

SEA AND JOB®

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16-31 October, 2020

Tel: 8655012282, 28505051 / 52 Email: news@seajob.net



On this Navratri, may you receive blessings & protection in abundance.

Happy Navratri from team **SEA AND JOB**

→ we are sending a free PDF link of our e-magazine to all the candidates who are registered with www.seajob.net

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Mr. Roni Abraham



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SEAJOB.NET for

connecting with 100+ RPSL companies.

Register today!



Get a glimpse of a beautiful journey that Sea Line Group (Seajob) has been on so far, on page no. 03 →

IME (I) in association with NMIS launched a One-Year Online Programme on Shipping Management and Logistics 32 →



The Shipping Corporation of India (SCI) celebrated its Diamond Jubilee on 2nd October, 2020 29 →

MARSHAL SHIP MANAGEMENT PVT. LTD.

RPSL No is RPSL-MUM-162043 -

Valid till 01.10.2025



URGENT REQUIREMENTS

Oil / Chemical / Crude Tankers

Master, Chief Engineer, Chief Officers, 2nd Engineers, ETOs
Pumpman, Bosun, Able Seaman, Fitters, Cook - minimum 24 months experience

Gas Carriers

Master, Chief Engineer, Chief Officers, 2nd Engineers, ETOs, Gas Engineers
Bosun, Able Seaman, Fitters, Cook - minimum 24 months experience

Containers

Master, Chief Engineer, Chief Officers, 2nd Engineers, ETOs
Bosun, Able Seaman, Fitters, Cook - minimum 24 months experience

Bulk Carriers

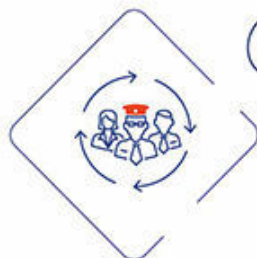
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Bosun, Able Seaman, Fitters, Cook - minimum 24 months experience

ADDRESS: 2nd floor Wellington Business Park, 2, Hasan Pada Rd, Marol, Andheri East, Mumbai, Maharashtra 400059
CONTACT - OFFICERS: Sandhya - 9004077219, Amita - 9004690279, Vaibhav - 9004617059 | **RATINGS:** Harish - 9004681542

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Sea Line Group (SEAANDJOB) A Beautiful Journey So Far...



CONTINUING

START



Mr. Roni Abraham
Sea Line Group

What inspired you to start this firm?

"Sea Line Group as the medium for the smooth selection of seafarers."

Back in our time, as seafarers we faced several difficulties in finding the placement because then we personally had to visit companies and the people residing in different cities had to travel far. That inspired me to create a medium for a smooth selection of seafarers by each company. I thought that the seafarers deserve to receive the benefit of digitalization without any cost. Now the seafarers have maximum exposure to the outstanding companies.

Where is your company today versus where it was when you began it?

"Go slow like a turtle, you don't have to be a rabbit"

If history is a prologue, then the conception of the Sea Line Group was itself based on the bright vision of knowing the pulse of the industry and to grow using that pulse. I began with five companies and fulfilling their requirements was my first priority. My aim is to satisfy every company that is associated with Sea Line Group and in any relation, satisfaction provides a strong foundation, hence development. It is evident where Sea Line Group is now with its multiple ventures developed in 16 years with quality service. I would like to add that we have also been ethical as we don't provide advertisement to the companies without RPSL.

our successful ventures are:

- ◆ Sea Line Group began in March 2004 & so is Seajob.net (Shipping Job Portal)
- ◆ SEAANDJOB Magazine began in May 2007
- ◆ Seajob Shipping Directory began in May 2010
- ◆ Seajob Mobile App began in November 2015
- ◆ Seajob Indian Anchor Awards began in November 2018

What challenges have you faced so far?

"Everyday is a challenge"

Challenges motivate us and give us an opportunity to survive and grow which is noticeable to the competitors and the fraternity as a whole. Personally, the 2008 recession and the COVID pandemic have been the star challenges which have helped Seajob to prove its vision to grow constantly. I'm grateful to the shipping sector for the support and trust that it has shown in me. Improvement and commitment in the times of adversity is the core of Sea Line Group.

What are your priorities as the Founder/MD of Sea Line Group?

My first priority has always been the seafarers. I believe that they toil enough at the sea while on duty so they deserve the ease of job searching after such a difficult time. To ensure that they spend time with their family when offshore is our duty. Fulfilling the demands, understanding the requirements and respecting all are few values Sea Line Group lives by.

What is so unique about the Sea Line Group?

"Like world trade, seafarers are the reason behind our success"

We are service providers so the satisfaction of our clients matter the most to us. As the seafarers are the carriers of 94% of the world's essential goods, I would like to give them credit for 94 % of success of Sea Line Group as well and the other 6% goes to Seajob team.

How do you personally define business success?

"Our success is the long term association that we have with the best companies"

The service that meets the expectations of the client is the meaning of success for us. Our long-lasting association with the best companies since our inception is the proof of our success.

What are your future plans for your company? Is there any new venture coming up?

"The success of my ventures is my hope"

Yes, I will keep coming up with new ventures after I make sure that every existing venture has been given ample amount of time and attention to grow before we start a new one. This growth to me is an area of new hope. And eventually that new hope takes the shape of a new venture.

So stay tuned to witness an exciting journey ahead!!

- Mr. Roni Abraham,

Founder/MD,

SEAJOB.NET (SEA LINE GROUP)

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MASTER - Min 36 months with oil / chem exp.

CHIEF ENGINEER - 36 months with ME Engine would be added Advantage

CHIEF OFFICER - 24 to 36 months in rank. Veg & Palm Oil exp. must

SECOND ENGINEER - 24 months in rank ME Engine would be added Advantage

THIRD ENGINEER - Min 12 months with oil / chem exp.

ELECTRICAL OFFICER - With 3-4 years rank exp. on oil / chem vessel

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RPSL-MUM-462 | Issue Date: 21-12-2017 | Valid Till: 11-12-2022



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RPSL-MUM-490
Issue Date: 15-06-2018
Valid Till: 31-05-2023



MAERSK



URGENT REQUIREMENTS

OFFICERS

CHIEF ENGINEER - Minimum 12 months rank experience on 50,000 BHP or above RT Flex / ME is a must

SECOND ENGINEER - Experience on 20,000 BHP vessel with minimum 12 months rank experience

SECOND OFFICER - At least 6 months sea time in rank experience on minimum 3000 TEUs container vessels

THIRD OFFICER - At least 6 months sea time in rank experience on minimum 3000 TEUs container vessels

THIRD ENGINEER - At least 6 months sea time in rank experience on vessels with UMS and minimum 20000 BHP engine size

ETO - Rank experience of 12 months / ETO COC & minimum 250 Reefers handling experience is Mandatory

RATINGS

FITTER - 6G Certificate with minimum 12 months rank experience

AB/MOTORMAN - Indian COP with minimum 12 months rank experience

OS/WIPER - Indian Watchkeeping with minimum 18 months rank experience

CHIEF COOK - COC as per MLC 2006 with minimum 24 months rank experience

2ND COOK - COC as per MLC 2006 with minimum 18 months rank experience

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RPS Licence No : RPSL-MUM-043 | Issued date: 20.05.2013 | Valid till: 19-11-2021

ISO 9001:2015 Certified

CIN : U35111MH2001PTC133762



Shubh Navratri

URGENT REQUIREMENTS

LNG

- Chief Officer (24mth rank exp. on LNG)
- First Assistant Engineer (24mth rank exp. on LNG)

TYPE II / III OIL - CHEMICAL TANKERS

- Master ► Chief Officer ► Chief Engineer
- First Assistant Engineer ► ETO

CONTAINERS

- Chief Officer ► Chief Engineer
(with ME Engine and RT Flex Exp.)
- Second Engineer (with ME Engine and RT Flex Exp.) ► ETO

PARCEL TANKER

- Master ► Chief Officer ► Chief Engineer
- First Assistant Engineer ► ETO

VLCC

- Chief Officer ► First Assistant Engineer

VLGC

- Chief Officer ► Second Assistant Engineer

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CORPORATE OFFICE

Contact Persons - Officers : Ms. Deeksha Malpe ; Ratings : Mr. L. Moolya / Ms. Tanveen Arora
MMS Maritime (India) Pvt. Ltd.
401, Raheja Plaza, 15/B Shah Industrial Estate, Off Andheri Link Road, Andheri (West), Mumbai - 400 053. Maharashtra. INDIA.
Tel : 91 22 40620100 / 66960181 / 82
Fax : 91 22 66960183
Email : apply@mms-india.com

BRANCH OFFICE

NEW DELHI: Contact Person - Capt. A. Dayal
115, First Floor, Rectangle 1, D - 4, District Centre, Saket, New Delhi 110 017. | Tel : 011 4613 6800
Fax : 011 4613 6804
Email : apply@mms-india.com

We do not have any other representative agents in India

All interested candidates, please send in your updated resumes to email ID: apply@mms-india.com

All Ratings (Type II/III Oil-Chemical Tankers, Parcel Chemical Tankers & Containers)

All interested candidates, please send in your updated resumes to email ID: ratings@mms-india.com

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Wilhelmsen Ship Management

RPSL-MUM-018 | DOI: 21.12.2015 | DOE: 17.11.2020

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URGENT REQUIREMENT FOR CAPE / HANDYMAX BULK VESSEL

All Officers & Engineers & ABs with Bulk experience

REQUIREMENT FOR PRODUCT / CHEMICAL TANKER VESSEL

- ❑ Master ❑ Chief Officer ❑ Chief Engineer ❑ Second Engineer
- ❑ ETO (min. 18 months rank exp.) ❑ Pumpman (min. 9 months exp.)
- ❑ Ratings (All Ranks - Experienced)

REQUIREMENT FOR LPG (VLGC)

- ❑ Master ❑ Chief Officer ❑ Third Officers
- ❑ Chief Engineer ❑ Second Engineer ❑ Third Engineer ❑ ETO
- ❑ Bosun ❑ Ratings with rank experience (AB-OS -Gas fitters) ❑ Chief Cooks

SELF UNLOADING BULK CARRIER

- ❑ Master ❑ Chief Engineer ❑ Second Engineer ❑ ETO
- ❑ AB ❑ Senior Technician

CONTACT DETAILS

MUMBAI (HEAD OFFICE):-

31/32, Apple Heritage, Plot No. 54-C, Sir Mathuradas VasANJI Road, Andheri East, Mumbai 400 093, India

CONTACT:- Capt. Ashley D'Silva – Email: wsm.india@wilhelmsen.com | Ms. Anupriya Varma – Email: anupriya.varma@wilhelmsen.com

WE DO NOT HAVE ANY AGENTS IN INDIA

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MTI No : 207046



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RPSL-MUM-093 DOI : 01-03-2017 DOE : 24-11-2021

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- Pumpman (With watchkeeping certificate) ➤ Fitters

Note : Relevant vessel type experience and valid US visa is mandatory

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RPSL-MUM-082

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- ❖ Master & Chief Officers for Pure Chemical Tankers
- ❖ Master & Chief Officers (Crude / Aframax Tankers)
- ❖ Chief Officers for Product Tankers (COP experience)
- ❖ Electrical Officers for Tankers (VLCC)
- ❖ Junior Officer for Pet / Chem Tankers (US visa preferred)
- ❖ Chief Engineers & Second Engineers (Pet / Chem Tankers 24M rank experience preferred)
- ❖ Chief Engineers & Second Engineers for Chemical Tankers (18M-24M rank exp.)
- ❖ Engineers with ME Engine experience preferred.

Requirements for Offshore

Port Operations (MSV/TUG/SPEED BOAT)

- ❖ Port Captain ❖ Port Engineer ❖ Master 500 GT (FRC)
- ❖ Safety Officer ❖ AB ❖ Tug Master ❖ Chief Engineer – Tug
- ❖ Chief Engineer – High Speed Craft ❖ Mechanic ❖ Coxswain

OSV Fleet (AHTS/PSV/OSV)

- ❖ Chief Engineer ❖ Second Engineer ❖ AB
- ❖ C/O with Master License
- ❖ 2nd Officers - SDPO / JDPO ❖ Boat Driver

Requirements for Gas Tankers

- ❖ Master & Chief Officers (LNG Tankers for European Clients)
- ❖ Chief Engineers & Second Engineers (LPG Carriers & LNG Carriers 24M rank experience preferred)
- ❖ Master & Chief Officers (For LPG Carrier with Ethylene experience)
- ❖ Electrical Officer (for LPG / LNG Carriers)
- ❖ Third Officer (for LPG / LNG Carriers)
- ❖ Third Engineer (for LPG / LNG Carriers)

REQUIREMENTS FOR RATINGS

- ❖ AB ❖ Fitter ❖ Bosun
- ❖ Oiler ❖ Pumpman ❖ Chief Cook



FOR PASSENGER VESSELS

- ❑ **Electrician** (with ITI/Diploma in Electrical Field and minimum 3 years of experience)
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REQUIREMENTS FOR DRY CARGO VESSELS

- ❖ Chief Engineers (Bulk Carriers – ME Engine / RT Flex engine experience is must)
- ❖ Electrical Officers for Bulk Carriers (Cranes experience, ME Engine experience & US visa mandatory)
- ❖ Second Engineer (Bulk Carriers – ME Engine / RT Flex experience is must)

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CONTACT US

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Candidate must have min 2-3 years of Experience in
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(Preferably knowledge of Indian Flag Ship)
- SR. EXECUTIVE - FLEET PERSONNEL
Candidate must have min 2-3 years of experience in
Sourcing and Recruitment of Officer
- SR. EXECUTIVE-TECHNICAL
Candidate must have min 2-3 years of experience in
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Junior Officers:

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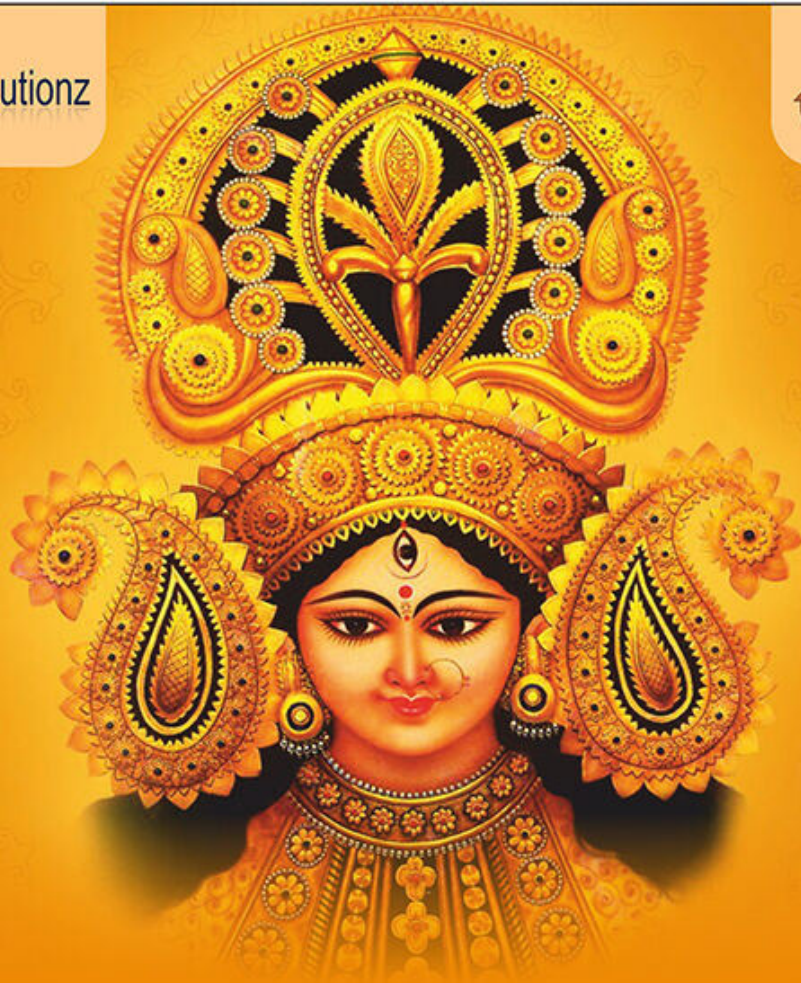
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3	Ch. Mate Phase - I	3 Months	19	OTCT	6 Days
4	Second Mate (F.G.)	4 Months	20	TASCO	10 Days
5	MEO (F.G.) Class I	2 Months	21	CHEMCO	10 Days
6	MEO (F.G.) Class II	4 Months	22	Basic Safety Training	12 Days
7	SMS	5 Days	23	STSDSD	2 Days
8	LCHS	5 Days	24	RUTC (Deck)	11 Days
9	Diesel Engine CG Simulator	3 Days	25	RUTC (Engine)	3 Days
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11	ERS (OP Level)	3 Days	27	PSCRB - REF	4.5 Hrs
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13	High Voltage (OP)	1 Day	29	MFA - REF	1 Day
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2	Ch. Mate Phase - I	3 Months	13	PSCRB	5 Days
3	Second Mate (F.G.)	4 Months	14	AFF	5 Days
4	MEO F.G. Class II	4 Months	15	Medical Care	10 Days
5	Basic Safety Training	12 Days	16	Medical Care (Refresher)	1 Day
6	GTFC	5 Days	17	MFA - REF	1 Day
7	OTCT	6 Days	18	PSCRB - REF	4.5 Hrs
8	TASCO	10 Days	19	AFF - REF	4 Hrs
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To The Readers ...

Acceptance - The Final Path to Enlightenment

One has to accept themselves and conquer their emotions to attain success in life! It is important to be yourself and to understand where your adherence lies, without being compromised by your sentiments. May it be any feeling that you encounter but how you tackle those emotions will ultimately define you as a person. Different forms of emotions reflect different responses. The time to embrace and time to refrain from embracing eventually gives a recognition to your personality. There are times when you voluntarily lean towards something or someone in order to strengthen the core and to become the best of yourself, even though you are well built. The creeper slowly climbs the tree grasping its strength and firmness to exhibit its mightiness to the rest of the world.

The mindset of others towards you is based on your independency but the respect is gained by the power you possess, may the source be the support or the firm root. There is a difference between actually respecting and showing respect, and being sharp, is the only way to sense the difference. The value is gained by the immense dedication towards desire and faith in oneself but the respect is earned trust. Widening a vision to get a larger view assist in finding aim but if you keep running around, you

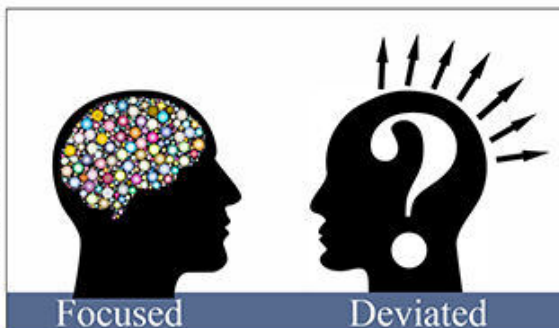
will never find contentment. Being standstill while destiny always guides a way, but whether to follow that route or to abandon it, is ultimately your pick. Choices make you or break you but the decisions manipulated by others will cripple you. Manipulation can be in any form but knowingly or unknowingly, it roots grow deeper into weakening you. The wrong one will sink you in its grief but the

right one will keep you firm on the ground even when the process is onerous.

The unaltered commitment concerning your goal will make you keep going. The horses are made to wear blinders to restrain them from going directionless and to focus on what is in front, encouraging them to pay attention on the race rather than to the distractions that can be caused by the crowd. The moment you fall, others get ammunition to shame you into inaction and self-doubt. The only thing that matter is how you overlap the opinion of others to achieve yourself.

"Don't compromise yourself - you're all you have." – John Grisham

God Bless you
Roni Abraham
Editor



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SMYL ZONE



The attorney tells the accused, "I have some good news and some bad news."

"What's the bad news?" asks the accused.

"The bad news is, your blood is all over the crime scene, and the DNA tests prove you did it."

"What's the good news?" "Your cholesterol is 130."

A defendant isn't happy with how things are going in court, so he gives the judge a hard time.

Judge: "Where do you work?"

Defendant: "Here and there."

Judge: "What do you do for a living?"

Defendant: "This and that."

Judge: "Take him away."

Defendant: "Wait; when will I get out?"

Judge: "Sooner or later."

A utterly confused woman called our local fire station about getting a haircut.

"I'm sorry, you have the wrong number," I said.

"Is this the salon near the fire station?" she asked.

"No, this is the fire station."

"Oh! Are you cutting hair in there now?"

A lawyer is driving a car down the street and instead of stopping at the stop sign, the lawyer slows down.

A policeman sees this and pulls the car over and asks the man why he didn't stop at the stop sign.

"It's the same thing," the lawyer stated, "I don't believe there is a difference between stop and slow down."

"Allow me to prove it to you," the policeman said. He asks the lawyer to step out of his car and suddenly starts hitting him with his baton.

After a lot of pain that the lawyer endured, the policeman asked him, "Now do you want me to stop, or slow down?"



It always irked my single mother that her grocery store didn't carry eggs in packages of six—just by the dozen.

Then one day, her wish came true. She walked into the grocery and found fresh eggs in cartons of six. "I was so excited," she told us later, "that I bought two!"

A man goes to a job interview and the interviewer begins with the question, "What do you think is your biggest weakness?"

The man thinks for a moment, then says, "I think my biggest weakness is my brutal honesty."

The interviewer says, "I don't think that's a weakness." The man then says, "I don't give a #%^& what you think!"

A Woman Shoots Her Husband for Stepping on The Clean Floor... A police officer jumps into his squad car and calls the station. "I have an interesting case here," he says.

"A woman shot her husband for stepping on the floor she just mopped."

"Have you arrested her?" asks the sergeant. "No, not yet. The floor is still wet."



The photographer was positioning my new husband and me for our wedding photos when he asked, "Have you ever modeled?"

My cheeks instantly turned red. "No, I haven't," I said. "But I always thought..." The photographer interrupted me: "I meant him."

Scene: A conversation with my friend's father, who knows I do Web design.

Father: I have a business idea. How hard is it to make a Facebook?

Me: Oh, very easy.

Friend: He doesn't mean to make a Facebook profile. He means to remake all of Facebook.

As I waited for my luggage at the airport, a man lifted my suitcase off the baggage carousel.

"Excuse me," I shouted. "That's my suitcase."

The man shot back defensively, "Well, somebody took mine!"



SMYL ZONE



Greeting Cards: When you care enough to send the very best but not enough to actually write something.

My three-year-old daughter stuck out her hand and said, "Look at the fly I killed, Mommy."

Since she was eating a juicy pickle at the time, I thrust her contaminated hands under the faucet and washed them with antibacterial soap.

After sitting her down to finish her pickle, I asked, with a touch of awe, "How did you kill that fly all by yourself?" "Between bites," she said.



Barista: How do you take your coffee?

Me: Very, very seriously.

Q: Why are Italians so good at making coffee?

A: Because they know how to espresso themselves.

Our manager kept reminding us waitresses to encourage customers to order dessert.

At the end of an especially exhausting day, I walked over to a couple who had just sat down, gave them each a menu and a glass of water, and asked, "Would you care for anything else?"

I've been working on my PhD in engineering for the past five years, but my kids don't necessarily see that as work.

As we were driving past Walmart one day, my son spotted a Now Hiring sign and suggested that I could get a job there.

Hoping to make a point, I asked, "Do you think they're looking for an engineer?" "Oh, sure," he said. "They'll hire anybody."

My email password has been hacked. That's the third time I've had to rename the cat.

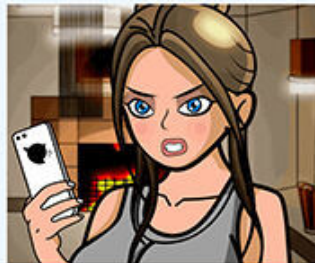
Ann: I heard that you are a hypochondriac.

Stan: Well, my doctor says I'm not, but I spent 3 days reading about it on the internet and I have all the symptoms.

A man came through my lane at the grocery store with a jug of wine and a bouquet of roses. But before paying, he set the two items aside and said, "I'll be right back."

He ran off, only to return a minute later with a second jug of wine and another bouquet of roses.

"Two girlfriends?" I asked. "No," he said. "Just one really angry one."



A customer walked into my clothing shop and asked to see the pants that were advertised in the paper that day.

"We don't have an ad in the paper today," I told her.

She insisted I was wrong, so I got a copy of the paper, and we went through it, eventually landing on an ad for pants from another local store.

Exasperated, the customer glared at me and said, "In my newspaper, the ad was for this store!"

We had just finished tucking our five kids into bed when three-year-old Billy began to wail.

Turns out, he had accidentally swallowed a penny and was sure he was going to die.

Desperate to calm him, my husband palmed a penny that he had in his pocket and pretended to pull it from Billy's ear.

Billy was delighted. In a flash, he snatched it from my husband's hand, swallowed it, and demanded, "Do it again!"



Guest Column

Mrs. Sandhya Pillai

- Shipping Professional & Marine Lawyer



HOW IS THE COMPLEX LEGAL RELATIONSHIP BETWEEN THE SHIPMANAGER AND THE SHIPOWNER SECURED?

Vessel owners unlike in the past, now more often than not rely upon the ship manager for operating his vessels efficiently and for benchmarking costs. Owners try to utilize the vessel in the best economic manner. Particular attention is given to registration of the vessel, competitiveness of the crew, cargo availability, compliances and taxes applicable. Therefore the owner prefers appointing experts who will make this task easier and provide his services. The manager is also chosen on the basis of his impartiality in dealing with vessels of all owners or that of affiliated companies.

Ship managers may typically be classified into three types, namely, technical, crew and commercial. Technical management involves services related to the actual running of the ship, maintenance, repair, compliance with flag state requirements, risk management and administrative support besides others. Crew management covers the selection, training, administration and travel of the crew. Commercial management involves seeking and negotiating employment for the vessel. Ship management companies are mostly independent private limited companies and that manages ships of other companies for a remuneration called the management fee. The remuneration could be in the form of a fee plus expenses wherein the owner agrees to reimburse the manager for all expenses incurred in his services to the vessel. In the alternative it could be in the form of a lump sum from which the manager pays all costs and derives his management fee.

The complex relationship between the owner and the manager is primarily governed by the agreement drawn up between them. This agreement will specify the roles and responsibilities of each party and sets the framework for their relationship. A management agreement is a part of other agreements which the owner signs and which may include charter party, pool agreements or finance documents. As there are various legal issues that may arise in the services that a manager provides and wherein the services of third parties are used it is prudent for a manager to be aware of all the other agreements and documents. Choice of law and the dispute resolution procedure should be ideally aligned with similar provisions in the other documents. The management agreement may be prepared by the ship management company or in the alternative a standard format could be used. The most commonly used is the BIMCO's SHIPMAN 2009. In 1988, the Documentary Council of the Baltic and International Maritime Council (BIMCO) started publishing ship-management forms known as SHIPMAN, the most recent standardized amended version being the SHIPMAN 2009. This document can be used without any changes or used as a standard with suitable amendments as agreed between the parties. The document sheds clarity on the roles and

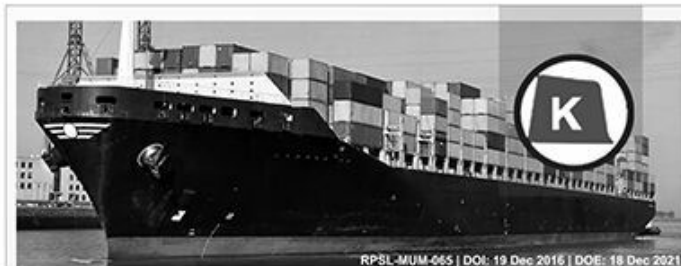
responsibilities of the owner and the manager as well as their rights and obligations. SHIPMAN 2009 also provides for a minimum contractual term wherein the agreement cannot be cancelled except in extraordinary circumstances. The document also provides the manager with protection by isolating him from all liability to the owners for loss, damage etc. unless the owner proves negligence, gross negligence or willful misconduct. The manager's liability is limited to 10 times the annual fee unless the act that caused the damage is personal and reckless and with intent to cause the same and with the knowledge that such loss would result. The document also specifies the capacity in which the managers act in carrying out its duties to the owner. The managers have full indemnity protection from the owners in its performance of services for the owner other than what he would be liable for under the contract. The managers do not act on their own but for and on behalf of the owners, that is, in short as an agent to the owners.

Therefore the main contractual relationship that governs a ship manager is based on the law of agency. The manager is an intermediary as against third parties and handles the daily operation of the vessel. The law of agency is clear in that the duties and rights of the principal and the agent, whether express or implied depends upon the terms of the contract existing between them. Under English law the performance of the contract is required to be exact and precise. But in ship management contracts the duty is believed to be performed if reasonable care and due diligence has been exercised. Here, performance needs to be construed and analysed on whether the duty performed correspond to that promised. Ship management agreements include termination as the solution to non-performance. It is difficult to enforce specific performance unless the aggrieved party has a special interest in performance which cannot be satisfied by damages. The manager may have personal right of action against the ship owner for unpaid fee and expenses and may exercise lien over the property of the owner in his possession to secure his payment.

Although the main relationship between the parties is the agreement, the rights and obligations arising out of it may be enforced in the Courts. Enforcement may be through an action for damages for breach of contract or where appropriate the court may compel performance by the party in default.

The manager may find themselves involved in claims related to third parties as a consequence of their joint and several liability with their principal. This liability may arise due to local law or statutory liabilities. These claims are to be handled by the principal or their Protection and Indemnity Clubs.

(If required, you can directly mail her at vmtlegal@gmail.com)



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Health Zone



CIRRHOSIS: LATE-STAGE OF LIVER SCARRING

Overview

Each time your liver is injured — whether by disease, excessive alcohol consumption or another cause — it tries to repair itself. In the process, scar tissue forms. As cirrhosis progresses, more and more scar tissue forms, making it difficult for the liver to function (decompensated cirrhosis). Advanced cirrhosis is life-threatening. Cirrhosis is a later stage of scarring (fibrosis) of the liver caused by many forms of liver diseases and conditions, such as hepatitis and chronic alcoholism. The liver damage done by cirrhosis generally can't be undone. But if liver cirrhosis is diagnosed early and the cause is treated, further damage can be limited and, rarely reversed.

Symptoms

Cirrhosis often has no signs or symptoms until liver damage is extensive. When signs and symptoms do occur, they may include:

- Fatigue
- Easily bleeding or bruising
- Loss of appetite
- Nausea
- Swelling in your legs, feet or ankles (edema)
- Weight loss
- Itchy skin
- Yellow discoloration in the skin and eyes (jaundice)
- Fluid accumulation in your abdomen (ascites)
- Spiderlike blood vessels on your skin
- Redness in the palms of the hands
- For women, absent or loss of periods not related to menopause
- For men, loss of sex drive, breast enlargement (gynecomastia) or testicular atrophy
- Confusion, drowsiness and slurred speech (hepatic encephalopathy)

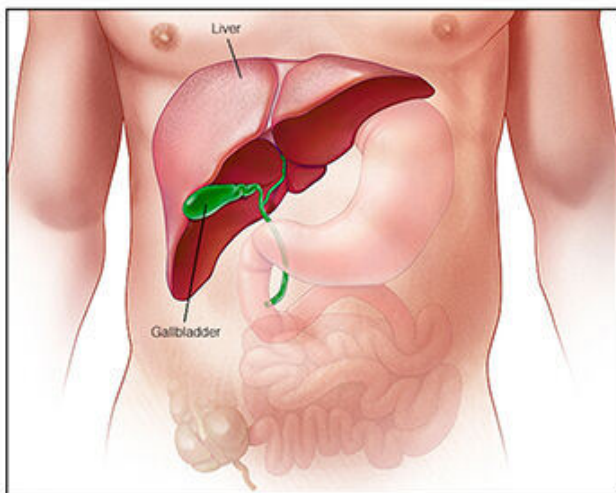
Causes

A wide range of diseases and conditions can damage the liver and lead to cirrhosis.

Some of the causes include:

- Chronic alcohol abuse
- Chronic viral hepatitis (hepatitis B, C and D)

- Fat accumulating in the liver (non-alcoholic fatty liver disease)
- Building too much iron in the body (hemochromatosis)
- Cystic fibrosis
- Copper accumulated in the liver (Wilson's disease)
- Poorly formed bile ducts (biliary atresia)
- Alpha-1 antitrypsin deficiency
- Inherited disorders of sugar metabolism (galactosemia or glycogen storage disease)
- Genetic digestive disorder (Alagille syndrome)
- Liver disease caused by your body's immune system (autoimmune hepatitis)
- Destruction of the bile ducts (primary biliary cirrhosis)



- Hardening and scarring of the bile ducts (primary sclerosing cholangitis)
- Infection, such as syphilis or brucellosis
- Medications, including methotrexate or isoniazid

Risk factors

- **Drinking too much of alcohol.** Excessive alcohol consumption is a risk factor for cirrhosis.
- **Being overweight.** Being obese increases your risk of conditions that may lead to cirrhosis, such as non-alcoholic fatty liver disease and non-alcoholic steatohepatitis.

- **Having viral hepatitis.** Not everyone with chronic hepatitis will develop cirrhosis, but it's one of the world's leading causes of liver disease.

Complications

Complications of cirrhosis can include:

- **High blood pressure in the veins that supply the liver (portal hypertension).** Cirrhosis slows the normal flow of blood through the liver, thus increasing pressure in the vein that brings blood to the liver from the intestines and spleen.
- **Swelling in the legs and abdomen.** The increased pressure in the portal vein can cause fluid to accumulate in the legs (edema) and in the abdomen (ascites). Edema and ascites also may result from the inability of the liver to make enough of certain blood proteins, such as albumin.



Health Zone



• **Enlargement of the spleen (splenomegaly).** Portal hypertension can also cause changes to and swelling of the spleen, and trapping of white blood cells and platelets. Decreased white blood cells and platelets in your blood can be the first sign of cirrhosis.

• **Bleeding.** Portal hypertension can cause blood to be redirected to smaller veins. Strained by the extra pressure, these smaller veins can burst, causing serious bleeding. Portal hypertension may cause enlarged veins (varices) in the esophagus (esophageal varices) or the stomach (gastric varices) and lead to life-threatening bleeding. If the liver can't make enough clotting factors, this also can contribute to continued bleeding.

• **Infections.** If you have cirrhosis, your body may have difficulty fighting infections. Ascites can lead to bacterial peritonitis, a serious infection.

• **Malnutrition.** Cirrhosis may make it more difficult for your body to process nutrients, leading to weakness and weight loss.

• **Buildup of toxins in the brain (hepatic encephalopathy).** A liver damaged by cirrhosis isn't able to clear toxins from the blood as well as a healthy liver can. These toxins can then build up in the brain and cause mental confusion and difficulty concentrating. With time, hepatic encephalopathy can progress to unresponsiveness or coma.

• **Jaundice.** Jaundice occurs when the diseased liver doesn't remove enough bilirubin, a blood waste product, from your blood. Jaundice causes yellowing of the skin and whites of the eyes and darkening of urine.

• **Bone disease.** Some people with cirrhosis lose bone strength and are at greater risk of fractures.

• **Increased risk of liver cancer.** A large proportion of people who develop liver cancer have pre-existing cirrhosis.

• **Acute-on-chronic cirrhosis.** Some people end up experiencing multiorgan failure. Researchers now believe this is a distinct complication in some people who have cirrhosis, but they don't fully understand its causes.

Prevention

Reduce your risk of cirrhosis by taking these steps to care for your liver:

• **Do not drink alcohol if you have cirrhosis.** If you have liver disease, you should avoid the consumption alcohol.

• **Eat a healthy diet.** Choose a plant-based diet that's full of fruits and vegetables. Select whole grains and lean sources of protein. Reduce the amount of fatty and fried food you eat.

• **Maintain a healthy weight.** An excess amount of body fat can

damage your liver. Talk to your doctor about a weight-loss plan if you are obese or overweight.

• **Reduce your risk of hepatitis.** Sharing needles and having unprotected sex can increase your risk of hepatitis B and C. Ask your doctor about hepatitis vaccinations.

If you're concerned about the risk of liver cirrhosis, talk to your doctor about ways you can reduce your risk.

Treatment

Treatment for cirrhosis depends on the cause and extent of your liver damage. The goals of treatment are to slow the progression of scar tissue in the liver and to prevent or treat symptoms and complications of cirrhosis. You may need to be hospitalized if you have severe liver damage.

Diagnosis

People with early-stage cirrhosis of the liver usually don't have symptoms. Often, cirrhosis is first detected through a routine blood test or checkup. To help confirm a diagnosis, a combination of laboratory and imaging tests is usually done.

Tests

Your doctor may order one or more tests that may suggest a problem with your liver, including:

• **Laboratory tests.** Your doctor may advise blood tests to check for signs of liver malfunction, such as excess bilirubin, as well as for certain enzymes that may indicate liver damage. To assess kidney function, your blood is checked for creatinine. You'll be screened for the hepatitis viruses. Your international normalized ratio (INR) is also checked for your blood's ability to clot.

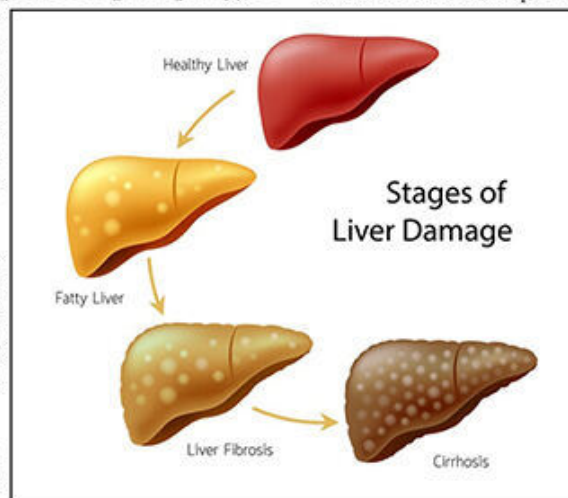
Based on the blood test results, your doctor may be able to diagnose the underlying cause of cirrhosis. He or she can also use blood tests to help identify how serious your cirrhosis is.

• **Imaging tests.** Magnetic resonance elastography (MRE) may be recommended. This non-invasive advanced imaging test detects hardening or stiffening of the liver. Other imaging tests, such as MRI, CT and ultrasound, may also be done.

• **Biopsy.** A tissue sample (biopsy) is not necessarily needed for diagnosis. However, your doctor may use it to identify the severity, extent and cause of liver damage.

If you have cirrhosis, your doctor is likely to recommend regular diagnostic tests to monitor for signs of disease progression or complications, especially esophageal varices and liver cancer. Non-invasive tests are widely used for monitoring.

(Disclaimer: This article is not intended to diagnose, treat, cure, or prevent any disease. Information and statements made are for educational purposes and are not intended to replace the advice of your medical practitioner. If you have a severe medical condition, see your physician of choice.)



REVIEW CORNER



For Every beer, there is a lover and for every lover, there is another set of beers to try. While there are plenty of beers available, we bring you some must-try options from all over the Globe:

Guinness



This Irish originated dark beer derives its flavor from malted barley and roasted unmalted barley giving a malty sweetness and a hoppy bitterness with a note of coffee and chocolate is on the list of must try beers!

Left Hand Milk Stout

This dark malt beer is famously known for its coffee and dark chocolate flavor that is mixed with the milk sugar for a coffee and cream effect. Milk Stout is the USA's one of the most loved and can be enjoyed as a complement to deserts.

Must Try Beers From Around The Globe

Duvel

The name itself is derived from the word "Devil" which comes from the Brabantian dialect of Dutch. This Belgium originated beer is as light as champagne on the palate with a big frothy layer of white foam, but hiding there is an 8.5% ABV.

Harviestoun Ola Dubh 12

The Scottish originated 12-year-old Harviestoun beer imparts flavor of coffee, vanilla, and chocolate. This "whiskey beer" is famously known for its bitter-sweet flavor with a hint of smokiness.

Samuel Smith's Nut Brown Ale

England originated Brown Ale is widely known for its almond and walnut flavor. It is mainly made from water, malted barley, yeast cane sugar and hops. If you are in England, don't miss on trying this one!

Coopers Original Pale Ale

This Australian Pale Ale derives its fruity flavors from yeast and the subtle characteristics of Australian hops. The bottled beer should be rolled around to stir up the yeast sediment and is best served with authentic Aussie sausage rolls.

Pilsner Urquell

The lager beer brewed by the Pilsner Urquell Brewery in Plzeň, Czech Republic was the world's first pale lager, and its popularity meant it was much copied, and named pils, pilsner or pilsener. The perfect blend of the sweet and bitter taste, this golden-colored lager is a must try!

Weihenstephaner Hefe-Weissbier

Hefe-Weissbier is one of the German originated wheat beers widely known for its golden yellow colour with its fine-poured white foam, smells of cloves with a refreshing taste of bananas.



Sapporo

Sapporo is one of the Japan originated beers, founded in 1876 and made its way to U.S in 1984. This light beer has hoppy aroma with a very crisp and sweet taste.

Shakespeare's Must Read Tragedies

William Shakespeare (1564-1616), a name unparalleled in the history of literature was a 16th-century poet and dramatist. The subjects of his works are human beings and their complete range of emotions and conflicts. In this edition let's explore some of his must-read venerable plays.

The Tragedy of Hamlet

It is written between 1599 and 1601, depicts its titular character visited by a ghost that bears his father's face. The phantom reveals that his uncle Claudius usurped the throne, murdered his father, and married Hamlet's mother - Queen Gertrude. The Prince's mourning turns to rage, and he begins to plot his revenge on Claudius. But throughout the play, he constantly remains indecisive about his revenge which is also one of the most humane

characteristics. So who the 'real' Hamlet might be? Is he a noble son avenging his father's death? Or a mad Prince creating courtly chaos?

The Tragedy of Macbeth

It dramatizes the damaging physical and psychological effects of political ambition on those who seek power for its own sake. A brave Scottish general named Macbeth receives a prophecy from a trio of witches that one day he will become the King of Scotland. Consumed by ambition and spurred to action by his wife, Macbeth murders King Duncan and takes the Scottish throne for himself. He then wracked with guilt and paranoia. Forced to commit more and more murders to protect himself from enmity and suspicion, he soon becomes a tyrannical ruler. Towards the end of the play, Macbeth reflects on the universality of death and the futility of life.

The Tragedy of Othello

Written in 1603, the story revolves around its two central characters: Othello, a Moorish general in the Venetian army, and his

treacherous ensign, Iago. He is furious about being overlooked for promotion and plots to take revenge against his General; Othello. Iago manipulates Othello into believing his wife Desdemona is unfaithful, stirring with jealousy, Othello murders his wife Desdemona and then kills himself, giving it varied and enduring themes of racism, love, jealousy, betrayal, revenge, and repentance.



Romeo and Juliet

The popular play, in which two young people fall in love. It is not simply that their families disapprove; the Montagues and the Capulets are engaged in a blood feud. In this death-filled setting, the movement from love at first sight to the lovers' final union in death seems almost inevitable. And yet, this play set in an extraordinary world has become the quintessential story of young love.



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SCI Celebrates its Diamond Jubilee

Shipping Corporation of India (SCI), Government of India Public Sector Enterprise, celebrated its diamond Jubilee on the auspicious day of Gandhi Jayanti i.e. 2nd October, 2020. The company completed its 59 glorious years and entered into the 60th year. Before commencing the celebration, the SCI welcomed its Chief Guest, Shri Mansukh Mandaviya, Minister of State for Shipping (Independent Charge) and Guest of Honour, Dr. Sanjeev Ranjan, Secretary, Ministry of Shipping who attended the event virtually. Further, the host welcomed Mrs. H.K. Joshi, First Woman CMD (SCI), Directors of SCI, Senior Officials, DG Shipping, current and retired employees of SCI along with their families.

The celebration started with Shree Ganesh Vandana performed by the employees of SCI which was followed by the speech of Mr. Surinder Pal Singh Jaggi, Director (Personnel and Administration), SCI.

Shri Mansukh Mandaviya lighted the lamp and later unveiled the special logo of diamond jubilee celebrations of SCI, which was designed by the employee of SCI. Moving ahead, Mrs. H.K. Joshi addressed the Minister and all the participants about the SCI and its journey. She then, made the announcement of a Post-Retirement Medical Scheme for the employees retiring after 1/1/2007.

Additionally, Shri Mansukh Mandaviya launched the SCI's first corporate magazine - SCI EXPLORER. Further in the event, an employee of SCI shared a video and spoke on the topic "During Uncertain Times" stating the problems faced by them and seafarers during the pandemic and how SCI

has been taking care of every employee along with the seafarers on board.

Shri Mansukh Mandaviya and Mr. Sanjeev Ranjan awarded the winners of various competitions, organized as a part of celebrations followed by singing and dancing performances by very talented SCI employees and their family members. The star event of the evening was a live performance by seafarers from the vessel SCI Sabaramati.



Shri Mansukh Mandaviya



Mrs. H.K. Joshi

Mr. Sanjeev Ranjan praised the company for its tremendous work and congratulated all the award winners and wished the company to succeed in their future endeavors.

Shri Mansukh Mandaviya praised SCI for completing 59 years of their extraordinary journey and stepping into the 60th year. Minister also praised the financial performance of the company and stated that SCI's growth is equivalent to India's growth. He further said that the company's foundation coincides with Gandhi Jayanti and encouraged the company to follow the principles of becoming Aatmanirbhar as emphasized by Mahatma Gandhi. In this regard, Minister wished the company and its employees to grow and achieve their goals in coming years.

Lastly, Mr. Atul Ubale, Director (Bulk Carrier and Tankers), SCI was invited to deliver a vote of thanks. He expressed his deep sense of gratitude towards Chief Guest, Directors, DG Shipping, Senior Officials and other personnel for their presence and support. And the ceremony concluded with the recitation of the National Anthem, the event came to an end.

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SHIPPING NEWS

IME (I) IN ASSOCIATION WITH NMIS LAUNCHED ONE-YEAR ONLINE PROGRAMME ON 'SHIPPING MANAGEMENT AND LOGISTICS'

The Institute of Marine Engineers (India) is widely known for providing facilities to elevate the knowledge of its Members and to extend the range of services including welfare of members to professional opportunities. Whereas, Narottam Morarjee Institute of Shipping (NMIS), proved its existence with the sole objective of capacity building in commercial aspects of shipping.

Continuing the legacy and considering the need of the hour for the people associated with maritime fraternity to excel in the commercial issues, IMEI (I) in association with NMIS on 26th September 2020, virtually inaugurated a one-year online programme on 'Shipping Management and Logistics' which was followed by webinar on 'Ship Energy Efficiency'.

Flagging off the webinar, Mr. David Birwadkar, Vice President, Training and Assessment, The Great Eastern Shipping and moderator for the session extended his warm welcome and gratitude to all the participants. He went on explaining the details of the course in which he familiarized the participants with the pros of pursuing it. He said that the prime objective of this course is to bridge the gap between the existing techno commercial knowledge of our mariners and industry standards. The formation of this course is mainly to deliver the approaches of finance, budgeting, and commercial aspects of shipping to the candidates. As this course is made under the auspices of top industry professionals including, Dr. B. K. Saxena, Capt. D. Gautama, Mr. Dinesh Kutty, Mrs. Sonal Satelkar, Mr. R. Swaminathan, Capt. R. Bhargav and many other management gurus.

Additionally, he briefed on the program architecture and pedagogy in which he announced the date for the commencement of the course i.e. on 5th October 2020. He then highlighted the structure for the examination where he said 1st semester will be conducted in February 2021 and 2nd semester exams will be in June 2021 but for candidates those who are unable to give exams in February can give both the exams in June

2021. He concluded his briefing by Handing over the baton to Mr. Uday Purohit, President, IME (I).

Mr. Purohit explained the three perspectives which aligned with the mentioned course i.e. Institute adopting digitalization, cumulating high quality education to marine engineers and the most important is the course is in line with the maritime vision of 2030. He said, considering all three aspects it makes more sense to pursue this one year online programme. Giving big pat on the back of all the associates including IME (I) Mumbai branch for their efforts as 17 entries so far have come. Also, to Capt. Pradeep Correa, President, NMIS for his support and Mr. V. K. Jain, Chairman, IME (I) Mumbai branch for his immense contribution for this course, he concluded.

Next up, Capt. Correa took the screen to express his gratitude, he said with the technology and skill upgradation there is no limit for growth. He extended his thanks to all the associate members of IME (I) and NMIS for their persistent efforts behind this project.

Dr. Brijendra Saxena, Advisor at Tolani Maritime Institute, being one of the pioneers of the course briefed about the pattern and subjects, he said that in 1st semester candidates will get to learn about financial, legal, managerial aspects plus the ship awareness. Whereas, in 2nd semester, maritime economics, ship management, logistics and multimodal operations and many more. He concluded saying that this experience is not only excellent but will be beneficial for everyone.

As the inauguration drew to a close, Mr. V. K. Jain, delivered vote of thanks to all the eminent guests, participants and associates. Additionally, he conveyed special thanks to Mr. Purohit, Capt. Correa, Dr. Saxena, Mr. Birwadkar, Dr. Surjit Dhinra, Director, NMIS and Mr. Sardool Singh, Former Director, NMIS for their pillar like support, with this second session started i.e. webinar on ship energy efficiency by guest speaker Dr. Jorge Antunes, CEO, TechnoVeritas.

IMO: NEW ANIMATION LAUNCHED HIGHLIGHTING DIGITALIZATION

A new IMO video animation has been launched, to show how electronic data exchange is vital to ensure supply chains continue to function safely and effectively, with contactless clearance of ships in and out of ports.

The video was launched during a webinar (8 October) on "Future of Shipping: Digitalization", co-organised by IMO and the Maritime and Port Authority of Singapore. Opening the webinar, IMO Secretary-General Kitack Lim emphasised the need for increased digitalization. "The COVID-19 pandemic has presented challenges. But we must take this opportunity to seize on the opportunities that increased digitalisation in the maritime sector can present - to enhance the resilience of the maritime supply chain, to support sustainable development and to enable recovery," he said.

He also reiterated why the IMO FAL convention is so important, as it helps make cross-border trading simpler for the more than 10 billion tons of goods traded by sea annually across the globe. "Just last week IMO's Facilitation Committee, meeting in virtual session, approved a revised version of the IMO Compendium on Facilitation and Electronic Business. These are critical steps towards harmonized and standardised digitalization," he said.

Speakers at the event reaffirmed the clear benefits maritime digitalisation offers, to improve the efficiency and resilience of supply chains. IMO, the Maritime and Port Authority of Singapore (MPA) and the World Bank intend to work together, along with other interested partners, to support IMO Member States in the digitalisation of their ports, particularly in the implementation of Maritime Single Windows.

NRF: RECORD IMPORTS AS RETAILERS BUILD INVENTORIES BUT FORECASTS DROP

Ports around the United States, and many parts of the world, have been reporting a rebound in volumes as economies began to recover from the shock of the pandemic and governments took steps to support restore activity.

According to new data from the largest retail trade association, the National Retail Federation (NRF), and Hackett Associates, the rebound in retail sales helped to drive U.S. imports to an all-time high this summer. Contributing to the high volumes seen in the ports, was merchants' efforts to replenish inventories and increase stock in advance of the holiday retail season.

"After staying at home this spring, consumers are buying again and retail supply chains are working overtime to keep up with demand," said NRF Vice President for Supply Chain and Customs Policy Jonathan Gold. "Nothing about this year is predictable, but retailers are making sure their shelves and warehouses are well-stocked for the holidays. They are also stocking up earlier than usual because they know many consumers will be shopping early this year to avoid crowds and shipping delays. Some holiday merchandise that normally wouldn't arrive until Halloween is already here."

The surge in volumes has led to several challenges both for the ports and carriers. Shipping lines are struggling to find and reposition empty containers. At the same time, ports are reporting congestion issues impacting shipping schedules and slowing the movement of goods out of the terminals.

According to the NRF's monthly Global Port Tracker report, the U.S. primary ports saw a 9.7 percent monthly increase in volume in August handled 2.1 million TEUs. That also represents an eight percent year-over-year increase. It was the highest number of containers imported in a single month since the NRF began tracking imports in 2002, beating 2.04 million TEU seen in October 2018 as shippers rushed to beat a scheduled tariff increase.

Expectations for September projected it could become the second-highest month on record. The report estimates a 10.9 percent increase year-over-year to over 2 million TEUs arriving at the largest U.S. ports in September.

Retailer imports traditionally peak during the summer and early fall in advance of holiday sales. Typically, the levels begin to decline, and as such the Global Port Tracker is forecasting a 1.1 percent decline year-over-year for October to 1.86 million TEUs. Shipping industry analysts have also pointed to the rush to get goods out of China before the Golden Week holidays during the first week of October when most businesses close across China.

Even with the expected decline in October, they are forecasting 7.96 million TEUs during the peak season between July and October. With retailers rushing to import merchandise for the holiday selling season, they note that three-quarters of the estimated total, or more than six million TEUs, has already arrived at the ports. The total peak season imports are expected to exceed the record of 7.7 million TEUs imported in 2018.

"The U.S. economy is beating forecasts with consumption up and imports setting new records," said Hackett Associates founder Ben Hackett. "Retail sales are a big part of consumer spending, so one would expect to see an increase when the economy improves and consumers are confident. But less than six months after the biggest decreases on record this spring, retail sales have bounced back to pre-crisis levels."

For the remainder of 2020, the Port Tracker predicts a decline in monthly imports of over five percent in November and as much as 11 percent in December. The total of all of 2020 is projected at 20.5 million TEUs, down nearly five percent year-over-year, and the lowest annual total in three years.

The Port Tracker also expects steep declines in January 2021 while import levels might begin to level off in February. This coincides with other container industry analysts who have projected that the surge in volumes might not be sustainable.

The NRF's Global Port Tracker provides historical data and forecasts for the U.S.'s largest and most active ports. This includes Los Angeles/Long Beach, Oakland, Seattle, and Tacoma on the West Coast; New York/New Jersey, Port of Virginia, Charleston, Savannah, Port Everglades, Miami, and Jacksonville on the East Coast, and Houston on the Gulf Coast.

CARGO SHIP TRAPPED IN ICE OFF GREENLAND FOR TWO DAYS

Off the beaten path and far from the eyes of the world, a drama has been playing out off the east coast of Greenland as an 8,370 DWT cargo and container ship found itself stuck in polar ice. According to the Greenland shipping company, Royal Arctic Line, while the situation sounded dramatic it was a common occurrence and the vessel, the Malik Arctica, was in no immediate danger.

According to the ship's owners, the last time one of its ships got stuck in the ice was in 2007, when the Arina Arctica was delayed for six days. Another company's ship was also stuck for six days with passengers aboard in 2018.

Royal Arctic Line, owned by the Government of Greenland, is responsible for delivering supplies to Greenland's 13 largest ports and carries more than 85,000 shipments a year between Denmark and Greenland. Built in 2017, the Malik Arctica with a length of 375 feet has a capacity of 606 TEUs. The ship calls at most ports in Greenland, both on the east coast and the west coast, delivering vital supplies including fuel to the remote communities.

On one of these vital trips delivering winter supplies, the Malik Arctica on October 7 became stuck in the ice as she approached Ittoqqortoormiit, a remote community located in southeastern Greenland. According to the company's reports, efforts were underway to free the ship and it was coordinating with the Arctic Command and other authorities. They said that weather and wind

conditions would determine when the ship would get free and based on satellite images it was reviewing advised, "we need to arm ourselves with a little patience."

"The ice conditions right now are a challenge," the company said in its statement. "It is storis and not winter ice that is currently preventing Malik Arctica from docking at the harbor and unfortunately the storis' movements are more difficult to predict than ordinary winter ice." Storis, which is a translation of the Eskimo expression sikorssuit (great ice), is a mass of polar ice floes drive into the area by the winds and currents. The vessel has an ice-strengthened hull that permits it to pass through early winter ice, but it cannot pass through storis.

For more than 24 hours, the ship was able to make only slight headway turning back towards the ocean and not towards its destination. On October 8, in the afternoon the Malik Arctica was able to free herself back into the ocean where she was sitting off the port waiting for the ice conditions to improve.

Royal Arctic reported it is still not possible to reach the port. The ship remains located outside the fjord awaiting improvement of the ice situation. "Royal Arctic Line cannot at present say when the ship can sail into Ittoqqortoormiit, but we are keeping a close eye on the ice situation," they reported as they continue to attempt to bring the vital winter supplies to the community.

CRUDE TANKER DAMAGED BY FLOATING MINES NEAR YEMENI OIL TERMINAL

A Maltese-flagged Aframax tanker was damaged by a floating mine off the coast of Bir Ali, Yemen, according to Iranian reports.

It has reported that the crude tanker Syra was damaged in a "collision with marine mines" at the Al-Nashimah oil port (Bir Ali). While IP claimed that the vessel was sunk, the Syra was broadcasting AIS and under way in the Gulf of Oman.

Sea mines feature regularly in the Yemeni civil war. Houthi rebel militias have previously used improvised mines to attack Saudi coalition vessels, in addition to remote-controlled "bomb boats" with active human guidance.

Control of southern Yemen is contested between the internationally-recognized government of President Abd-Rabbu Mansour Hadi and the forces of the Southern Transitional Council, a breakaway faction backed by the United Arab Emirates. South Yemen was a separate country (People's Democratic Republic of Yemen) until 1990, and secessionist sentiment remains.

The Safer Production and Exploration Company resumed crude production in southern Yemen after a five-year shutdown just last year, according to Al-Masdar. The company's initial focus has been on restoring the supply for the Al-Nashimah port for exports.

AUSTRALIA'S PORT HEDLAND IRON ORE EXPORTS TO CHINA DIP IN SEPTEMBER

Iron ore shipments to China from Australia's Port Hedland fell 1% in September from a month earlier, data from the Pilbara Ports Authority showed.

Iron ore exports to China from Port Hedland in September fell to 39.74 million tonnes from 40.16 million tonnes in August, but rose from 36.05 million tonnes a year earlier.

Total iron ore shipments from Port Hedland slipped to 45.57 million tonnes in September from 46.02 million tonnes in August but rose from 41.97 million tonnes in Sept 2019.

Port Hedland is used by three of Australia's top four iron ore miners, namely BHP Group BHP.AX, Fortescue Metals Group FMG.AX and Gina Rinehart's Roy Hill.

ASIA-PACIFIC TANKERS' FREIGHT OUTLOOK WEAK FOR Q4 ON POOR DEMAND

Asia-Pacific tankers' freight will likely remain weak during the final quarter of 2020 due to subdued demand and even the usual Northern Hemisphere winter and floating storage is unlikely to provide significant support.

According to market participants S&P Global Platts spoke with in Seoul, Tokyo, Singapore, Mumbai, Oslo and Copenhagen, the current quarter looks challenging for both dirty and clean tankers freight.

This year, the odds are stacked up against a strong winter market, though a few abnormal disruptions to seaborne logistics will provide volatility, said Copenhagen-based Peter Sand, BIMCO's Chief Shipping Analyst.

VLCC freight on the benchmark Persian Gulf-China route is reeling around this year's low at 26.5 Worldscale points, down from w230 in mid-March, S&P Global Platts assessments showed. Daily earnings have declined to \$8,000 from \$270,000, brokers said.

Lesser trade in crude and oil products has resulted in piling up of tonnage and is keeping freight under pressure.

As there is a large global surplus to get rid of, OPEC plans to cut down crude output by 7.7 million b/d between August and the end of the year. Since a VLCC can carry two million barrels of crude, this translates into 2.5 less supertankers being needed each day, or 75 in a month.

The key here is the oil inventory overhang which affects normal trading because charterers have plenty of time to take ships, said Ole-Rikard Hammer, an Oslo-based senior analyst with Arctic Securities.

To be sure, the current overhang in oil inventories, is already down 30% from the peak it hit during summer but it will take few more months before the surplus is cleared, Hammer said.

"One bright spot" is all main exporters such as Saudi Arabia, Russia, Iraq and the US have had higher trade flows in September, but it is insufficient so far, he said.

This is evident from the monthly spot VLCC cargoes loading in the Persian Gulf. During June-September these were 90-95 each month, down from 160 and 127 in April and May, according to brokers' estimates.

There are three VLCCs available for loading every cargo in the Middle East, said Sunil Thakur, a broker with Singapore-based Straitship Brokers.

The current trend of weak demand is expected to continue for the next few months because refineries have cut output amid poor margins while the world struggles to battle the deadly coronavirus pandemic. Analysts describe the virus outbreak and its subsequent devastating spread as a dark horse which has made conventional forecasting of energy freight extremely difficult.

With winter approaching, "we will enter uncharted territory regarding the virulence of COVID-19," the IEA said in a report in September. Last month, the market was in a state of delicate re-balancing and now the outlook appears even more fragile, it said.

The IEA has revised its oil demand outlook for this year lower by another 300,000 b/d and now forecasts a contraction of 8.4 million b/d, due to renewed concerns over the deadly coronavirus. The Paris-based agency said at 91.7 million



b/d, demand this year is estimated at 2013 levels. The oil refining is likely at a seven year low when the global VLCC fleet has expanded by 50 million dwt, equivalent to more than 165 VLCCs, according to shipping industry estimates.

FLOATING STORAGE

Lack of demand has resulted in a situation where several cargoes are either stuck at destination ports, waiting for a discharge order, or held by trading companies and refiners with the hope that they will be able to sell them some day at a higher price. However, not all of this hope rests on sound economic fundamentals.

Floating storage of oil and oil products has recently picked up, but this is due to logistical reasons, rather than any forward trading opportunities, said BIMCO's Sand.

The overall floating storage volumes have declined since end-July, he noted.

In oil products, such storage is somewhat bearish. Last month, at least eight newbuild VLCCs were taken on short-term time charter of up to six months with options to store products, sources said.

This could remove up to 60 spot Medium Range size cargoes from the market, significantly reducing demand for clean tankers. MR freight rates are already under downward pressure due to a

dearth of demand and with the new super tankers being snapped up for storage the trend could be reinforced.

A major concern among the tanker owners is that the current weak phase in spot tankers market will most likely spill over into next year though modest gains are possible in short crest-and-trough cycles where congestion and ullage in ports such as China's Qingdao temporarily reduce the tankers' supply. When shore tanks are full, ships take a longer time to discharge cargoes and this increases the turnaround time for their next voyage.

Several times this year, between a dozen to two dozen VLCCs are seen waiting to discharge cargoes at Qingdao alone, but as BIMCO's Sand pointed out, this is due to logistical constraints rather than any floating storage.

Nevertheless, there is a silver lining. Once the pandemic ebbs, road and aviation transport will pick up and increase the demand for gasoil, gasoline and jet fuel. The oil products may move before crude because the main focus of refiners is to clear the product inventory first in order to improve their margins, said Hammer.

Gasoil shipments to Australia from East Asia are also strong due to its use to mine iron ore and can provide some support to Medium Tankers.

GREECE LAUNCHES TENDER TO SELL ITS BIGGEST SHIPYARD

Greece launched a tender to sell Hellenic Shipyards SA, the country's biggest shipyard which has been under special administration, the Finance Ministry said.

The conservative government has promised to overhaul the loss-making Greek defence industry while boosting the country's defence capabilities, amid rising tension between Greece and

Turkey over offshore gas resources in the eastern Mediterranean.

It has said its plans include overhauling the military division of Hellenic Shipyards, which is based in Skaramangas, near Athens.

Greece has said U.S. International Development Finance Corporation and a Greek company have jointly expressed interest in the shipyards in Skaramangas.

RUSSIA'S SIBERIAN WATERS SEE RECORD SHIP TRAFFIC AS ICE MELT ACCELERATES

The Arctic has gone through its warmest summer on record, and with the ice melting, more ships than ever are sailing along Russia's Siberian coast, underscoring its role as a growing energy transport corridor and potential as a new ocean trade route.

The Northern Sea Route, which runs from Alaska to the Baltic Sea, counted 71 vessels and 935 sailings across the waterway from January to June this year, according to the NSR information office. That was up by double digits from the same period a year ago and a big increase from the 47 vessels and 572 voyages in the same period of 2018.

The mostly frozen seaway is used in warmer seasons to move some of Russia's energy exports to overseas markets. Container ships and general cargo vessel operators also have used the route to move goods between Asia and Europe as it cuts an average 10 days of sailing time compared with the standard route through the Suez Canal.

Freight transport on the NSR is at its highest from July to

November. Some sailings also take place in the rest of the year, and the Russian government expects largely ice-free year-round trips starting in 2024.

"There are many more ships because the ice is thin and you can sail without the help of icebreakers," said Arne Hall, editor in chief of the Norway-based High North News, which monitors the NSR. "The NSR needs a lot of investment to attract bigger cargo vessels, but activity is picking up, and if the ice keeps melting it will be another option to move cargo from northern China to Europe."

The National Snow and Ice Data Center, a private science research group supported by U.S. government agencies, said in September that this summer was the warmest on record in the Arctic, with the extent of sea ice across the entire Arctic shrinking to 3.74 million square kilometers, or 1.44 million square miles. That's not much more than half the average ice cover of 6.7 million square kilometers measured from 1979 to 2000.

"There was no ice at all across the coastline in September, no need for icebreakers or ice-hardened vessels," said Nikos



Papalios, a mechanic on a crude tanker that sails the NSR.

"It stayed above freezing for 10 days, from the port of Sabetta to the Bering Strait, and it was pleasant to sit on the deck. It felt out of place," Mr. Papalios said.

Most vessels operating in the NSR are natural gas carriers and oil tankers carrying exports to European and Asian customers from Novatek's Yamal liquefied natural gas project and Gazprom's Novy Port crude oil project at the Yamal Peninsula along Russia's northern coast. These heavily reinforced ships are built to move through ice-filled waters and can cost more than \$200 million each, more than twice the price of similar-size ocean vessels.

Russian President Vladimir Putin has said the NSR will be key to develop the Arctic and become a global transport route.

The Russian government expects cargo volumes across the waterway will reach 32 million metric tons this year, up 78% from 18 million metric tons in 2018. Novatek expects to ship about 52 million metric tons of LNG a year by 2030.

Brokers said container ships and bulk carriers operated by Cosco Shipping Holdings Co. Ltd., Nordic Bulk Carriers A/S and Norway-headquartered Golden Ocean Group are active in the waterway. Denmark's A.P. Moller-Maersk, the world's biggest container ship

operator, sent a 3,600-container ship from Vladivostok in the Russian Far East to St. Petersburg in late 2018 laden with frozen fish to explore the NSR's potential.

But there are limits to the waterway's potential role in global trade.

Cargo between Asia and Europe is handled by massive ships that can carry more than 20,000 containers each. Parts of the NSR are too shallow for anything larger than a 5,000-container vessel and there are no transshipment ports.

Early hopes of big Chinese infrastructure investments also are fading. State-owned transport giants like Cosco and China Merchants Holdings Ltd. are pouring billions into linking ports with roads and rail to connect Asia and Europe under the Belt and Road Initiative rather than step up investments in the Northern Sea Route.

French container ship major CMA CGM SA and German counterpart Hapag-Lloyd AG have said they won't send ships on the NSR, citing concerns over the environmental protections.

"The NSR is growing and it's good if you want to move boxes quickly at a single destination port. But it's not going to replace the Suez Canal," a senior Cosco official said.

HOW STAYING CONNECTED CAN IMPROVE THE MENTAL WELLBEING OF SEAFARERS STUCK AT SEA DUE TO THE COVID-19 CRISIS

To mark World Mental Health Day on 10th October Hanseaticsoft, a leading provider of maritime software is urging shipping companies to ensure seafarers have good connectivity at sea so that they are not left isolated from family and friends, especially during the COVID-19 pandemic.

The latest Seafarers Happiness Index (SHI) shows that the seafarer community is in the midst of a mental health crisis due to the impact of COVID-19. They highlight a continuing decline of happiness at sea, largely due to the inability of seafarers to sign off and return home. Heavy workloads, virus fears and a perceived lack of COVID-19 precautions on board vessels are exacerbating the decline in satisfaction.

Recent news from the International Maritime Organization suggests that up to 400,000 seafarers from across the globe are still stranded on ships due to the COVID-19 pandemic restrictions on travel and transit. They report that some seafarers have now been at sea for 17 months without a break, well beyond the 11-month limit set out in the Maritime Labour Convention.

Alexander Buchmann, Managing Director, Hanseaticsoft said, "The pandemic is shining a light on one of the key challenges for seafarers right now which is the long stretches at sea away from family and friends. With crews being stuck on ships for much longer than usual, there is a greater risk of poor mental wellbeing, which companies may need to address".

"One of the ways to improve mental wellbeing is by allowing personal internet access, however even though most seafarers

have limited access to the internet they are often unable to use it for personal emails or video calls. We encourage shipping companies to change this so that seafarers can stay connected with family and friends."

A study last year by Cardiff University, found that long working hours, isolation and extended periods away from home, put seafarers at risk of poor mental health. One of their suggestions to improve mental wellbeing is the provision of onboard internet access.

Another study by Nautilus found that whilst 88% of its members worked onboard ships with internet access, only 57% could use it for personal emails and only 6% of members were able to use video calling, which is considered the best way of keeping in touch with family and friends.

Alexander Buchmann concludes, "Providing better internet access for crews can be an easy way to tackle mental health. This way, crews can stay connected to the outside world, plus make use of apps to access mental health support or other groups and organisations. As we move through this crisis mental health support will be paramount."

"Good internet access also benefits shipping companies, enabling them to take advantage of cloud technology solutions, which can assist in every aspect of crew management and administration, including health and wellbeing. Adopting digital processes streamlines and improves efficiency, something all shipping companies will need to do post Covid-19 to remain competitive."

WHAT ARE THE BIGGEST RISKS TO BUSINESS? NEW DATA SHOWS CLIMATE CONCERNS ARE RISING

An overly simplistic view of global economics has fuelled climate denial and skepticism for decades. Some opponents of climate change mitigation policies argue that achieving any progress would require an impossible retrofitting of our economy and result in lower profits and fewer jobs. In reality, in many ways, climate action will help businesses be more resilient in tomorrow's economy.

Interestingly, the rapid and widespread outbreak of COVID-19 has given the world an opportunity to test the hypothesis of whether and how an economic shutdown might affect climate outcomes.

Initial data suggests that 2020 annual emissions could decrease by as much as seven percent globally due to the downward shift in energy demand worldwide. The resulting short-term cooling effect could last until 2025, even as economies reopen and travel restrictions are lifted. Moreover, even after economies return to their full-functioning capacity, there may be shifts in the workforce that are more climate-friendly, such as maintaining online meetings and traveling less.

While these are encouraging data, the reality is that economic shutdowns are unsustainable, and any gains in GHG emissions will be obviated by a return to "business as usual," particularly in the "dirtiest" industries. This is even more the case in a fractured geopolitical environment in which alignment toward common goals has proven more elusive. And without the support of the business community, real action on climate change may be a non-starter.

The good news is that commitment to the environment is stronger today than it was in past years, and it may be possible to make climate action beneficial to business.

Every year, the World Economic Forum conducts its Executive Opinion Survey, polling thousands of the world's business leaders. Among other queries, the survey asks these leaders to identify the top risks for doing business in their countries over the next decade. This year, the survey was conducted between January and July, right through the outbreak and spread of COVID-19 globally. The risks question received 12,012 responses from 127 countries.

The new World Economic Forum's Regional Risks for Doing Business Interactive Map shows that all five environmental risks included in the survey rose in the rankings and in were among the top 10 rising global concerns for businesses. "Biodiversity loss" and "natural catastrophes" were the second and third risks to increase in salience through the current crisis, by eight and seven

places respectively – unsurprisingly, "Infectious diseases" was the top mover.

In Europe and Sub-Saharan Africa, all five environmental risks rose through the rankings, and four environmental risks also rose in Latin America and the Caribbean and the Middle East and North Africa. In East Asia and the Pacific, three environmental risks are a top business concern, while two are top of the list in North America.

If the world can overcome COVID-19, we will have not only have succeeded in combatting a global pandemic, but we will also have the data and support necessary to continue the global transition to a green economy. Policy shifts will be a key challenge.

The impact of market shutdowns on lives and livelihoods has required most governments to vastly expand their role in their economies. Response packages worth trillions of dollars have and are still being deployed, critical regulations are being modified, and fundamental policy decisions are being made. More than in any other moment in post-World War II history, government action is likely to cause permanent structural shifts in national, regional and global economies.

Yet, it is still worryingly unclear how – or whether – many governments will embed green policies into their recovery plans. Public finance constraints, electoral incentives and populist discourses risk reinforcing the flawed belief that there must be a trade-off between economic growth and climate action. As the World Economic Forum's COVID-19 Risks Outlook warned, some governments have relaxed, suspended or rolled-back environmental protection regulations to boost industrial activity, and these policy decisions risk becoming permanent and incurring a severe setback for sustainability in the long-run.

COVID-19 will expose how, when and where the world can fast-forward to a new nature economy without losing sight of the societal and technological challenges this will bring. At the same time, the regional risks map shows that the world's business community is increasingly concerned with the future of the planet, even during a time in which boosting production and creating jobs is a priority.

Governments should not miss this unprecedented window of opportunity to use their expanded capabilities and augmented power – combined with demonstrated business concern – to ensure a green recovery.

KEPPEL BAGS \$442M OFFSHORE RENEWABLES VESSEL CONTRACT

Keppel Offshore & Marine (Keppel O&M) has bagged a SGD600m (\$442.2m) contract from an energy company for a vessel for the offshore renewable energy sector.

Keppel said the contract was for the engineering, procurement and construction of the vessel for an undisclosed energy company. No details of the vessel were disclosed or its expected delivery date.

The company did say that contract was based on progressive

payments.

Commenting on the contract Keppel said: "This is in line with Keppel Corporation's Vision 2030, which includes seeking opportunities in providing renewable energy solutions."

A strategic review by Keppel sees the potential sale or merger of its offshore marine business, which has been hard hit by low oil prices and COVID-19.

ASAHI TANKER ORDERS WORLD'S 1ST ZERO-EMISSION TANKERS

Japanese shipping firm Asahi Tanker Co. has placed an order for the construction of two electrically-powered tankers.

Japanese shipbuilders Koa Sangyou Co and Imura Zosen KK will be in charge of constructing one vessel each, while Kawasaki Heavy Industries will serve as the system integrator for the duo.

The two ships, described as the world's first zero-emission electric-powered tankers, are slated for delivery in March 2022 and March 2023 respectively.

The two tankers will adopt the "e5 tanker" design developed by e5 Lab Inc, a company set up by Mitsui O.S.K. Lines, Asahi Tanker, Exeno Yamamizu Corporation and Mitsubishi Corporation to build up infrastructure services in the marine shipping industry that focus on electrically powered vessels.

The tankers will be powered completely by large-capacity lithium ion batteries and are slated to go into service as bunker vessels in Tokyo Bay.

Specifications:

- Dimensions: LOA 62m / Breadth 10.30m / Draft 4.15m
- Ship classification society: Nippon Kaiji Kyokai (ClassNK)
- Cargo: Fuel oil
- Gross tonnage: 499 tons
- Speed: About 10 knots
- Cargo tank capacity: 1,280m³
- Propulsion equipment: Azimuth thrusters 300kw x 2 Side thrusters 68kw x 2
- Battery capacity: 3,480kWh

The vessels will integrate various automated equipment and digital tools including the Internet of Things (IoT) to reduce the crews' onboard workload and increase the ship's operating efficiency.

NEW SHIP ORDERS SINK AS FEAR OF FUTURE ECONOMIC CRISIS GROW

The bull case is that shipyard order books have fallen to multi-decade lows because owners don't want to buy 25-year old assets until they know the decarbonization rules. As regulatory risks continue to artificially constrain orders, cargo demand growth will outpace vessel supply. Rates will surge.

The counterargument is that regulatory fears are not the biggest reason as to why the orders are so low. The biggest reason is that shipowners — particularly in the wake of COVID — fear a demand-crushing global economic crisis in the years ahead.

In this version of the future, owners abstain from new ship contracts, but there's still less cargo demand than vessel capacity as the global crisis hits. Rates fall.

Needless to say, it makes a lot more sense for a shipping CEO, particularly a CEO of a listed company, to highlight the decarbonization headwind to new vessel supply when speaking publicly — not economic fears.

The annual Global Maritime Issues survey released on 6th October the Global Maritime Forum (GMF) provides a clue. If you want a high-level industry perspective, this is it. Over 200 decision-makers responded; about half were shipowners and more than half were CEOs. The GMF conducts the survey in cooperation with risk adviser Marsh and the International Union of Marine Insurance.

This is the third year of the survey. Each year, "global economic crisis" has topped the impact ranking. The difference is: Each year, respondents have deemed it more likely to happen than in the previous survey.

Redrawing the 'issues map'

The survey publishes an "issues map" to visually display shipping's concerns. The map shows impact on a scale of 1-4 on the vertical axis; likelihood from 1-4 on the horizontal axis. The size and color of the plot point portray preparedness. A big red dot represents "least prepared," a small green dot "most prepared," with a medium-size yellow dot in the middle.

The bigger the red dot and the closer it sits to the upper-right corner, the more shipowners are afraid. In 2018, the dot representing "global economic crisis" was big and to the top, but not to the right. Respondents considered "cyber-attacks and data theft" much more likely.

The 2019 map was much different — a lot redder implying a lot

more perceived unpreparedness. The economic-crisis marker grew bigger and moved to the right (i.e. more likely). Other issues, such as decarbonization and fuel-price increases, came to the fore, while concerns over cyberattacks were down.

The newly released 2020 map shows a major shift in sentiment. The economic-crisis marker shifted far to the right on the likelihood axis and up even further on the impact axis. Pandemics were added to the risk landscape, and the big fear in 2018 — cyberattacks — dropped further in the rankings. In addition, respondents saw a higher likelihood of insufficient access to ship finance.

To put concerns into numerical terms, survey respondents' view of the likelihood of a global economic crisis in the next 10 years increased from 2.88 on a scale of 1-4 in 2018 to 3.59 this year.

COVID effect on capacity growth and decarbonisation

The survey was conducted between late April and June, and respondent commentaries were collected between June and August. "An overwhelming majority, 93%, said the pandemic made a global economic crisis much more likely," noted Marcus Baker, global specialty head of marine and cargo at Marsh, during a web presentation.

Comments from respondents pointed to the likelihood of "more bankruptcies, consolidations, scrapping of older tonnage and a lower rate of new buildings," he said.

Even if owners wanted to order ships, they would have more difficulty finding the money to do so. "When we talked about lack of access to finance, almost half of our respondents said that was more likely compared to last year," said Baker.

In this year's impact rankings, decarbonization ranked second and new environmental rules fourth. In the likelihood ranking, new environmental rules ranked first (above global economic crisis, which came in second) and decarbonization sixth.

According to GMF Head of Research Kasper Søgaard, "The answers were quite split. On the negative side, concerns were raised about whether there will be a lack of resources in an economic crisis to invest in cleaner ships and new fuels.

"But there were others who noted the potential to align the need to invest, especially on the government side to create economic activity, with the need to build a more sustainable shipping industry and support the decarbonization of shipping.

STEAMSHIP MUTUAL OPENS UP IN CYPRUS

With the UK set to leave the European Union, Steamship Mutual Europe has set up a new insurance company in Cyprus to service its clients all over Europe and started writing business.

Steamship Mutual said it was attracted to Cyprus because “of its clear commitment to the shipping sector and the effort which the government and its regulator have shown in providing a supportive, stable and transparent environment in which to operate”.

Rupert Harris, CEO, Steamship Mutual Europe, said: “Even though Steamship Mutual has had a long relationship with many shipowners in Cyprus, we have been overwhelmed by the warmth of welcome we have received from the whole Cyprus shipping sector, as we set up our new office in Limassol.

“We have put together a very strong team here who will certainly repay that welcome by providing a quality service to our clients and to the shipping community as a whole. We very much look forward to being part of Cyprus’ growing maritime business.”

At the office’s official opening and blessing, 6 October, Cyprus’ Shipping Deputy Minister, Vassilios Demetriades welcomed Steamship Mutual to Cyprus and stated: “The Cyprus shipping cluster is growing with the addition of top-quality shipping companies and associations offering shipping related services. Steamship Mutual is one of the largest and most diverse P&I Clubs in the world and its presence in Cyprus will make a positive contribution.”

The Steamship Mutual Group now has offices in London, Piraeus, Rio De Janeiro, Hong Kong, Singapore, Tokyo and Limassol.

SINGAPORE TO SEEK MORE COMPANIES FOR LNG BUNKERING LICENSES

Singapore is to seek proposals for more LNG bunkering licenses as the world’s top refuelling port looks to grow this area of business.

The naming of Singapore’s first LNG bunker tanker for FuelNG, one of two existing license holders for LNG bunkering in the port, and will have up to 1m tonnes of LNG bunkering capacity by 2021, according to Chee Hong Tat, Singapore’s Senior Minister of State, Ministry of Transport and Ministry of Foreign Affairs

“MPA (Maritime & Port Authority of Singapore) will be launching the Request for Proposal in the coming weeks to issue additional LNG bunker supplier licences to support the growing demand for LNG bunkers,” Chee told the opening of the virtual Singapore

International Bunkering Conference (Sibcon).

He said that the number of licenses issued would depend on commercial demand.

“As the maritime community continues the search for low or zero-carbon fuels to meet IMO’s 2050 goals, LNG is a viable transitional fuel to mitigate CO₂ emissions from ships. A number of first movers have made investments in LNG-fuelled vessels, including CMA CGM, Hapag Lloyd, Eastern Pacific Shipping and BHP,” the Minister said.

Despite the COVID-19 pandemic from January to August this bunker sales volume in Singapore grew 5.3% to 32.9m tonnes, compared to the same period in 2019.

ICS CALLS ON SEA CARGO CHARTER TO BE ALIGNED WITH IMO REQUIREMENTS

The International Chamber of Shipping (ICS) has called for the Sea Cargo Charter initiative on emissions reporting to be aligned with requirements to be agreed by the IMO.

17 of the world’s largest ship operators, charterers and commodities traders committed to transparent reporting of shipping emissions.

Commenting on the announcement Guy Platten, ICS secretary general said: “We welcome any move that advances the agenda to decarbonise shipping and the supply chain.”

“The initiative has some interesting ideas but we believe that it would have a better chance of success if it was to aligned with the reporting requirements set out by governments (and even the Poseidon Principles), to be agreed at the IMO following significant consultation and review, to ensure that the reporting

requirements are as efficient as possible. We have offered to work with the companies to ensure that they can deliver on their stated objective and produce an even more effective initiative.”

The companies said that the Sea Cargo Charter was consistent with the policies and ambitions adopted by member states of the IMO.

There is growing frustration from both some governments and corporations over the length of time the IMO is taking to formulate and agree regulations for reducing GHG emissions from shipping and this is leading unilateral and regional measures.

Last month the European Parliament voted to include both international and EU “domestic” shipping trades into their Emissions Trading System (ETS) by 1st January, 2022.

FREIGHT-RATE SURGE STIRS CALL FOR SHIPPING REGULATOR

Several trade bodies have urged the Centre to set up a regulator to deal with the rising freight charges, amid the problem of container shortages that exporters are facing.

Engineering Export Promotion Council of India claimed that shipping lines are demanding high freight charges as inward traffic from different countries, particularly from China, has declined for which the exporters are required to pay a higher amount for outbound consignments.

"Imports from China have fallen and the liners have increased freight rates. No shipping company likes to sail empty after delivery of export consignments," Sanjay Budhia, chairman of CII national committee on exports and imports.

He said all the exporters across the country are facing this problem.

"This is leading to a situation where cargo is lying at ports. We urged the government to set up a shipping regulator to control the freight rates," Mr. Budhia said, adding exports have started to pick up despite the coronavirus crisis.

After contracting for six months in a row, exports grew by 5.27% to \$27.4 billion in September.

The shipping companies have raised freight rates due to falling imports from China as liners do not have much cargo while they are returning, an official of the engineering exporters' body said. "This is making Indian exports uncompetitive in the global markets," an EEPC official said.

After witnessing a sharp fall, engineering exports have somewhat steadied, though the contraction continues, he added.

MAJOR PORTS' CARGO TRAFFIC FALLS FOR SIXTH STRAIGHT MONTH IN SEPTEMBER

Hit by the Covid-19 pandemic, India's top 12 ports continue to witness a decline in cargo traffic.

Volumes fell 14.27% year-on-year in the first half of the current fiscal to 298.55 million tonnes, according to Indian Ports Association. Cargo volumes at these ports—handling 60% of the nation's traffic—declined for the sixth straight month in September.

Cargo traffic at 12 major ports has declined since March as the pandemic disrupted global trade. All ports barring Mormugao saw a negative growth.

India has 12 major ports under the control of the central government—Deendayal (erstwhile Kandla), Mumbai, JNPT, Mormugao, New Mangalore, Cochin, Chennai, Kamarajar (earlier Ennore), V O Chidambarnar, Visakhapatnam, Paradip and Kolkata (including Haldia).

Cargo handling at Kamarajar Port (Ennore) tumbled 31.63% during

April-September

Chennai port suffered a drop of 25.71 per cent to 18.38 MT in April-September, as per IPA data.

Cochin Port saw a dip of 24.42 per cent to 12.58 MT during the period.

Cargo handling at JNPT port slipped 21.71% per cent to 26.94 MT, for Kolkata, it declined 18.78% to 25.56 MT and Mumbai port logged a fall of 18.74% to 24.45 MT.

In the wake of the Covid-19 pandemic, sharp declines were witnessed in handling of containers, coal and POL (petroleum, oil and lubricant), among other commodities.

Last month, Shri Mansukh Mandaviya, Minister of State for shipping (Independent Charge) told the Parliament: "There was a considerable decline in the total traffic, containers traffic and other than containers traffic in March, April, May, June, July and August, 2020 as compared to the corresponding months in 2019."

CHINA'S COAL IMPORTS: A DRY BULK MARKET CONUNDRUM

China's coal imports have diminished over the course of the third quarter, after a promising beginning to the year. In its latest weekly report, shipbroker Banchero Costa said that "China's coal imports boomed in 2019, surprising many who had expected the government would clamp down strictly on shipments. Even this year, with the pandemic hitting hard the world economy, and global demand for coal crashing, imports to China remained surprisingly resilient. However, the third quarter of 2020 proved to be much more disappointing than the rosy first

half of the year".

The shipbroker said that "in the first 9 months of 2020, China imported 197.8 mln tonnes of coal by sea (including both thermal and coking), according to vessel tracking data from Refinitiv. This represents a net decline of -2.5% y-o-y compared to the 202.8 mln tonnes imported in the same period of 2019, but is still significantly higher than the 181.1 mln tonnes imported in Jan-Sep 2018, and the 178.3 mln tonnes in the same period of 2017. Things started very well in the first quarter of 2020. In the first 3



months of the year, China imported 69.4 mln tonnes of coal, which was a +14.8% increase in the same period last year. Things were more disappointing in the second quarter of 2020. The country imported 70.4 mln tonnes of coal in the April-June period, essentially flat on the first quarter, and just +1.8% compared to the same period last year”.

According to Banchero Costa, “things went really downhill in the third quarter. In the July-September period, China imported just 58.0 mln tonnes of coal, which was a sharp -20.8% less than in the same quarter last year. China routinely restricts imports of coal to help domestic miners through a wider effort to reduce the fuel dependency of the country.

For a nation that consumes and produces half of the world's coal, the strength of China's import curbs may vary based on the competing priorities of the government to protect domestic miners and power plants. In previous years, China's coal imports tended to taper off in the fourth quarter, as imports reached official or unofficial annual quotas”.

The shipbroker added that “for import volumes to halt so sharply so early in the year is therefore worrying, as even sharper cutbacks could now be expected in the final quarter. Despite much press coverage of supposed restrictions on Australian coal, allegedly a

consequence of the deteriorating political relations between Australia and China, it is actually Indonesia that has seen the sharpest fall this year. Indonesia had been the main beneficiary in last year's increase in China's demand for coal. In the 12 months of 2019, China imported 124.4 mln tonnes of coal from Indonesia, up +15.1% y-o-y. This year, however, imports from Indonesia declined by a sharp -16.4% y-o-y, to 80.2 mln tonnes in the first 9 months of 2020.

Imports from Australia had also increased by +6.6% y-o-y last year, despite the widely reported Customs clearance difficulties and port restrictions, to 89.7 mln tonnes in the 12 months of 2019. This year, despite all the politics, coal shipments from Australia to China continued to increase, rising by +0.8% y-o-y in the Jan-Sep period of 2020 to 68.7 mln tonnes. Elsewhere, volumes from Russia have continued to grow as more export capacity has become available, especially on small vessels from Russia's far East ports – total seaborne volumes to China increased by +29.5% y-o-y to 25.3 mln tonnes in the first 9 months.

Exports from Ukraine to China also surged, by a massive 78.9% y-o-y to 5.8 mln tonnes in the first three quarters of 2020”, Banchero Costa concluded.

CONTAINER NON-AVAILABILITY, RISE IN SEA FREIGHT SERIOUS CONCERN: FIEO

Amid progress in India's exports, exporters have stated that non-availability of containers and a gradual enhance in sea freights are posing as huge challenges for the nation's outbound shipments.

“Non-availability of containers for the export sector is posing a serious concern for assembly supply commitments of international consumers,” stated Sharad Kumar Saraf, president of Federation of Indian Export Organisations (FIEO).

He stated that from the final couple of months, in spite of providing area for 3 to 4 weeks forward, transport traces are shutting out the containers abruptly giving causes that the vessels are full.

“Sea freights have also started increasing gradually since July and all the shipping lines have increased the freights by 20% to 40% depending on the destinations,” Saraf stated.

The issues have been flagged at a time when India's exports grew yr on yr after a spot of six months in September, pushed primarily by engineering items, petroleum merchandise, prescribed drugs and readymade clothes.

Merchandise exports rose 5.27% on yr to \$27.40 billion in

September whereas imports declined 19.6% to \$30.31 billion.

FIEO, which expects India's exports in the vary of \$290-300 billion in 2020-21, stated that there's a want for a regulatory company for the shipping sector as this vital element of export logistics wants rapid consideration to have the ability to capitalize on the brand new alternatives.

Among main international locations, India's exports to China (20.78%) and the US (15.54%) grew on the quickest tempo in September. Out of the highest 10 export locations, transport solely to the UAE and Hong Kong declined yr on yr in September.

“We expect that the proposed National Logistics Efficiency Advancement Predictability and Safety (NLEAPS) Act would be formulated and implemented soon to protect the Exim sector from such sudden and abrupt changes,” Saraf stated.

The apex physique of exporters additionally advocated that the federal government order to pay terminal dealing with expenses to ports instantly, could also be applied throughout ports as it would carry down logistics prices for the export sector and make them extra aggressive.

YOUR FORECAST

The future belongs to those who believe in the beauty of their dreams



- BY RANI

Aries (Mar 21 - Apr 19)

For salaried employees, things will get difficult to handle as there will be pressure from superiors at work to deliver more output. Students pursuing post-graduation will be able to study much better after receiving help and tips from seniors. They will learn complicated subjects easily and their memorizing skills will sharpen! You will be required to work very hard for increasing your financial inflow. Married couples will not have a very good time. Do not despair, good times are just around the corner! There is a distinct possibility of getting seriously injured so take all possible precautions in this regard, especially during the weekend.

Taurus (Apr 20 - May 20)

As an employee, you are likely to remain negatively disturbed and stressed out due to some personal crisis. Your focus and concentration will be completely disrupted which might affect your performance at work. Students pursuing post-graduation will receive extremely useful tips from their professors. Always keep contingency funds available to tackle such emergencies as there is a distinct possibility of unexpected expenses. Married couples will not feel too comfortable with their spouse. However, it is a temporary phase so just be patient. There is a distinct possibility of being troubled by a minor illness. As soon as you experience any symptoms of physical discomfort, visit a specialist.

Gemini (May 21 - Jun 20)

Salaried employees may feel slightly dejected as they will not receive incentives that have been long pending. However, their performance will be amazing. Students pursuing post-graduation will not be able to retain their focus and concentration because of trivial matters. As a result, their progress will suffer. You must remain calm and composed before taking any financial decisions. This will ensure that you take maximum advantage of any opportunities that come your way. Married couples will not be happy with an uncaring attitude displayed by their spouse and there is no way out of it. Acid reflux and heartburn issues will be at its peak. Besides using antacids, it will be beneficial if you could include fibre rich foods in your diet.

Cancer (Jun 21 - Jul 22)

It will be difficult for salaried employees to perform effectively and deliver targeted output within stipulated time. They should remain focused upon assigned work. Students pursuing graduation will need to remain calm, composed and attentive during class. They will have to shirk off all the negativity and personal problems. Keep a tight leash around unwanted expenses as no major financial gains are foreseen during this week. Married couples will not be happy with an uncaring attitude displayed by their spouse and there is no way out of it. There is a distinct possibility of getting injured unexpectedly during this week. Digestive system disorders and pain in the joints is also a possibility, especially for people middle aged and above.

Leo (Jul 23 - Aug 22)

Salaried employees will be under constant pressure due to heavy workload and might be expected to work extra hours to complete their assignments within stipulated time. Students pursuing graduation will be unable to retain their focus and concentration. Increase in financial inflow is foreseen. Major unexpected expenses are a distinct possibility. Singles will feel upset due to some inappropriate behaviour by their loved one and be concerned with the truthfulness of their partner. If given enough time, all misunderstandings will gradually be sorted. You will need to be watchful about any discomforts in your left eye. If you notice any abnormalities, visit your ophthalmologist immediately.

Virgo (Aug 23 - Sep 22)

Those employed will be able to deliver excellent work output. They may be offered a promotion or a raise in salary for their diligent efforts. Keep up the good work! Students must take complete advantage of this week which is definitely in their favor! Work as hard and as sincerely as you can. There is not an iota of doubt about your success! Strong Saturn along with a negatively influenced Sun seems to be eyeing your second house. You will need to keep contingency funds readily available to deal with emergencies. Singles are going to fall in love with a person of the opposite gender, older in age, who has recently moved in with parents in the nearby vicinity. Both will be mutually attracted. Those middle aged and above could be troubled with old ailments. Follow diet instructions as laid down by your physician to avoid further complications.

Scorpio (Oct 23 - Nov 21)

It will be a great idea for businessmen to consider expanding their territory horizons for increasing their sales. Short but consistent business trips will definitely prove to be profitable. Students pursuing post-graduation will be able to learn things quickly because their focus and concentration will be at its peak which will pay off. You will need to keep contingency funds readily available to deal with emergencies. Singles are going to bump into their teenage crush this week and might fall in love. There is a distinct possibility of getting seriously injured during this week. You are advised to be careful in this regard. Light exercises in the morning will certainly help to keep fit.

Sagittarius (Nov 22 - Dec 21)

Businessmen will be presented with an opportunity to strike a major deal with a company located overseas and a visitor might finalize this deal. Students pursuing graduation will not be able to retain their focus and concentration. They will be occupied with personal problems. You will be able to control unwanted expenses and will be on the lookout for various safe avenues to invest money. Anger is not going to get you very far with your relationships so start working on that to enjoy a pleasantly romantic time with your partner. You may be prone to minor injuries. If this problem is left untreated, it can certainly create several unwanted complications later on.

Capricorn (Dec 22 - Jan 19)

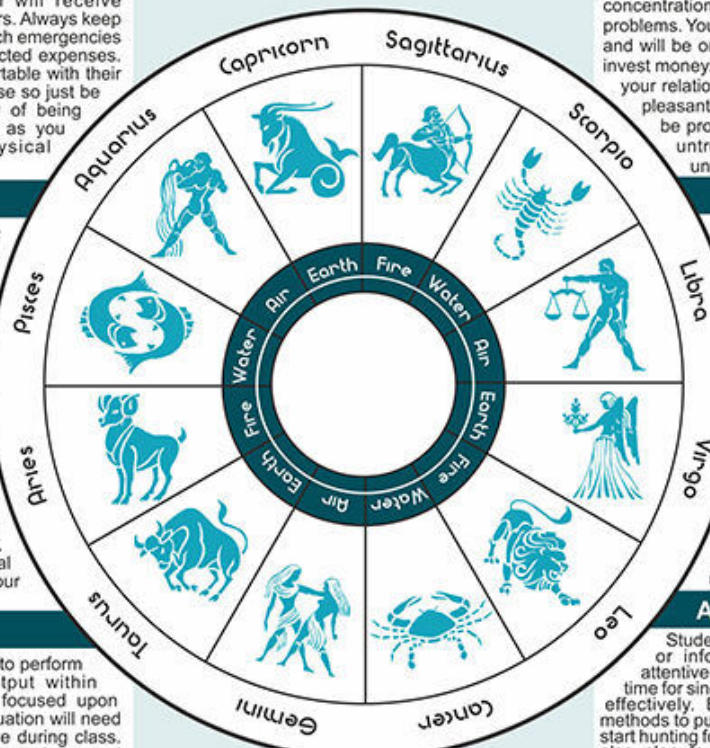
Businessmen will easily be able to surpass their competitors without having to compromise on the quality of their products. Salaried employees will be filled with enthusiasm and zest upon receiving a long pending incentive. Students pursuing post-graduation will receive useful tips from their seniors. There is a distinct possibility of a financial gain around the mid-week. However, you will need to spend money for some urgent repairs for your residence. Married couples will be full of complaints for their spouse and there will be agitation. Try to handle things patiently and tactfully. A lingering pain in the joints and muscles of your body is going to keep you bothered. Resort to external massages and physiotherapy rather than taking painkillers.

Aquarius (Jan 20 - Feb 18)

Students pursuing graduation in either science or information technology, will remain very attentive during class. They will devote plenty of time for sincere studying and will be able to memorize effectively. Businessmen will want to try various methods to push the boundaries of their sales. They will start hunting for new opportunities and openings and will also plan to export their products. Since no major developments are happening on the financial front, you may get tempted to try adopting unethical practices of earning money quickly. Do not take any undue risks. A major issue within the family will constantly keep you under negative stress. Despite honest efforts, you may not be able to resolve it this week. Middle aged people and above will be troubled by an old ailment. They must strictly follow the diet chart laid down by their doctor.

Pisces (Feb 19 - Mar 20)

Not too many major business deals are foreseen during this period except for one profitable deal at the beginning of the week. Students pursuing graduation will receive extremely useful tips from their professors. There is a possibility of increase in financial inflow which will make your outlook positive and enthusiastic. Refrain from taking any hasty financial decisions. Singles will be under constant negative pressure as their families would want them to either reveal their choice of life partner or get married with someone the elders suggest. There is a distinct possibility of being troubled again by a major health issue that you thought was cured. You are advised to take due care in terms of your health and wellbeing. It would be wise to stay cautious in this regard.



Libra (Sep 23 - Oct 22)

Businessmen will be busy negotiating multiple deals, all at once. They will not be able to close any major deals. However, they will be able to successfully conclude a few normal deals. Students pursuing higher education will display an inclination for going abroad for higher studies. Current planetary influences are very favourable for them to consider the same. Your overall financial stability will be very satisfactory. Planetary influences are not very favourable for considering new investments. There is a distinct possibility of spending a substantial amount of money for recreational activities. Married couples will need to try hard to keep their spouse in a responsive mood. You will be able to spend a very pleasant time with your family and close friends. There is a possibility, you may fall prey to a major illness during this week. Do not slack when it comes to taking care of yourself if ill.

(Disclaimer- The information and astrological interpretations in this magazine are purely for recreational reading. They are not meant to replace intelligent decision making on behalf of the reader, nor assume responsibility for the reader's life choices.)

NEWS UPDATE FOR ONBOARD CREW

RAM VILAS PASWAN, A MAN FOR ALL SEASONS IN INDIAN POLITICS, CREMATED IN PATNA



The mortal remains of Union Minister Ram Vilas Paswan, a man for all seasons and one of the tallest leaders spawned by the Dalit community, were consigned to flames in Patna with full state honours.

A sea of people could be seen, besides dignitaries led by Bihar Chief Minister Nitish Kumar and Union Minister Ravi Shankar Prasad, at the cremation site on the banks of the Ganges in the city that has been a witness to the Lok Janshakti Party founder's long journey - from a young MLA of the socialist party in the late 1960s to having served under six prime ministers.

A large number of supporters had come to the Digha ghat from his pocket borough Hajipur, situated right across the river, which Paswan had nurtured since his Lok Sabha debut in 1977 when he won with a record margin.

He gave up the seat for his younger brother Pashupati Kumar Paras last year and chose the Rajya Sabha route for re-entering Parliament.

The sight of commoners standing chock a block, teary-eyed and eager to catch the last glimpse of their leader, unmindful of the threat posed by the COVID pandemic and reprimands of security personnel anxious to enforce social distancing, bore testimony to the popularity of the man, known as an "ajaat shatru" (one with no enemies) in the vicious politics of Bihar.

Many climbed atop a steamer anchored nearby while an even larger number could be seen standing, precariously, on the decrepit embankment built along the river after they were thwarted by the administration from crowding the ghat.

Paswan took his last breath at a hospital in New Delhi on 8th October and later his body was brought.

Dignitaries offered their tributes at the airport and also, later, at the Vidhan Sabha premises.

The body was brought for the last rites to Janardan Ghat in the Digha locality in a massive procession from his residence in Shri Krishna Puri, about 3 km away.

The Paswan kept his doors of his bungalow open for all despite the

high offices he held for much part of his political career, remained teeming with visitors, many of them common citizens whom the leader had helped with getting a job, getting a critically ill relative treated at a top medical facility, or with financial help which made the marriage of their daughters possible.

Many also recalled the contributions made by Paswan as a Minister - Hajipur becoming a zonal headquarters of the railways, mobile phones becoming affordable, and greater efficiency in the public distribution system that was crucial during the nationwide lockdown.

The last rites were performed by Paswan's son and political heir Chirag, who has taken a big gamble by deciding to plough a lonely furrow in the assembly elections that are days away.

Amid deafening roars of "Ram Vilas Paswan amar rahein", Chirag, in knee-high dhoti and a white sheet around his shoulders, lit the funeral pyre.

Reena Paswan, who like her husband Ram Vilas was always a perfect host, watched the ceremony from a distance, the grief on her face concealed with her mask and a dupatta.

The LJP founders other family members, who run the party affairs along with Chirag, too stood around the pyre and helped the son in completing the rituals.

Derided by his opponents for being a "mausam vaigyanik" (weathercock), which nonetheless bore testimony to his astuteness in gauging the public mood, Paswan's entry into politics was an instance of choosing adventure over the stagnation that often comes with security.

"In 1969, I was elected as an MLA around the same time I qualified for the post of a Deputy Superintendent of Police. One of my friends asked me what you would like to become, a government servant or the government itself. Thus began my political journey," Paswan had famously said.

Journalists, with whom the Union minister had been a favourite, were unanimous in the belief "there will hardly be another one like him who remained without swagger despite enjoying so much power".

VEDANTA SAYS DELISTING OFFER DEEMED TO HAVE FAILED

Vedanta Ltd said its delisting offer is deemed to have failed as per terms of delisting regulations.

125.47 crore shares were validly tendered by public shareholders, the company said in a stock exchange filing.

"Accordingly, the acquirers will not acquire any equity shares tendered by the public shareholders in the delisting offer and the equity shares of the Company will continue to remain listed on the stock exchanges. The company's American Depositary Shares

("ADS") will continue to remain listed on the New York Stock Exchange ("NYSE") and the company's equity shares will continue to remain registered with the Securities and Exchange Commission ("SEC"), the Anil Agarwal-led company said.

Vedanta closed at Rs. 122.10 on the BSE, a gain of 3.83 per cent over the previous close.

The promoters have raised \$3.15 billion (about Rs 24,000 crore) to fund the delisting. This funding can support a price of Rs. 140-145 per share.

INDIA'S FIRST COVID-19 VACCINE COVAXIN JOURNEY: FROM TEST RESULTS TO PHASE 3 TRIAL, LATEST UPDATES

Covaxin, India's first COVID-19 vaccine candidate has sought the drug regulator's approval to start the large scale phase III clinical trial in the country. The Drugs Controller General of India asked the vaccine maker Bharat Biotech to submit "complete safety and immunogenicity data of the phase II trial" and some clarifications before proceeding for the next stage.

Developed by Bharat Biotech in collaboration with the Indian Council of Medical Research (ICMR), Covaxin is currently in the phase II clinical trial in the country. Hyderabad-based Bharat Biotech earlier released the animal study results of Covaxin. "The vaccine candidate was found to generate robust immune responses. Thus, preventing infection and disease in the primates upon high amounts of exposure to live SARS-CoV-2 virus," the drugmaker said.

In the early stage of human trials, Covaxin has been tested in 12 hospitals across the country. Volunteers between the ages of 18 and 55 with no co-morbidity conditions have participated in the trial. The vaccine trial took place in Hyderabad, Rohtak, Patna, Kancheepuram, Delhi, Goa, Bhubaneswar and Lucknow among other places.

Covaxin will use adjuvant Alhydroxiqum-II to boost immune response and longer lasting immunity, the firm said. The technology is being used under a licensing agreement with Kansas-based ViroVax, said Bharat Biotech.

"There is critical need for development and availability of adjuvants that elucidate mechanisms of action inducing greater antibody responses to vaccine antigens, thus resulting in long-term protection against pathogens. Adjuvants also enhance the sustainability of the global vaccine supply on account of their antigen-sparing effect," Krishna Ella, Chairman and Managing

Director of Bharat Biotech said.

How does Covaxin work?

Covaxin has been derived from a strain of the novel coronavirus isolated by the National Institute of Virology in Pune. Bharat Biotech developed an "inactivated" vaccine at its high-containment facility at Genome Valley in Hyderabad.

"Once the vaccine is injected into a human, it has no potential to infect or replicate, since it is a killed virus. It just serves to the immune system as a dead virus and mounts an antibody response towards the virus," Bharat Biotech said.

For phase III trial, the drugmaker plans to enroll 28,500 volunteers aged 18 years and above. The trial will be conducted across 10 states including Delhi, Mumbai, Patna and Lucknow. The phase III clinical trial application proposed a dose of 0.5 ml on day 0 and 28.

COVID-19 vaccine candidates in India

India's coronavirus vaccine production and delivery capacity will help all humanity in fighting the pandemic, said Prime Minister Narendra Modi at the United Nations General Assembly last month. "As the largest vaccine producing country of the world, I want to give one more assurance to the global community. India's vaccine production and delivery capacity will be used to help all humanity in fighting this crisis," he added.

Besides, Bharat Biotech, another vaccine candidate developed by Zydus Cadila Ltd is in the phase II of the human clinical trials. Serum Institute of India has partnered with AstraZeneca for manufacturing the COVID-19 vaccine candidate developed by the University of Oxford. Pune-based drugmaker is conducting Phase II and III human clinical trials of the candidate in India.

INDIAN RAILWAYS TICKET RESERVATION RULE TO CHANGE. CHECK DETAILS

Indian Railways in a bid to provide relief to the passengers has decided to prepare the second reservation charts 30 minutes before the scheduled departure of trains from stations starting.

Earlier the system was modified to two hours in the wake of the covid-19 pandemic for the last few months.

In a statement, Indian Railways said as per the established pre-covid period instructions, the first reservation chart was prepared at least four hours before scheduled departure of trains. Thereafter, the available accommodation could be booked across PRS counters as well as through the internet on a first-come-first-serve basis till preparation of second reservation charts.

The second reservation charts were prepared between 30 minutes to 5 minutes before scheduled/rescheduled time of departure of trains. Cancellation of already booked tickets was also permitted during this period as per provisions of Refund Rules.

Due to the coronavirus pandemic, instructions were issued to shift

the time of preparation of the second reservation chart to two hours before scheduled/ rescheduled time of train departure.

"As per request of Zonal Railways for ensuring convenience of rail passengers, the matter has been examined and it has been decided that the second reservation chart shall be prepared at least 30 minutes before scheduled/rescheduled time of departure of train," the statement said.

"Accordingly, ticket booking facility, both online and on PRS ticket counters, shall be available, before preparation of second chart. CRIS will make necessary modifications in the software accordingly so as to restore this provision with effect from October 10," it said.

The Railways had suspended all passenger trains services due to the imposition of the nationwide lockdown from March 25. However, it resumed services in a staggered manner beginning with Shramik Special trains to help stranded migrant workers reach their home states from May 1.

COVID RECOVERIES NEAR 60 LAKH MARK IN INDIA AS 82,753 CURED IN A DAY

India saw a single-day rise of 73,272 covid-19 cases taking the virus caseload to 69,79,424, while the number of people who have recuperated from the disease surged to 59,88,823 according to the Union Health Ministry data updated.

The covid-19 recovery rate stands at 85.52%.

For the second day in a row, the number of active coronavirus cases remained below 9 lakh.

The total coronavirus cases mounted to 69,79,424, while the death toll climbed to 1,07,416 with 926 people succumbing to the disease in a span of 24 hours, according to the Union Health Ministry data.

According to the Indian Council of Medical Research (ICMR), a cumulative 8,57,98,698 samples have been tested up to October 9. As many as 11,64,018 samples were tested.

The 926 new fatalities include 302 from Maharashtra, 114 from Karnataka, 68 from Tamil Nadu, 62 from West Bengal, 48 from Uttar Pradesh, 39 from Delhi, 38 from Chhattisgarh, 32 from Punjab, 31 from Andhra Pradesh.

The total 1,07,416 deaths reported so far in the country include 39,732 from Maharashtra, followed by 10,120 from Tamil Nadu, 9,789 from Karnataka, 6,293 from Uttar Pradesh, 6,159 from Andhra Pradesh, 5,692 from Delhi, 5,501 from West Bengal, 3,773 from Punjab and 3,547 from Gujarat.

The health ministry stressed that more than 70% of the deaths occurred due to comorbidities.

The higher number of recoveries has aided the national recovery rate to further improve to 85.52 per cent, the ministry said.

A total of 82,753 patients recovered and were discharged the

previous day, while 73,272 fresh infections were reported, according to official data.

The COVID-19 case fatality rate has dropped to 1.54%.

India's COVID-19 tally had crossed the 20-lakh mark on August 7, 30 lakh on August 23 and 40 lakh on September 5. It went past 50 lakh on September 16 and crossed 60 lakh on September 28.

Maharashtra's COVID-19 tally on 9 October crossed the 15 lakh-mark with the addition of 12,134 cases, a health department official said.

The case count now stands at 15,06,018, he said.

The state reported 302 deaths on 9 October, which took the fatality count to 39,732, the official said.

Karnataka reported 10,913 new cases of COVID-19 and 114 related fatalities, taking the total number of infections to 6,90,269 and the death toll to 9,789, the health department said.

This is the third consecutive day that the state has reported over 10,000 new infections.

Kerala reported 9,250 fresh COVID-19 cases taking the overall tally of those affected in the state to 2,66,100 while 25 deaths pushed the toll to 955.

The COVID-19 tally in Uttar Pradesh mounted to over 4.3 lakh after the state reported 3,249 fresh cases, officials said.

Over 13,850 out of every 10 lakh people in Andhra Pradesh have contracted the coronavirus disease so far, the state government said even as the total number of cases rose to 7,44,864 with the addition of 5,145 fresh infections.

IBM BUSINESS SPLIT: ONE-FOURTH OF INDIA STAFF MAY BE PART OF NEW ENTITY

With IBM Corp. splitting its business into two companies to build focus on hybrid cloud and artificial intelligence (AI), up to one-fourth of its Indian employees are expected to be part of the new entity, Arvind Krishna, Chief Executive Officer, IBM said.

While IBM does not disclose the India headcount, it is estimated that the country accounts for about a third of its global workforce of over 350,000.

The split will have "no material impact" on India operations, Krishna said. Sectors such as telecom, banking, and government are driving the adoption of hybrid cloud in India, he added.

As part of this split, IBM will separate its Managed Infrastructure Services unit of its global technology services division into a new public company by the end of 2021. The new public company, yet to be named, has more than 4,600 clients in 115 countries and an order backlog of \$60 billion, according to IBM.

Krishna, the first Indian-origin executive to lead the 108-year-old American IT giant, has been trying to turn around the company by focussing on hybrid cloud ever since he took up the top job in January. His focus on cloud comes as no surprise until last year, he headed IBM's cloud and cognitive software unit and was the principal architect of the \$34-billion Red Hat acquisition, which was completed last year.

"IBM is laser-focused on the \$1 trillion hybrid cloud opportunity," said Krishna. "Client buying needs for application and infrastructure services are diverging, while adoption of our hybrid cloud platform is accelerating. Now is the right time to create two

market-leading companies focused on what they do best."

Talking about the opportunity in India, Krishna said, "We are committed to our footprint in India. We also have a very large R&D presence in India and as our business begins to grow, we expect opportunity for people in India both in terms of employment and growth."

Krishna said IBM will focus on its open hybrid cloud platform and AI capabilities. "The new company will have greater agility to design, run and modernize the infrastructure of the world's most important organizations. Both companies will be on an improved growth trajectory with greater ability to partner and capture new opportunities."

With tighter integration and focus on its open hybrid cloud and AI solutions, IBM will move from a company with more than half of its revenues in services to one with a majority in high-value cloud software and solutions, the company said. IBM will also have more than 50% of its portfolio in recurring revenues.

Analysts believe it is a step in the right direction. "This move mirrors the tough call that IBM took ages ago when it let go of its PC business and sold to Lenovo. There's power in focus, and growth is much more likely when an entire company is aligned to select areas of core strength and importance," said Sanchit Vir Gogia, CEO & Chief Analyst, Greyhound Research.

As part of this strategic move, IBM said it is trying to "simplify and optimize its operating model for speed and growth. This includes streamlining its geographic model and transforming its go-to-market structure to better engage with and support clients."

MINISTRY OF DEFENCE CANCELS RELIANCE NAVAL & ENGINEERING LTD'S RS. 2,500 CRORE CONTRACT

The Ministry of Defence has cancelled Reliance Naval and Engineering Ltd's (RNEL) Rs. 2,500-crore contract to build Naval Offshore Patrol Vessels (NPOVs) for the Indian Navy, owing to delay in delivery of the vessels, a person familiar with the matter said.

The contract was cancelled two weeks in advance due to the delay in the delivery of the vessels, the person said.

Reliance Naval and Engineering Limited (RNEL) did not comment on the report immediately.

The contract to build five warships was signed with the company in 2011, before the Reliance Group took over the Gujarat-based shipyard from its erstwhile owner Nikhil Gandhi.

The Reliance Group took over Pipavav Defence And Offshore Engineering Ltd in 2015 and later renamed it as Reliance Naval

and Engineering Ltd (RNEL).

The cancellation of the NOPV contract has cast a shadow over the bidding process of RNEL, which is currently going through the debt resolution process in the National Company Law Tribunal (NCLT).

IDBI, the lead banker of the consortium of lenders of RNEL, had taken the company to the NCLT Ahmedabad due to the default in loan repayment, report said.

RNEL has an outstanding debt of over Rs. 11,000 crore.

In August, 12 companies had submitted Expressions Of Interest (EOI) for RNEL. These included APM Terminals, United Shipbuilding Corporation (Russia), Hazel Mercantile Ltd, Chowgule Group, Interups (USA), Next Orbit Ventures, ARCIL, IARC, JM ARC, CFM ARC, Invent ARC and Phoenix ARC, report added.

RBI BATS FOR GROWTH OVER INFLATION

The Reserve Bank of India kept policy rates unchanged as inflation remained stubbornly high, but unleashed an array of other tools to reduce borrowing costs in a bid to revive growth in Asia's third-largest economy.

Citing inflation as a transient worry, the central bank retained its accommodative policy stance with reviving growth as the primary objective.

While the RBI's rate action was on expected lines, governor Shaktikanta Das's commentary that the economy is poised for a mild recovery in the fiscal fourth quarter, in a year when the gross domestic product (GDP) is set to post its biggest contraction since Independence, offered hope amid a parade of grim news.

Das said several economic indicators in recent months have pointed a need for the growth impetus to sustain the current momentum as green shoots are visible in several sectors of the economy.

"Focus must shift from containment to revival," he said, citing strong foodgrain production, rebound in purchasing manager indexes, auto sales, exports and early signs of a turnaround in RBI's consumer confidence survey.

For the full year, RBI expects a GDP contraction of 9.5% with risks tilted to the downside.

RBI said growth is expected to improve dramatically in the first quarter of the next fiscal at 20.6%. This will be driven by a three-speed recovery with pandemic-resilient sectors (such as agriculture, FMCG, auto, drugs and electricity) recovering faster, followed by recovery in "strike form" sectors, where the activity normalization is more gradual and the contact-intensive "slog overs" sectors that are hit the most due to the social distancing.

"By all indications, the deep contractions of the first quarter are behind us; silver linings are visible in the flattening of the active caseload curve. Barring the incidence of a second wave, India stands poised to shrug off the deathly grip of the virus and renew its tryst with its pre-covid growth trajectory," he said.

Road to Recovery

RBI's measures to revive growth included infusion of additional liquidity and transmission of policy measures to borrowers. RBI said that it will introduce on-tap targeted long-term repo operations (TLTRO) for banks to borrow up to Rs. 1 trillion from the window and invest in corporate bonds and other debt instruments of certain sectors. It also said that the size of open market operations, under which the RBI buys and sells government securities, will be increased to Rs. 20,000 crore to flatten the yield curve further and keep interest rates benign.

"This is important from the point of view of a smooth and seamless transmission of monetary policy impulses as well as the completion of market borrowing programmes of the Centre and states in a non-disruptive manner with a normal evolution of the yield curve," Das said.

This was RBI's first policy review under the newly constituted monetary policy committee, which voted unanimously to keep the repo rate unchanged at 4%. All members except Jayanth R. Varma voted to continue with the accommodative stance for an extended period, or at least till the next financial year, to revive growth on a durable basis while ensuring inflation is within the target.

"We remain circumspect about generalizing these early green shoots, as they have benefited from base effects and one-off shifts in some sectors. With fresh covid-19 infections elevated, although admittedly lower than earlier levels, we expect economic agents to adjust to a new normal, and foresee a slow grind back to the pre-covid levels in many sectors," said Aditi Nayar, principal economist, ICRA Ltd.

In a note, Nomura's Chief India Economist Sonal Varma said "RBI's commitment to keeping its stance 'accommodative' into FY22 is a particularly strong one. Combined with its commitment to provide liquidity and manage bond supply, the policy measures are geared towards ensuring that transmission across markets (money, bonds, bank lending) does not freeze and that monetary policy remains active."

MICROSOFT TO LET EMPLOYEES WORK REMOTELY FOR UP TO HALF WEEKLY WORKING HOURS

Microsoft Corp said it would allow most of its employees to clock in up to half their weekly working hours remotely, providing greater flexibility even after offices start reopening.

The software-maker said in a blog post that while returning to office is optional for most employees for now, Microsoft was not committing to having every employee work remotely.

"We recognize that some employees are required to be onsite and some roles and businesses are better suited for working away from the worksite than others. However, for most roles, we view working from home part of the time (less than 50%) as now standard – assuming manager and team alignment," Microsoft

said.

The Redmond, Washington-based company had about 163,000 full-time employees as of June.

The COVID-19 pandemic has changed the way businesses function, with work-from-home emerging as the new norm.

Earlier in May, Twitter Inc became the first major tech company to allow employees who can work remotely to do so indefinitely.

Facebook Inc had said it would allow its employees to work from home till July 2021, while Google had extended the remote working period for employees who do not need to be in the office till June, 2021.

70% OF REVERSE MIGRANTS WANT TO GO BACK TO CITIES

Migrants who went home during the lockdown saw their incomes drop by as much as 94% and an overwhelming majority of them are ready to return to the cities, a survey by a team of retired government officers and academics found.

The survey on covid's impact on reverse migrants captured data from six states – Uttar Pradesh, Bihar, Jharkhand, Odisha, West Bengal and Chhattisgarh. It showed that salaried and regular waged migrants who had returned were the worst hit, while casual labourers in non-farm sectors suffered the least.

The survey was conducted by the Inferential Survey Statistics and Research Foundation founded by people including B.B. Singh, a retired Deputy Director General of the National Sample Survey Office (NSSO); and N.K. Sahu, former economic adviser to the rural development ministry.

Incomes of returnees dropped by 85% on an average, and by 94% in Jharkhand and UP, the survey showed.

It said nearly 70% of so-called reverse migrants are ready to return to cities and towns for work – a figure that goes up to more than 90% in UP and Jharkhand. The lack of income opportunities in villages, renewed job offers from employers with the same or higher wages (33%) and hope of getting a job (41%) were cited as other reasons for the desire to return despite the increasing spread of covid-19.

Government data claims that more than 10 million people went home after the lockdown, although experts and civil society groups say the number is much larger.

According to the survey, while reverse migrants reported an overall 85% decline in income in their native places when

compared with their previous workspace, salaried wage earners saw the maximum setback at 88%. In UP, it went down 100%, Odisha 93% and Jharkhand 89%.

Similarly, the migrants who were earlier self-employed saw incomes dip by 86% cumulatively across the six states. Self-employed migrants from UP and Chhattisgarh reported a 100% drop in income. Casual agricultural labourers and casual non-farm labourers saw a drop of 62.5% and 56.9%, respectively. This indicates that livelihood options for the salaried and self-employed are extremely limited in rural India.

"The median age of migrant male heads and female heads is just 26 years and 27 years, respectively. Among the migrant states surveyed, Chhattisgarh migrants are the youngest with a median age of 25 and the youngest female heads, with a median age of 23. Migration of workers in such a large scale and in young age is an important indicator for authorities at the state and central levels to take suitable action for the creation of opportunities for employment locally," the report said.

While nearly 68% overall are ready to return to work, migrants from UP (89.31%) and Jharkhand (92.31%) are willing to return the most. Workers in West Bengal (35%) and Odisha (59%) are the most hesitant.

"State-wise distribution has a sizeable difference in willingness to go back, and the first reason is the push and pull factor. In Jharkhand, the highest percentage of migrants, a whopping 92.3% want to go back, and among them, 98.7% see employment opportunity therein. (Here) the push factor is tremendous. This analysis also draws attention to the perceived demand of migrants in place of migration and the employers' willingness to give employment on the same and more wages," the report said.

CHEAPER CREDIT IN STORE FOR SMALL BIZ

Small businesses and individual borrowers have reason to cheer as the Reserve Bank of India allowed banks to lend more to these segments. This move could lead to lenders lowering their interest rates for certain categories of loans.

RBI permitted banks to lend upto Rs. 7.5 crore to individual retail and small business borrowers and still be eligible for a 75% risk weight norm, which stipulates the minimum amount of capital to be set aside by banks before making a loan. The limit was at Rs. 5 crore earlier and allowing a higher threshold for availing the risk-weight benefit will give an impetus to banks.

Under the existing norms, the exposures included in the retail portfolio of banks are assigned a risk weight of 75% if they meet certain criteria, including the low value of individual exposures. The increase in exposure limit could lead to a rise in the much-needed credit flow to the small business segment.

"The regulatory changes for retail loans are quite timely and will encourage banks to go for higher retail lending as we head into the festive season," said Amitabh Chaudhry, Chief Executive, Axis Bank.



Small businesses and retail borrowers are perhaps the worst hit by the covid-19 pandemic, crimping their ability to repay existing debt. The central bank has in the past supported these sectors by allowing a repayment moratorium and debt recasts. The government has proposed to waive off compound interest for Micro, Small and Medium Enterprise (MSME) and individual borrowers between April and September, although a final decision is yet to be announced.

Experts believe that the move will be beneficial for banks and borrowers alike. While borrowers might expect a lower rate of interest on some loans, lenders will be able to conserve capital, not so readily available for banks.

While this move will not provide relief on capital requirements for banks on their existing loan portfolio, the reduced risk weights

will enable them to lower their lending rates on fresh loans, improving credit demand and consumption, said A.M. Karthik, Vice-President, ICRA.

To be sure, the transmission of repo rate cuts to small borrowers have been significantly higher than other sectors, as pointed out by RBI. According to RBI, there has been a significant improvement in transmission to all new loans sanctioned since October 2019 when the new floating rate loans to these two sectors were mandatorily linked to an external benchmark.

Meanwhile, RBI also allowed housing finance companies to co-originate priority loans with banks, which so far were restricted to Non-Banking Financial Companies (NBFCs). This measure is expected to boost the flow of credit to the underserved segments of the economy.

NEW GST SYSTEM GENERATES 69.5 LAKH E-INVOICES IN FIRST WEEK OF IMPLEMENTATION

As many as 69.5 lakh invoice reference numbers have been generated by 71,000 users in the first week of implementation of goods and services tax (GST) e-invoicing system for companies with annual turnover of at least Rs. 500 crore, the Finance Ministry said.

Revenue Secretary Ajay Bhushan Pandey said it was a great step forward as buyers and sellers would now be able to have real time information of the invoices. "It replaces the physical invoice and will soon replace the existing e-way Bill system and taxpayers will not have to generate separate e-way bills," he said in a statement after reviewing the performance of the e-invoicing system.

Furthermore, Pandey said the e-invoicing system can also eventually dispense with the present system of filing GST returns for smaller businesses and MSMEs because e-invoice will pre-populate their returns and they have to simply pay the taxes. "The

returns will be automatically generated for all supplies for which e-invoice have been issued", he added.

While at present it is mandate for businesses with a turnover of Rs. 500 crore, by 1st January 2021, it will be available to taxpayers having a turnover of more than Rs. 100 crore a year. It will be finally made available to all taxpayers for B2B transactions from 1st April, 2021.

The e-invoicing system was initially planned to be rolled out from 1st April 2020. However it was postponed to 1st October 2020 due to covid-19 pandemic and keeping in view the hardships faced by the taxpayers due to lockdown. For further convenience of taxpayers, a window of waiver of penalty provisions has been made available, provided the IRN for such invoices is obtained from the Invoice Reference Portal (IRP) within 30 days of date of invoice.

INDIABULLS SELLS FURTHER STAKE IN OAK NORTH BANK; RAISES RS. 441 CR

Indiabulls Housing Finance Ltd has raised Rs. 440 crore by selling part of its stake UK based OakNorth Bank Ltd to Riva Capital Partners V, L.P. USA for Rs. 441 crore.

The sale proceeds will be accretive to the regulatory net worth and the CRAR of the Company, the housing financier said in a stock exchange notification.

This is the fourth time that Indiabulls Housing has offloaded OakNorth shares within a month. It divested stake of about Rs. 440 crore in early September, sold shares worth Rs. 82 crore in mid-September and then divested shares worth Rs. 630 crore at the end of the month.

In September, IBHFL had sold a portion of its stake in OakNorth Holding to a Boston based investment firm HighSage Ventures LLC for Rs. 440 crore.

"With the latest stake sale, the Company has raised a total of Rs. 2,273 crores as fresh equity in the month of September and October 2020 (Rs. 683 crores through QIP and Rs. 1590 crores through sale

of stake in OakNorth) adding to the regulatory equity capital of the Company," said the notification.

OakNorth Bank was launched in September 2015 and Indiabulls had invested Rs. 663 crore in November 2015 for a 40% stake in the bank. Within two years of this, in November 2017, the company recouped its investment by selling about 10 per cent stake to the Government of Singapore's investment arm GIC for Rs. 770 crore. OakNorth contributed 1.54% or Rs. 33.88 crores to the consolidated net profit of IBHFL.

Indiabulls Housing business has been under pressure as it is evident from ratings downgrades. In March, Moody's Investors Service downgraded the home financier from B2 to B3, with a negative outlook, citing a challenging fund-raising environment. Rating agency ICRA had also downgraded the long-term rating of the company from stable to negative. The rating action was driven by Indiabulls Housing investment in Yes Bank's additional tier I bonds and the continuing challenge of resource mobilization.

KERALA COULD BECOME THE COUNTRY'S MOST VULNERABLE COVID HOTSPOT, WARNS HEALTH MINISTER

Even as Kerala hopes that tough mitigation measures may succeed in flattening the curve by October-end, a failure to do so might make the state "the most vulnerable covid-19 hotspot in India", said state Health Minister KK Shailaja.

The statement from the minister, who had won many laurels for controlling the covid-19 crisis in the state relatively well, comes in the backdrop of a resurgence in cases in spots where the disease seemed to be under control.

Kerala now has the second-highest rate of increase in covid cases and the third-highest number of active cases - 84,497 as of 6th October 2020. The state's total confirmed cases doubled in September and crossed two lakh in first week of October. It is the ninth state in India to have reported over two lakh cases.

"We are still safe. Our mortality rate is 0.4%, one of the lowest mortality rates not only in India but in the world itself. Our positivity rate is 1.2%, lesser than that of several other states but more than the ideal rate at 1%. Only 60% of beds in more than 400 first-line treatment centres are occupied, 40% of ICU beds in government hospitals, and about 10% in private hospitals are filled so far," Shailaja said in an interview.

"But the next few weeks will be crucial for the state," she said. "If the virus spreads rapidly, we will be facing a dual crisis because of our demography. We have a high population density; within a square kilometer, our population density is 760 whereas the national average is 460. Next, our senior citizen population is up to 14% of the total population. Another challenge is the high rate of non-communicable, lifestyle diseases in Kerala. These realities co-exist along with our other, decently high, health indicators," she said.

Kerala did almost everything right during the first wave of the pandemic. But things went south with the perception that the disease had disappeared when it had only retreated, she added.

"There was a huge laxity from the public during Onam festival (in

August- September) which resulted in a surge of cases in September. Then there were these large-scale protests by political parties. The danger of protests was not just that it helped in the spread, but it gave a message that gathering in such huge numbers is not a problem. It led to a tendency among the public that it is okay to come out. More than 200 police officers who tried to rein in the protests are also down with covid," the Health Minister said.

A governmental expert panel has said the caseload will come down by October end, but it will not happen unless people strictly adhere to the advisories from the health department, said Shailaja.

On 1st October, the Kerala government, stopping short of ordering a total shutdown, invoked Section 144 banning the assembly of more than five people across the state for the entire October. Such tough measures will be continue until cases retreat, she said.

The government is also planning to strengthen the reverse quarantine of senior citizens under the 'Grand Care' programme. Every ward will have 'Grand Care' committees filled with three-four Anganawadi and Kudumbasree workers, who will go and check up on the senior citizens regularly.

Telemedicine will be strengthened, borders will remain open but those coming from outside will have to report to the state and village-level committees will keep vigil on unauthorised entry of strangers.

The toughest challenge for the state, she said, is with human resource shortage.

"Our planning has saved us a lot, otherwise our hospitals would have been flooded by this huge surge. But we are still facing a huge challenge because of a shortage of human resources. We have hired more than 2000 people so far, most of them were doctors. If the daily caseload increases to the range of 10000, we will need thousand more. Ventilators are another problem, there is a shortage in the market. We are unable to get even 10% of our orders," Shailaja said.

BHARAT BIOTECH TOLD TO SUBMIT PHASE 2 DATA OF ITS COVID VACCINE BEFORE STARTING PHASE 3: REPORT

Bharat Biotech, which had sought Drugs Controller General of India or DCGI's nod for conducting phase-3 clinical trials of its COVID-19 vaccine candidate, has been asked to first submit complete safety and immunogenicity data of the ongoing phase-2 trial, besides providing some clarifications, before proceeding for the next stage.

The vaccine candidate - 'Covaxin' - is being indigenously developed by the Bharat Biotech in collaboration with the Indian Council of Medical Research (ICMR).

According to officials, the Hyderabad-based vaccine maker applied to the Drugs Controller General of India (DCGI) on October 2, seeking its permission to conduct phase-3 randomised double-blind placebo-controlled multicentre trial of its COVID-19 vaccine candidate.

The firm in its application said that the study would cover 28,500 subjects aged 18 years and above and would be conducted in 19 sites - including Delhi, Mumbai, Patna and Lucknow - across 10 states.

According to sources, the phase-2 trial of Covaxin is going on and the second dose is yet to be given to volunteers at some sites.

"The company presented phase-3 clinical trial protocol along with interim data of phase 1 and 2 clinical trials," an official said.

The Subject Expert Committee (SEC) at the Central Drugs Standard Control Organisation (CDSCO) deliberated on the application on

October 5.

"After a detailed deliberation, the committee opined that the design of the phase-3 study is in principle satisfactory except for clarification on definition of asymptomatic, etc.

"However, the study should be initiated with appropriate dose identified from the phase-2 safety and immunogenicity data. Accordingly, the firm should submit safety and immunogenicity data from phase-2 trial for consideration," the panel said in its recommendations.

The SEC during its discussion also observed that the vaccine was well-tolerated in all dose groups and no serious adverse events have been reported so far, a source told.

The most common adverse event was pain at the injection site, which resolved transiently, the source told.

The phase-3 clinical trial application proposed a dose of 0.5 ml on day 0 and 28.

Besides, Bharat Biotech, indigenously developed vaccine candidate by Zydus Cadila Ltd is in the phase 2 of the human clinical trials.

The Pune-based Serum Institute of India, which has partnered with AstraZeneca for manufacturing the Oxford COVID-19 vaccine candidate, is also conducting Phase 2 and 3 human clinical trials of the candidate in India.

RELIANCE - FUTURE GROUP DEAL: WHY'S AMAZON OBJECTING AND IS IT LIKELY TO SUCCEED?

Amazon.com Inc. has initiated arbitration proceedings against the Future Group before the Singapore International Arbitration Centre, according to two people privy to the development. The U.S.-based e-commerce major has sent a legal notice to its Indian partner alleging violation of contractual obligations by Future Group.

The Rs 27,513-crore deal between Mr. Mukesh Ambani's Reliance Retail Ltd. and Mr. Kishore Biyani's Future Group violates its contractual rights, Amazon has alleged. Future Group declined to comment on the development, while Amazon said it has "initiated steps to enforce our contractual rights". "As the matter is sub-judice, we can't provide details."

The Future Group had in August approved the sale of its retail, wholesale, logistics and warehousing assets to Reliance Retail Ltd. Last year, Amazon.com NV Investment Holdings had invested in Future Group by acquiring a 49% stake in Future Coupons—a promoter group entity of Future Retail.

Under the shareholders' agreement, Amazon was granted a call option allowing it to acquire all or part of the promoters' shareholding in Future Retail, which could be exercised between the third and tenth years in certain circumstances subject to applicable law. At that time, Future Coupons and Future Retail had also entered into a shareholders' agreement which gave the former certain rights over the latter, according to exchange filings.

The shareholders' agreement stated that Future Retail will require prior approval from Future Coupons on certain matters. These include:

- Transfer or license of all or substantially all of the assets of Future Retail or material assets.
- Transfer of assets above a certain threshold to a related party.
- Amendment of articles of association in conflict with the terms of the shareholders' agreement.
- Any issuance of share capital in contravention of the shareholders' agreement.

It's surprising that Amazon took this long to send the legal notice and initiate the arbitration proceedings, corporate lawyer Murali Neelakantan said. "I would've expected this when the board meetings were held by the Future Group companies and the decision of the deal with Reliance was taken," Neelakantan said. "Most likely, Amazon would have been aware of the restructuring."

If Amazon has a contractual right, yet it has no objection to the restructuring, the no objection should be in writing, Anand Desai, Managing Partner at DSK Legal pointed out. Ordinarily, he explained, it can't be an oral understanding as the contract should

say any variation or waiver must be in writing.

"Usually, when an investor has a call option exercisable at a future date, the shareholders' agreement has detailed clauses saying in the meanwhile, those shares can't be sold to someone else, and may also state that if you sell to anyone else, it'll be subject to my rights to call the shares from them at the price specified in the agreement. So, this prior contractual agreement can interfere with a subsequent sale to another party."

-Anand Desai, Managing Partner, DSK Legal

Neelakantan agreed, and added that under a shareholders' agreement at the holding company level, specially where there is a call option to acquire shares at a later date, there would be certain protections.

"One of the basic protection we expect to see is that any disposal of assets by Future Retail will require Future Coupons' consent. Now, clearly, an investor can't have a call option for assets in future when most of those assets are likely to disappear. But given the existence of these rights, one can speculate that Amazon was asked to but chose not to invest. In such a situation, Future Group and Reliance are likely to take the Pay Up or Shut Up argument i.e. make the investment or suffer the consequences of a dilution."

-Murali Neelakantan, Corporate Lawyer

On the question of what next, Neelakantan anticipates that since the shareholder, court and regulatory approvals for Reliance-Future Group deal are pending, Amazon may not go for an emergency arbitration by which an immediate interim relief is sought.

"I don't suspect there is a time pressure for Amazon in terms of the deal getting through, asset disposal etc. In case that threat becomes real, Amazon can always go to a high court in India, file an application under section 9 of the Arbitration Act which allows for interim relief even before the arbitral proceedings have started."

-Murali Neelakantan, Corporate Lawyer

By initiating the legal action, Neelakantan said, "it seems like Amazon is looking for an exit and will eventually settle the case if it's promised a pay day."

"If the shareholders' agreement has a negative covenant that gives Amazon the right to say that shares or assets can't be sold, an arbitral tribunal can enforce such a negative covenant if it believes this to be justifiable", Desai said.

"And if Amazon is looking for a payday, it may say that my investment was a 10-year plan. So, you project profits for the next 10 years and pay me all that money discounted to today's value. And that could be viewed by an arbitral tribunal as a legitimate ask," he added.

WHY INDIAN APP DEVELOPERS ARE MOST VOCAL IN RESISTING GOOGLE'S 30% 'GATEKEEPER'S FEE'

Indian app developers have raised a furore about Google's announcement that it will strictly enforce its policy of taking a 30 per cent cut for all digital purchases from 30th September 2021.

Following the backlash, on 5th October 2020, Google decided to delay the implementation of the policy for Indian developers until 31st March 2022. But the developers are still not satisfied — some

of them are looking to break the tech giant's dominance of the market for the Android platform through its Google Play Store, and asserting the need for self-reliance, as outlined by Prime Minister Narendra Modi's call for an Atmanirbhar Bharat.

What exactly Google's policy is about, why it wants to implement it strictly now, the importance of Google Play Store in the Android ecosystem, and why and how Indian developers are so vocal in their objections to the policy are as follows:



• What is Google's new policy?

On 28th September, Google released a blog post on how it plans to 'improve Google Play', also making some clarifications on its billing policy. It reminded app developers: "We've always required developers who distribute their apps on Play to use Google Play's billing system if they offer in-app purchases of digital goods, and pay a service fee from a percentage of the purchase."

This service fee of 30 per cent is not new, but the policy has not been strictly enforced. Now, Google says it will be enforced from 30th September 2021, because it is "trying to plug" what it believes to be revenue leakage. "Google intends to restrict by-passing its own billing system, which is a key source of its revenue," said an e-commerce analyst with a leading consulting firm, not wishing to be named.

With this move, Google will route all financial transactions — app purchases, purchases inside the app, and subscriptions — through its billing system, which will allow it to closely monitor and collect the 30 per cent "gatekeeper's tax", as the analyst put it.

The billing policy itself isn't new, but Google had received feedback that language used in the policy was not clear enough, and was

creating confusion about the policy and where it applies.

"We have heard feedback that our policy language could be clearer regarding which types of transactions require the use of Google Play's billing system, and that the current language was causing confusion. We want to be sure our policies are clear and up to date so they can be applied consistently and fairly to all developers, and so we have clarified the language in our Payments Policy to be more explicit that all developers selling digital goods in their apps are required to use Google Play's billing system," the tech giant said in a blog post.

"Again, this isn't new. This has always been the intention of this long standing policy and this clarification will not affect the vast majority of developers with apps on Google Play. Less than 3 per cent of developers with apps on Play sold digital goods over the last 12 months, and of this 3 per cent, the vast majority (nearly 97 per cent) already use Google Play's billing. But for those who already have an app on Google Play that requires technical work to integrate our billing system, we do not want to unduly disrupt their roadmaps and are giving a year (until 30 September 2021) to complete any needed updates. And of course, we will require Google's apps that do not already use Google Play's billing system to make the necessary updates as well," it added.

BMC ASKS NAVRATRI MANDALS TO ARRANGE ONLINE DARSHAN OF IDOLS

The Maharashtra government has already issued guidelines and capped the height of the goddess Durga idols to four feet for the mandals and two feet for the household ones.

The Brihanmumbai Municipal Corporation (BMC) on 9th Oct 2020 issued guidelines for the upcoming Navratri festival, in which it suggested the sarvajanik (community) mandals in the city to arrange online darshan of goddess idols for public in view of the pandemic.

In its guidelines, the civic body has kept the same height restrictions

for the idols.

It also appealed to the citizens to follow the Covid-19 protocols strictly during the Navratri festival, which starts on October 17.

In a statement, the BMC said that it has also asked the mandals to sanitise the pandals properly and follow all the social distancing norms strictly.

The civic body also asked the citizens to wear masks, maintain at least two feet of distance between each other and wash hands regularly.



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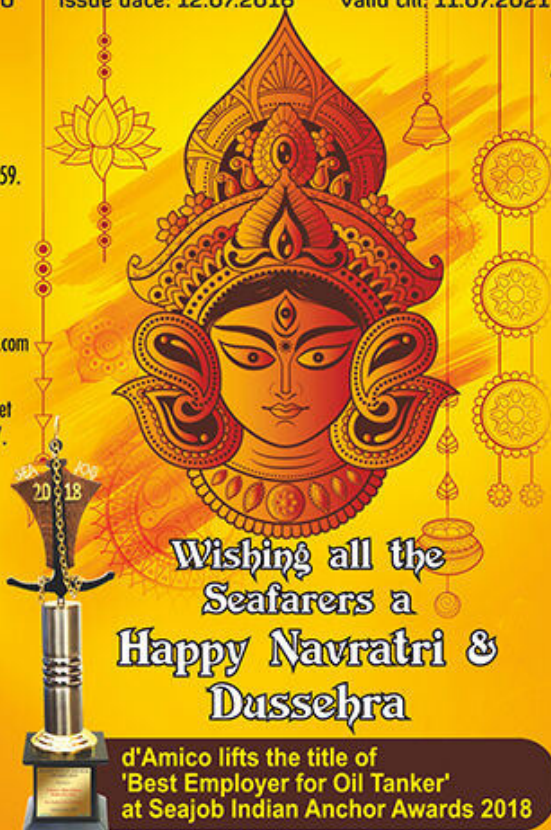
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Rank Experience on crude and Product Tanker

● REQUIRES FOR THEIR PRINCIPALS SEA TRADERS S.A. ON LARGE SIZE BULK CARRIERS (BETTER TERMS)

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(Ranks with suitable experience may apply with immediate effect)

● REQUIRES FOR THEIR PRINCIPALS DYNAGAS LTD. ON LNG VESSELS

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WE OFFER

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CONTACT US

HEAD OFFICE

CAPT. M.V. NAIK/
MR. G. SURESH KUMAR
SOLITAIRE CORPORATE PARK,
BUSINESS SQUARE, 4TH FLOOR, A-402,
NEAR HOLY FAMILY CHURCH
CHAKALA ANDHERI (E)
MUMBAI - 400 093.
TEL : 022-2834 7349 / 2834 7294 / 249734855
FAX : 022-2834 1866
EMAIL : resume@dynacomindia.com

DELHI OFFICE

MR. HARISH CHADHA
250, ANARKALI COMPLEX,
JHANEWALA EXTN, NEAR VIDEOCON
TOWER, NEW DELHI - 110055
TEL : 011-2351 1611 / 612
FAX : 011-2351 1609
EMAIL : harishchadha@yahoo.com

CHENNAI OFFICE

MR. S. SATHYANARAYANAN
706, 7TH FLOOR, CHALLA MALL
NO.11, THEYAGARAYA ROAD
TANAGAR, CHENNAI - 600 017.
TEL : 044-4353 3136 / 2436 1879
FAX : 044-4353 3137
EMAIL : sathya@dynacomindia.com

KOLKATA OFFICE

CAPT. ANINDA BHATTACHARYA
1E, ANNAPURNA APARTMENTS,
68, BALLYGUNGE CIRCULAR ROAD,
NEAR LA MARTINIÈRE SCHOOL,
KOLKATA 700019
TEL : 91-33-4003 6971 / 91-33-4003 6972 /
91-33-4003 6973 / 91-9830700577
EMAIL : kolkata@dynacomindia.com

RPSL LICENSE NO.: RPSL- MUM-236 ISSUE DATE 21.11.2017 VALID UNTIL 20.11.2022

WE DO NOT HAVE ANY AGENTS

MUMBAI

Mr. Mukesh Kumar
Tel : 022-40017302
Email : mukesh.kumar@bs-shipmanagement.com
Mr. Sunil Sinha
Tel : 022-40017303
Email : sunil.sinha@bs-shipmanagement.com
Mr. Pravin Chavan (Ratings)
Tel : 022-40017498 / 8828428898
Email : pravin.chavan@bs-shipmanagement.com
Ms. Suparna Kunnath (Ratings)
Tel : 022-40017337 / 7738068833
Email : suparna.kunnath@bs-shipmanagement.com
401, Olympia, Hiranandani Gardens, Powai, Mumbai - 400076.
Tel : 022-40017300 Fax : 022-4017333

DELHI

Mr. Munish Kanwar
Unit No.124-125, First Floor, Rectangle 1,
Saket District Centre, New Delhi: 110017, India.
Tel : 011-41640966 Mob : 08800219635
Email : munish.kanwar@bs-shipmanagement.com

CHENNAI

Mr. Rajiv Kunnekat
6-A, EGA Trade Centre, 809, Poonamalle High Road,
Kilpauk, Chennai - 600010, Tamil Nadu, India.
Tel : 044-40800801, 802 Mob : 09884069907 Fax : 044-42859054
Email : rajiv.kunnekat@bs-shipmanagement.com

KOLKATA

Capt. Amit Dutt
Room No. 2D, 2nd Floor, Poonam Building,
5/2 Russel Street, Kolkata - 700071, India.
Tel : 033-40171302 Mob : 09903982061
Email : amit.dutt@bs-shipmanagement.com

PATNA

Mr. Madhup Chandrashekar
R. D. Plaza, G1 + G2, Ground Floor,
Mitra Compound, Behind Alankar Palace,
Boring Road, Patna - 800001, Bihar, India.
Mob : 09934300274
Email : madhup.chandrashekar@bs-shipmanagement.com

KOCHI

Mr. M. S. Ranganathan
Joseph & Valentines Commercial Complex,
Jawahar Nagar, Kadavanthra P.O., Kochi - 682020, India.
Tel : 0484-4031004 Mob : 09895278622
Email : rangathan.m.s@bs-shipmanagement.com

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RPSL NO: 142,
VALID FROM 13TH AUGUST 2019
VALID TILL 13TH AUGUST 2024

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- ☐ CHIEF ENGINEER for Oil / Chemical Tanker, Bulk, Container (ME / RT Flex Exp. Preferred) & LPG
- ☐ SECOND ENGINEER for Oil Tanker, Oil / Chemical Tanker, Container (ME Exp. Preferred) & LPG

Urgently required: Ratings - All Ranks

Please note BSM has NO AGENTS acting on behalf of the company. All recruitment is done directly by the office in a fair and ethical manner

Log on to : www.seajob.net



YUAM Crew Management Private Limited

RPSL No. : RPSL-MUM-161 | DOE – 21.02.2025



REQUIREMENT FOR REEFER VESSEL TRADING ONLY
BETWEEN REUNION ISLANDS, SEYCHELLES AND MAURITIUS

- Master, Chief Officer, Chief Engineer and Second Engineer with relevant rank experience.

FOLLOWING RANKS REQUIRED FOR OIL/CHEMICAL VESSELS

- Management Level Officers With Liberian / Panama CoC And Relevant Rank Experience.
- Operational Level Officers With Commonwealth CoC And Relevant Rank Experience.
- Ratings – All Ranks With Relevant Rank Experience And Having Valid COP, Watch-keeping And Oil And Chemical DCE Endorsements.

URGENTLY REQUIRED

- Chief Engineer (with Experience on Oil Tanker)
- Oiler with COP (with Experience on Oil Tanker)

YUAM Crew Management Pvt. Ltd. is a company specialized in handling Seafarer's Flag Documents, for LIBERIAN, PANAMA & MARSHALL ISLAND Flags We act on behalf of Ship Owners, Ship Managers, Crew Manning Agencies and Consultants. Our staff is highly experienced & well versed with Shipping industry regulation

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AG. Maritime Private Limited



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RPSL# Mum-308 | Renewed on: 10-07-2019 | Valid till: 10-07-2024

Rating

Chief Cook - Bulk Carrier with US Visa
AB - Car Carrier with Car Carrier experience
Bosun - Car Carrier
AB & Bosun - For Log Carrier with Log experience

Oil/Chemical Tanker

Maste / Chief Officer – with valid US visa / preferably with type 2 carrier experience
Chief Engineer – Oil/Chem experience
Pumpman – Oil/Chem experience,
Electrical Officer – Oil/Chem experience
Second Engineer - Oil/Chem (36 months experience required)
AB - Oil/Chem experience, Oiler - with minimum 2 year's exp.
Fitter - Oil/Chem experience, OS - Oil/Chem experience,
Pumpman - Required with visa
URGENT FOR TOP 4 RANKS FOR OIL CHEM & VLCC

Handymax Bulk Carrier

Master - IMMEDIATE,
Chief Officer, Second Engineer

Container Carrier

Chief Engineer

Direct Registration For Job
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crewing@ag-maritime.com



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& DUSSEHRA**

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6. Good Promotion prospects.
7. Close Welfare attention from dedicated welfare/HR Team.

We do not have any agents in India.

CONTACT



Scan the QR Code to download the AG. Maritime App exclusively for ease of our Seafarers

Unit-503, 5th Floor, Balaji Business Park, Andheri Kurla Road, Andheri (East), Mumbai 400059.
Tel.: +91-22-2859 0011 / 28594040 / 28594041 / 28595050 Website: www.ag-maritime.com



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* CHIEF OFFICER * SECOND ENGINEER

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* MASTER * CHIEF OFFICER * SECOND OFFICER
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Email : manning@cenmarindia.in

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B/206, Everest Chambers, Next to Star Plus Office, Andheri Kurla Road, Marol Naka, Andheri (E),
Mumbai - 400 059. Tel : 91-22-2920 3978 / 2920 3979, Fax : 91-22-2920 3983

For Interview send in your resume on the address mentioned.

SUNTECH Crew Management Pvt. Ltd.

Formerly known as Navig8 Shipmanagement Services Pvt. Ltd.

To cater to our massive expansion plan during the year, we need following ranks for our large pool of Tanker vessels including yard deliveries:

Masters	Chief Engineers
Chief Officers	Second Engineers
Second Officers	Third Engineers
Electrical Officers	Pumpman
Bosun	Fitter
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License No. RPSL - MUM - 320 | DOI : 21.08.2019 | DOE : 21.08.2024

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Patna - Tel: +91 612 2260211/58 Email: patna@msccs.com
Cochin - Tel: +91 484 4039010/9011 Email: cochin@msccs.com
Kolkata - Tel: +91 33 40393402/03/08 Email: kolkata@msccs.com

License No.: RPSL-MUM-052 Valid from 06/12/2016 to 05/12/2021

We have NO AGENTS acting on behalf of the company. Be aware of fraudulent job offers misusing our name and report immediately to us

M.T.M. SHIP MANAGEMENT (INDIA) PVT. LTD.

RPSL: MUM-205 | ISSUED ON: 13-02-2012 | VALIDITY: 21st Dec 2021

Founded in 1988 in Singapore to manage a fleet of 6 chemical tankers owned and/or bareboat chartered by the MTMM Group. Since then MTMM has progressed into competitive ship management with a fleet of 66 vessels owned and managed by Vessel Owners based in Japan, Hong Kong, UK, USA, Turkey and Greece

URGENTLY REQUIRE OFFICERS FOR BELOW VESSEL TYPE

CHEMICAL TANKERS

Master / Chief Officer /
Chief Engineer / Second Engineer /
Pumpman / Bosun / AB

BULK CARRIER

Master / Chief Officer /
Chief Engineer / Second Engineer /
Chief Cook / Messman / Bosun / AB / Oiler

Interested candidates kindly forward your updated CV only to
crew.mumbai@mtmsm.com
(Candidates preferred with valid US visa)

SHORE OPPORTUNITIES-URGENTLY REQUIRE: (MUMBAI & DELHI OFFICE)

1. Eligible Candidate for the position of **Marine Personnel Officer, Recruitment (Ratings)** - Minimum 2-3 years exp. in Chemical Vessels (Mumbai Office)
2. Eligible Candidate for the position of **Senior Recruiter (Top 4 Officers)** - Minimum 2-3 years exp. in Chemical and Bulk Vessels (Delhi Office)
3. Eligible Candidate for the position of **Technical Superintendent** - Minimum 2-3 years Bulk and Chemical Tanker Experience.

(Interested candidates kindly forward your updated CV only to reena.dsouza@mtmsm.com)

Interested officers may reach to us on: M.T.M. Ship Management (India) Private Limited.

MUMBAI OFFICE:
M.T.M. Ship Management (I) Pvt. Ltd.
04th Floor, Gala Impacca, A/2 Jitendra Estate, M.V. Road,
Andheri (East), Mumbai - 400059, India.
E-mail Id - crew.mumbai@mtmsm.com
PIC: - Officers: Mrs. Aisha Shaikh: +91 7738034203
Ms. Archana Butola: +91 8879183208
Ratings: Mr. Sandeep Rikame: +91 9619127315

DELHI OFFICE:
1515, Ansal Tower, 38, Nehru Place,
New Delhi - 110019, India.
E-mail Id - crew.mumbai@mtmsm.com
PIC: - Mr. Manoj Sharma: +91 8377909271
Ms. Rashmi Dhauni: +91 8377909236
Phone: +91 11 46014291 / +91 11 46014292

IMP: MTM does direct recruitment in a fair and ethical manner, we have NO AGENTS or BROKER acting on behalf of the company. Be aware of fraudulent job offers misusing our name and report to us immediately.



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RPSL-MUM-078

Valid From: 29.12.2016 Valid Till: 28.12.2021

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501, Powai Plaza Premises, Hiranandani Gardens,
Powai, Mumbai 400076. Tel: 022 - 66424444
Email: apply@shipmanagement.exmar.in

For LPG

- > Chief Engineer
- > Chief Officer (Urgent Requirement)
- > Second Engineer
- > ETO
- > Bosun
- > Fitters (With WKC)
- > AB (With COP)
- > Oiler (With COP)



MSI SHIPPING SERVICES INDIA PVT. LTD.

(IMC SHIPPING CO. PTE. LTD., SINGAPORE)

(REVISED WAGES FOR SENIOR OFFICERS FROM JAN 2020)

Kindly Contact Immediately With
All Original Documents / Forward Resume

AT MUMBAI

CAPT. L. SEQUEIRA / MR. NOEL PAUL
C 704, 7th Flr, Remi Biz Court, Off Veera Desai Road,
Andheri (W), Mumbai - 400053
Tel : 91-22-42378000
Fax : 91-22-42378077
E-mail : msiindia@msiships.com

AT NEW DELHI

CAPT. KARAN THUKRAL
B- 217 & 218, Somdutt Chamber -I,
5, Bhikaji Cama Place,
New Delhi - 110066
Mob : 91-9811118086
Tel : 91-11-26181985
Telefax : 91-11-26181986
E-mail : karan@msiships.com

AT CHENNAI

PIC: MR. NARESH KUMAR
Team Business Centre,
Room No. 54, 98, V.M. Street,
Behind Yellow Pages Office, Mylapore,
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Mob : 91-8939956297
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FOR ULTRAMAX BULKERS

MASTER / CHIEF OFFICER / CHIEF ENGINEER /
2ND ENGINEER / ELECTRICAL OFFICER

STAFF REQUIRED FOR
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Crane Operators / Dozer Operator /
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Also required Officers and crew for
12K DWT self-propelled Barge.

WE HAVE NO AGENTS IN INDIA

RPSL NO. MUM - 146
DOI 11/10/2019 - VALID TILL 11/10/2024

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*Following ranks urgently require for General Cargo (Heavy lift) vessel
Master, C/O, C/E, 2/E, (Panama/Liberian CoC holders can also apply)*

Required : C/E & 2/E for Container vessel

*Urgently required following ranks for our Oil tankers & Oil/Chem tankers :
Master, C/O, C/E, 2/E, E/E & Pumpman With relevant experience and valid documents*

Interested candidates may email their resume along with your salary expectations to hrsea@marlow.co.in

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RPSL-MUM-054 | Issue Date: 28.12.2016 | Expiry Date: 27.12.2021



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Tel : +91 22 66982200 / 62318300 | Fax : +91 22 66982210

Email: hrsea@marlow.co.in Website: <http://www.marlow-navigation.com>



Peninsular Maritime India Pvt. Ltd.

RPSL NO.: MUM - 1021 | DOI- 11/06/2019 | DOE- 11/06/2024

Peninsular Maritime

**Looking for urgent joining on ECI
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- + Master (SDPO)
- + Chief Officer (SDPO)
- + Chief Engineer
- + 2nd Engineer - (24 Month rank experience on similar type of vessel)
- + 2nd Officer + 3rd Engineer
- + ETO (with CoC) - (12-15 Month rank experience on similar type of vessel)
- + AB / Oiler / Cook - (12-15 Month rank experience on similar type of vessel)

**For our International
Tanker Fleet**

**We seek
following Ranks:**

- Master +
- Chief Officer +
- Chief Engineer +
- 2nd Engineer +
- 2nd Officer +
- 3rd Engineer +

**All ranks must have
12 months rank
Experience.**



405, B-Wing, Mahavir Icon, Plot 89/90,
Sector 15, CBD Belapur,
Navi Mumbai - 400 614

Phone: +91 22 6883 9373 | +91 22 6883 9393
Email: crewing@peninsularmaritime.com

SM Seatruck Marine Services Pvt. Ltd.

RPSL NO: MUM-162029 Issue:25/11/2019 Expiry:25/11/2024

Tanker Fleet

Type of vessel: Oil/Chemical Tanker & LPG/Chemical Tanker

Job Description:

Application are invited from the following Ranks (FG) with minimum 18 months Ranks Experience holding (Indian/UK) COC meeting matrix requirements for Crude oil / Chemical Tanker and Bitumen Carrier

• Master • C/O • 2/O • 3/O • C/E • 2/E • ETO (with CoC)

Leading Ratings:

• Bosun • Engine Fitter • Pumpman • Chief Cook (with COC) • AB (with COP) • Oiler • OS • Wiper • Steward

Offshore Fleet

Type of Vessel – OSV Fleet (AHTS / PSV / OSV)

Job Description:

• Required Officer (FG) for DP vessel.
• Master • C/O • C/E • 2E • 3E • 2O DPO
• ETO - with DP certificate & ARAMCO/ADMA approval (Not mandatory) or 24 months experience.

Ratings:

• Bosun • Crane Operator • AB with COP • Oiler • Cook • GS

Apply on

Email: crewing@seatruckmarine.com
Website: www.seatruckmarine.com

CONTACT DETAILS:

Ms. Priscilla Jacob: 8657561205 | Ms. Pooja Mangore: 8657561211 | Mr. Anil More: 8657561207 |
Tel: +91 22 20872299

Nav Mumbai

905, The Pacific, 9th Floor, Plot No- 229, Sector-13, Kharghar Navi Mumbai-410210.



Jubilant Enpro Pvt. Ltd. (JEPL)

RPSL No. MUM-007 | DOI: 09.01.2006 | DOE: 09.01.2021



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FOR DSV (NEW TAKEOVER) WITH PCC
(2 Years Exp. on Similar type of vessel)

- MASTER • CHIEF OFFICER SDPO • SECOND OFFICER DPO
- CHIEF ENGINEER • SECOND ENGINEER
- THIRD ENGINEER • ETO • ABLE SEAMAN • OILER
- MEDICAL OFFICER (MBBS CERTIFICATE)
- CRANE OPERATOR (STAGE 2 / STAGE 3 CERTIFICATE)

OFFSHORE FLEET FOR INDIAN WATERS
FOR DRILL SHIP Dp3
(Min. 3 Years Exp. On Similar Unit or Drillship)

- MASTER / OIM • CHIEF MATE • DPO • CHIEF ENGINEER
- SECOND ENGINEER • CHIEF ELECTRONIC TECHNICIAN
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CONTACT DETAILS

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CONTACT PERSON

Vishal Bhagat: +91 9870843340

Hardik Joshi: +91 9769367768

Email: manning@jepl.com | Website: www.jubilantenpro.com



HOLY ANGEL MARINE SERVICES PRIVATE LIMITED

RPSL NO. CHN/045

URGENT REQUIREMENT FOR AFRAMAX TANKER VESSEL

MASTER	- \$ 13,000	CHIEF ENGINEER	- \$ 12,500
CHIEF OFFICER	- \$ 10,500	SECOND ENGINEER	- \$ 10,000
SECOND OFFICER	- \$ 4,000	THIRD ENGINEER	- \$ 3,800
THIRD OFFICER	- \$ 3,400	FOURTH ENGINEER	- \$ 3,000
ETO (with COC / UKCQ)	- \$ 5,600	PUMPMAN	- \$ 1,800
BOSUN	- \$ 1,800	ENGINE FITTER	- \$ 1,700
DECK FITTER	- \$ 1,600	COOK	- \$ 1,600
AB (with COC)	- \$ 1,300	OILER (with COC)	- \$ 1,250

URGENT REQUIREMENT FOR OFFSHORE SUPPLY VESSEL

MASTER	- 4,000	CHIEF ENGINEER	- \$ 3,000
CHIEF OFFICER	- 2,500	SECOND ENGINEER	- \$ 2,500

(Honduras Coc also accepted)

Trading Area : Persian Gulf / Joining will be mid of September

Preferred Coc : Indian / UK / Newzealand
Australia / Singapore / Malaysia

Benefits: On Board Internet Facility / Timely Relief / Excellent Growth Prospects
Long Term Employment / Flag State License At Company's Expense

Candidates Must Have Tanker Experience With Valid Certificates.

Eligible Candidates Kindly Post your CV's on our below given Mail Id:

E-mail: jobs@holymariningservices.com / crewinghams@gmail.com
Web: www.holymariningservices.com

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HOLY ANGEL MARINE SERVICES

Corporate Office: 163 A, Victoria Street, Near Old Head Post Office,
Tuticorin - 628 001. Tamil Nadu. India. Ph: 0461 - 4000038.

Branch Office: Mahatma Enclave, Shop No.3, B Wing, 1st Floor, Near Mira
Bhayandar Sports Complex, New Golden Nest Road,
Bhayander East, Thane - 401105. Ph: 022 - 28176633.

We don't have agents or brokers acting on behalf of our company.



XT Ships Management India Pvt. Ltd.



Recruitment & Placement Service License No. RPSL-MUM-073
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CONTAINERS

- MASTER – MID OCT / END OCT
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- CHIEF ENGINEER – MID OCT / END OCT
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MUMBAI OFFICE

Unit F-5, 4th Floor, Pinnacle Business Park, Mahakali
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TEL: 68732600 | FAX: 68732601
EMAIL ID: crew@xt-india.com

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