

FOR VESSEL OWNERS, MANAGERS & OPERATORS — BUYING FOR PORT CALLS AND CHARTERING OUT TONNAGE

WHAT GEOMARINEHUB IS

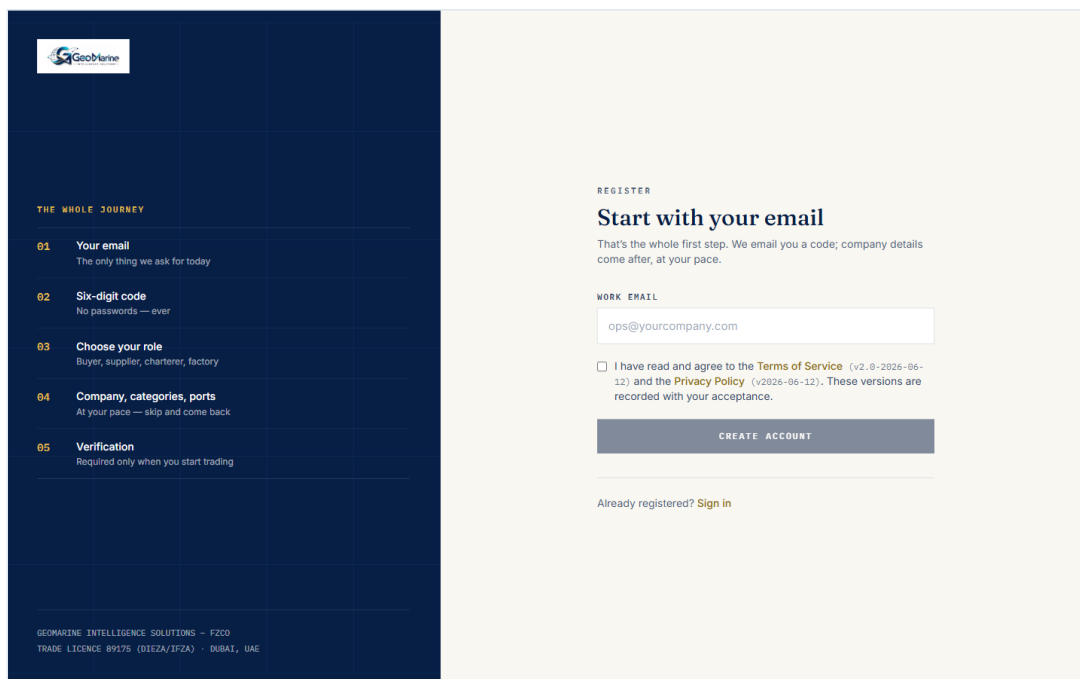
GeoMarineHub is a B2B maritime marketplace operated by GEOMARINE INTELLIGENCE SOLUTIONS - FZCO (Dubai, UAE). Vessel owners, managers and charterers post structured requirements — provisions, stores, bunkers, fresh water, waste landing, agency work, freight — and verified suppliers answer with sealed bids. Neither side sees the other's identity until award: suppliers never learn whose vessel is asking, buyers compare bids anonymously, and rival suppliers never see each other's prices. Alongside procurement, the platform runs blind vessel chartering, a factory-to-supplier wholesale catalog, and pay-per-engagement consultancy. Every deal becomes a documented order both sides can hold each other to.

Behind the screens sits an office that works around the clock: a Front Desk that reads every e-mail and attachment that reaches us, a controller for each kind of company (owners, suppliers, factories, shippers, forwarders, consultancy clients, and a financial controller for completed business), a compliance gate that screens every name against the OFAC, EU, UN and UK lists before anything is published, and a person behind every decision the software is not sure of. This catalog describes the platform exactly as it runs today — the screenshots are taken from real accounts on the running system.

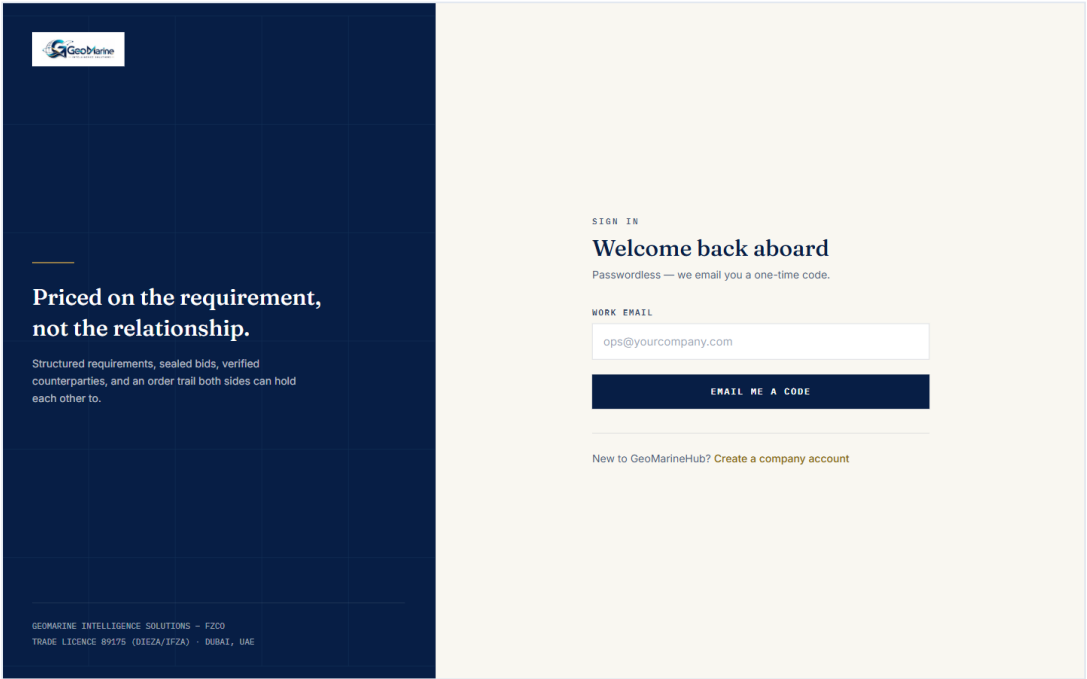
This catalog covers the whole owner account, in the order you will meet it: procuring supplies and services for your port calls — which never costs you anything — putting your tonnage to work on the blind chartering desk, expert work at one all-in price, the money in both directions, and the fleet, team and paper trail behind it all. Registration takes a work email alone; sign-in is passwordless — a one-time code by email with a remember-this-device option.

GETTING IN: THE FIRST HOUR, SCREEN BY SCREEN

Registration asks for one thing — a work e-mail address. There is no password to invent and none to forget: every sign-in sends a six-digit code to that address, valid for ten minutes, with a “remember this device for 30 days” tick for your own computer. The register page shows the whole journey down its left side before you type anything: e-mail, code, role, company details at your pace, verification only when you start trading.

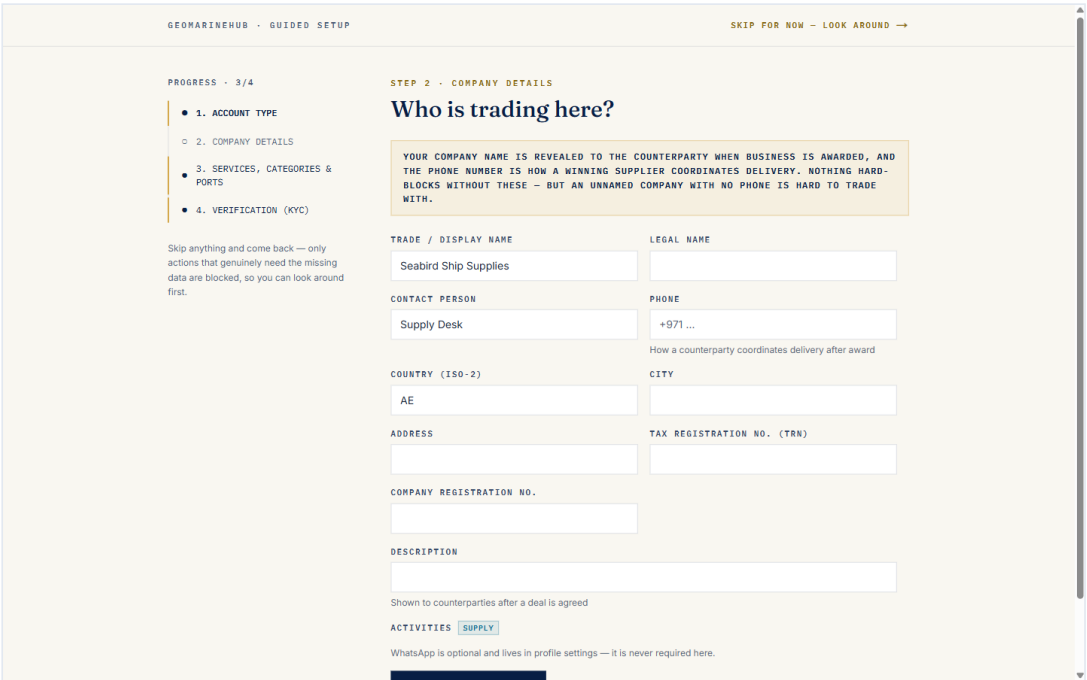


REGISTRATION: THE E-MAIL IS THE WHOLE FIRST STEP — THE FIVE STAGES OF THE JOURNEY ARE PRINTED BESIDE IT



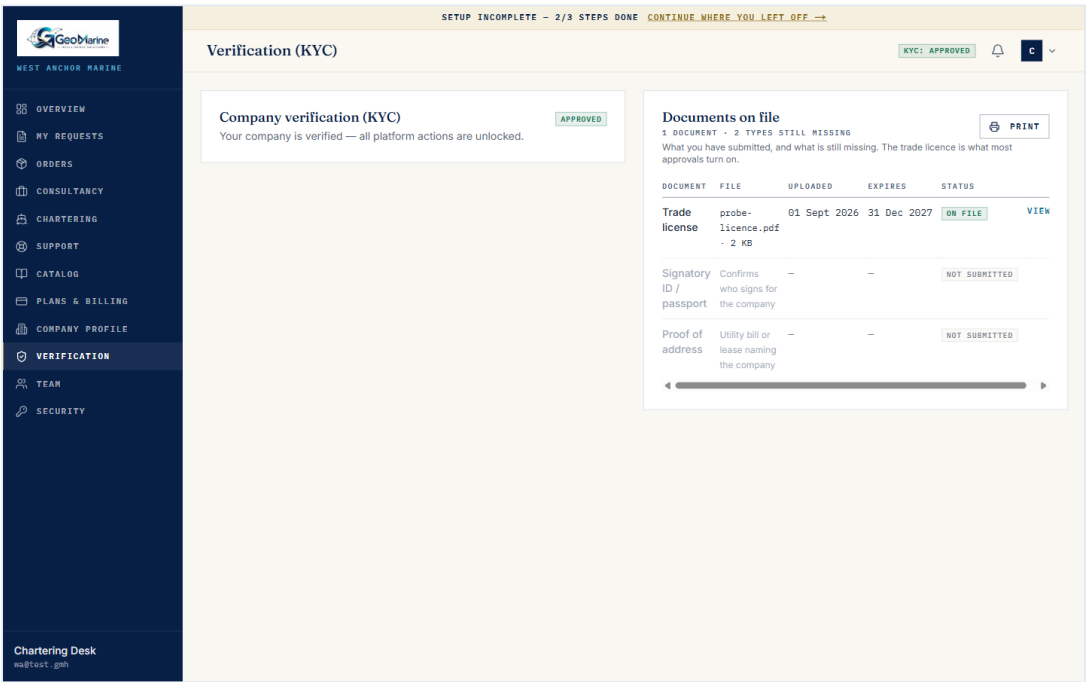
SIGN-IN: A ONE-TIME CODE BY E-MAIL, A REMEMBER-THIS-DEVICE OPTION, NEVER A PASSWORD

After the code you choose your role — vessel owner / manager — and the guided setup takes over: company details, then your fleet, and verification whenever you want the chartering desk. Every step can be skipped and finished later; only the actions that genuinely need the missing data are blocked, so you can look around first. The banner at the top of the portal keeps count (“setup incomplete — 3/4 steps done”) until the walk is complete.



THE GUIDED SETUP: PROGRESS ON THE LEFT, ONE HONEST FORM AT A TIME, SKIP AND COME BACK

Verification has two doors now. If your e-mail is on your company's own domain and the company's website says who you are — a ship manager, an owner, a charterer, an operator, a trading company — the platform reads that website itself and records what it found; demand-side companies are verified that way with no documents at all. Everyone else, and every company that wants to bid, uploads the trade licence with its printed expiry date plus signatory ID and proof of address, and a person reviews them — typically the same day. The Verification tab shows what has been read or received and what is still missing, side by side.

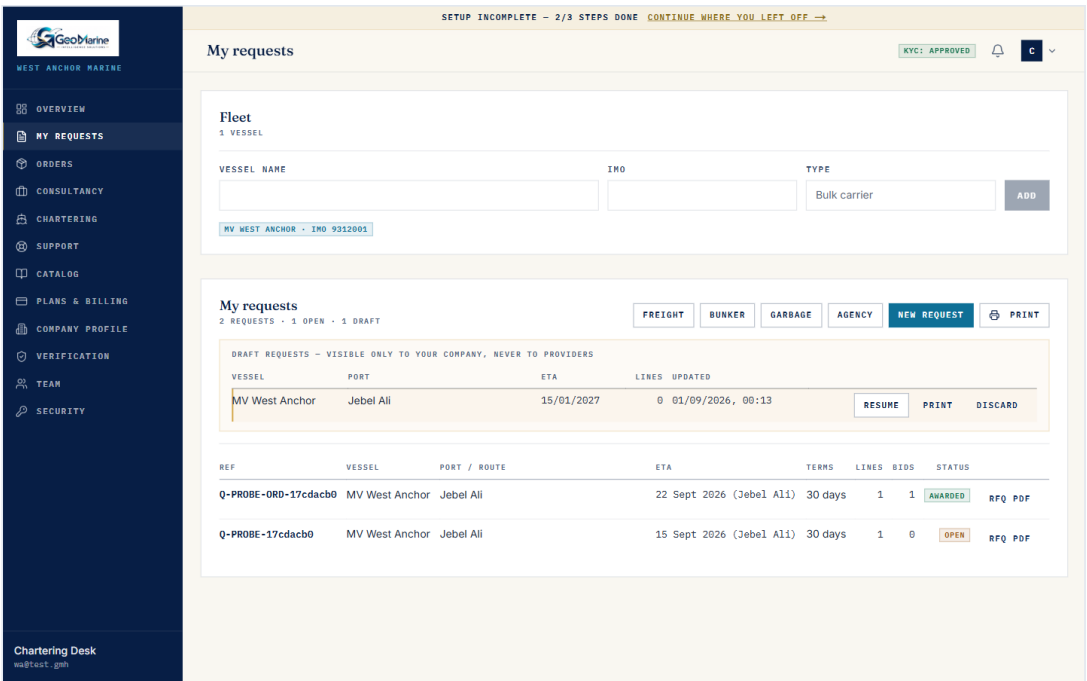


VERIFICATION FOR A BUYER: WHAT THE PLATFORM READ FROM YOUR WEBSITE OR RECEIVED FROM YOU

BUYING FOR PORT CALLS: POST ONCE, COMPARE SEALED BIDS

1 — Add your fleet under Fleet: name, IMO number, type. Every requirement attaches to a vessel and a port call.

2 — Post the requirement: vessel, country, delivery port, ETA in the port's local time, your payment terms, and itemised lines from the 51,000-item IMPA catalog (or manual items). One cart can span several services — supply, bunkers, fresh water, garbage, agency — and the platform splits it into per-service requests automatically, each priced by the right supplier audience. Before you submit, the builder shows exactly how many suppliers will be notified at that port.



MY REQUESTS: THE FLEET, THE DRAFTS ONLY YOUR COMPANY SEES, EVERY REQUEST WITH ITS BIDS AND STATUS — AND THE RFQ PDF ON EACH ROW

GeoMarine

WEST ANCHOR MARINE

OVERVIEW

MY REQUESTS

ORDERS

CONSULTANCY

CHARTERING

SUPPORT

CATALOG

PLANS & BILLING

COMPANY PROFILE

VERIFICATION

TEAM

SECURITY

Chartering Desk

wa@test.gmh

SETUP INCOMPLETE - 2/3 STEPS DONE

CONTINUE WHERE YOU LEFT OFF →

KYC: APPROVED

My requests

1 VESSEL

VESSEL NAME

IMO

TYPE

Bulk carrier

ADD

MV WEST ANCHOR

IMO 9322001

My requests

2 REQUESTS · 1 OPEN · 1 DRAFT

FREIGHTBUNKERGARBAGEAGENCYCLOSEPRINT

DRAFT REQUESTS - VISIBLE ONLY TO YOUR COMPANY, NEVER TO PROVIDERS

VESSEL

PORT

ETA

LINES

UPDATED

MV West Anchor

Jebel Ali

15/01/2027

0

01/09/2026, 00:13

RESUME

PRINT

DISCARD

Delivery

VESSEL

COUNTRY

DELIVERY PORT

Choose vessel...

Select country...

Pick a country first

ETA AT PORT

PAYMENT TERMS

arrival day, bidding closes

shown to providers before pricing

06:00 that day, port local time

mm/dd/yyyy

30 days

Items

search the 51k IMPA catalog, or add a manual item

THE REQUEST BUILDER: VESSEL, COUNTRY, DELIVERY PORT, ETA IN PORT-LOCAL TIME, PAYMENT TERMS, IMPA-CODED LINES

3 — Sealed bids arrive. Suppliers activated at your port price each line blind: they never see your company or vessel name, and no supplier sees another's bid. You compare offers anonymously — price, terms, line coverage — and bidding closes at the vessel's ETA. Nothing ranks by what a supplier pays the platform: bids list in submission order, always.

4 — Award, take delivery, close the loop. On award, identities are revealed both ways and an order opens: chat with the supplier, a delivery note signed on board, and an order record both sides keep. You pay the supplier directly on the terms YOU set when posting — the platform never sits in that payment. After completion, you rate the supplier and they rate you.

GeoMarine

WEST ANCHOR MARINE

OVERVIEW

MY REQUESTS

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PLANS & BILLING

COMPANY PROFILE

VERIFICATION

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Chartering Desk

wa@test.gmh

SETUP INCOMPLETE - 2/3 STEPS DONE

CONTINUE WHERE YOU LEFT OFF →

KYC: APPROVED

Overview

DUE

1 commission invoice unpaid.

PAY IN BILLING →

OPEN REQUESTS

1

out for bidding

BIDS TO REVIEW

0

quotes awaiting your response

ORDERS IN TRANSIT

1

not yet delivered

NEXT ETA

14 Sept 2026

(UTC)

in 7 day(s)

SPEND DELIVERED

USD 2,500.00

1 order delivered

SPEND THIS YEAR

USD 2,500.00

1 order since 1 January

ORDERS IN PROGRESS

—

nothing on the way

QUOTES TO DECIDE

—

0 bids on 1 open request

Needs your attention

1 OPEN REQUEST · 1 ORDER IN TRANSIT · 1 INVOICE DUE

PRINT

REF

VESSEL / SHIPMENT

PORT

ETA / DUE

STATUS

GMH-INV-PROBE-17cdacb0

Commission on O-PROBE-17cdacb0 — USD 75.00

—

14 Sept 2026 (UTC)

DUE IN 7 DAYS

PAY →

Q-PROBE-17cdacb0

MV West Anchor

Jebel Ali

15 Sept 2026 (Jebel A11)

AWAITING BIDS

OPEN →

O-PROBE-17cdacb0

MV West Anchor

—

—

DELIVERED

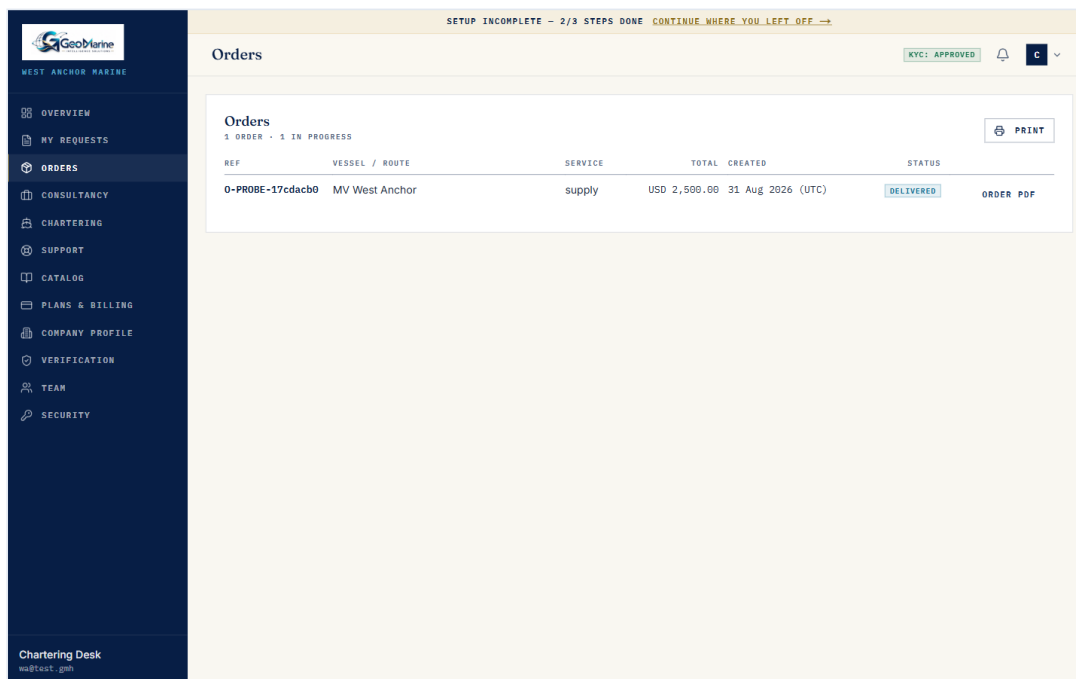
OPEN →

Your guide to the platform

The Vessel owner / manager's guide — the whole journey for your side of the market, as a BDE you can see around the office.

DOWNLOAD (PDF)

THE BUYER OVERVIEW: OPEN REQUESTS, BIDS TO REVIEW, ORDERS IN TRANSIT, NEXT ETA



REF	VESSEL / ROUTE	SERVICE	TOTAL	CREATED	STATUS	
0-PROBE-17cdacb0	MV West Anchor	supply	USD 2,500.00	31 Aug 2026 (UTC)	DELIVERED	ORDER PDF

ORDERS: EVERY AWARD FROM RECEIVED TO COMPLETED, THE ORDER PDF ON THE ROW

If your port has no activated supplier yet, the posting still goes out — and the office starts looking that minute: suppliers at that port who are not on the platform receive your request as a PDF with an invitation, once in full per company. A request with no offer after 48 hours gets a word from the owners' controller with what is being done; offers in and nothing awarded after the deadline gets a reminder, so suppliers can release what they set aside.

- Buying is free, full stop: no subscription, no posting fee, no commission on the buying side. The platform earns from the winning supplier — that is why suppliers compete on price for your call.
- You settle awarded orders directly with the supplier on the payment terms you stated when posting; the platform never touches that payment.

YOU CAN JUST E-MAIL US: WHAT THE OFFICE DOES WITH A REQUIREMENT THAT ARRIVES BY MAIL

Behind every address we publish sits the platform's office: a Front Desk that reads every incoming message and every attachment — Excel files sheet by sheet, Word documents, PDFs, photographs of a handwritten list, ZIP archives — and turns what it reads into the structured thing it is. Software does the reading; a person decides anything the software is not sure of. Nothing you send is lost, and nothing is answered by a machine pretending to be a person.

Send a requisition the way you already do — the vessel, the port, the ETA, the list — and the Front Desk builds the request for you as a draft. It verifies your company by visiting your website (a ship manager, owner, charterer or operator on its own domain is verified on the spot, with no documents), then sends you ONE confirmation e-mail with your request attached as a PDF, this guide attached beside it, and five ways to confirm — because some people will not click a link in a mail:

- Reply to the e-mail with the word CONFIRM (approve, accept and agree also work).
- Sign in to the portal with the same e-mail address — the request is waiting there for you to review and confirm.
- Type the short code printed in the mail at geomarinehub.com/intake/confirm, together with your address.
- Open the confirmation link — printed as plain text you can copy, for people who do not click.
- Press the button in the mail.

GeoMarine

**Priced on the requirement,
not the relationship.**

Structured requirements, sealed bids, verified counterparties, and an order trail both sides can hold each other to.

GEOMARINE INTELLIGENCE SOLUTIONS - FZCO
TRADE LICENCE 89175 (DIEZA/IFZA) - DUBAI, UAE

Open your request

Type the e-mail address our message was sent to and the code printed in it. No link needed.

E-MAIL

CODE FROM THE E-MAIL

K7Q-42XM

OPEN MY REQUEST

Prefer another way? Reply to our e-mail with the word CONFIRM, or sign in to your portal with the same e-mail address — the request is waiting there.

THE CONFIRMATION PAGE: E-MAIL PLUS THE CODE FROM THE MAIL — NO LINK NEEDED

On confirmation the request is published to every verified supplier at the port — sealed bids, the same as a request posted from the portal — AND the office starts looking outside the platform in the same minute: suppliers at that port who are not on GeoMarineHub yet receive your request as a PDF with the supplier guide and an invitation, so a port with thin coverage still gets offers. If your mail named no vessel, the request goes out for a vessel “to be named” and you name it when you confirm. If a name in your mail matches a sanctions list (OFAC, EU, UN, UK), the request stops before publishing and a person looks at it first — you are told either way.

Quotations come back on the platform only, never by mail: you compare them in one place, anonymously, and award there. Every request you make through the portal or the app runs the same course.

CHARTERING OUT YOUR TONNAGE: THE BLIND DESK, IN FULL

List a vessel with its particulars — type, DWT, year built, current position, available-from date, an optional rate indication. Charterers browse those particulars, never the vessel's name or yours; cargoes posted to the open board reach you the same way, company names withheld. Pause a listing when the ship is fixed elsewhere and reactivate it when her programme opens — the listing is yours to switch.

Chartering

SETUP INCOMPLETE - 2/3 STEPS DONE [CONTINUE WHERE YOU LEFT OFF →](#)

KYC: APPROVED

Blind negotiation: identities and vessel names stay hidden until a fixture is concluded. Contact details are blocked in messages until then — taking a deal off-platform breaches the terms. Commission (1.25% each side) applies only to concluded fixtures.

Negotiations
0 NEGOTIATIONS [PRINT](#)

REF	YOU ARE	SUBJECT	ROUNDS	LAST ACTIVITY	STATUS
No negotiations yet — open one from the tonnage or cargo lists below.					

Your cargo postings
0 POSTINGS · 0 ACTIVE [PRINT](#) [POST A CARGO](#)

REF	CARGO	ROUTE	LAYCAN	STATUS
No cargo posted yet.				

Tonnage on offer
1 VESSEL · OPEN A ROW TO OPEN A NEGOTIATION
Blind: vessel names and owners appear only at conclusion. [PRINT](#)

VESSEL	DWT	BUILT	POSITION	INDICATION
Bulk carrier	55,000	—	Jebel Ali	USD 15,000.00/day

Chartering Desk
pearline@test_gmh

THE CHARTERING DESK: NEGOTIATIONS, LISTED TONNAGE, AND THE OPEN CARGO BOARD

Either side opens a negotiation, and the same rules bind both of you:

- **STRUCTURED ROUNDS, NOT AN OPEN BAZAAR.** Each side has 3 offers, taken in turns. If you are close when the offers run out, either side may request a mutual extension: accepting it adds one more offer each, and at most 2 extensions are ever granted. The cap is what keeps every offer serious.
- **EVERY OFFER EXPIRES.** An offer carries a validity window the offeror sets — 48 hours by default, anywhere from 6 hours to 7 days. A negotiation with no live offer on the table for 7 days lapses on its own — dead deals are closed, not haunted.
- **BLIND UNTIL CONCLUDED.** Identities and the vessel name stay hidden for the whole negotiation, and messages are filtered: phone numbers, emails and company names are blocked, because taking the deal off-platform breaches the terms both sides accepted.
- **PAPER AT EVERY STEP.** Each round's term sheet prints as a PDF. Accepting a live offer concludes the fixture: both identities and the vessel's name are revealed, and the fixture recap PDF records who agreed what, when.
- **WALKING AWAY IS FREE.** Until an offer is accepted, either side can end the negotiation — or let it lapse — and nothing is owed by anyone.
- **VERIFIED ON BOTH SIDES.** Offers need an approved company verification on each side — upload the trade licence and supporting documents before you want tonnage working.

CHARTERING MONEY — ONE NUMBER, ONE MOMENT

- The platform's commission is 1.25% of the fixture value from EACH side — owner and charterer alike — invoiced only when a fixture concludes. No subscription, no listing or posting fee, no charge for browsing, negotiating or walking away.
- The commission invoice falls due 14 days after issue, paid by card from Plans & billing. The reminder ladder is the same plain one used platform-wide: reminders at 7, 14 and 21 days overdue naming the consequence date, then matching suspends at 28 days until settled — payment restores it instantly.
- The charter party settlement itself — hire, freight, demurrage — is between owner and charterer under the fixture terms; the platform is not part of that payment.

ILLUSTRATION ONLY — COMPUTED FROM THE COMMISSION CONSTANT THE DESK ACTUALLY ENFORCES; NOT A QUOTE

On a concluded fixture worth USD 100,000.00, each side's commission invoice is USD 1,250.00 (1.25%). A negotiation that ends without a fixture invoices nothing. Apply the same arithmetic to your own typical fixture value.

CONSULTANCY: EXPERT WORK AT ONE ALL-IN PRICE

Marine studies, inspections, PSC and casualty responses, expert opinions — briefed from the portal, delivered back into it. The flow is deliberately short:

- Send the brief — discipline, area, the problem in your own words, attachments as needed. Nothing is payable for asking.
- The platform sources the expert and returns ONE all-in price. No hourly meter, no scope creep: the price you accept is the price you pay.

- Question the price, decline it with a reason, or accept it. Accepting takes you to card payment, and the engagement starts only when payment clears.
- Two disciplines, each with its own controller: maritime (technical and condition, survey, legal and P&I, safety and ISM, class and certification, flag and registration, contracts) and logistics (route and cost, customs and trade, freight procurement, dangerous goods, warehousing, supply-chain audit, cargo claims).
- A brief is scoped and priced within a day — that is the first-response commitment the controller keeps; a quote you have not answered in three days gets one reminder; an engagement past its stated timeline with nothing delivered is chased on your behalf.

The screenshot shows the 'Consultancy' section of the Geomarine platform. On the left is a dark blue sidebar with navigation links: OVERVIEW, MY REQUESTS, ORDERS, CONSULTANCY (highlighted), CHARTERING, SUPPORT, CATALOG, PLANS & BILLING, COMPANY PROFILE, VERIFICATION, TEAM, and SECURITY. The main content area has a top bar with 'SETUP INCOMPLETE - 2/3 STEPS DONE' and a 'CONTINUE WHERE YOU LEFT OFF' button. Below this is a 'Consultancy' header with 'KYC: APPROVED' and a user profile icon. The main section is titled 'Consultancy engagements' and includes a 'PRINT' button and a 'REQUEST CONSULTANCY' button. A descriptive text states: 'Describe what you need; the platform prices the engagement all-in and sources the expert. You pay per engagement — no subscription, no hourly surprises.' Below this is a table with columns: REF, AREA, PRICE, DELIVERABLES, REQUESTED, and STATUS. The table contains one row: CS-PROBE-17cdacb0, Technical & condition, USD 5,000.00, 0, 31 Aug 2026 (UTC), and a status of 'SUBMITTED - BEING PRICED'. A 'RECORD PDF' link is at the end of the row.

REF	AREA	PRICE	DELIVERABLES	REQUESTED	STATUS
CS-PROBE-17cdacb0	Technical & condition	USD 5,000.00	0	31 Aug 2026 (UTC)	SUBMITTED - BEING PRICED

CONSULTANCY: EVERY ENGAGEMENT WITH ITS AREA, PRICE, DELIVERABLES AND STATUS — THE RECORD PDF ON THE ROW

- Deliverables land in the portal against the engagement, and the engagement record PDF documents the whole exchange. The consultant is sourced and paid by the platform and never named — you deal with one counterparty.

EVERY DOCUMENT YOU CAN PRINT, AND WHERE FROM

- Requisition / RFQ (PDF) — from the request, before bids arrive.
- Anonymised bid comparison — from the request, for internal approval.
- Purchase order and order record — from the awarded order.
- Delivery note — from the order, signed on board.
- Chartering term sheets per round, and the fixture recap on conclusion.
- Consultancy engagement record — from the engagement.
- Chartering commission invoices — from Plans & billing, where they are also paid.

INVITE COMPANIES, EARN A YEAR OF SILVER, GOLD OR DIAMOND

Every account has a fixed referral code (for example GMH-7K4Q2) and a link (geomarinehub.com/join?ref=GMH-7K4Q2), both printed as text under Plans & billing so they can be forwarded without clicking anything. Send them to up to 50 companies a day from the same card. Every company that registers through your link or types your code, and then gets verified, counts — with no time limit.

- 20 verified companies: Silver for a year. 30: Gold. 40: Diamond. Each tier is applied once, the moment the count is reached, and you are told by mail.
- A Free account is upgraded automatically. A paid account is raised to the next tier; the year counts from the registration date of the company that completed the count, and the unused value of your current period stays in your wallet as credit.
- What counts, precisely: the referred company (not a person) keeps its referrer from the first touch and it never changes; it counts only once verified and active; a company already registered under any address of that domain, your own domain, or a company somebody else referred earlier does not count; a company later deleted or proven fake is taken off the count and the upgrade is reviewed.
- The card shows link opened / registered / verified and counted / how many more to the next tier. The referral is written on both companies' files, so our marketing never cold-mails a company you brought.

PLANS & BILLING: YOUR CODE AND LINK, THE FOUR COUNTERS, THE LADDER TO SILVER, GOLD AND DIAMOND, AND THE SEND BOX

GEOMARINEHUB.COM/JOIN — WHERE A REFERRED COMPANY LANDS: YOUR CODE IS ALREADY IN PLACE

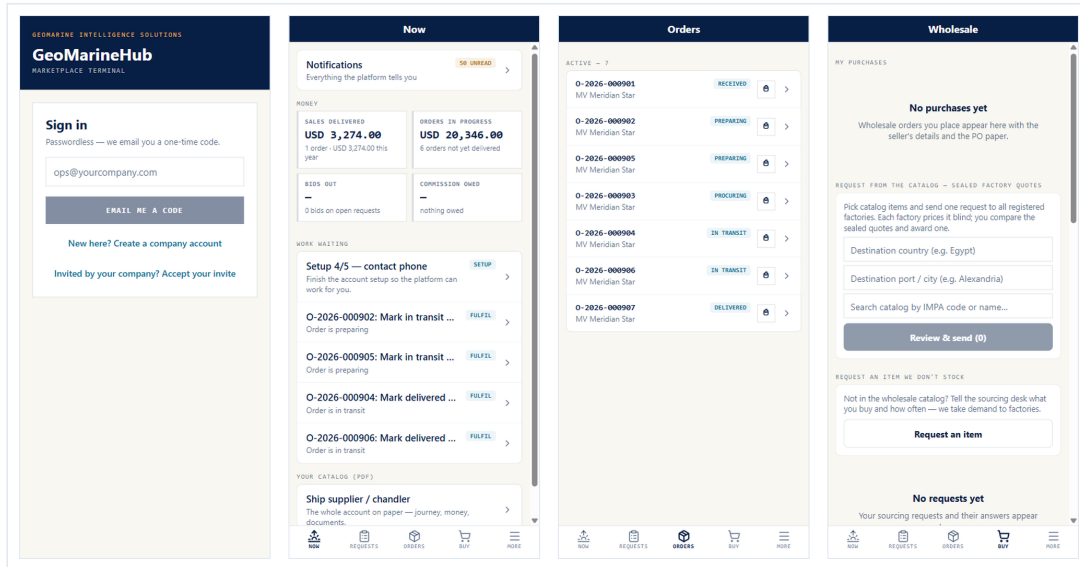
THE MOBILE APP: THE SAME ACCOUNT IN YOUR POCKET

GeoMarine: Ship Supply Hub is the platform's app for iPhone and Android — the same account, the same sign-in code, the same data. The App Store lists version 2.3.1 (released 2026-10-25) at the time this catalog was generated — the number was read from the store, not typed in. An older app version is told to update the moment the platform moves ahead of it, so what you see in the app is what the platform does.

- iPhone / iPad: <https://apps.apple.com/app/geomarine-ship-supply-hub/id6787456937>
- Android: https://play.google.com/store/apps/details?id=com.gdsmarine.gds_marine_app

On the app a buyer posts a requirement for a vessel and a port in a minute — the IMPA search, the manual lines, the ETA in port-local time — receives a push notification for every sealed bid that arrives, compares them, awards, and follows the order and

its delivery note. Chartering, consultancy briefs and the referral card are there too.



GEOMARINE: SHIP SUPPLY HUB 2.3.1, AS IT REALLY RUNS: SIGN-IN BY CODE, THE HOME DESK, ORDERS, THE WHOLESALE CATALOG

VERIFICATION: OPTIONAL TO BUY, REQUIRED TO CHARTER

Nothing a buyer does today requires verification — posting requirements, comparing sealed bids and awarding all work without it, and verifying anyway strengthens your standing with the suppliers who price your calls. The chartering desk is stricter: offers need a verified company on both sides, so upload the trade licence and supporting documents when you want tonnage working. A company on its own domain whose website says it is an owner, manager, charterer or operator is verified by the platform reading that website — no documents, no waiting.

THE REST OF YOUR ACCOUNT

- **TEAM.** Invite colleagues by email from the Team tab, each with a scoped role — purchasing, accounting, sales, or view-only. Sub-users work the queues their role allows; company settings and plans stay with the owner and settings holders. Every invite and session is visible and revocable under Security.
- **VERIFICATION UPKEEP.** If you verify, keep the licence current — expiry reminders arrive at 30 and 7 days and on the day. Buying never freezes, but chartering needs the verification live.
- **RATINGS.** After every completed order, each side rates the other once — stars and a comment. Your aggregate (average and count) is what counterparties see against your completed work; disputed orders cannot be rated.
- **SUPPORT.** Tickets live in the portal — billing, verification, orders, anything — tracked with their full history. A first reply is owed within eight business hours; the ticket is answered by the controller who owns your relationship, and a support question that arrives by e-mail is filed on the same ticket.

GeoMarine

WEST ANCHOR MARINE

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wa@test.gmh

SETUP INCOMPLETE - 2/3 STEPS DONE

CONTINUE WHERE YOU LEFT OFF →

Team

KYC: APPROVED

🔔

C

✓

Team members

2 MEMBERS · 0 PENDING INVITES · 2 OF 1 SEATS

PRINT

INVITE BY EMAIL

colleague@yourcompany.com

ROLE

PURCHASING

SEND INVITE

All 1 seats are taken (members plus open invites). Deactivate a member or let an invite expire to free one.

MEMBERS

MEMBER	EMAIL	ROLE	STATUS
Chartering Desk	wa@test.gmh	OWNER	ACTIVE
West Anchor Crewing	wa-crew@test.gmh	VIEWER	ACTIVE

PENDING INVITES

EMAIL	ROLE	INVITE EXPIRES
No invites pending.		

TEAM: COLLEAGUES BY E-MAIL, EACH WITH A SCOPED ROLE

GeoMarine

WEST ANCHOR MARINE

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wa@test.gmh

SETUP INCOMPLETE - 2/3 STEPS DONE

CONTINUE WHERE YOU LEFT OFF →

Support

KYC: APPROVED

🔔

C

✓

Support tickets

1 TICKET · 1 OPEN

PRINT

OPEN A TICKET

Billing, verification, orders, a bug — one place, tracked, with the history kept.

REF	SUBJECT	ABOUT	REFERENCE	LAST ACTIVITY	STATUS
T-PROBE-17cdacb0	Probe fixture ticket — foreign to every prober	Something else	—	31 Aug 2026 21:13 (UTC)	OPEN

TICKET PDF

SUPPORT: EVERY TICKET WITH ITS HISTORY, IN THE PORTAL

WHAT YOU NEED TO GET STARTED

- A work email address — sign-in codes go there; no password to manage.
- Your fleet list: names, IMO numbers, vessel types.
- For chartering: your trade licence and supporting documents — offers open once verification is approved.

WHAT HAPPENS AFTER YOU REGISTER

The guided setup takes company details, then your fleet — and your first requirement can go out in the same sitting, because posting needs no verification, no plan and no payment. Verification documents can wait until you want the chartering desk; a human reviews them, typically fast, and everything else keeps working while review runs.

Post a requirement free: geomarinehub.com/register?type=requester