiveness can seafaring be preserved as a valued profession; one that continues to play a vital role in the safety of ships, the protection of cargo, and maintaining clean seas.



# CMMI : Dubai Chapter Event

BY CAPT. TANUJ BALANI

STAG Marine had the privilege of organizing the CMMI Dubai Chapter Event, bringing together key stakeholders from across the maritime industry, including shipowners, managers, regulators, and service providers.

The event served as a dynamic platform for knowledge sharing, collaboration, and forward-looking discussions, especially at a time when the industry is navigating increasing regulatory demands and rapid transformation. A strong focus was placed on compliance, training, digitalization, and the human element, all of which remain critical to sustainable maritime operations.

A key highlight of the event was the presentation of iSail Marine, our AI-driven recruitment platform, showcased as a modern solution for bridging the gap between seafarers and global opportunities. The platform's ability to offer verified profiles, real skill mapping, and direct engagement between candidates and recruiters was well received, particularly in improving recruitment efficiency and transparency.



Another major highlight was the session led by the MCA (Maritime and Coastguard Agency) delegation, with esteemed panelists **Capt. Ajit Jacob, Lars, and Graham**. They shared valuable insights into the advantages of the UK Flag Registry, emphasizing its robust compliance framework, global recognition, and commitment to high safety standards. The panel also discussed recent enhancements in the seafarer examination system, focusing on improved structure, transparency, and alignment with evolving industry expectations.

The event further facilitated meaningful discussions around training excellence, safety culture, and adapting to frameworks such as SIRE 2.0 and TMSA, reinforcing the need for continuous improvement and collaboration across the industry.

For STAG Marine, organizing this event reflects our ongoing commitment to driving industry dialogue, fostering innovation, and contributing to the advancement of maritime standards globally.

We look forward to hosting and supporting such initiatives as we collectively work towards a safer, smarter, and future-ready maritime industry.



# NEW SHIP-TO-SHIP (STS) PROCEDURE

BY STAG MARINE SERVICES

The maritime industry is entering a new phase of operational scrutiny with the release of the Ship-to-Ship (STS) Transfer Guide – 2nd Edition (2025). As regulatory expectations evolve, vessel owners and operators must reassess whether their current STS practices truly meet the latest compliance and safety standards.

Recent onboard observations have revealed critical gaps that cannot be overlooked. In several cases, STS Plans remain outdated and are not aligned with the 2025 guidelines. Shipboard checklists are being used without clear issue or revision dates, while operational forms fail to reflect the updated procedures. These gaps not only expose vessels to audit deficiencies but also increase operational risk during STS transfers.

The 2025 edition of the STS Guide introduces significant enhancements aimed at strengthening both safety and efficiency. A notable shift is the increased emphasis on human factors, recognizing the role of decision-making, communication, and situational awareness during transfers. Updated personnel transfer protocols further reinforce safety measures for crew movements between vessels. In addition, there is improved technical guidance on critical equipment such as fenders, hoses, and mooring arrangements, along with more structured and consolidated cargo operation procedures. The revised STS Safety Checklists, now aligned with ISGOTT, provide a more robust framework for onboard compliance.



These updates are closely supported by key regulatory frameworks, including the ICS/OCIMF STS Transfer Guide, IMO MEPC 186(59) under MARPOL Annex I (Regulations 40–42), and RightShip RISQ 3.1 (Chapter 17). Together, they form a comprehensive compliance ecosystem that demands timely adaptation.

**In this evolving landscape, proactive compliance is no longer optional, but it is essential. Stag Marine supports organizations by preparing updated STS Plans in line with the latest guidelines, along with reviewing and amending shipboard procedures and equipment to ensure full compliance.**

Ensuring your STS operations are aligned with current standards is not just about meeting regulations, it is about safeguarding your crew, cargo, and reputation.

# SMARTER MARITIME AUDITS. FASTER COMPLIANCE.



## POWERFUL FEATURES



Digital Audit Checklist



Real Time Reporting



Offline Data Capture



Centralised Compliance Management



Instant Analytics And Insights



Faster Inspection Workflows

## DELIVERING REAL IMPACT



Reduce Reporting Time



Eliminate Paperwork



Minimize Human Error



Faster Decision Making



Better Compliance Tracking



Secure cloud-based access

## PERFECT FOR



Ship Owners



Maritime Operators



Inspections Teams



Port Authorities



Compliance Manager

## Experience



See the future of  
Maritime Auditing

# POWERING VESSELS. EMPOWERING PEOPLE.



**SEA SCOUT GLOBAL**  
SAILING TOWARDS EXCELLENCE

Your trusted maritime partner for comprehensive crew management solutions across the globe.



## CREW RECRUITMENT EXCELLENCE

We deliver a diverse pool of highly skilled and competent seafarers tailored to your needs.



## EFFICIENT CREW COORDINATION

Seamless deployment, continuous support, and round-the-clock assistance for your fleet.



## COMPLIANCE ASSURANCE

Ensuring complete adherence to industry regulations and documentation requirements.



## COMPETENCY-DRIVEN SELECTION

Rigorous assessment and training to ensure your vessels are in the best hands.



### GLOBAL PARTNERSHIPS & LOCAL EXPERTISE

Offices in India, Dubai, and Singapore with worldwide connections and local finesse.



### DIVERSE CREW NETWORK

Seafarers from East Europe, Middle East, Indian Subcontinent, and South East Asia.



### TRAINING, COACHING & MENTORING

Continuous development programs to enhance skills and bridge competency gaps.



### SAFETY. QUALITY. RELIABILITY.

Our commitment to operational excellence drives your success at sea.

**WE DON'T JUST PROVIDE CREW. WE DELIVER CONFIDENCE AT SEA.**

## CONTACT US

+91 9599911983  
+91 9599911787



crewing@seascoutglobal.com  
director@seascoutglobal.com



www.seascoutglobal.com

Sea Scout Global Pvt Ltd  
RPSL- MUM- 162205  
Issue Date: 14-02-2024  
Valid Upto: 14-02-2029