30 MARCAP

WE ARE HOME ON WATER

ISSUE Q3 2026



In this Edition

30 YEARS ON THE WATER >> MARCAP DANNY: READY FOR A JOURNEY >> DOUBLE FINALIST AT THE MARITIME STANDARD AWARDS 2026 >> THE MARITIME STANDARD CLIMATE CHANGE CONFERENCE >> MARCAP SPEAKERS AT UPCOMING MARITIME EVENTS >> MANAGEMENT VISITS: STAYING CONNECTED >> WOMEN IN MARITIME: PART 2 >> CREW MENTAL HEALTH AWARENESS >> WELLNESS SESSIONS ONBOARD

INCIDENT POLLUTION INJURY ZERO INJURY POLLUTION INCIDENT

THIRTY YEARS ON THE WATER

FROM A BOAT RIDE TO WORK IN ABU DHABI TO OIL FIELDS, PORTS AND LONG-TERM CHARTERS ACROSS THE REGION



In the 1980s, Abu Dhabi had only two bridges. Saadiyat, Hudayriyat and Reem had no road link, and many people reached their offices by boat every morning. Samer Qiblawi, now Marcap's President & CEO, was working at NPCC at the time, in a city where the water was part of the daily commute.

Marcap's story as an independent company began in May 1996, with its own team, its own fleet and its own office. Thirty years on, it is a boutique owner and operator of more than 35 offshore vessels, based in the UAE and Saudi Arabia and working across the Middle East, Africa and beyond. It has completed more than 500 projects, is an established partner to ADNOC, ARAMCO, KJO and QatarEnergy, and is prequalified with more than 100 clients across the region.

This is the story of how that happened: the work, the clients who came back, and the people who made it possible.





MOST OF OUR WORK HAPPENS WHERE NO ONE SEES IT

Marcap's core work is far from shore, in the offshore oil fields of the UAE, Saudi Arabia, Qatar and beyond. Supply runs, towing, anchor handling, crew transfers, standby and rescue: the daily work that keeps platforms and rigs running. It rarely makes the news, and it has been the core of the business for most of those thirty years.

In Abu Dhabi, that has meant long years alongside ADNOC. Marcap Danny, Ad Astra, Per Aspera, Marcap 1, Marcap 2, Marcap Supporter and many more Marcap vessels have worked on ADNOC operations. When ADNOC L&S needed tugs for its offshore island projects, Marcap found three 40-tonne bollard pull vessels outside the UAE, Sea Majestic, Sea Regal and Sea Eagle, brought them in, and had them towing within weeks. In Qatar, Marcap vessels have supported QatarEnergy for years, with tugs assisting at single buoy moorings and vessels working in most of its oil and gas fields.

The work also went beyond vessel supply. Marcap was the main contractor on ADMA OPCO's artificial reefs project at Das Island. We worked on marine construction with NPCC and NMDC, supported Kuwait Oil Company's Suhaiba Terminal with Hyundai and China Harbour Engineering, and installed barriers for IGG. Over the years, the client list has grown to include TotalEnergies, McDermott, Petrofac, Hyundai E&C, SLB, DEME, SBM Offshore, Bunduq and many more than one article can name.

The same work has taken Marcap vessels well beyond the Gulf, more often than we can list here. A few examples: our first project with Saipem was transporting offshore modules from the UAE and Saudi Arabia to the Allianz project in India. MV Lady Hammond supported Leighton's project in Iraq, and Marcap vessels supported NPCC's work at Bombay High in India. Our vessels carried humanitarian aid to Yemen, and worked in Eritrean waters in the Red Sea, supporting Baker Hughes on an environmental study.

IN QATAR, MARCAP VESSELS HAVE SUPPORTED QATAR ENERGY FOR YEARS”

WE WERE ON THE WATER WHILE THE COAST WAS BEING BUILT

The islands that people once reached by boat did not stay islands for long. Over the following years the UAE coastline changed shape, and much of that change started on the water.

Marcap was part of it. When Zublin built the Saadiyat Bridge, the crossing people once made by boat became a road, and Marcap worked on that project. Marcap also worked on the construction of Reem Island, the Sheikh Zayed Bridge, and the small islands built for the power line towers running from Abu Dhabi Island to the mainland. Further along the coast, we worked with Archirodon Construction on Palm Jumeirah, an island built out of the sea, with Van Oord on the Dubai Promenade, and on two of the country's major ports: Khalifa Port with Dredging International and Fujairah Port with Athena.

A company that started in a city crossed by boat went on to work on the projects that connected it.



30 YEARS AGO ← SAMER QIBLAWI, PRESIDENT & CEO → NOW



IN SAUDI ARABIA, ONE JOB LED TO THE NEXT

In 2010, Marcap took the step into the Kingdom. The first job for Saudi Aramco was a turnkey project with CCC to stabilise six pipelines in shallow water. It was the kind of job that decides whether a new contractor gets a second one.

It did. Two long-term charters for DP and AHTS vessels followed. They ran for three years and were extended for three more. When Aramco needed pilot boats for a ten-year charter, Marcap designed two and had them built in Turkey. They were named Marcap Tam 1 and Tam 2, after the President's daughter, and a decade later they are still in service.

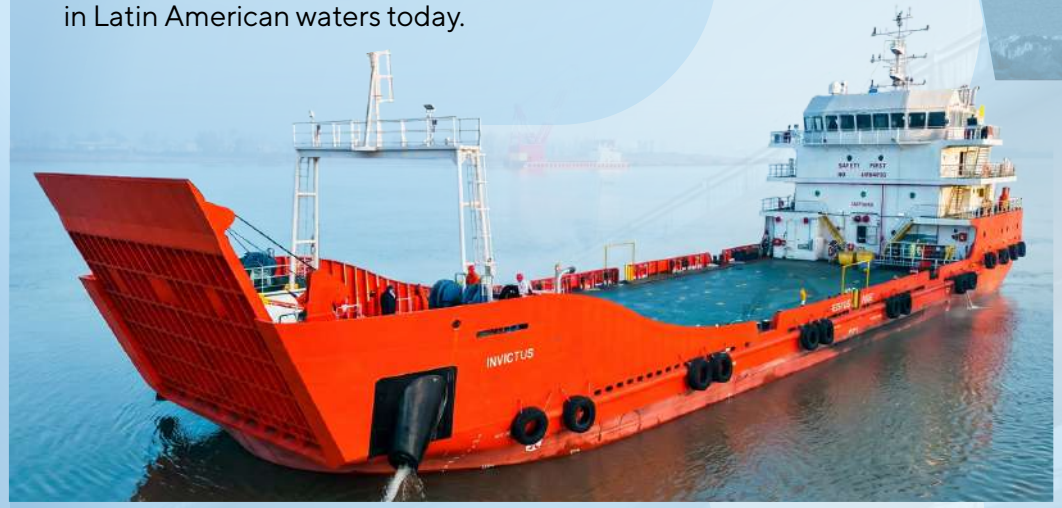
In Khafji, the relationship with KJO restarted just as the pandemic closed sea borders. Two crew boats, Marcap Aida and Marcap Nisreen, started work in those months, carrying up to 70 passengers each between shore and field. Marcap Emdad 5 sailed from Singapore to support rigs, and Marcap Tik, a new 40-metre crew boat, joined on another long-term contract. Today Saudi Marcap has offices and facilities in Dammam, Ras Tanura and Khafji.

> TODAY SAUDI MARCAP HAS OFFICES AND FACILITIES IN DAMMAM, RAS TANURA AND KHAFJI ”

SOME JOBS TAKE US A LONG WAY FROM HOME

Under our "Get Home Safely" delivery service, Marcap crews deliver vessels for owners around the world. As Abdallah Chehab, Director – Operations, put it: "We have done this many times, including deliveries from South America."

One of those voyages went all the way to Chile. Marcap sailed the landing craft Marcap Mars there, and she is still working in Latin American waters today.



DELIVERIES TO THE UAE HAVE BECOME ROUTINE

Later came a voyage in the other direction: another landing craft, from the Chilean fjords, around the tip of South America and across the South Atlantic to Mozambique, where Marcap was already managing vessels. Fifty-eight days in all.

Deliveries to the UAE have become routine. Marcap has brought vessels from the UK, China, Turkey, Malaysia, Singapore, Indonesia, the Seychelles, across the GCC and from many other countries.



WHEN TIME IS PART OF THE CONTRACT

In our business, speed and dependability are part of what we deliver.

Marcap Emdad 3, a DP2 AHTS working in Khafji, was due for her five-year special survey. These drydocks normally take 45 to 60 days. Her contract allowed far less. The team ordered every part before she entered the dock, split the work into shifts around the clock, dealt with an unexpected fault in her propulsion system along the way, and had her back in service in 17 days.

Ewan Adventure is a different kind of story. ADNOC L&S needed a safety standby rescue vessel with a custom platform, A-frame davit and rescue boat. Marcap found a suitable vessel in Malaysia, upgraded her to the project requirements and sailed her to the UAE in 18 days. She is still working on the ADNOC L&S project today.

Behind both stories is a 24/7 in-house repair team, so a vessel that needs work gets back to work as quickly as possible.

OWNERS TRUST US WITH THEIR VESSELS

"You name it, we find and operate it" has been on our company profile for years, and cross-chartering is one of the things Marcap is best known for. When an owner from outside the region has a suitable vessel, Marcap brings her to the region, upgrades her to the client's requirements and puts her to work under Marcap's own ISM system, which is approved by the national oil companies (NOCs) across the region and required for work with them. We handle the crew, the technical management and the paperwork, and the owner's vessel starts working without the owner setting up a company here.

Designing vessels has become a practice too. It started with Tam 1 and Tam 2 for Aramco, and continued with Invictus and Veneris, two 65-metre landing craft carrying up to 1,900 tonnes, designed to a Marcap concept and built in China. Invictus came home without incident. Veneris waited three months at anchor before she could transit the Strait of Hormuz, and reached Abu Dhabi in July with her crew safe.



WHAT THIRTY YEARS ADD UP TO

Every story here ends the same way: the job was done and the crew got home safely. Behind that is a crewing team in Abu Dhabi, headed by Nibal Saeed, that finds, mobilises and relieves our people wherever they are, and a trainer who runs wellness sessions on board.

Thirty years in, Marcap is still a boutique owner and operator, and still a family. Managers visit the vessels, office and crew talk openly, and we keep the same transparency with the companies we work with. The traditions and values the company was built on have not changed. What matters most to us is people and the relationships we build with them.

> EVERY STORY HERE ENDS THE SAME WAY: THE JOB WAS DONE AND THE CREW GOT HOME SAFELY
>
> ”

47 T
BOLLARD PULL

200 T
WINCH BRAKE LOAD

180 m²
CLEAR DECK AREA

26
PASSENGERS

MARCAP DANNY: READY FOR A NEW JOURNEY

Marcap Danny is ready to serve you with all her capabilities.

She has worked in Abu Dhabi waters for more than a decade, for national and international energy operators, across anchor handling, towing and supply work.

Built in 2009 and classed with Bureau Veritas, Marcap Danny is a 47-metre anchor handling towing vessel with supply capability. She has 46 T of bollard pull from 4,000 BHP, 180 m² of clear deck, and accommodation for 26 people. So one vessel can handle anchors, tow, and carry deck cargo and personnel on the same job.

For anchor handling and towing, she works a double-drum waterfall winch rated at 200 T brake and 150 T pull, with a 180 T stern roller and a 200 T shark jaw. For supply runs, she carries 585 m³ of fuel oil, 196 m³ of fresh water and 137 m³ of drill water. For firefighting, a 1,200 m³/hr pump feeds two monitors controlled from the wheelhouse. She also has two spray booms and 9.6 m³ of dispersant storage.

• ► If you have any requirements, send us an email at

contracts@marcap.ae







MARCAP DANNY

PARTICULARS

Type	• → Anchor Handling Towing Vessel
Class	• → Bureau Veritas
Notation	• → I ✠HULL ✠MACH Tug / Anchor Handling Vessel Unrestricted navigation
Year Built	• → 2009
IMO No.	• → 9545883
Official No.	• → 1742
Call Sign	• → E5U2653
Flag	• → Cook Islands
Port of Registry	• → Avatiu

MEASUREMENT

Length Overall	• → 47.00 m
Length BP	• → 41.40 m
Beam Moulded	• → 12.80 m
Depth Moulded	• → 4.85 m
Draft (Max)	• → 4.20 m
Deadweight	• → 740 MT

TONNAGE

GRT	• → 828 T
NRT	• → 248 T

MANEUVERING & PROPULSION SYSTEM

Main Engine	• → 2 x Mitsubishi S8U-MPTK rated 2,000 BHP @ 1,100 rpm
Total HP	• → 4,000 BHP
Propeller	• → 2 x FPP with Nozzle
Bow Thruster	• → 1 x 350 BHP, 5 T Thrust
Bollard Pull	• → 46 T

ELECTRIC POWER GENERATION

Main Generator	• → 3 x CAT 3406 rated 245kW/ 415V/ 3Ph/ 50Hz
Emergency Generator	• → 1 x Cummins rated 49kW/ 415V/ 3Ph/ 50Hz

CARGO DECK

Clear Deck Area	• → 180 m^2
Deck Loading	• → 5 T/m^2

STORAGE CAPACITY

Fuel Oil	• → 585.4 m^3
Fresh Water	• → 195.7 m^3
Drill Water / SWB	• → 136.6 m^3
Foam	• → 9.6 m^3
Dispersant	• → 9.6 m^3

CARGO DISCHARGE CAPACITY

Fuel Oil	• → 70 m^3/hr @ 50 m head
Fresh Water	• → 50 m^3/hr @ 50 m head
Drill Water	• → 50 m^3/hr @ 50 m head

ACCOMMODATION

Berth / Cabin	• → 4 x 1 man • → 3 x 2 men • → 4 x 4 men
Total	• → 26 men

DECK EQUIPMENT

Anchor / Windlass	• → 1 set 4 MT @ 12 m/min electro-hydraulic anchor windlass
Anchor Chain	• → 440 m x 28 mm (Ø), Grade 2 steel stud link chain
Anchor (Bow)	• → 2 x 1,020 kg Stockless Anchor
Tugger Winch	• → 1 x 5 MT @ 15 m/min • → 1 x 10 MT @ 15 m/min
Capstan	• → 2 x 5 MT @ 15 m/min
Deck Crane	• → Electro-hydraulic telescopic boom type, SWL: 2 MT @ 10 m reach

TOWING & ANCHOR HANDLING EQUIPMENT

AH / Towing Winch	• → 200 T Brake, 150 T Pull Hydraulic double drum, waterfall type
Shark Jaw	• → 1 x SWL: 200 MT
Tow Pin	• → 2 Set
Stern Roller	• → 5.0 m x 1.5 m (Ø), SWL: 180 MT

NAVIGATION AND COMMUNICATION EQUIPMENT

GMDSS (Area 3)	
VHF DSC	• → 2 x JRC JHS-32B
MF/HF (with DSC)	• → 1 x JRC NCT-196N
Portable GMDSS VHF	• → 3 x ACR SR-103
EPIRB	• → 1 x ACR RLB-32
SART	• → 2 x ACR Pathfinder 3
GPS	• → 1 x JRC NWZ-4570
Navtex Receiver	• → 1 x JRC NCR-330
Inmarsat C	• → 1 x JRC JUE-85
Radar	• → 1 x JRC JMA-2254 • → 1 x JRC JMA-3910
Gyrocompass	• → 1 x Yokogawa CMZ700B
Magnetic Compass	• → 1 x Daiko Keiki SR-150PK
Auto Pilot	• → 1 x Techmarine TMQ AP 9
Echo Sounder	• → 1 x JRC JFE-582
Speed Log	• → 1 x JRC JLN-205
AIS	• → 1 x JRC JHS-182

EXTERNAL FIRE FIGHTING

Fire Pump	• → 1 x 1200 m^3/hr driven by Caterpillar Engine
Fire Monitor	• → 2 x 600 m^3/hr, Electric Joystick Remote Controlled from wheelhouse
Emergency Fire pumps	• → 1 x 25 m3/hr @ 30 m, Desmi S70-50-175/A09
Spray Booms	• → 2 x 6 m marine grade Aluminium spray boom Each 6 x ½"

SAFETY EQUIPMENT

Rescue Boat	• → 1 x 6 Men rigid type

MISCELLANEOUS

Sewage Treatment	• → 1 x 26 persons

* Above details are believed to be true but without guarantee

TMS TACCC 2026: CLIMATE ACTION ON THE WATER

FROM AMBITION TO PRACTICAL DECISIONS



Marcap attended The Maritime Standard Transportation & Climate Change Conference (TMS TACCC) 2026, held on 24 September at Hilton Yas Island, Abu Dhabi. Elena Skorokhod, Marketing Manager, visited the event on behalf of the company.

Now in its fourth edition, the conference ran under the theme "Scaling Climate Action: Finance, Fuel, Resilience & Recovery in Global Transport." Two panel sessions brought together shipowners, ports, class societies, financiers and technology providers. For vessel owners and operators, the discussion came down to one question: what should the industry do now, while the global rules are still being written?

Regulation is stil taking shape

Some rules on shipping emissions already apply in Europe and the UK. The global framework at the IMO is still under discussion, with a decision expected in December 2026. Owners are being asked to plan their fleets without knowing the final shape of the global rules.

Future fuels need more than a choice of fuel

It was mentioned several times that a new fuel can only be used when there is supply, infrastructure to deliver it and clients ready to use it. Fuels such as ammonia need credible offtake, financing and viable trade routes. Presenters also pointed out that the challenge now is scaling the technologies that already exist, which requires infrastructure, demand certainty and partnerships.

Vessel investment follows the client

There is no easy answer on which vessels to invest in. The presenters showed what should be in place before committing to a vessel for a new fuel trade: a binding commitment from a client, financing, terminal and bunkering infrastructure,



and a credible trade route. Without them, the right decision is to hold. Being right about the fuel but wrong about the timing can still be costly.

Another approach presented was "prepare, don't wait": improve energy efficiency and compliance now, keep flexibility through fuel-ready newbuilds and selective retrofits, and review decisions continuously.

The practical message for owners: meet what is required today, and invest where client demand is confirmed.



Owners carry the responsibility

Regulation sets the direction, but the decisions on efficiency, compliance and fleet sit with vessel owners. The conference made clear that these decisions cannot wait for every rule to be final.

Digital tools need people who can use them

The second session focused on technology, data and AI. It was stressed that data and AI need human judgement: check where the data comes from and verify results before relying on them.

For an operator, much of this happens on board. Monitoring systems, digital reporting and fuel-efficient operation depend on the crew who use them every day. Training seafarers to work with new technology is part of the transition, and it deserves the same attention as the equipment itself. New systems deliver results only when the people on board understand them and trust them.

A free tool to measure ESG

One of the most practical takeaways came from Abu Dhabi. MARSDNA (Maritime Sustainability DNA) is a free ESG assessment launched by Abu Dhabi Maritime and Abu Dhabi Mobility and developed by Maqta Technologies Group.

Companies complete a questionnaire, and the tool grades their ESG progress and produces a downloadable report with recommendations, based on UN Sustainable Development Goals and IMO metrics. It covers marine and offshore services, among other maritime segments, and is designed for companies of all sizes, including those without a dedicated sustainability team.

We recommend it to our partners and peers as a simple starting point ► ▼
https://marsdna.admaritime.ae/

Thank you

Our thanks to The Maritime Standard for organising TMS TACCC 2026, to the moderator, and to all the speakers for an open and practical exchange.

The water changes, the rules change, and the fuels will change. What stays the same is the aim: vessels ready, crews prepared, and everyone able to Get Home Safely.



WOMEN IN MARITIME: VOICES FROM OUR TEAM

PART 2

Following the FIRST PART of our Women in Maritime feature, WE CONTINUE to hear from more of the women at Marcap and learn more about their experiences in the industry.

Once again, we asked our colleagues these questions:

- ▶ WHY DID YOU CHOOSE TO WORK IN THE MARITIME INDUSTRY?
- ▶ WHAT DO YOU ENJOY MOST ABOUT WORKING IN THIS INDUSTRY?

In this second part of the feature, we invite you to meet more of the women behind the roles and read, in their own words, what being part of the maritime industry means to them. Their answers offer different perspectives on what brought them to maritime and what keeps them engaged in their work. We appreciate each of our colleagues for taking the time to share their experiences and perspectives with us.

ELENA SKOROKHOD,

EXECUTIVE ASSISTANT TO THE CEO & MARKETING MANAGER



It looks like the industry chose me, not the other way round. Maritime was never my childhood dream and never my adult goal. Before it I lived in light and understandable worlds like music, events, hospitality, travel. Then I accidentally walked into an interview in marine offshore company, and eight years later I am still here, still learning.

What I discovered is a deepness I didn't expect. Not only of maritime itself, but of how industrial B2B actually works. It is heavy and complex, and it is also beautiful in its complexity. It makes you think and appreciate things you took for granted.

I believe it doesn't matter which industry you are in. What matters is what you bring into it, how you contribute as a human being. So my focus shifted to people very fast. How I can support them. And how to carry their story outside the company.

This is where branding comes in, and where I see my role. In this industry a brand is the way the crew is treated, how a hard call is made under pressure, how a client is supported years after the contract is signed.

When people inside the company recognise themselves in the brand, they start to love it. They carry it. This is what I am trying to achieve. A brand people are proud to belong to.

What keeps me here is the scale. And the people behind it, dealing with the sea and complex projects onboard. The undeniable, vital importance of their work, which should be explained and delivered to the world.

> WHEN PEOPLE INSIDE THE COMPANY RECOGNISE THEMSELVES IN THE BRAND, THEY START TO LOVE IT

"BE PART OF A DYNAMIC, GLOBALLY CONNECTED BUSINESS



KEEMPER SALENGA,

ACCOUNTS PAYABLE SUPERVISOR

Why did you choose to work in the maritime industry?

With my background in accounting, I saw the maritime industry as an opportunity to grow professionally and be part of a dynamic, globally connected business. I was interested in how finance supports maritime operations, and over the years, I've learned how important our role is in ensuring that payments are made on time and operations continue smoothly.

What do you enjoy most about working in this industry?

As an Accounts Payable Supervisor, I enjoy the responsibility of managing payments, maintaining good supplier relationships, and helping ensure the company's financial obligations are met on time. What I appreciate most is knowing that my work behind the scenes helps support vessel operations and contributes to the overall success of the business. I also enjoy the challenges and the opportunity to keep learning and growing in this industry.

"IF A BETTER VERSION OF YOURSELF HAS CROSSED YOUR MIND, IT'S ALREADY POSSIBLE TO BECOME ONE



CYRHYLL JOICE OSORIO,

EXECUTIVE - CCOMMERCIAL & BUSINESS DEVELOPMENT

I have always believed that the mind is our greatest tool. It shapes how we see ourselves, what we believe we're capable of, and what we can become. If a better version of yourself has crossed your mind, it's already possible to become one. Once you acknowledge that, turning it into reality is a matter of perseverance, dedication, staying committed, and the willingness to show up every day.

If you believe in your capability, gender truly has no say in it. Neither does age, race, background, or anything else that may seem like a limitation.

Working in the industry hasn't always been a linear path. There were hardships and hiccups along the way, but certainly there were achievements and lessons too. Isn't that what makes the journey beautiful? The true value of an accomplishment isn't just what you gain, but also who you become by doing it.

My experience with Marcap has been an amazing part of my story. I have always been an introvert and used to think I wouldn't be able to connect well or hold conversations with others. Working with Marcap helped me push myself out of my comfort zone and showed me that there is a big world out there and it is worth seeing. All you've got to do is believe you can do things and step beyond what you're used to.

I am thankful to be in the right environment to discover myself and to meet a version of me that I never thought I would be. And perhaps most importantly, to learn that gender does not define my

"WORKING WITH PEOPLE FROM DIFFERENT BACKGROUNDS HAS TAUGHT ME TO BE MORE ADAPTABLE, FLEXIBLE, AND OPEN-MINDED



NERAH MARIMON,

RECEPTIONIST

When I first came to the UAE, I was completely open to wherever life might take me. I often heard that the maritime industry offered great opportunities, so I decided to take a chance, even without prior experience. With my background in heavy industry, the environment felt familiar, and landing my first role here was a milestone I'll always be grateful for.

Although women are still underrepresented in this industry, I've found fulfillment in knowing that the work we do onshore plays an important role in supporting both onshore and offshore operations. Working with people from different backgrounds has also taught me to be more adaptable, flexible, and open-minded. Through my involvement in marketing, I've discovered another passion: sharing the story of an industry and the people behind it that quietly keep the world moving.

Looking back, I'm grateful I took that chance. What started as an opportunity to build a career has become a journey of learning, growth, and discovering new things about myself. It reminds me that sometimes, the best opportunities come from being willing to try something new, even when it wasn't part of the original plan.

"WHAT I ENJOY MOST IS THAT I'M CONSTANTLY LEARNING AND DISCOVERING NEW THINGS



DOMINIQUE TENORIO,

ASSISTANT – CREWING

Why did you choose to work in the maritime industry?

I wanted to try something new and step out of my comfort zone. I see the maritime industry as an opportunity to learn, challenge myself, and discover new skills. Since it's a new experience for me, I'm curious to understand more about the industry and excited to see how much I can grow along the way.

What do you enjoy most about working in this industry?

What I enjoy most is that I'm constantly learning and discovering new things. Every day gives me a chance to understand something better, gain experience, and learn from the people around me. I know I still have a lot to learn, but that's what makes the experience exciting for me. I'm enjoying the journey and looking forward to becoming more knowledgeable and confident in this field.

MARCAP SHORTLISTED IN TWO CATEGORIES AT THE MARITIME STANDARD AWARDS 2026

Some of this year's work went to plan. Some of it went through the Strait of Hormuz. Both got done, and both brought us here.





Marcap has been shortlisted in two categories at **The Maritime Standard Awards 2026: Offshore Support Operator of the Year** and **Ship Owner/Operator of the Year.**

Behind the shortlist are milestones made possible by our people, both at sea and ashore. Marcap maintained a **Lost Time Injury Frequency (LTIF) and Total Recordable Incident Rate (TRIR) of zero,** welcomed two purpose-built 65-metre landing craft, Invictus and Veneris, to the fleet, and completed a challenging 58- day delivery voyage from Chile to Mozambique. Another defining achievement was bringing **Veneris safely through the Strait of Hormuz,** highlighting the preparation, coordination, and dedication required to deliver operations in demanding conditions.

We extend our sincere thanks to **The Maritime Standard** for this recognition and congratulate all the finalists. We look forward to celebrating the achievements of the maritime community as the winners are announced.

From your Marcap family, thank you to everyone who helped make this year count.



CAPT. ABDALLAH CHEHAB,
Operations Director

Robban Assafina Shipping Forum & Awards 2026

25–26 November
InterContinental Phoenicia Beirut



ELENA SKOROKHOD,
Marketing Manager

OSJ Conference, Middle East 2026

10–11 December
Shangri-La Dubai

Organised by Robban Assafina, the regional maritime media platform, the event combines an awards night on 25 November with a shipping forum on 26 November. The forum brings together shipowners and operators, port authorities, shipyards and regulators to discuss growth prospects, digitalisation, green shipping and operational excellence.

Capt. Chehab will join the forum as a panellist. He has around 42 years of maritime experience, 27 of them at Marcap, covering shipping, offshore operations and shipbuilding. A Master Mariner and Associate Fellow of the Nautical Institute (AFNI), he combines experience at sea with operational leadership ashore.

The conference brings together vessel owners, charterers, oil and gas companies, EPC contractors and technology providers working in the Middle East offshore support vessel market.

Elena will present "Industrial Branding: What It Is, and What It Is Worth Commercially." The talk examines how a company's reputation affects commercial outcomes, from tender opportunities and crew retention to supplier terms and pricing, and why operations and marketing need to work from the same facts. Elena brings eight years of experience at Marcap to the subject.

Colleagues, partners and clients attending either event are welcome to meet our team there.

MARCAP SPEAKERS AT TWO INDUSTRY EVENTS BEFORE YEAR-END

Before the year closes, two Marcap representatives will speak at regional industry events: the Robban Assafina Shipping Forum & Awards 2026 in Beirut and the Offshore Support Journal (OSJ) Conference, Middle East 2026 in Dubai.

STAYING CONNECTED, WHEREVER OUR CREWS ARE

Staying connected with our crews is an important part of how we support our teams, whether our vessels are alongside, in drydock, or offshore.

Recently, our Saudi Marcap Branch Manager, Capt. Ashraf Alramahi, together with Technical Superintendent, Engr. Nashat Helaseh, visited Marcap Emdad 3, currently at IMI Drydock. The visit provided an opportunity to review the vessel's progress, meet with the team, and gain firsthand insight into the ongoing drydock activities. It also allowed the team to exchange updates and maintain close coordination throughout the drydock period.

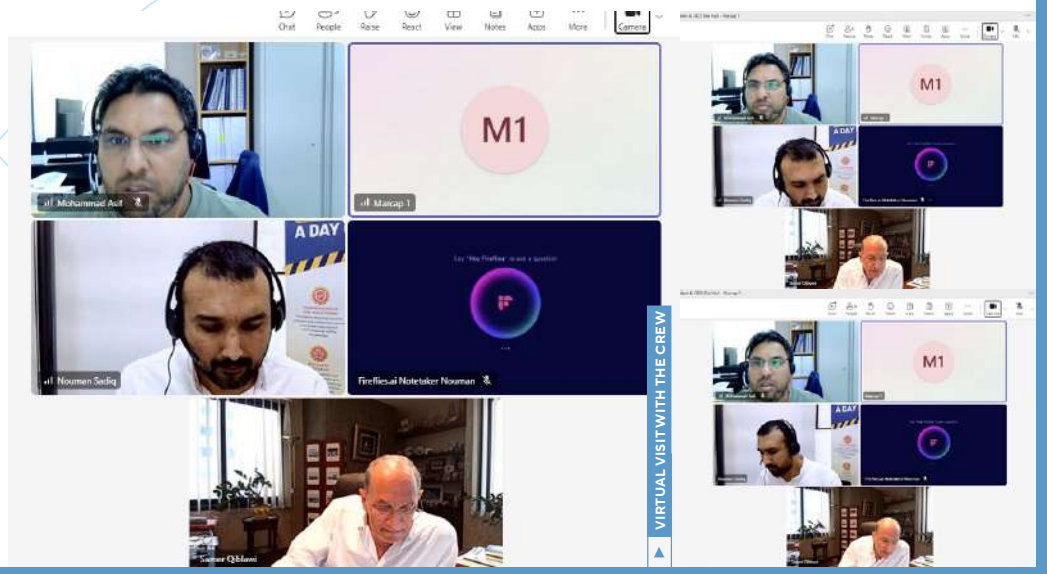
On the other hand, when there's no port call, we find other ways to stay connected. Recently, our HSE team, together with Marcap President & CEO, Mr. Samer Qiblawi, arranged a virtual visit with the crew onboard Marcap 1.

With good internet connection and coordination, the team was able to speak directly with the crew offshore, check in on their day-to-day experience, and hear their updates from onboard.

Port calls give us the opportunity to meet face-to-face, but when that's not possible, we make the time to connect in other ways. Whether face-to-face or through a screen, these visits help us stay close to our crews, understand their needs, and maintain open communication across our operations.

Thank you to all our teams onboard and ashore for their continued dedication and professionalism.





THE REALITY AT SEA



SEAFARERS FACE UNIQUE PRESSURES

- Isolation and disconnection
- Long contracts away from home
- Fatigue and demanding workloads
- Limited time in port
- Difficulty accessing support
- Stigma around speaking up

THESE AFFECT WELLBEING AND, ULTIMATELY, SAFETY.

MENTAL HEALTH & SAFETY ARE CONNECTED



A HEALTHY MIND SUPPORTS SAFER OPERATIONS

- Better concentration
- Easier stress management
- Better work-life balance

THE NUMBERS TELL A STORY



MENTAL HEALTH IS A CONCERN ACROSS THE REGION

- 2 in 3 GCC employees reported symptoms of poor mental health or a diagnosed condition.
- 1 in 3 intend to leave their jobs.

WITH A GLOBAL SEAFARER SHORTAGE, CREW WELLBEING AND RETENTION MATTER MORE THAN EVER.

MENTAL HEALTH AT SEA MATTERS

SUPPORTING THE PEOPLE BEHIND EVERY SAFE AND SUCCESSFUL OPERATION

WHAT CAN MAKE A DIFFERENCE?

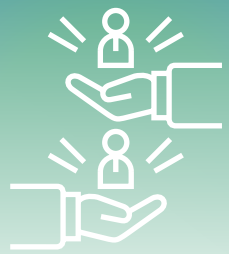


SMALL ACTIONS CREATE MEANINGFUL CHANGE

- Speak up. Make conversations about wellbeing easier.
- Stay connected. Keep in touch with family and support networks.
- Rest properly. Recognize the impact of fatigue and workload.

ASK FOR SUPPORT. MAKE HELP ACCESSIBLE AND CONFIDENTIAL.

WELLBEING IS EVERYONE'S RESPONSIBILITY



MENTAL HEALTH BELONGS IN THE SAFETY CONVERSATION

FOR COMPANIES, SUPPORTING CREW WELLBEING HELPS TO:

- Reduce interruptions and downtime
- Strengthen crew retention
- Support safer operations

AT MARCAP, THIS HAS BEEN ON OUR AGENDA SINCE OUR HAPPINESS PROGRAM BEGAN IN 2019. IN 2022, WE PRESENTED ON CREW MENTAL HEALTH AT THE ADNOC L&S HSE LEADERSHIP WORKSHOP.

A SAFE VESSEL NEEDS MORE THAN GOOD SYSTEMS AND EQUIPMENT.

IT NEEDS PEOPLE WHO ARE SUPPORTED, RESTED, HEARD AND CARED FOR.

MENTAL HEALTH IS PART OF HSE.

MENTAL HEALTH IS PART OF SAFETY.

MENTAL HEALTH MATTERS.

WELLNESS AT SEA: SUPPORTING OUR CREW

Crew wellbeing is an important part of life onboard, especially in an environment where seafarers spend extended periods away from home and face the demands of offshore operations.



When our vessels come ashore, it also creates an opportunity to bring wellness activities closer to our crews.

Recently, Mr. Iulian Constantinescu, our professional trainer, conducted a wellness session with the crew of Veneris, combining simple exercises, movement, and practical techniques to support physical and mental wellbeing.

These sessions give our crew an opportunity to focus on their health, recharge, and connect outside their usual work routines.

Supporting crew wellbeing is an important part of how we care for our people, both at sea and ashore.





HSE AWARDS

In line with the company's directive to inculcate HSE culture as a way of living, the crew onboard Marcap Vessels are strongly encouraged to participate in reporting a potential Safety Observation and HSEQ improvement suggestions on monthly basis. For the 2nd quarter of the Year 2026 from **APRIL TO JUNE,** we are elated to announce that the award winners and contributors are primarily from ratings. This serves as an encouragement that HSE is actively incorporated into the daily activities of everyone on board, where everyone makes a difference, regardless of rank or seniority. We are pleased to announce the following outstanding Marcap crew for their HSE contribution:


Ihasan Adziz


Mahmoud Tolba


Chaminda Subaddra


Kay Vonne


Tammasse Naing


Syafrizal Muhammad Arifin

APRIL 2026:

BEST HSE OBSERVATION:

- **Ihasan Adziz,** Cook/Marcap Tam 1
- **Roberto Jr. Abasolo Prollo,** Bosun/ Per Aspera
- **Mahmoud Tolba,** ETO/ Marcap Emdad 5

SAFE WORKER:

- **Gautam Bahera Karunkar,** Bosun /Marcap 1
- **Anand Kumar,** AB/Marcap 202
- **Sreelal Sreekatan Usha Kumari,** AB/ Marcap Emdad 3

MAY 2026:

BEST HSE OBSERVATION:

- **Tammasse Naing,** Cook/Marcap Aida
- **Chaminda Subaddra,** AB/ Marcap Nisreen
- **Iskan Aryandi,** AB/ Marcap Tam 2

SAFE WORKER:

- **Kay Vonne,** AB/Marcap Siba
- **Dani Padma Aji,** AB/Ewan Adventure
- **Yogi Yasmin,** AB/ Sea Pioneer

JUNE 2026:

BEST HSE OBSERVATION:

- **Prasanth Ravi,** 3rd Engineer /Marcap Emdad 3
- **Maulana Iqbal,** Oiler/ Marcap Tam 1
- **Ahmed Fawzy,** Cook/ Ewan Adventure

SAFE WORKER:

- **Syafrizal Muhammad Arifin,** Bosun /Marcap Emdad 5
- **Genesis Mallada,** AB /Marcap 203
- **Syahrul Hadi,** AB/ AD Astra

NEW JOINERS

We would like to extend our warm welcome to



Mohamed Bassem Elhalmoush

who joined us in the capacity of **TECHNICAL OFFICER**



Gisy George

who joined us in the capacity of **SENIOR OFFICER – HUMAN RESOURCES**



Faisal Aljohani

who joined us in the capacity of **MARINE ENGINEER (SAUDI)**

warm welcome



Essam Ibrahim Hussien Ibrahim

who joined us in the capacity of **PORT ENGINEER**



Senan Khalil Saeed Israiwe

who joined us in the capacity of **MARINE ENGINEER (SAUDI)**

Dear Colleagues! We send you warm congratulations.

Wish you to grow wiser with experience, and Marcap Family will do its best to support your development. Keep up your good work!

HAPPY BIRTHDAY!

JULY



- **SAMER QIBLAWI,** PRESIDENT & CEO
- **CYRHYLL JOICE OSORIO,** EXECUTIVE–COMMERCIAL & BUSINESS DEVELOPMENT
- **ROCKY VILLANUEVA,** MARINE COORDINATOR
- **DOMINIQUE TENORIO,** ASSISTANT–CREWING
- **KEEMPER SALENGA,** ACCOUNTS PAYABLE SUPERVISOR
- **ABDUL RAHMAN HANSON,** PORT CAPTAIN (SAUDI)
- **NERAH MARIMON,** RECEPTIONIST
- **MUHAMMAD ZAMAN CHAUDHRY,** ELECTRO AUTOMATION SPECIALIST

AUGUST



- **JOBI JOSEPH,** MARINE OFFICER
- **VISHAKA GEETHIKA DISSANAYAKA,** HOUSEKEEPING ASSISTANT

SEPTEMBER



- **MUTAZ SALAH,** AGENCY & GOVERNMENT RELATIONS REPRESENTATIVE
- **HAJA MOHAIDEEN,** OFFICER–CREWING
- **SAMEH QIBLAWI,** DIRECTOR–ADMINISTRATION
- **GHALA AL SAEEDI,** OFFICER–ADMINISTRATIONS
- **AZIZ VICTOR,** HEAD-INFORMATION TECHNOLOGY

CHIEF EDITOR
ELENA SKOROKHOD

ASSISTANT EDITOR
NERAH MARIMON

E–MAIL
MEDIA@MARCAP.AE

WEBSITE
WWW.MARCAP.AE

DESIGN:
ANASTASIYA NESTERENKO

MARINE CAPABILITIES
(MARCAP) LLC
SAFAR TRAVEL BUILDING,
LULU STR, ABU DHABI, UAE

TEL: **+971 2 622 5100**

FAX: **+971 2 622 3005**



30 MARCAP

WE ARE HOME ON WATER

ZERO

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JULY – SEPTEMBER