SERHII ZHURYBIDA

Technical Superintendent | Oil & Chemical Tankers MR–VLCC | Dry Docking, Reliability & Compliance

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LinkedIn: linkedin.com/in/serhii-zhurybida-96409129a · Name as in passport: Sergii Zhurybida
Open to international relocation · Available to travel for vessel visits, incidents and dry dockings

PROFILE

Technical Superintendent with 14 years in the maritime industry: 10 years at sea with Anglo-Eastern and Douma Shipping, from Engine Cadet to Second Engineer on tankers, OBO and bulk carriers up to Capesize, followed by four years of shore-based technical management of oil and chemical tankers from MR to VLCC for a UAE-based private owner. Kept assigned vessels safe, reliable and compliant through planned maintenance, machinery condition follow-up and preparation for Class, Flag, SIRE and PSC inspections. Led 7 dry dockings as project manager and supported 4 more as technical advisor at yards in Oman and Turkey. Works directly with Masters, Chief Engineers, Class, Flag, yards and service engineers, balancing technical requirements against cost without cutting safety or Class scope.

KEY ACHIEVEMENTS

- Technical responsibility for up to 11 tankers during fleet growth (typically 7) — MR, LR, Aframax, Suezmax and VLCC — including technical readiness for oil-major and Class / Flag inspections and timely closure of findings.
- Delivered 7 dry dock and major repair projects as project lead (Special Surveys, Intermediate Surveys, CAP) and acted as technical advisor on 4 further dockings; Suezmax and Aframax vessels of 20+ years redelivered with CAP 1; one yard period with 2 vessels under repair in parallel.
- Supervised emergency repair of a vessel after grounding — damage assessment, repair specification, 180 t of steel renewal, yard execution and Class follow-up (Asyad Dry Dock, Oman).
- Carried out around 15 pre-purchase inspections of second-hand tankers and the technical takeover of around 20 vessels into management: Class and statutory status review, machinery condition assessment, documentation handover and settling of PMS and defect lists under new management.
- Machinery scope beyond routine overhauls: boiler retubing (3 full, 2 partial), auxiliary engine crankshaft replacements, main engine bearing and crosshead replacements, 4 BWTS retrofits and other new system installations.
- Steel and coating: 10–30 t of steel renewal on a typical docking (deck plating, cargo tank structure and bulkheads); ballast tank, deck and hull coating repairs to CAP 1 standard with Jotun, PPG and Phila Coatings inspectors.
- Quotation comparison across at least 3 yards per region and substantiated negotiation on quality and cost of variation items during and at the end of each repair, without cutting required scope or Class compliance.
- Lessons learned from dockings and recurring defects fed back into repair specifications, PMS job scopes and pre-docking measurement routines for subsequent vessels.

PROFESSIONAL EXPERIENCE

Head of Marine Technical — Records Marine (B2B maritime marketplace, remote) **Apr 2026 – Present**

Records Marine connects ship managers and procurement teams with verified, class-approved suppliers and service providers.

- Own the technical side of the platform: supplier verification criteria (Class approvals, service scope, port coverage), service category taxonomy and RFQ requirements for repair, dry dock and supply; technical due diligence on service providers before onboarding.

Technical Superintendent — Private Tanker Owner, UAE **Jul 2022 – Aug 2026**

Owner name withheld for confidentiality. Oil and chemical tanker fleet — MR, LR, Aframax and VLCC. Handover of fleet responsibilities completed in August 2026, in parallel with the new role.

- Full technical follow-up of assigned vessels: machinery condition and performance, recurring defects, PMS (OPMS), requisitions, service attendances and monthly vessel reports, with corrective and preventive actions agreed with Chief Engineers.
- Prepared and checked repair specifications, technical scopes, yard quotations and service reports; controlled contractor scope, variation items and completion documentation.

- Built dry dock and repair scopes with vessel staff, prioritised safety-, Class- and off-hire-critical jobs and followed yard execution through redelivery; Continuous Machinery Survey items covered in full or selectively at Class surveyor's request.
- Pre-purchase inspections of second-hand tankers with written reports and recommendations on purchase and expected repair scope; technical takeover of vessels into management.
- Arranged and attended Class and Flag surveys, audits and statutory verifications; technical preparation for SIRE, pre-vetting and PSC inspections and closure of technical observations within agreed deadlines.
- Technical support during breakdowns and emergencies: troubleshooting with Chief Engineers, arranging spares, service engineers and repair, Class notification, investigation of causes and follow-up actions.
- Energy efficiency compliance: collected fuel consumption data, prepared SEEMP Part III plans, submitted CII calculations to Class / Flag and followed up annual CII ratings.
- Technical guidance to shipboard engineers: briefing and debriefing of Chief and Second Engineers on joining and leaving, follow-up of defects and PMS with vessel staff, vessel visits and inspections.
- Daily coordination with Masters and Chief Engineers, and with marine, crewing, purchasing and operations colleagues on off-hire planning, vetting readiness, crew handovers and spares; direct contact with Class, Flag, shipyards, suppliers and riding squads.

Second Engineer — Douma Shipping Limited, UAE **May 2021 – Jul 2022**

Two contracts on Aframax and Suezmax crude oil tankers (100,000–150,000 DWT) — older tonnage with heavy maintenance and repair demand.

- In charge of the engine department under the Chief Engineer: PMS planning and execution, spares and requisitions, defect follow-up, work permits and supervision of engine crew.
- Attended dry dock and ran the engine-side work scope on a daily basis: main engine overhaul, complete overhaul of all diesel generators and repair of cargo pump turbines — planning of jobs, supervision of yard and service engineers, and presentation of completed work to Class.
- Extensive corrective and restoration work across main and auxiliary machinery, boilers, fuel systems and cargo pumping systems, largely with own crew and under off-hire pressure.

Engine Cadet to Third Engineer — Anglo-Eastern Ship Management **Jan 2012 – Apr 2021**

Engine Cadet 2012–2014 · Fourth Engineer 2015–2019 · Third Engineer 2019–2021. OBO and bulk carriers up to Capesize, including nine contracts (2016–2021) on a Polar Class 4 icebreaking OBO vessel trading between the Canadian Arctic and Europe with regular calls at Pori, Finland.

- Operation, maintenance and troubleshooting of MAN B&W ME-type main engines, fuel systems, boilers, pumps, compressors, IGG and deck machinery; dry dock repairs, surveys and machinery overhauls; company training programmes between contracts.

EDUCATION

Master's Degree, Operation of Ship Power Plants — Odesa National Maritime University **2016**

Bachelor's Degree, Sea and River Transport — Odesa National Maritime University **2013**

CERTIFICATES

- Certificate of Competency — Chief Engineer Officer (STCW Reg. III/2), issued by Ukraine
- Advanced Training for Oil and Chemical Tanker Cargo Operations (STCW Reg. V/1-1), issued by Ukraine

TECHNICAL SKILLS

Vessel types: Oil / chemical tankers (MR, LR, Aframax, Suezmax, VLCC), OBO, bulk carriers, ice-class vessels

Machinery: MAN B&W MC / MC-C and ME-C main engines, diesel generators (MAN B&W, Yanmar, Daihatsu, Wärtsilä), boilers (Aalborg, Kangrim, Mitsubishi), cargo pump turbines (Shinko, Mitsubishi), IG systems, BWTS, deck machinery

Technical management: PMS (OPMS), defect and requisition control, machinery condition monitoring, repair specifications and yard quotations, dry dock project management and cost control, Class / Flag surveys, SIRE / PSC preparation, breakdown support, pre-purchase inspections, vessel takeovers, BWTS retrofits, SEEMP / CII

Languages: English — full professional proficiency · Ukrainian — native · Russian — native

References: letters of appreciation from Asyad Dry Dock (Oman) and Sefine Shipyard (Turkey) attached; further on request.

From: ASYAD DRYDOCK COMPANY LLC **DATE: 21th July 2026**

Subject: LETTER OF APPRECIATION

To Whom It May Concern,

On behalf of Asyad Dry Dock, we wish to place on record our sincere appreciation of Mr. Sergii Zhurybida, Technical Superintendent, with whom our yard had the privilege of cooperating throughout the period 2024–2026.

During the said period, eight vessels, among them Aframax and Suezmax tankers, underwent repairs at our facility under the personal supervision of Mr. Zhurybida.

The projects entrusted to his care comprised Special Surveys, Intermediate Surveys, BWTS installations, and — most notably — emergency repairs following a grounding, works which demanded the closest coordination between the yard, the Classification Society, and numerous sub-contractors.

It is our pleasure to state that in the most demanding circumstances Mr. Zhurybida invariably remained composed, took prompt and technically sound decisions, and showed himself receptive to practical and at times unconventional solutions. On commercial matters likewise, an understanding was always reached, and each and every project was brought to a successful conclusion to the satisfaction of both parties.

We hold the professional relationship established over these years in high regard and shall be pleased to receive Mr. Zhurybida at our yard on future occasions.

Thanks, and best regards,

شركة أسياد للحوض الجاف ش.م.م
ASYAD DRYDOCK COMPANY L.L.C.
C.R. : 1811371

Sincerely yours,

Dawood Al Siyabi
Department Head- Commercial
Asyad Drydock

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07.09.2026

Subject: Mr. Sergii Zhurybida — Süleyman Yılmaz

Dear Sirs,

We confirm that in 2023 Mr. Sergii Zhurybida attended our shipyard in Yalova as Technical Superintendent on the owner's side, during a docking repair which included Special Survey works and BWTS installation.

The repair specification was prepared in good order. Decisions on additional and variation works were taken without delay, and the vessel was redelivered on schedule.

Cooperation with Mr. Zhurybida during the project was straightforward, and we had no open issues at redelivery.

Best regards,

Süleyman YILMAZ
Ship Repair & Conversion Marketing Manager

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