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IFSMA NEWSLETTER

The Shipmasters' International Voice

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UNITY FOR SAFETY AT SEA
IFSMA

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Readers are reminded that the opinions expressed in the IFSMA Newsletter are those of the various authors and providers of news and shipmasters are encouraged to offer accord with IFSMA policy.

Secretary General's Message

On behalf of everyone at IF keeping well and above all

As we reach six months sin of Hormuz region began, th Organization (IMO) has repo incidents and attacks invo an average of one incident

At the time of writing, th the deaths of 20 seafarers further 35 injured and or missing.

Attacks have affected a r approximately 50% involvin ships and 15% bulk carriers

These figures are deeply co However, of equal concern attacks targeting seafare geopolitical conflicts, wi reported in the Black Sea. killed in those waters has the beginning of the confi been reported that, in Jul were attacked, resulting i

Behind every casualty and whose life has been profou coverage of conflict and g numan stories of those wor be overlooked. As an org shipmasters, IFSMA remains ensuring that the safety remain at the forefront of agenda.

During August, there were the IMO. The programme resu meeting of the Sub-Commit Cargoes and Containers, kn

In the meantime, IFSMA co engaged in two important a

The first concerns the freq alarms on board ships fitted with It has been reported that, high-density traffic areas, place additional demands o potentially interfere wit navigation.

IFSMA has therefore develo guidance for the various authorp shipmasters and officers

many member associations and partners who have contributed to the project by supporting and participating in the interviews.

The second project concerns the development of guidelines for onboard training, exercises and drills aimed at addressing the challenge of seafarer fatalities in enclosed spaces.

At IFSMA we are closely involved in this work and are also consulting our members' masters and officers, particularly regarding effective training exercises and drills for high-risk enclosed space operations onboard.

Furthermore, we encourage you to stay abreast of developments about these and other developments affecting the maritime sector by visiting our website and following our LinkedIn and Facebook pages where we share our latest news, initiatives and updates.

In these challenging times, we extend our very best wishes to all our members, colleagues and seafarers around the world.

Stay safe and enjoy safe sailing.

The IMO Digest

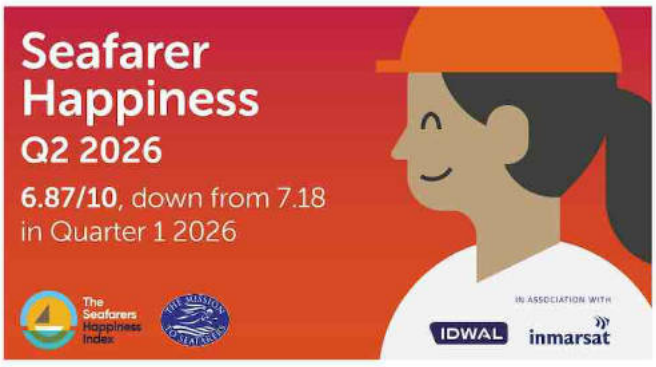
Appearing below is a summary of some of the news received with grateful thanks from the excellent IMO Media service in recent weeks.

Illustrations appear as a source and copyright holder.

Material used here with gratitude.

From the News Editor

MtS Seafarers' Happiness Indes



Q2 2026

The Mission to Seafarers Q2 2026 Seafarers Happiness Index falls to 6.87/10 as everyday pressures wear down a resilient but stretched global workforce.

It was announced from London on 3 August that overall seafarer happiness fell to 6.87 out of 10 in the Mission to Seafarers Seafarers Happiness Index (SHI) published on 3 August 2026. The Mission's latest report, based on responses from 1,000 seafarers, is titled *'from acute shock to chronic strain'*. This decline confirms that the industry is facing a sustained erosion of morale rather than a temporary dip. The report argues that seafarers are now experiencing *'from acute shock to chronic strain'*. While the initial sudden shock of conflict in the Middle East has passed, the second quarter shows those pressures have become *'chronic strain'*. This is a workforce that has absorbed one crisis after another and is now operating with little room left to recover.

Short port stays, and restrictions on port and terminal access

Sadly, shore leave scores the lowest of all the factors, with a significant margin, with seafarers reporting that they are subjected to intense schedules, restrictions on port and terminal access, and heavy paperwork and inspections, all of which are *'just for authorities and drilling'*.

Seafarers continue to draw strength from crew relationships

Nevertheless, the report is not one of pure negativity. The strongest scores are around interactions at 7.49 and crew support, showing that seafarers continue to draw strength from relationships and from standing by one another. Where companies get it right, seafarers point to respect, fair sign-off dates, early notice of assignments, merit-based promotions and tonnage. As one seafarer put it, *'I am happy because my company looks after the crew.'*

A deepening recruitment and retention challenge

This report also frames a deepening recruitment and retention challenge, with seafarers weighing up against the total life package ashore, rather than historical maritime advantages alone. The report warned that young seafarers are *'increasingly weighing up what they are giving up by remaining compared with a shore job.'*

Demographic data shows where the pressure is most acute. The average score from female seafarers was 6.06, against 7.13 for men, and those aged 35 to 55 in the Middle East (4.94) and Europe (5.55) reported well below the average; and those aged 35 to 55 reported the lowest scores of any group.