

iVOYAGE

BY STAGMARINE

2026

MARINE DRIVE, MUMBAI



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FROM THE BRIDGE

BY CAPT. TANUJ BALANI

Before I reflect on the past quarter, my heart goes out to the seafarers and their families who have tragically lost their lives or have been affected by the ongoing conflicts in various parts of the world. Seafarers continue to keep global trade moving, often working in the most challenging and uncertain environments, away from their loved ones. Their courage, sacrifice, and dedication remind us that behind every vessel is a crew whose safety and well-being must always remain our highest priority. On behalf of the entire STAG Marine Group, we pay our respects to those who have made the ultimate sacrifice and extend our sincere condolences to their families and colleagues.

The second quarter of 2026 has been one of the most eventful and rewarding periods in STAG Marine's journey, reflecting our continued commitment to expanding our global presence while delivering operational excellence under challenging conditions.

Our quarter began with active participation in Singapore Maritime Week 2026, followed by the Capital Link Singapore Forum, where we engaged with shipowners, investors, and maritime leaders on the future of shipping. These events reinforced the industry's increasing focus on digitalization, sustainability, and the human element, while providing valuable opportunities to showcase our growing portfolio of compliance, training, and digital solutions.

The quarter also marked the commencement of several exciting new projects with both existing and new clients. These ranged from simplifying Safety Management Systems (SMS), digitizing traditional audit and inspection processes, and investigating complex navigation incidents using our remote VDR analysis capabilities. As always, our Remote Navigation Audit services continued to gain strong momentum, with increasing demand from shipowners seeking proactive safety and navigational performance improvements.

Our training division also witnessed encouraging growth through the delivery of RISQ programmes, mandatory regulatory courses, and customized competency development initiatives.

The momentum continued in Greece during Posidonia 2026, the world's largest maritime exhibition, followed by the Capital Link Forum in Athens. Over the course of the week, our team met with numerous shipowners, operators, and technical managers, introducing our latest innovations, including iAudix, iSkillX Pro, iCare, and iSail Marine at our own booth, our 2nd consecutive Posidonia. The response reaffirmed that the industry is actively seeking practical digital solutions that simplify compliance while enhancing operational performance.

Our iSail platform gained momentum as well with recruiters and job seekers actively signing up and posting jobs and great to hear some success stories for both recruiters and jobs seekers where jobs were successfully closed.

While these international engagements strengthened our business development efforts, our operations teams were simultaneously managing one of the most demanding assignments in recent years—the successful takeover of three tanker vessels comprising a VLCC, an Aframax, and an MR tanker during a period of heightened geopolitical tensions in the Middle East. Despite the complexities associated with crew changes, logistics, procurement, regulatory approvals, and operational planning during wartime conditions, our crewing and operations teams worked around the clock to ensure seamless transitions without compromising safety, compliance, or operational continuity.

These accomplishments once again demonstrate that our greatest strength lies not only in the services we deliver but, in the dedication, resilience, and professionalism of our people. Whether representing STAG Marine on the global stage or managing critical vessel operations under immense pressure, our teams continue to embody the philosophy on which the company was founded:

"No Matter What, We Make It Happen."

As we move into the second half of 2026, we remain committed to driving innovation, strengthening partnerships, investing in our people, and delivering practical solutions that create lasting value for our clients and the maritime industry. Together, we will continue to build a safer, smarter, and more sustainable future for shipping.

REBUILDING TRUST AT SEA: THE FUTURE OF MARITIME RECRUITMENT

BY POOJA ADHIKARI

Every time I open LinkedIn or answer a call from someone in the maritime fraternity, I hope to hear a story of success, a cadet getting his first ship, a company finding the right crew, a seafarer returning home safely to his family.

Unfortunately, that isn't always the case.

Over the past few weeks, the industry has once again been reminded of a painful reality. A recent incident involving the unfortunate death of an Indian Chief Engineer onboard a foreign-flagged vessel has left many of us asking difficult questions about accountability, transparency, and the systems meant to protect our seafarers. Around the same time, a video began circulating online in which a young aspiring seafarer spoke about allegedly paying a significant amount of money just to secure an opportunity at sea.

Whether every detail of these incidents is ultimately established or not is for the authorities to determine.

But what none of us can ignore is this; stories like these continue to exist.

And that, in itself, should make every stakeholder in shipping uncomfortable.

Because behind every uniform is a family waiting at home. Behind every joining letter is a dream built over years of sacrifice. Behind every contract is someone who chose the sea to build a better future.

No one should have to pay for that dream.

Yet, many young cadets and ratings continue to enter the industry believing that paying an illegal "service charge" is simply part of the process. Families borrow money. Parents mortgage jewellery. Aspirants exhaust their savings, convinced that buying an opportunity is their only path to a career.

This is not recruitment. This is desperation.

At the same time, shipping companies are facing a very different challenge.

The shortage of experienced officers and competent crew has made hiring increasingly difficult. Good people are in demand, and rightly so. Experience deserves recognition, and competence deserves fair remuneration.

But somewhere along the way, the balance has shifted.

Some professionals have begun treating companies as though they are replaceable. Last-minute cancellations, unrealistic expectations, poor communication, and an unwillingness to honour commitments have become increasingly common. Professionalism cannot disappear simply because demand has increased.

Respect cannot become one-sided.

When companies exploit desperation, trust is lost.

When professionals exploit shortages, respect is lost.

And when trust and respect disappear together, the entire industry begins to suffer.

The real tragedy is that we have started accepting these problems as "normal."

We discuss them over coffee at conferences. We complain about them in boardrooms. We share videos on social media, shake our heads, and move on.

But nothing changes.

The maritime industry has embraced artificial intelligence, autonomous technologies, digital navigation, predictive

maintenance, and smart ships. We invest millions in improving operational efficiency, reducing human error, and enhancing safety at sea.

Yet when it comes to recruitment, the very foundation of every safe voyage, we still depend on phone calls, WhatsApp messages, personal references, spreadsheets, and closed networks.

How can an industry that is preparing for autonomous vessels still rely on recruitment practices that belong to another era?

Recruitment is no longer just about filling vacancies. It is about protecting lives. It is about ensuring that the right people step onboard the right ships.

It is about giving every deserving seafarer an equal opportunity, not because they know someone, not because they can pay someone, but because they have earned that opportunity through competence and hard work.

The Maritime Labour Convention, 2006, was built on the principle of protecting seafarers' rights and ensuring fair recruitment. These principles should not exist only in conventions, policies, and compliance manuals. They should exist in every hiring decision we make.

As an industry, we need to stop asking, "How quickly can we fill this position?"

Instead, we should be asking, "Are we building a recruitment system that people can trust?"

Trust cannot be built through opaque processes, unofficial payments, through favouritism.

Trust is built through transparency, accountability. Trust is built when every candidate believes they have a fair chance, and every employer believes they are hiring the right person.

This is why digital recruitment platforms like iSail are not simply another recruitment portal, they represent a shift in mindset. A platform where verified seafarers connect directly with verified employers. Where opportunities are based on skills and experience rather than influence. Where technology creates visibility, fairness, and accountability for everyone involved.

The maritime industry has always been built on courage, discipline, and integrity.

It is time our recruitment systems reflected those same values. Because every seafarer deserves dignity. Every company deserves dependable talent.

Every family deserves the comfort of knowing their loved one entered this profession through a system that is fair, transparent, and trustworthy.

If we truly care about the future of shipping, then perhaps the next revolution we need is not on the bridge, in the engine room, or in artificial intelligence.

Perhaps it begins with something much simpler. Doing the right thing.

HONOURING THE PAST, BUILDING THE FUTURE:

How Ship Agency Is Evolving Without Losing the Human Touch

BY
DR. AKANKSHA BATURA PAI
EXECUTIVE DIRECTOR, SINODA SHIPPING
AGENCY PTE LTD.



The maritime industry has transformed significantly over the past three decades. Ships are increasingly sophisticated, communication is instantaneous, port processes are becoming digitalised, and artificial intelligence is beginning to reshape how companies plan, analyse and operate. Yet, amid all this progress, one fundamental aspect of ship agency remains unchanged: the importance of human trust.

Sinoda Shipping Agency was founded in Singapore in 1992 by my father, Capt. Ashok K. Batura, an experienced Master Mariner. Having spent many years at sea, he understood that a shipowner or master calling at a port required more than a service provider. They needed a dependable representative on the ground—someone who

understood the pressures of vessel operations, anticipated challenges and protected the principal's interests.

More than three decades later, that philosophy continues to guide us.

A ship agent's work is often invisible to those outside the industry. Behind every smooth port call lies the coordination of numerous parties: port authorities, terminals, immigration officials, suppliers, transport providers, technicians, crew, owners and charterers. Plans can change within hours, and an apparently minor delay can have significant operational and financial consequences.

The most effective agents therefore do more than process instructions. They act as an extension of the client's office.

This means communicating honestly, responding quickly and taking personal responsibility when circumstances become difficult. It means identifying potential problems before they escalate and finding practical solutions, often outside conventional working hours. Technology can support these responsibilities, but it cannot replace the judgement, empathy and accountability required when a vessel faces an urgent situation.

At Sinoda, we are proud of the relationships and values built over the years. At the same time, honouring the past does not mean resisting change.

As a second-generation leader in the company, one of my priorities has been to strengthen our systems, professionalise our processes and prepare the organisation for its next phase of growth. We have introduced greater digitalisation, operational dashboards, structured procedures and improved information-sharing across our teams. We are also exploring how artificial intelligence can help us analyse data, reduce repetitive work and serve our customers more efficiently.

However, digital transformation must have a clear purpose. Technology should not create distance between companies and their clients. It should give employees more time to communicate, solve problems and focus on the areas where human involvement adds the greatest value.

The future of ship agency will therefore not be entirely digital or entirely traditional. It will be a thoughtful combination of both.

Strong agents will use technology to become faster, more transparent and more efficient, while continuing to offer local knowledge, personal accountability and genuine care. As the maritime ecosystem becomes increasingly complex, these human qualities may become even more important.

For Sinoda, building the future means continuing to evolve without losing sight of what brought us this far: reliability, integrity, relationships and a deep sense of responsibility towards every vessel and client we serve.



INCIDENT REPORT

ARTICLE:

Allision at Zandvliet Lock

BY CAPT. SIDDHARTH

STAG MARINE recently concluded the investigation for a Tanker vessel which was involved in an allision with the Zandvliet Lock wall in Antwerp. The vessel, measuring 250 meters in length and 44 meters in breadth, was assisted by three tugs—two forward and one aft—during the lock entry.

The incident unfolded at 1940 LT when the ship's bow entered the lock gates. Despite tug assistance, frequent counter helms were required to maintain alignment. At 1941 LT, a starboard helm was ordered to correct the vessel's position, but communication with the starboard bow tug failed at a critical moment. The pilot attempted to regain control by instructing the port bow tug to assist, but the vessel overshot the centerline. Engines were increased to slow ahead, yet at 1942 LT, the tanker's starboard shoulder made contact with the lock wall, resulting in scratches and minor indentation.

The swing was eventually controlled, and by 1944 LT, the vessel was safely aligned and secured inside the lock.

Ultimately, the incident underscores the importance of robust tug coordination, adherence to fendering procedures, and clear communication protocols during lock transits. While damages were minor, the event serves as a reminder of the risks inherent in maneuvering large vessels through confined waterways.

Lessons Learned: Tanker vessel Allision at Zandvliet Lock

1. **Tug Communication Reliability** The investigation revealed that a breakdown in communication with the starboard bow tug was a decisive factor. The pilot's repeated calls went unanswered at a crucial moment, forcing reliance on the port bow tug. This underscores the need for redundant communication protocols and pre-agreed contingency actions when tug response is delayed.

2. **Fendering Practices** Company guidelines required portable fenders near the vessel's shoulder during lock entry. None were deployed, leaving the hull exposed to direct contact with the concrete wall. Proper fendering is a simple yet effective safeguard that should never be overlooked.

3. Bridge Team Coordination. Communication between the master and pilots was generally strong, but the incident illustrates how external coordination with tugs can be just as critical as internal teamwork.

4. Lock Constraints The Zandvliet Lock, narrower than the Berendrecht Lock traditionally used for vessels of this size, lacked fixed fenders. This structural limitation increased the risk of allision. Operators must factor in lock design and width restrictions when planning transits.

5. Preventive Measures The incident reinforces the importance of:

- Robust tug coordination
- Strict adherence to fendering procedures
- Clear communication protocols
- Risk assessment for lock transits



by integrating these lessons into training and operational planning, shipping companies can reduce the likelihood of similar incidents and ensure safer navigation through locks and canals.

iAudix: Redefining Maritime Audits in the Digital Era

BY CAPT. TANUJ BALANI
DIRECTOR, STAG MARINE

For decades, maritime audits and inspections have followed the same familiar routine. An auditor arrives onboard carrying files, checklists, cameras and notebooks. Hours are spent inspecting the vessel, interviewing crew, and recording observations. Yet, when the audit ends, the real work often begins.

Notes must be rewritten, photographs sorted, reports compiled, checklists reviewed, scanned and finally emailed to the office. What should have concluded with the vessel visit frequently extends well into the evening, impacting productivity, rest hours and, ultimately, the effectiveness of the audit itself.

As our industry embraces digital transformation, it is time to ask a simple question:

Should audits continue to rely on paperwork, or should they become an intelligent management tool?

Beyond Digital Checklists

The objective of digitalisation is not merely to replace paper with tablets. It is about fundamentally improving the way organisations

monitor compliance, manage risks and continuously improve fleet performance.

This philosophy led to the development of **iAudix**—a comprehensive digital audit and inspection platform designed by maritime professionals for maritime professionals.

Unlike applications built around a single inspection type, iAudix provides one integrated platform capable of managing:

- SIRE 2.0 Preparation
- RISQ / RightShip Inspections
- Navigation Audits
- Technical Superintendent Inspections
- ISM Internal Audits
- Safety Inspections
- PSC & Flag State Readiness
- Company-specific inspections aligned with the Safety Management System (SMS)

With unlimited configurable checklists, every operator can digitise its own inspection philosophy while maintaining complete flexibility.

Real-Time Ship-Shore Collaboration

One of the greatest advantages of digitalisation is transparency. Instead of waiting days for reports to arrive, shore management can now monitor inspection progress in real time. Findings, photographs and observations are immediately available for review, allowing Marine Superintendents, Technical Managers and QHSE teams to provide guidance while the inspection is still in progress. This significantly reduces response time and enables corrective actions to begin immediately.

Supporting Continuous Improvement

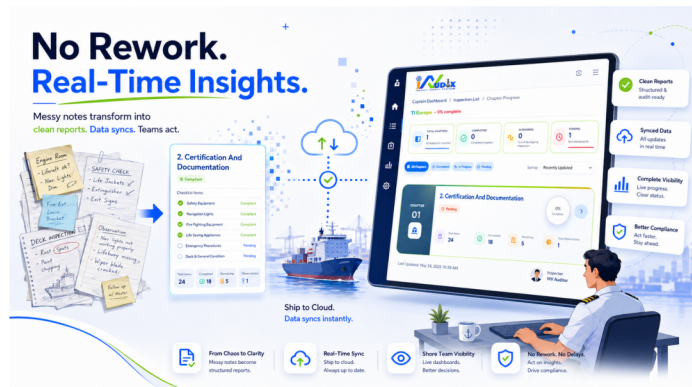
Modern management systems such as the ISM Code and OCIMF's TMSA emphasise continuous improvement through measurement, analysis and learning.

Digital inspections generate structured data that can be transformed into meaningful fleet intelligence.

Future analytics within iAudix will enable operators to monitor:

- **Fleet-wide observation trends**
- **Repeat deficiencies**
- **Vessel risk rankings**
- **Corrective action effectiveness**
- **SIRE and RISQ readiness**
- **Performance benchmarking across fleets**
- **ESG performance indicators**

Rather than simply recording findings, the platform will help identify where management attention is required before observations develop into incidents.



The Future is Predictive

Our long-term vision extends well beyond digital reporting.

Over the coming years, Artificial Intelligence will become an integral part of iAudix. Once sufficient operational data has been collected across hundreds of inspections, AI will begin transforming inspection data into operational intelligence.

Imagine a platform capable of identifying recurring trends, predicting inspection readiness, recommending targeted improvements, and highlighting vessels requiring management intervention before deficiencies become critical.

That is where maritime auditing is heading—not replacing professional judgement, but enhancing it with data-driven insights.



Supporting ESG Objectives

Digitalisation also contributes directly to environmental sustainability.

A typical vessel consumes approximately *5,000 sheets of paper* annually for audits and inspections. Across a fleet of 30 vessels, this equates to nearly *150,000 sheets of paper every year*, representing hundreds of reams of paper, reduced printing requirements, lower administrative effort and measurable reductions in environmental impact.

For many operators, digital audits now form an important component of their ESG strategy.

A New Standard

Today's SIRE inspectors, RightShip inspectors and leading shipping companies are increasingly adopting tablet-based inspection platforms. Digital audits are no longer viewed as a future concept—they are becoming the industry standard.

The objective is simple:

Less paperwork. Better visibility. Faster decisions. Stronger compliance.

Digitalisation is not changing the purpose of audits; it is enhancing their value.



As the maritime industry continues its journey towards smarter, safer and more sustainable operations, platforms such as iAudix will help transform audits from a compliance exercise into a powerful tool for operational excellence. Because the future of maritime audits is not just digital—it is intelligent.

BEYOND THE HEADLINES: The Invisible Wounds of Seafarers

BY KIRTIKA CHOPRA

Three Indian seafarers recently lost their lives amid escalating geopolitical tensions.

Were they at fault?

No.

Were they simply doing their job?

Yes.

While most of us watched these events unfold on our television screens, seafarers were living through them. They were not watching missiles on the news—they were witnessing them from their vessels. These are experiences many will carry with them long after the headlines disappear.

Imagine a young cadet who has spent years working towards his first contract, only to find himself sailing through a conflict zone where a commercial vessel—following every safety regulation and compliance requirement—is struck by a missile. Would he still look at the maritime industry with the same confidence? Imagine his parents, who sent their son to sea to build a career, not to enter a war zone.

As the world moves on to the next headline, many seafarers may continue to live with the emotional impact of what they experienced. Sleepless nights, anxiety, hypervigilance, emotional exhaustion, and, for some, post-traumatic stress are all possible consequences of prolonged exposure to life-threatening situations. These are not signs of weakness—they are normal human responses to extraordinary circumstances.

The challenge is that psychological injuries are invisible. A struggling seafarer may be seen as less resilient or unfit for work, when the real question should be: How can we help them recover instead of simply replacing them? Every individual responds differently to trauma. What may not affect an experienced Master could profoundly impact a young cadet on his very first voyage.



The current geopolitical situation is also creating new challenges for the maritime industry. Crew changes and vessel takeovers have become increasingly difficult, and many seafarers may understandably hesitate before accepting assignments in high-risk areas. Protecting seafarers, therefore, cannot end with physical safety alone.

Perhaps it is time for a shift in how we define maritime safety. Alongside security measures and operational planning, we must also prioritize psychological preparedness, timely support, and long-term mental well-being.

Because when the headlines fade, the memories often remain.

A TWIN PERSPECTIVE ON LEGAL RISK IN CONTEXT OF GPS JAMMING AND AIS SPOOFING:

BY
SHIRAZ LAKHANI
DEPUTY MARINE &
SAFETY DIRECTOR
(GUEST AUTHOR)



Part 1 - In context of Unsafe port: -

Current geopolitical scenario is fertile for commercial disputes which arise over whether a port is safe due to jamming or spoofing occurring at the port, particularly in circumstances such as the temporary suspension of vessel navigation ordered by a major natural gas exporter in Persian Gulf in October 2025 in response to GPS-related disruptions prior to the ongoing conflict at which the maritime world is at the centre.

In a prominent case, the judge ruled that “A port will not be safe unless, in the relevant period of time, the particular ship can reach it, use it and return from it without, in the absence of some abnormal occurrence, being exposed to danger which cannot be avoided by good navigation and seamanship...”.

Above defined the benchmark in most subsequent disputes where safe port was a bone of contention.

GPS INTERFERENCE

ABNORMAL OCCURRENCE
In a 1992 case, attack by rebels after 20+ safe calls was held an abnormal occurrence. The port was not considered unsafe.
Known GPS interference in today's geopolitical context is likely not abnormal.

GOOD SEAMANSHIP
If only GPS has issues, but radar and other navigational aids are operational, the danger can most likely be avoided by exercising good seamanship. A credible and broad concept.

SAFETY IS NOT ABSOLUTE
In a 1983 case, it was held that safety is not absolute. If the charterer gives sufficient warning of GPS issues, the port is likely not to be considered unsafe.



The first question is likely to be whether the GPS interference is categorized as an “abnormal occurrence”, which is a point to highlight. In a prominent dispute decided in 1992, where a vessel was attacked by rebels after having previously called at the port over 20 times, it was held that the attack was an abnormal occurrence and the port was not unsafe. Where a port is known to suffer from GPS interference, it is likely that the issues will not be held to be abnormal in this current geopolitical context. Another question will usually arise whether the danger could be avoided using good seamanship which is a broad thought a credible concept. In circumstances where it is only the GPS that has issues, with radar and all other navigational aids at the port still assumed to be operational, it is most likely that any danger can be avoided by exercising good seamanship. Further, as confirmed in another prominent case of year 1983, it was held that the concept of safety is not absolute, and where a charterer gives sufficient warning of any GPS issues, it is likely that the port would not be considered unsafe.

Basis above balance of probabilities, the pendulum of determination whether port is safe or unsafe required deeper analysis and substantive arguments need to be backed by robust case laws.

To be continued in next edition.

A photograph of a ship's bridge at sunset. The view is from inside the bridge, looking out through large windows at the ocean and a distant ship. The sun is low on the horizon, creating a warm glow. In the foreground, there are several electronic display screens showing radar and navigation data, along with various control panels and a compass. The overall atmosphere is calm and professional.

**“The maritime industry
doesn’t just move
ships across oceans;
it moves the world forward.”**

-Capt. Tanuj Balani



A NETWORK THAT DELIVERS. EVERY TIME.

BY KAPIL KUKREJA

In shipping, every port call matters.

A vessel may spend only a few hours alongside, but during that short time, hundreds of critical activities must come together flawlessly. Behind every successful port call is a team of professionals working with one common purpose—to keep the vessel moving safely, efficiently, and without unnecessary delay.

At Unison Marine, we believe an agency network is not measured by the number of ports on a map. It is measured by the trust it earns, the commitments it keeps, and the people who stand ready to deliver when it matters most.

Our network is built on carefully selected local partners who share the same values we do—integrity, accountability, transparency, and an unwavering commitment to service excellence. They understand that every decision made ashore directly impacts operations at sea. Whether we are protecting an owner's interests through Owner's Protective Agency (OPA), managing Port Agency services, coordinating Bunkers, arranging Husbandry Services, supporting Crew Changes, or overseeing Dry Dock Projects, our responsibility remains the same: to safeguard our clients' interests while delivering safe, timely, and cost-effective solutions.



We know that our clients are not simply looking for an agent. They are looking for a partner they can trust—one who answers the phone at any hour, communicates honestly, anticipates challenges before they arise, and treats every vessel as if it were their own.

That is the standard we hold ourselves to every single day. As our network continues to grow across the UAE, India, Greece, and key maritime hubs worldwide, our ambition is not simply to expand our presence. Our ambition is to build relationships that last, partnerships built on consistency, reliability, and mutual respect.

Because at the end of the day, ships remember ports—but shipowners remember people who delivered when it mattered most.

Unison Marine — Connecting Global Shipping with Trust, Commitment, and Excellence.

**“A strong agency network is not measured by the number of ports we cover,
but by the confidence our clients place in us at every port call”.**

BUILDING A GLOBAL AGENCY NETWORK:

**Strengthening Port Support.
Building Trusted Partnerships.**

Connecting Ports. Building Partnerships.
Delivering Confidence.



OUR PRESENCE

Head offices in
UAE, India & Greece

Strong agency
network across
key global ports

OUR GLOBAL SERVICE PORTFOLIO



A NETWORK THAT DELIVERS. EVERY TIME.

"No Matter What, We Make It Happen."

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PEOPLE YOU CAN COUNT ON



24/7 SUPPORT, ALWAYS



PARTNERSHIPS THAT LAST



SOLUTIONS THAT KEEP YOU MOVING

KEY PILLARS OF A STRONG AGENCY NETWORK



LOCAL EXPERTISE

In-depth knowledge of ports, regulations & local operations



OPERATIONAL DISCIPLINE

Standardized processes for safe & efficient execution



TRANSPARENT REPORTING

Accurate, timely & honest communication



PRINCIPAL-FOCUSED SERVICE

Protecting owner's interest at every stage



24/7 RESPONSIVENESS

Always available when it matters most



TRUSTED PARTNERSHIPS

Long-term relationships built on trust & performance

OUR GLOBAL AGENCY NETWORK

- ✓ UAE
- ✓ INDIA
- ✓ GREECE
- ✓ SRI LANKA
- ✓ BANGLADESH
- ✓ SINGAPORE
- ✓ CANADA
- ✓ BRAZIL
- ✓ SOUTH AFRICA
- ✓ PANAMA
- ✓ TURKEY
- ✓ VIETNAM



- ★ HEAD OFFICES
UAE | INDIA | GREECE
- KEY AGENCY NETWORK
- NETWORK CONNECTIONS



HOW WE BUILD A STRONGER AGENCY NETWORK

- 01 SELECT THE RIGHT PARTNER**
Rigorous evaluation of capability, integrity & local expertise
- 02 STANDARDIZE & ALIGN**
Clear processes, shared standards & training
- 03 COMMUNICATE & COORDINATE**
Proactive communication for timely updates & issue resolution
- 04 MONITOR & IMPROVE**
Continuous monitoring, feedback & performance improvement
- 05**

“A strong agency network is not measured by the number of ports we cover, but by the confidence our clients place in us at every port call.”

— Managing Director



PROTECTING INTERESTS



ENHANCING EFFICIENCY



CREATING VALUE



CONNECTING GLOBAL SHIPPING

ONE APP. ENDLESS ASSURANCE.

Digital Audits. Smarter Inspections.
Stronger Compliance.

iAudix streamlines maritime audits and inspections with structured workflows, real-time reporting, and actionable insights – ensuring compliance, reducing risk, and improving efficiency across your fleet.

KEY FEATURES

- Conduct inspections seamlessly via mobile or tablet
- Capture findings instantly with photos, notes & structured inputs
- Generate reports in seconds with smart templates
- Work offline, sync anytime with secure cloud
- Real-time dashboards for better visibility
- Track corrective actions till closure

BUILT FOR EVERY STAKEHOLDER

ON BOARD AUDITORS

- Conduct inspections seamlessly via mobile or tablet
- Capture findings instantly with photos, notes & structured inputs
- No more paperwork or manual report writing
- Complete inspections even offline in low signal areas

ON SHORE AUDITORS

- Access inspection reports instantly without waiting
- Monitor vessel performance across the fleet in real time
- Eliminate dependency on manual follow-ups and email chains

THE iAUDIX ADVANTAGE



DIGITALIZED INSPECTIONS
Go Paperless



IMPROVE EFFICIENCY
Work Smarter



ENSURE COMPLIANCE
Stay Audit-ready

AUDIT SMART. ACT FAST. STAY COMPLIANT.

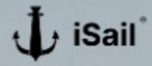
Experience the Future of Maritime Inspections.

GALLERY

POSIDONIA 2026 & SINGAPORE MARITIME WEEK 2026



BOMBAY FLOATING LIGHT



iLookout

iCare



iSkill

