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- ~ Emerging Company of the Year

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Royal Marine Seminar for Junior Officers of the Fleet: 30th Mar 2024 ←07



CAN ONBOARD CARBON CAPTURE TECH CLEAN UP THE SHIPPING SECTOR? ←32

SHIPPING DISRUPTIONS IN THE RED SEA: LOCAL SHOCK, GLOBAL IMPACT ←34

ELON MUSK ANNOUNCES TESLA WILL UNVEIL A 'ROBOTAXI' ON AUGUST 8 ←46

## CONTENTS

From the Editor	Page No. 27
From the Columnist	Page No. 48
Shipping News	Page No. 32 - 35
Directory	Page No. 36 - 37
News Update for Onboard Crew	Page No. 45 - 47
HealthZone	Page No. 42 - 43
Review Corner	Page No. 30 - 31
Your Forecast	Page No. 41
Marine Insights	Page No. 44
SmylZone / Word Play	Page No. 38 - 39
M.I.N.D	Page No. 40

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- ★ Refresher AFF

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Ms. Vijayalaxmi:-  
8591379110  
Mr. Abhijeet:-  
9975737174

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# Royal Marine Seminar for Junior Officers of the Fleet : 30th Mar 2024

VR Maritime Services Pvt. Ltd. conducted a seminar for the Junior Officers of the Royal Marine Ship Management fleet at Chandigarh from 30th March to 3rd April 2024. The Seminar aimed at interacting with the Junior Officers of the Royal Marine Fleet and at the same time giving them an insight into the functioning of the fleet.

Capt Sanjay Prashar, CEO, VR Maritime Services Pvt Ltd introduced the attendees to the guest speakers Capt LC Dhirmani, Principal, ARI SHAPE, Ms. Anuradha Singh, Research Associate, ARI Shape and Dr. Pooja Kaushal, DG Shipping and Panama Certified Doctor. He further apprised the audience of the future growth prospects with Royal Marine Ship Management where they are looking forward to at least six additional tankers in the coming weeks. He further briefed the attendees on the latest developments in the Crew Management Policies and gave them an insight into better career planning and exam preparation. He highlighted the promotions and growth opportunities being offered by VR Maritime to the Junior Officers of the fleet.

This was followed by a case study conducted by Capt. LC Dhirmani on common causes of failure of ECDIS and he acquainted the audience with the various features available to effectively use it, the session was found to be really useful by the majority of the officers as it provided knowledge of the various key features. Thereafter, Capt. Devinder Singh, DPA, Royal Marine Ship Management guided the junior officers, emphasising the points for preparation for a PSC inspection followed by a case study cum discussion. Capt. Devinder also introduced the attendees to the company SMS, giving them a better insight and understanding of the company policies and procedures.

Further, Dr. Pooja Kaushal apprised the audience on the medical aspects, discussing the common ailments suffered by the Seafarers and some of the lifestyle changes which can bring about their effective management. The attendees discussed the various medical emergencies faced on board and got an understanding of their better onboard management.

The Junior Officers were further briefed by Capt. RS Raina GM, Recruitment and Training, VR Maritime on COC exam planning, STCW courses, also emphasised on how to carry out your duties in a safe and practical manner. It was followed by a talk by Ms. Anuradha Singh who apprised the audience of the ways and means to improve mental well-being and achieve a robust mindset, she further acquainted the audience with IMO resolution on gender equality throughout the maritime sector which aims at a barrier-free environment for the ladies in shipping, a policy which is also strongly advocated by VR Maritime.

In the following days ECDIS/ SMS Orientation course was conducted for the Royal Marine junior officers at ARI Shape, Panchkula and VR Maritime, Mumbai office under the aegis of Capt. RS Raina and Capt. Francesco giving them a better insight into its various features and its effective utilisation.

Overall, the seminar gave an opportunity to the participants to express their perspective and at the same time, it brought to the fore novel ideas for implementation. The seminar culminated in a platform to interact with families and have a better understanding of the personal aspects of seafarers.



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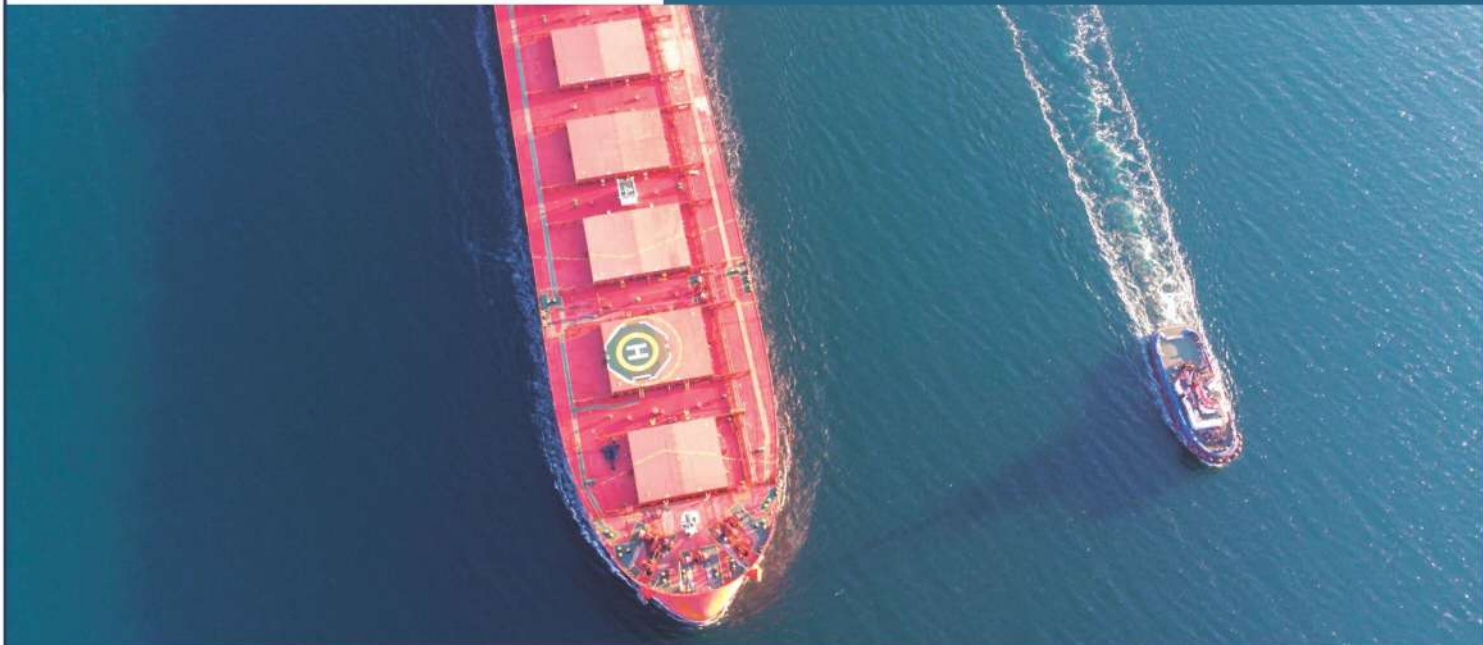
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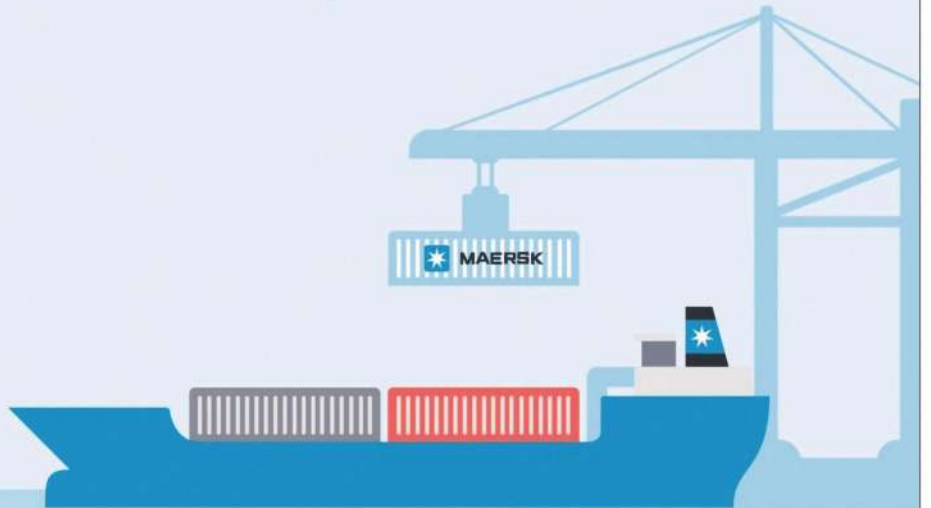
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(Rank experience)

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**MSTR / COFF / 2 OFF / ETO**

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(Rank experience)

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# GURUKRIPA MARINE SERVICES PVT. LTD.

RPSL-MUM-346 | DOI-09.10.2020 | DOE-09.10.2025



## **WE HAVE URGENT REQUIREMENTS**

### **BULK CARRIER**

**GRT:- 30000 - 40000 | FLAG:- PANAMA**

**COC:- WHITE COC AND PANAMA COC IS ACCEPTED**

**SALARY:- AS PER EXPERIENCE**

**REQUIRED GOOD EXPERIENCE IN SIMILAR TYPE OF SHIPS**

- MASTER
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- SECOND ENGINEER
- THIRD ENGINEER
- CHIEF OFFICER
- SECOND OFFICER
- THIRD OFFICER
- BOSUN
- ELECTRICIAN

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**SALARY:- AS PER EXPERIENCE**

**REQUIRED GOOD EXPERIENCE IN SIMILAR TYPE OF SHIPS**

- MASTER
- CHIEF ENGINEER
- SECOND ENGINEER
- THIRD ENGINEER
- CHIEF OFFICER
- SECOND OFFICER
- THIRD OFFICER
- BOSUN
- ELECTRICIAN

#### **CONTACT US :**

Mobile No: +91 8007901009/ +91 8097684897/ +91 9004692221

Email: [crewing@gurukripamarine.com](mailto:crewing@gurukripamarine.com)

Website: [www.gurukripamarine.com](http://www.gurukripamarine.com)

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SECOND ENGINEER with minimum 30 months in rank  
PUMPMAN CUM FITTER holding TASC0 /  
CHEMCO & 6G Welding Certificate

#### • PCC / CONTAINER :

CHIEF ENGINEER with minimum  
12 months in rank

### SEA STAFF

#### REQUIREMENT FOR TANKERS & DRY FLEET

- JUNIOR WATCH KEEPING OFFICER
- JUNIOR ENGINEER WATCH KEEPING OFFICER

#### DUAL FUEL OIL TANKER

- ALL RANKS (with Experience)

#### DUAL FUEL PURE CAR & TRUCK CARRIER (PCC / PCTC)

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(Asst. Manager - Recruitment) +91 80834 71212

#### Delhi Region

**Mayank Gogia**

(Sr. Recruitment Officer - Officers) + 91 81710 87014

#### Mumbai Region

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# NYK SHIPMANAGEMENT (INDIA) PVT. LTD.

(RPSL-MUM-240 DOI: 14.12.2022 DOE: 14.12.2027)

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## URGENT REQUIREMENT FOR OUR EXPANDING FLEET

### LPG

(Most of the vessels are New and many New takeovers are scheduled)

▶▶ Master ▶▶ Chief Officer ▶▶ 2nd Officer ▶▶ 3rd Officer

### CONTAINER

▶▶ Master ▶▶ 2nd Officer ▶▶ 3rd Officer ▶▶ Chief Engineer ▶▶ 1st Asst. Engineer

### GANTRY CRANE

(Open Hatch General Cargo Vessel)

▶▶ Master ▶▶ Chief Officer ▶▶ Chief Engineer ▶▶ 1st Asst. Engineer

### PCC

▶▶ Master ▶▶ Chief Officer (with exp.) ▶▶ Chief Engineer ▶▶ 2nd Officer  
▶▶ 3rd Officer ▶▶ 1st Asst. Engineer ▶▶ ETOs (On Urgent Basis)

### VLCC

▶▶ 2nd Officer ▶▶ 3rd Officer

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Only Shortlisted Candidates Will Be Contacted**

### We Offer:

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Master Mariner-Familiar with dry bulk operations, RIGHTSHIP and resource majors. **Location:** Mumbai

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**Only Shortlisted Candidates Will Be Contacted**

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Mumbai - 400 099  
Tel : +91 22 2839 2760 / 6815 6700  
Fax : +91 22 2839 2761  
Contact : Capt. Purendu Nansi,  
Capt. Anthony Rodrigues,  
Mr. Swapnil Rane

#### DELHI OFFICE

Contact : Mr. Vinay Kumar  
Mob : 98100 65413

#### KOLKATA OFFICE

Contact : Ms. Debashree Roy  
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Contact : Mr. Easter Raj  
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RPSL-MUM-162067 | DOI: 25-Oct-21 | DOE: 25-Oct-26

## **REQUIREMENT FOR BITUMEN TANKERS**

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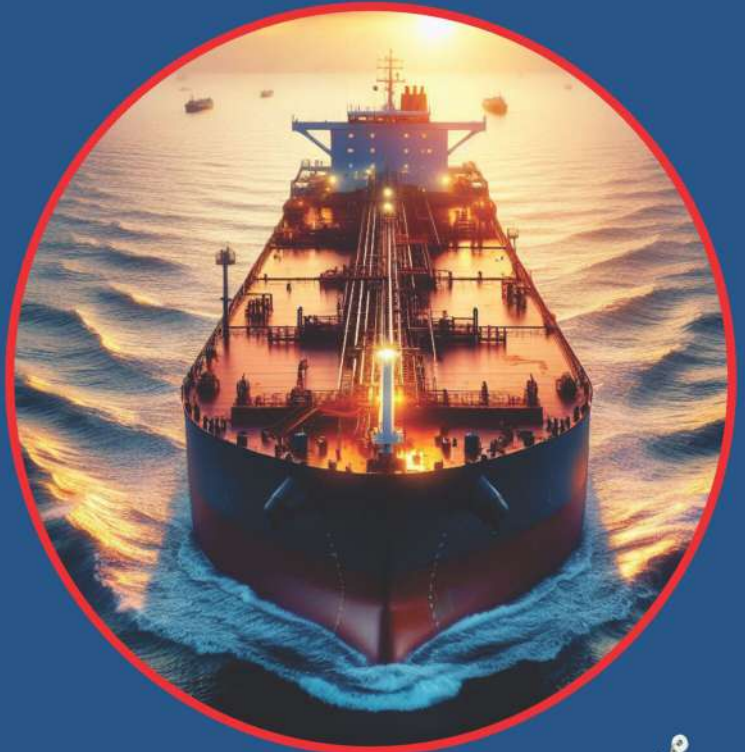
Master / Chief Officer  
2nd Officer / 3rd Officer  
Chief Engineer / 2nd Engineer  
3rd Engineer / Electrical Officer  
AB / Oiler / Fitter

## **REQUIREMENT FOR MR AND AFRA TANKERS**

**PREFERRED COC:  
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**For Ratings:** +91 91371 04852

**Landline:** +91 22 4964 9438 / 72

**Email:** [info@shoolinship.com](mailto:info@shoolinship.com) / [crew@shoolinship.com](mailto:crew@shoolinship.com)

### **ADDRESS**

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# AG. MARITIME PRIVATE LIMITED

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



## URGENT REQUIREMENT

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Chief Officer, Chief Engineer, Second Engineer,  
Electrical Officer, Bosun, Pumpman

### CRUDE OIL TANKERS - URGENT

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Master, Chief Officer, Second Engineer

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Second Engineer

### FEEDER CONTAINER

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Chief Engineer  
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Gas Engineer  
All Ratings ranks

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NCV/FG

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Education: Any Degree  
Experience: 0-5 Years  
Salary: Not a constraint  
for the Right Candidate



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RPSL-CHN-022 DOI: 07/04/2016 DOE: 21/04/2026

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- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 to 18 months rank experience & with similar type of vessel mentioned

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- **Chief Engineer** with 18 to 24 months rank experience. Must hold Advanced IGF Certification and with prior LNG bunker experience
- **Second Engineer** with 15 to 20 months rank experience. Must hold Advanced IGF Certification and with prior LNG bunker experience
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 to 18 months rank experience & with similar type of vessel mentioned

### CHEMICAL TANKERS

- **Master, Chief Officer, Chief Engineer, Second Engineer, ETO & Trainee ETO**
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 to 18 months rank experience & with similar type of vessel mentioned

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Ph: +91 044 43215555  
Mr. Senthilkumar M.:  
+91 97910 74975  
senthilkumar@synergymanning.com

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- 3RD OFFICER

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- 3RD ENGINEER
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- ✓ FAMILY CARRIAGE



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**Master, Chief Engineer, 2nd Engineer, ETO - Gas Carrier**

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**Bosun, AB, Fitter, Oiler - Container/Bulk**

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Interested Candidates May Apply On: **[fleet@marshal-shipmanagement.com](mailto:fleet@marshal-shipmanagement.com)**

#### **OPERATIONS ADDRESS:**

Unit No. 1, 5th Floor, D Wing, Times Square,  
Marol Naka, Andheri East, Mumbai – 400059.

**TEL:** 022-68527777

#### **LIASING OFFICE - CHENNAI ADDRESS:**

S. Nos 34 Part A and 65 Part, Block 6, Alandur Village,  
Guindy Taluk, 2nd Floor, IndiQube Ocean Bay Building,  
Chennai, India - 600032

**WEBSITE:** [www.marshall-shipmanagement.com](http://www.marshall-shipmanagement.com)

**WE HAVE NO AGENTS ACTING ON BEHALF OF THE COMPANY. BE AWARE OF FRAUDULENT JOB OFFERS MISUSING OUR NAME. KINDLY REPORT IMMEDIATELY TO US AT [fleet@marshal-shipmanagement.com](mailto:fleet@marshal-shipmanagement.com)**

Log on to : [www.seajob.net](http://www.seajob.net)





**CHENNAI**  
**10.04.2024**

**PUBLIC NOTICE**

M/s. Ruubrik Legal under the instructions of our client M/s. Densay Marine Private Limited having office at Block A, 3<sup>rd</sup> Floor, Imperial, New Door Nos: 610, 610A & 612, Anna Salai, Teynampet, Chennai 600018, with RPSL No: CHN / 049 publish the below notice in Public Interest, especially in the interest of crew, non-officer grade aspiring to join "M/s. Densay Marine Private Limited" Ships.

It has come to the notice of our client M/s. Densay Marine Private Limited, that one Mr. Sandeep Kumar (+91 95403-80219), Mr. Manoj Kumar Jha (+91 95403-80210), Mr. Kuldeep Kumar (+91 85295-02617), Capt. Aakash Singh and similar other names sounding individuals created a fake DGS E- Governance system from the domain "dgshipping.org" also the perpetrators created a fake email id depicted as [densayshipping@gmail.com](mailto:densayshipping@gmail.com).

The above mentioned / styled cyber criminals or resorting to violation of various sections of Indian Penal Code – BNS Codes like cheating, impersonation, documentary frauds, misrepresentation etc., but not limited to.

Hence it is warned in the public interest that seamen especially non-officer cadre shall not fall prey to the above-mentioned fraud impersonating not only as "M/s. Densay Marine Private Limited" and also by various other names of shipping companies available online.

Our clients M/s. Densay Marine Private Limited or its directors or its employees or agents shall not be responsible for the offences committed by impersonation of the unknown criminals named and styled as above.

1 | 2

The official email id of our client M/s. Densay Marine Private Limited is [densaysg-crewing@ssiofficers.com](mailto:densaysg-crewing@ssiofficers.com)

None of the office staff and / or Directors of M/s. Densay Marine Private Limited will seek any kind of cash in kind or monies for the recruited candidates.

Our client's recruitment is based on experience/ merit only

M/s. Ruubrik Legal is in the process of initiating criminal action against the criminals and crimes at an appropriate place and time.

Adv (Capt.) V J Pushpakumar  
Managing Partner  
M/s. Ruubrik Legal  
HP: +91 9940008044

2 | 2

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Chief Engineer, 2nd Engineer, 3rd Engineer, 4th Engineer  
ETO, Bosun, AB, Oiler, Engine Fitter

**Oil/Chem Tanker (Liberian/Panama Flag)**

Master, Chief Officer, 2nd Officer, 3rd Officer  
Chief Engineer, 2nd Engineer, 3rd Engineer, 4th Engineer  
ETO, Bosun, AB, Oiler, Engine Fitter

**Indian Flag Tanker**

Master, Chief Officer, 2nd Officer, 3rd Officer  
Chief Engineer, 2nd Engineer,  
3rd Engineer, 4th Engineer

**FLAG STATE DOCUMENTATION -  
LIBERIAN**

**Registered Address:**

C-211 to 214, Kukreja Centre,  
Second Floor, Plot No.13, Sector-11,  
CBD Belapur, Navi Mumbai - 400614.

Tel. : 022 27572285 / 27561071

Email : [info@ghsmpl.com](mailto:info@ghsmpl.com)

Website : [www.ghsmpl.com](http://www.ghsmpl.com)



**Contact :**

William Pinto - Fleet Executive :  
9819135079



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- ▶▶ MASTER MARINERS (PERMANENT/VISITING) - 2 NOS
- ▶▶ GSK INSTRUCTOR (PERMANENT) - 3 NOS
- ▶▶ 2ND ENGINEER (PERMANENT) - 1 NO
- ▶▶ CHIEF OFFICER (PERMANENT) - 1 NO
- ▶▶ COOK/2ND COOK/ASST.COOK - 3 NOS (At least 3 years sailing exp. & cookery course preferred)

(FREE ACCOMMODATION & FOOD PROVIDED IN CAMPUS)

**ADMISSIONS FOR GP AND CCMC BATCH JULY 2024 ARE OPEN**

**CONTACT US**

**CAMPUS ADDRESS**

At Vadavswami,  
Post: Isand,  
Taluka: Kalol,  
Dist.: Gandhi Nagar,  
State: Gujarat 382 740.  
Tel No.: 9712905357

**MUMBAI OFFICE**

C-211 to 214, Kukreja Centre,  
2nd Floor, Plot No.13,  
Sector-11, CBD Belapur,  
Navi Mumbai 400 614.  
Tel No.: 022 49740876/  
022 27572285

**KOLKATA OFFICE**

Office No. 03, 2/23,  
Ashok Nagar Colony  
N S C Bose Road, Regent Park,  
Kolkata 700 040.  
Tel No.: 033 40088916 /  
9038044706

# SEAANDJOB

FORTNIGHTLY NEWS

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# To The Readers ...

## Unseen Support

“Life is not entirely self-made, it is the support both seen and unseen, that carries us to our destination.”

On the treadmill of life, we run constantly controlling the gears and levers in our hand, going from the speed of 1 to 10 with an aim to reach our target but we don't reach where we want overnight or alone. A lot of support, often unseen and unacknowledged pushes us further.

In fact, in everybody's life, there is a lot of unnoticed support given by people which helps in achieving one's goals. This unnoticed support helps in overcoming challenges and defining our path. But to create that encouraging support, you have to win the trust and carry a positive energy around you as negative energy only hurts yourself and others. If you are negative, it has an impact on the way you treat others and it can even affect your general sense of well-being. Instead of dwelling on the negative, focus on the positive aspect, learn from your past mistakes, and choose to view your situation with optimism, smiling as you move forward. Be good to people, especially to your enemies. When you focus your energy on doing good things, people will grow to support you in their own time and in their own way. Their few good words will give you unseen



support. Just like we expect people to support us behind our back, we should also support people in whichever way we can. After all, giving and receiving support from others is a basic human need.

Like in arranged marriages, we rely on a lot of people's opinions about the prospective bride/groom and their families. Similarly, the other party asks about our family. If both entities get a positive response then only, they proceed further. Each precious word of the unseen supporter thus makes us worthy in front of the people we face. Such is the importance of unseen support.

This unnoticed support helps us in building our career too. In my experience of bringing up [www.seajob.net](http://www.seajob.net) a lot of seen and unseen support was showered by people who spoke well about me behind my back and I salute and thank them.

We must appreciate the unacknowledged support by taking out some time from our busy schedule and reflect on it. Because our life turns happier and more satisfying when we adopt an attitude of gratitude in our daily lives.

*God Bless You*  
*Roni Abraham*  
*Editor*



# MASSA Maritime Academy

(A unit of Maritime Training & Research Foundation)

Great Eastern Summit, 'A' Wing, Plot No. 56, Sector 15, CBD Belapur, Navi Mumbai 400614

Certified ISO 9001:2015 by ABS Quality Evaluations MMA NAVI MUMBAI WEBSITE- <https://massa-maritime-academy.com/>

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Location: MMA Navi Mumbai (CBD - Belapur)

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ASM	Rs. 33,000/-	1.5 Months	01/05/24	24	ERS (Operational) (Simulator)	Rs. 7,500/-	3 Days	22/04/24	12
Mate Phase – II	Rs. 53,000/-	3 Months	15/07/24	30	ERS (Management) (Simulator)	Rs. 10,000/-	5 Days	06/05/24	
Mate Phase – I	Rs. 51,000/-	3 Months	15/06/24	40	STPCTO	Rs. 9,000/-	10 Days	22/04/24	24
Second Mate	Rs. 36,000/-	4 Months	15/04/24	30	STPOTO	Rs. 9,000/-	10 Days	On Request	24
ROC (Simulator)	Rs. 10,000/-	10 Days	15/04/24	18	STPGTO	Rs. 9,500/-	10 Days	On Request	24
ARPA (Simulator)	Rs. 6,500/-	5 Days	29/04/24	18	SSO	Rs. 3,500/-	3 Days	On Request	
ECDIS (Simulator)	Rs. 8,500/-	5 Days	08/04/24, 06/05/24 13/05/24	8	Train The Simulator Trainer And Assessor Course (TSTA)	Rs. 30,000/-	5 Days	On Request	12
RANSCO (Simulator)	Rs. 10,500/-	6 Days	20/05/24	9	Assessment, Examination And Certification Of Seafarers Course (AECs)	Rs.18,000/-	10 Days	On Request	20
SHMS (Simulator)	Rs. 21,000/-	5 Days	15/04/24, 22/04/24	8	Basic Training For Ships Using Fuels Covered Within IGF Code	Rs.16,000/-	5 Days	15/04/24	24
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					Revalidation Training Course For Masters And Deck Officers	Rs. 8,000/-	4 Days	22/04/24	24

**ALL COMPETENCY MODULAR COURSE DATES ARE AVAILABLE ON MMA WEBSITE**

Go to MMA Website, click on APPLY NOW, it will direct you to MMA Admission page & follow the steps as displayed.

Contact Details: 022 - 27574320 / 27562755 / 27574279 / 47762574 / 9619504433 Email: [booking@massa-maritime-academy.com](mailto:booking@massa-maritime-academy.com)

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9355629955, 9355639955, 9355649955, 9355659955 Toll-Free No.: 18001232955  
E-mail: coursebooking@natcomedu.com Online Booking Available: www.natcomedu.com

S NO.	COURSES	DURATION
1	ROC	10 DAYS
2	ARPA	5 DAYS
3	ECDIS	5 DAYS
4	GMDSS	14 DAYS
5	RANSCO	6 DAYS
6	Medical Care	10 DAYS
7	Medical Care Refresher	2 DAYS
8	Medical First Aid (MFA)	4 DAYS
9	MFA Refresher	1 DAY
10	CHEMCO	10 DAYS
11	TASCO	10 DAYS
12	GASCO	10 DAYS
13	Basic Safety Training (Basic STCW)	12 DAYS
14	STSDSD	2 DAYS
15	PSSR	4 DAYS
16	Vertical Integration Course For Trainers (VICT)	10 DAYS
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19	Revalidation Training Course for Masters and Deck Officers	3 DAYS

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RPSL-MUM-101 | Issued on: 09-FEB-2022 | Expiry: 09-FEB-2027

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C/E, 2/E, 3/E, 4/E, ETO (III/6), ELECTRICIAN,  
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RADIO OFFICER, CRANE OPERATOR,  
SAFETY OFFICER (DRILLING EXP), RIGGING SUPERVISOR

(Must have rank experience on similar vessel type)

ADDRESS:  
B-204/205, SAI SANGAM, PLOT NO -85, SECTOR -15, CBD BELAPUR, NAVI MUMBAI  
TELEPHONE: 022-4162 6363(100 LINES) / Fax: 022-2756 0096  
E-MAIL: resume.udya@manningindia.com / WEBSITE: www.udyashipping.com

**WE HAVE NO AGENTS ACTING ON BEHALF OF THE COMPANY**

## Swaraj Marine Services Private Limited



RPSL-MUM-468 Date of Issue: 22/02/2023 Validity: 22/02/2028

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- \* Able Seaman \* Bosun \* GS
- \* Oiler \* Cook \* OS with Watchkeeping
- \* WIPER with Watchkeeping

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(More than 20,000 GRT)**

- \* Master \* Chief Officer \* Third Officer
- \* Chief Engineer \* Second Engineer
- \* Third Engineer \* ETO \* AB
- \* Oiler \* Motorman \* Pumpman \* Fitter

**Shore Job**

- \* Required Crew Manager  
(with Shipping Experience)

**CONTACT DETAILS**

C-14, 1st Floor, Vijay Apartment, Near Three Petrol  
Pump, LBS Road, Thane (West), Maharashtra - 400602.  
Mobile: 9324893747 / 9665354977 / 8080739434  
Tel: 022-25300625 | Email: swarajmarine@gmail.com  
Website: www.swarajmarine.com

**WE DO NOT HAVE ANY BRANCHES OR AGENTS IN INDIA**

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STSDSD	2	2000
INDOS	-	1800
PSF (Crowd Management, Passenger safety and safety Training)	2.5	3600
PST RT & FPFF RT	1	5000
PST RT	1	2000
FPFF RT	1	2100
BST REF ( PSSR+EFA+PST RT+FPFF RT)	9	14000
Only PSSR	4	5000
Only EFA	2.5	5000
BOCTCO	7	2800
GTFC	5	3500
TASCO	10	2800
CHEMCO	10	2800
AFF	6	1500
AFF RT	1	900
MFA	4	1400
MFA RT	1	900

**NOTE:**  
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 ♦ Institute Bus pickup facility From Goregaon east station (HDFC BANK) To Institute at Morning 8.45 AM Sharp.

**SEI EDUCATIONAL TRUST**  
 DGS approved Maritime Training Institute

**COURSES AVAILABLE AT KOLKATA CAMPUS**

SR. No.	COURSES	DURATION	SR. No.	COURSES	DURATION
1	ASM (Master)	6 ½ Week	18	MFA	4 Days
2	Ch. Mate Phase - I	3 Months	19	PSCRB	5 Days
3	Ch. Mate Phase - II	3 Months	20	AFF	6 Days
4	Second Mate (F.G.)	4 Months	21	Medical Care	10 Days
5	MEO (F.G.) Class I	2 Months	22	GTFC	5 Days
6	MEO (F.G.) Class II	4 Months	23	OTCT	6 Days
7	SMS	5 Days	24	TASCO	10 Days
8	LCHS	5 Days	25	CHEMCO	10 Days
9	Diesel Engine CG Simulator	3 Days	26	Basic Safety Training	12 Days
10	ERS (MNGMT Level)	5 Days	27	STSDSD	2 Days
11	ERS (OP Level)	3 Days	28	RUTC (ENGINE)	3 Days
12	ROSC	10 Days	29	Medical Care (Refresher)	1 Day
13	ARPA	5 Day	30	PSCRB - REF	1 Day
14	ECDIS	5 Days	31	AFF - REF	1 Day
15	RANSCO	6 Days	32	MFA - REF	1 Day
16	High Voltage (MNGMT)	5 Days	33	PST - REF	1 Day
17	High Voltage (OP)	1 Days	34	FPFF - REF	1 Day
			35	GMDSS	12 Days
				RUTC (DECK)	3 Days

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 Online Booking Available: www.seiedutrust.com

**COURSES AVAILABLE AT NCR DELHI (FARIDABAD) CAMPUS**

SR. No.	COURSES	DURATION	SR. No.	COURSES	DURATION
1	Ch. Mate Phase - I	3 Months	13	MFA	4 Days
2	Ch. Mate Phase - II	3 Months	14	PSCRB	5 Days
3	Second Mate (F.G.)	4 Months	15	AFF	5 Days
4	MEO F.G. Class II	4 Months	16	Medical Care	10 Days
5	Basic Safety Training	12 Days	17	Medical Care (Refresher)	1 Day
6	GTFC	5 Days	18	MFA - REF	1 Day
7	OTCT	6 Days	19	PSCRB - REF	1 Day
8	TASCO	10 Days	20	AFF - REF	1 Day
9	CHEMCO	10 Days	21	PST - REF	1 Day
10	SSO	3 Days	22	FPFF - REF	1 Day
11	STSDSD	2 Days	23	RUTC (E)	3 Days
12	ERS (Operational Level)	3 Days	24	RUTC (DECK)	3 Days

S-13, Sector-11D Market, Faridabad (NCR Delhi) - 121006  
 Telephone: +91-129-4002955 / Mobile: +91-9643512955, 9643502955 | Email: fbd.seiedutrust@gmail.com  
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# The World Famous Authors

Literature, a timeless tapestry woven with the threads of human imagination and expression, has been shaped and molded by the hands of countless authors throughout history. From the epic poetry of Homer to the modern musings of contemporary writers, the world of literature is vast and diverse, offering something for every reader to discover and cherish. In this article, we embark on a journey through the realms of fiction and non-fiction, exploring the lives and works of ten famous authors who have left an indelible mark on the literary landscape.

## 1. William Shakespeare (1564-1616)

Arguably the most renowned playwright and poet in the English language, William Shakespeare's works continue to



captivate audiences centuries after his death. From the tragic tale of "Romeo and Juliet" to the timeless soliloquies of "Hamlet," Shakespeare's contributions to literature are immeasurable, earning him a place of honor in literary history.

## 2. Jane Austen (1775-1817)

A master of social commentary and wit, Jane Austen is celebrated for her novels exploring the intricacies of 19th-century English society. Works such as "Pride and Prejudice" and "Emma" remain beloved classics, cherished for their sharp observations and enduring charm.

## 3. Virginia Woolf (1882-1941)

A pioneering figure in modernist literature, Virginia Woolf challenged conventions with her innovative narrative techniques and exploration of consciousness. Works such as "Mrs. Dalloway" and "To the Lighthouse" exemplify Woolf's experimental style and profound insights into the human psyche.

## 4. Charles Dickens (1812-1870)

Charles Dickens, a champion of the Victorian novel, illuminated the struggles of the lower classes and the injustices of his time through his richly drawn characters and vivid storytelling. From the haunting tale of "A Christmas Carol" to the sprawling narrative of "Great Expectations," Dickens' works continue to resonate with readers around the world.



## 5. Leo Tolstoy (1828-1910)

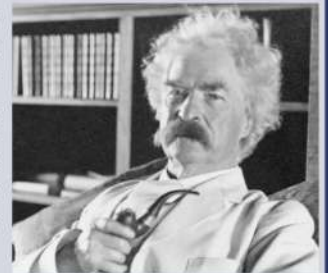
Russian author Leo Tolstoy is revered for his epic novels exploring themes of love, death, and the human condition. "War and Peace" and "Anna Karenina" stand as towering achievements in literature, offering profound insights into the complexities of life and society.

## 6. George Orwell (1903-1950)

George Orwell, a master of dystopian fiction, used his writing to illuminate the dangers of totalitarianism and the erosion of individual freedom. "1984" and "Animal Farm" serve as cautionary tales, warning readers of the perils of unchecked power and propaganda.

## 7. Mark Twain (1835-1910)

Mark Twain, the pen name of Samuel Clemens, captured the spirit of the American experience with his humor and keen observation. From the mischievous adventures of Tom Sawyer to the satirical wit of "The Adventures of Huckleberry Finn," Twain's works remain essential reading for audiences of all ages.



## 8. Toni Morrison (1931-2019)

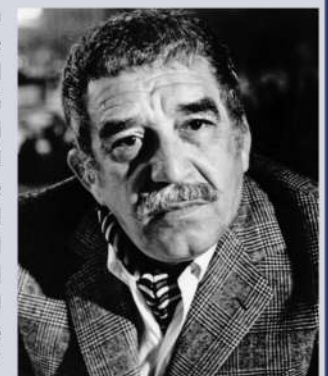
Toni Morrison, a Nobel laureate and voice of African American literature, explored the complexities of race, identity, and history in her powerful novels. "Beloved" and "Song of Solomon" are poignant reflections on the legacy of slavery and the search for personal and cultural identity.

## 9. Haruki Murakami (born 1949)

Japanese author Haruki Murakami has garnered international acclaim for his surreal and enigmatic narratives. Blending elements of magical realism with themes of alienation and existentialism, Murakami's works such as "Norwegian Wood" and "Kafka on the Shore" defy easy categorization, inviting readers into dreamlike worlds where reality and fantasy intertwine.

## 10. Gabriel García Márquez (1927-2014)

Colombian author Gabriel García Márquez enchanted readers with one of the foremost interpreters of magical realism in literature, a genre in which the framework narrative is set in a real place and time, but supernatural and dreamlike elements are part of the portrayal. He is the most translated Spanish-language author. Gabriel García Márquez's international breakthrough came with the novel "One Hundred Years of Solitude". The novels "The Autumn of the Patriarch" and "Love in the Time of Cholera" cemented his position as one of the greatest Latin American writers of all time.



## Conclusion:

These ten authors represent just a glimpse into the vast and diverse landscape of literature. Their works continue to inspire, provoke, and enchant readers around the world, reminding us of the enduring power of the written word to illuminate the human experience. As we celebrate their contributions, let us also embrace the countless voices waiting to be discovered and cherished in the ever-expanding world of literature.

# Weirdest Deep-Sea Creatures

Beneath the surface of the world's oceans lies a realm of mystery and wonder, a realm inhabited by some of the most peculiar and fascinating creatures on Earth. From the abyssal depths to the sunless trenches, the deep sea is home to a myriad of strange and otherworldly beings that defy imagination. In this exploration, we dive into the depths to uncover ten of the weirdest deep sea creatures lurking beneath the waves.

## 1. Goblin Shark (*Mitsukurina owstoni*)



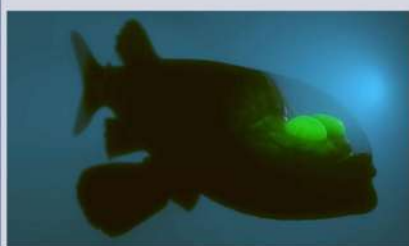
With its elongated snout and protruding jaws filled with needle-like teeth, the goblin shark is a true denizen of the deep. Found in oceanic depths of up to 4,000 feet, this elusive creature is a master of ambush predation, using its extendable jaws to

snatch unsuspecting prey with lightning speed.

## 2. Vampire Squid (*Vampyroteuthis infernalis*)

Despite its ominous name, the vampire squid is more of a gentle phantom of the deep than a bloodthirsty predator. Residing in the oxygen-minimum zones of the ocean, this enigmatic cephalopod possesses bioluminescent organs and a cloak-like webbing that earned it the nickname "vampire squid from hell."

## 3. Barreleye Fish (*Macropinna microstoma*)



With its transparent head and upward-facing eyes, the barreleye fish is a marvel of evolution perfectly adapted to its deep-sea environment. Found at depths of up to 2,500 feet, this peculiar fish uses its barrel-shaped eyes to scan the darkness above

for silhouettes of potential prey.

## 4. Blobfish (*Psychrolutes microporos*)

Known for its gelatinous appearance and drooping visage, the blobfish has become an icon of the deep sea's peculiar inhabitants. Found in the abyssal depths off the coast of Australia and New Zealand, this bottom-dwelling fish possesses a unique buoyancy system that allows it to float effortlessly above the seafloor.

## 5. Deep-Sea Dragonfish (*Grammatostomias flagellibarba*)



With its elongated body and ferocious jaws lined with sharp teeth, the deep-sea dragonfish is a formidable predator of the abyssal depths. Equipped with bioluminescent organs and a lure dangling from its chin, this fearsome fish hunts its

prey in the darkness of the deep sea.

## 6. Dumbo Octopus (*Grimpotentis*)

Resembling the beloved Disney character with its ear-like fins, the dumbo octopus is a charming denizen of the deep sea. Found at depths of up to 13,000 feet, this cephalopod gracefully glides through the water, using its tentacles to capture prey and explore its dark habitat.

## 7. Anglerfish (Family: Lophiiformes)

Known for its grotesque appearance and bioluminescent lure, the anglerfish is a classic inhabitant of the deep sea. Inhabiting



depths of up to a mile or more, these predatory fish use their luminescent appendage to attract prey in the darkness, earning them the nickname "black devil" among deep-sea fishermen.

## 8. Giant Isopod (*Bathynomus giganteus*)

Reaching lengths of up to 16 inches, the giant isopod is a formidable scavenger of the deep sea floor. Resembling a giant pill bug, this crustacean feeds on carrion and detritus that drifts down from the surface, surviving in the harsh conditions of the abyssal depths. The *Bathynomus* is benthic and abundant in cold waters with a depth of 310–2140 m in the West-Atlantic, including the Gulf of Mexico and the Caribbean. It was the first species of *Bathynomus* to be described and historically it was reported from other oceans, but these are now recognized as other closely related species. The unusually large size of *Bathynomus* has been attributed to an effect called deep-sea gigantism, where invertebrates living in cold deep waters tend to grow larger and have longer lifespans.

## 9. Frilled Shark (*Chlamydoselachus anguineus*)

The frilled shark (*Chlamydoselachus anguineus*), also known as the lizard shark, is one of the two extant species of shark. As a marine animal, the frilled shark is a living fossil because of its relatively unchanged anatomy and physique.



Resembling a relic from prehistoric times, the frilled shark is a primitive predator of the deep sea. With its eel-like body and rows of needle-like teeth, this enigmatic creature prowls the ocean depths in search of squid and other prey, rarely glimpsed by human eyes.

## 10. Deep-Sea Hatchetfish (Family: Sternoptychidae)

With its distinctive flattened body and upward-facing eyes, the deep-sea hatchetfish is a curious inhabitant of the twilight zone of the ocean. Using its bioluminescent organs to camouflage itself from predators below, this small fish navigates the depths with ease, blending seamlessly into its dark environment. The marine hatchetfishes or deep-sea hatchetfishes as well as the related bottlelights, pearlsides and constellation fishes are small deep-sea ray-finned fish of the stomiiform family Sternoptychidae.

### Conclusion:

These ten bizarre deep sea creatures offer just a glimpse into the astonishing diversity of life that thrives in the ocean's depths. From the grotesque to the enchanting, these denizens of the deep remind us of the boundless wonders waiting to be discovered beneath the waves.



# SHIPPING NEWS

## CAN ONBOARD CARBON CAPTURE TECH CLEAN UP THE SHIPPING SECTOR?

This may look like some crates on a cargo ship.

But it's actually an onboard carbon capture system designed to suck carbon emissions from the air and turn them into stone.

It's one of the ways the shipping industry is exploring to reduce their climate footprint.

"Could we capture CO2 directly onboard ships to trap their CO2 emissions and reduce them and keep the ship sailing on the water, instead of replacing the whole fleet?"

The global shipping sector transports around 90% of world trade. It's also responsible for around 3% of the world's carbon dioxide emissions.

The U.N. shipping agency has set out targets for the industry to reach net zero around 2050.

But getting there won't be easy.

Unlike the car industry, for example, shipping cannot simply electrify its fleet to reduce the carbon footprint.

Seabound Co-Founder Alisha Fredriksson explains.

"The options for a ship owner today are very challenging. Essentially, you could order a new ship with a new type of engine that could burn a different type of fuel like ammonia and methanol. But fuel doesn't exist yet. The new engines are very expensive and they're not compliant with their existing vessels."

Another possibility is capturing ships' emissions and storing them

onboard.

UK startup Seabound is developing a carbon capture system designed to fit on the deck of large cargo ships.

A pilot trial on a 45,000 ton container ship, the Sounion Trader, captured around 80% of CO2 emissions and 90% of sulphur dioxide.

"Seabound captures carbon on big ships by exposing the exhaust gas that's coming out of the engine to little pebbles of calcium oxide, which is also known as quicklime. The pebbles of calcium oxide react with the CO2 in the exhaust gas to make calcium carbonate, which is also known as limestone."

Carbon capture's role in emission reductions has so far been limited.

The process is expensive, requires enormous amounts of energy and water to separate CO2 from other gases, as well as heavy upfront capital expenditure in capture plants.

Seabound says their system simplifies the process by decoupling the carbon capture phase from the traditionally expensive recovery and storage phases.

"We just do part of it, which is capturing the CO2 onboard each ship, and then a lot of the post-processing we actually move that to land where we can do it for cheaper, we can do it at a larger scale, and we can use land based energy infrastructure."

The company says they are now working on a larger demonstrator and hopes to capture more than 55 tons of CO2 per day at more than 90% efficiency.

## SCRUBBERS: THE SOLUTION TO POLLUTION IS... STOP USING DIRTY FUEL

"The solution to pollution is dilution". A saying that was frequently used half a century ago, but since then scientific knowledge on toxicology has clearly shown that this solution does not work – pollutants can be persistent in the environment and bioaccumulate in the food chain. As a consequence, environmental policy and regulations have evolved away from "solution to pollution is dilution" approaches in order to protect life on earth.

However, some sectors appear to remain stuck in this old and tired twentieth century narrative, for example the maritime industry, which is notorious for polluting the oceans. While the shipping sector is quick to claim that "shipping is the least environmentally damaging mode of transportation", have you ever encountered another transport mode that deliberately puts millions of tons of polluted water in the ocean? This is exactly what the global

shipping fleet does, day in and day out. Discharges of sewage and wastewater from bathrooms and kitchens, toxins from paints, cargo residues, lubricating oil and wastewater from scrubbers all end up in the ocean, with detrimental impacts on marine life, and the millions of people who depend upon the ocean for their livelihoods and wellbeing.

What are scrubbers? In 2009 the International Maritime Organization (IMO), the UN's maritime agency, took the wise decision to regulate Sulphur Oxides (SOx) and Nitrogen Oxides (NOx) emissions pumped into the air from the exhausts of ships. The IMO was moving to curb the health impacts on people living near ports and in coastal areas of air pollution caused by the massive ship diesel engines. It was calculated that more than 60,000 premature deaths were caused by air pollution from ships each year, so it was time to tackle this serious issue.





### In order to reduce SOx emissions, ships can choose in practice between two options:

1. Reduce the sulphur content in fuel, or
2. Install and use Exhaust Gas Cleaning Equipment (EGCS) or scrubbers

At the time, some industry groups and member states, along with environmental groups were in favour of a worldwide shift to low sulphur distillate fuels, which are much cleaner than the Heavy Fuel Oil (HFO) used as standard in large ships. But the oil industry and some maritime parties suggested using EGCS or 'scrubbers' as an alternative, which would allow for the continued use of HFO provided the SOx was removed from the exhaust. The resulting compromise kept the 'scrubber option' open.

Scrubbers are meant to clean the exhaust gas, in particular removing the SOx. They do so by creating a 'mist' of seawater in the ship's smokestack, thereby binding the SOx. In most scrubbers, which are of the 'open loop' type, this seawater with sulphur content is then flushed overboard. The mixture has a low pH value, so will add to acidification of the ocean, already under stress from excess CO2 uptake. And this is not the end of the story: apart from SOx, scrubbers take up all kinds of other substances from the exhaust, including heavy metals, nitrites and nitrates, and Polycyclic Aromatic Hydrocarbons (PAHs) which are highly carcinogenic. A genuine toxic cocktail is routinely dumped overboard via ships' discharge piping.

Even when concerns about the possible impact of the discharge of toxins to the sea were raised, scrubbers were deemed an acceptable alternative to cutting HFO use and moving to cleaner fuels by IMO Members in 2009. Fifteen years later, the debate about this flawed approach is in full swing. Several recent scientific, peer-reviewed studies show that scrubber wastewater leads to cocktails of polluting substances including heavy metals and PAHs. One example is a Finnish study Environmental impacts of exhaust gas cleaning systems in the Baltic Sea, North Sea, and the Mediterranean Sea area which is part of the international EMERGE project. EMERGE is an innovative 4-year project funded by the European Commission under the Horizon 2020 programme, aiming at quantifying and evaluating the effects of potential emission reduction solutions for shipping in Europe; and developing effective strategies and measures to reduce the environmental impacts of shipping. The study shows that scrubbers produce large volumes of wastewater with a wide range of contaminants for discharge into the sea. Marine invertebrates were most affected by the pollution. For example, an impact was seen on sea urchin eggs at a dilution of one part scrubber wastewater to one million parts clean seawater. Key species such as mussels and crustaceans were also affected through reduced egg production and deformation of larvae. A study by Chalmers University found that many of the contaminants found in scrubber discharge water are included as (priority) hazardous substances under the EU Water Framework Directive (WFD, 2013) where EU Member States have agreed to take action to phase out these substances and to stop the emissions.

The authors of the Finnish study concluded: "Continued use of EGCS and high sulfur fossil fuels will delay the transition to more sustainable options. The investments made on EGCS enable ships

to continue using fossil fuels instead of transitioning away from them as soon as possible as agreed in the 2023 Dubai Climate Change conference. Continued carriage of residual fuels also increases the risk of dire environmental consequences whenever accidental releases of oil to the sea occur."

It is estimated that more than ten gigatons of scrubber wastewater is pumped overboard throughout the Ocean annually.

In response, more than 45 coastal and port states around the globe have raised concerns and have started to regulate scrubber discharges in their coastal waters. The number of states on this list continues to grow: Denmark recently decided to ban scrubber discharges in their territorial seas next year, which means that a large majority of European states will have some sort of restriction in place. Although most stakeholders agree that coastal states have the right to regulate scrubber discharges in territorial waters, up to 12 nautical miles from the coastline, not everyone is yet convinced this holds true for the Exclusive Economic Zone (EEZ) from 12 to 200 nautical miles from the coastline. In response, states should have the right to tackle this type of pollution, in particular in sea areas with important ecosystem values and areas with multiple stressors such as acidification and underwater noise. The IMO must play an active role in protecting marine ecosystems and encourage regional scrubber discharge bans in ecologically, environmentally, and culturally significant areas, including the Arctic and ultimately ban scrubbers globally such as EEZs.

What would this mean for shipowners who have invested in scrubbers as an alternative to using cleaner fuel? It appears again in a scientific study that more than half of the global scrubber-fitted fleet reached economic break-even by the end of 2022, with a surplus of €4.7 billion. This study further shows that on more than 95% of the ships the cost of scrubbers was paid back within five years, so the maritime industry will not suffer more than a minor loss if scrubbers were banned. Meanwhile, the marine ecotoxicity damage cost from scrubber water discharge in the Baltic Sea Area over the period 2014–2022 is estimated in excess of €680 million – demonstrating that yet again private economic interests come at the expense of marine environmental damage.

The ocean has been used as a dumping ground for our wastes far too long and due to climate change is now acidifying rapidly. A number of international agreements charge governments and stakeholders with the protection of the ocean not least the UN Convention on the Law of the Sea and the Sustainable Development Goals (SDG) in particular SDG 14, which calls on governments to prevent and reduce marine pollution.

The Clean Arctic Alliance believes that it is time to say farewell to scrubbers, an outdated technology that is completely out of line with 21st century environmental standards for protection of the oceans. The best and ultimately only solution is to ban scrubbers worldwide and switch to cleaner fuels ahead of complete decarbonization and in the meantime we continue to push the IMO and its member states and international bodies, such as the EU, to roll out scrubber wastewater restrictions as soon as possible. At the end of September 2024, scrubbers will once again be on the agenda of MEPC 82, the environment committee of the IMO. That will be the time to take the serious decisions necessary for ending marine pollution from scrubbers.

## SHIPPING DISRUPTIONS IN THE RED SEA: LOCAL SHOCK, GLOBAL IMPACT

Recent attacks on ships navigating along the Red Sea have led vessels to reroute through the Cape of Good Hope, at the Southern tip of Africa. The attacks have led to a decline in effective global shipping capacity, while global shipping costs have increased substantially.

After the start of the latest Israel-Hamas war in October 2023, Yemen's Houthi rebels began attacking vessels in the Red Sea. In response, shipping companies have altered their routes to avoid the Suez Canal and the Red Sea. Detouring around the Cape of Good Hope has extended voyages by approximately 3,500 nautical miles (6,482 kilometres) and increased shipping times by at least 14 days. Trade flows between Europe and Asia, which ship primarily through the Suez Canal, have been particularly affected.

### Impact on global shipping

While a nontrivial fraction of global trade approximately 12% of the global value ship moves through the Suez Canal, most international trade flows are not directly affected by the events in the Red Sea. Yet, given the global nature of the shipping market, this regional shock has indirectly impacted other areas of the world, reducing global trade flows and increasing shipping costs.

We observe that global exports have been declining systematically (relative to the same week the year prior) since mid-December 2023, when major shipping companies began rerouting their voyages across the Red Sea. While global exports in the weeks prior to the rerouting had fluctuated around 5% to 1% range relative to the year before, they had declined more than 7% by early February 2024 relative to last year.

We observe that shipping prices for routes around the Suez Canal have increased substantially in recent months, exhibiting the greatest increase relative to other routes. More surprisingly, we observe that global shipping costs have also increased substantially over this period despite the regional nature of the shock. For instance, average global shipping costs have more than doubled since the onset of the Red Sea disruptions.

### Quantifying the aggregate implications

To investigate the channels accounting for the global impact of shipping disruptions along with their implications, we study the multi-country general equilibrium model of international trade and global shipping dynamics that we developed in a recent working paper (Dunn and Leibovici 2024).

We examine the impact of a sequence of shocks to effective shipping capacity that reduce global trade flows. To do so, we study a weekly version of the model that we estimate with data from before the onset of the Red Sea disruptions. We assume the economy is in a steady state before the week of 17-23 December, when shipping companies began rerouting their voyages across the Red Sea. Information on the rerouting of these voyages is revealed the week of 17-23 December, with shocks starting one week thereafter chosen for tracking global trade flows. 3 Shocks are then assumed to revert gradually to the steady state over the

next six months. The effective shipping supply in the data and the model, showing we track the data closely up to the latest data available.

The model's estimates of shipping dynamics in response to the shocks are closely aligned with their empirical counterpart. The global shipping costs increase substantially. In the model, global shipping supply is rigid in the short-run since global shipping firms typically operate at capacity and shipping investments are time-intensive. Thus, reductions in global shipping supply can be only partially offset through higher utilisation, leading to higher shipping prices and bringing imports to the level of the reduced shipping capacity.

The value of shipping firms also increases in the model and the data. In particular, we compare the value of shipping firms implied by the model with their value in the data, as captured by the average changes in shipping stock prices. Interestingly, we find that shipping firms increase in value despite the shipping disruptions. In the model, this increase is accounted for by the rigid nature of shipping supply in the short run and the relatively inelastic demand for shipping services. Note, however, that the increase in shipping costs and the value of shipping firms is somewhat higher in magnitude in the data than in the model.

These findings show that the model can account for salient features of shipping dynamics following the recent disruptions in the Red Sea. With a model equipped to capture recent developments, we then investigate their broader implications for economic activity and prices. The shock to trade generates a decline in tradable absorption in our model, as the reduced effective shipping capacity has lowered the amount of tradables that countries can import from each other. The relative price of tradables increases, leading to a partial reallocation of absorption toward non-tradable goods. However, despite this reallocation, the net impact of the shock is contractionary, as implied by the decline of aggregate investment.

While the exact quantitative impact of the shocks on economic activity and prices depends on the details of our quantitative implementation, our findings point to key channels through which recent developments in the Red Sea may be heaving ripple effects on the global economy.

### Concluding remarks

Our findings show that global shipping dynamics can be a key channel through which local shocks affect global economic outcomes. With growing geopolitical tensions, shipping disruptions may become more frequent, thus leading to greater global economic turbulence from these relatively local conflicts. These effects, however, may be transitory. As shipping companies adjust their fleets to these developments, they may find it optimal to operate with greater slack, which would act as a buffer to insure their operations against such shocks, thereby mitigating potential disruptions.

# AMMONIA SHIPBORNE TRADE: NAVIGATING THE BUBBLE FOR SUSTAINABLE GROWTH

The rising interest in clean ammonia, touted as the next zero-carbon fuel, is boosting orders for Very Large Ammonia Carriers (VLAC). The orderbook is stacking up with the specialised vessels, but concerns over possible delays in the start-up of planned ammonia projects have thrown a caution in the air. This is because the shortage of clean ammonia could compel owners to use their VLACs in the LPG trade. As a result, this massive influx of vessels could create oversupply and depress charter rates.

## Introduction

Ammonia is a major contributor to the global economy, with its massive utilisation in the agriculture industry due to its use in fertilisers. It is widely shipped via fully refrigerated LPG carriers (MGCs) ranging between 30 kcbm and 50 kcbm. Traditionally, ammonia is produced by the Haber-Bosch process, producing 'Grey' ammonia, which accounts for around 1.8% of global carbon dioxide emissions. Global annual production of grey ammonia is around 185-190 million tonnes, half of which is produced by Asian countries, but only 15-20 million tonnes are traded annually through the seaborne route, as most of it is consumed by the fertiliser sector. China is the largest producer, contributing nearly 30% to the global output, producing a key portion by coal-fired plants. The capacity utilisation for ammonia plants varies from 30% to 80%, depending on the feedstock and the firing methodology. Meanwhile, Saudi Arabia, Indonesia and the US are the top seaborne ammonia exporters. Globally, around 198 terminals can handle ammonia as a cargo, with a combined capacity of 9.6 million cbm. South America and the Middle East are the leading regions in terminal capacity.

## Trade and demand

In recent years, the ammonia trade has weakened despite steady demand. This downturn is due to ample domestic availability of ammonia, fertiliser production capacity and heightened natural gas prices, which has resulted in global shortages. Demand for ammonia remained robust because of its high dependency on the fertiliser and refrigerant industries. Global consumption was around 190 million tonnes in 2023, up from 178 million tonnes in 2018. Asia is the leading market for ammonia, particularly China which accounts for 40% of the global demand, followed by India. The long-term demand outlook is bright because of the rapid urbanisation, supporting its demand in the industrial sector.

## Clean ammonia (Green + Blue)

The low carbon versions of the conventional grey ammonia, which is used as fertilisers and raw material for chemical production, are Blue ammonia and Green ammonia, often termed as clean ammonia. The source of hydrogen used to produce ammonia differs between them. In order to reduce emissions, blue ammonia uses hydrogen from natural gas but also carbon capture and storage. Hydrogen from water electrolysis, powered by renewable energy, is used to produce green ammonia, which is carbon free. Clean ammonia represents a massive potential to drive market growth and meet the decarbonisation goals of the industry. The major players already have their ambitious investment plans in the pipeline, which is likely to fulfil the global demand to a certain extent. This will be the most feasible low-carbon option in four sizeable industry segments – traditional (agricultural), co-firing (coal replacement), marine fuel and hydrogen carriers.

## Ammonia – Carrier of the future

The future of ammonia transportation belongs to large parcel long-haul ammonia trades, for which a specialised version of VLGCs – VLACs (90-95 kcbm) are becoming the new trend in the shipping sector. In 2023, KR (Korean Register) granted an Approval in Principle for a 200 kcbm class Ultra Large Ammonia Carrier (ULAC) using ammonia fuel. Some of the existing VLGCs are also ammonia capable, but as they were designed for the LPG trade specifically and due to the higher specific gravity of ammonia can be filled only 80-85%. Meanwhile, VLACs with strengthened hulls and tank structures can sail with 98% of its capacity filled with ammonia. Currently, around 30% of the existing LPG fleet and 53% of the orderbook is ammonia-capable, but the majority of the ammonia seaborne trade is facilitated by the MGC segment. For the VLGC segment, 10% of the fleet and 54% of the orderbook are ammonia-capable. These vessels, touted to be used as 'hydrogen carriers of the future' (due to green ammonia's potential as an intermediary in hydrogen supply chain), warrant much larger parcels than traditional ammonia trades shipped by MGC fleet. Interestingly, the structure of the LPG fleet is transforming. The expansion of the LPG trade into the future is set to be driven by 70+ kcbm VLGC and VLAC tonnage. According to the current orderbook, 86 vessels (38 VLACs and remaining VLGCs) are scheduled for delivery during 2024-28. VLAC ordering, which commenced in 2023, is going strong in 2024, with the first delivery scheduled in 2026. Newbuild cost of VLACs on average is at a premium of \$4-6 million over VLGCs. Some shipowners such as Dorian LPG, besides ordering a VLAC, are also investing to upgrade their VLGCs to transport ammonia, costing an average \$2 million per ship. Interestingly, about 30 VLACs on order are scheduled to be delivered in 2027, which seems over-optimistic, looking at the pace of development of ammonia plants globally.

The increasing investments for specialised ammonia carriers are due to the high market potential of green ammonia as a net-zero carbon emission fuel. At Drewry, we have been tracking the development of ammonia projects for years and as per our analysis, the clean ammonia trade is expected to rise at a CAGR of around 90% in the next 10 years. The majority of the growth will be witnessed in the next five years, provided the pace of development of announced projects remains intact.

The spurt in VLAC orders is planned by shipowners to align with the growth of the clean ammonia quantities. However, the majority of clean ammonia projects remain in the planning stages or pilot projects, which raises concerns regarding the volume of clean ammonia available for trade when VLACs are delivered, especially in 2027.

Any delay in the clean ammonia projects will compel owners to ply their VLACs in the LPG trade, where the vast addition of newbuild tonnage will oversupply the market, leading to downward pressure on charter rates. Shipowner, Avance Gas is betting on ammonia-capable MGCs over VLGCs and VLACs. The company recently sold two under construction ammonia-capable VLGCs, while going ahead with four ammonia-capable MGCs already on the orderbook.

Therefore, the transition to ammonia, although inevitable due to the commodity's vast demand potential, could prove difficult for the gas shipping sector.

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# SMYL ZONE



**A** kindergarten teacher watched her classroom of children while they were drawing.

She occasionally walked around to see each child's work.

As she got to one little girl who was working very hard, she asked her what the drawing was.

The girl replied, "I'm drawing heaven."

The teacher paused and said,

"But no one knows what heaven looks like."

Without looking up from her drawing, the girl replied, "They will in a minute."



**A** frustrated customer calls tech support with a very tricky problem. She cannot print blue. All the other colors print fine, except blue, which is very unusual.

The tech support person on the other end tries everything he can think of to help the customer.

He asks her to reinstall the program, reboot the computer, to turn the printer on and off.



None of it helps. Finally, after hours of troubleshooting, he asks the customer if he can come by and try to resolve the problem in person.

When he finally gets to her house and she shows him her computer and the printer, he instantly understands what the problem is and tells her, "From now on, print on white paper instead of blue!"

**T**he class was studying for a history test when one student said,

"I wish we lived way back in time."

"Why is that?" asked the teacher.

"Then there would be less history to learn".



**W**hy did the mother always put on a helmet before she used the computer?

Because she was afraid it would crash!



**C**USTOMER: I cleaned my computer and now it's broken!

TECHNICIAN: What did you clean it with?

CUSTOMER: Water and soap.

TECHNICIAN: You're not supposed to bring water near a computer!

CUSTOMER: I don't think it was the water that broke it. ... I think it was the spin cycle!



**W**hy was the computer so tired when it got home from the office?

Because it had a hard drive.



**A** father and his small daughter were standing in front of the tiger's cage at the zoo.

The dad was explaining how violent and strong tigers are and the little girl was listening to him with a very serious expression.

"Daddy," she called finally, "Yes, dear?" asked the father.

"If the tiger got out of his cage and ate you up...which bus should I take home?"



**J**immy was explaining to his dad the kind of computer he wanted. "First, we'll discuss hardware and then we'll talk about the software I need."

"Wait a minute," said Jimmy's dad.

"How is hardware different from software?"

Jimmy just shook his head and said, "Hardware is the part of a computer that you can kick."



**J**ordan was playing in the schoolyard when he fell down and broke his right arm.

Aaliyah came running up to him with a big smile on her face.

"Wow, Jordan, you're so lucky. Now you don't have to take any exams."

"Actually, I'm really unlucky," replied Jordan.

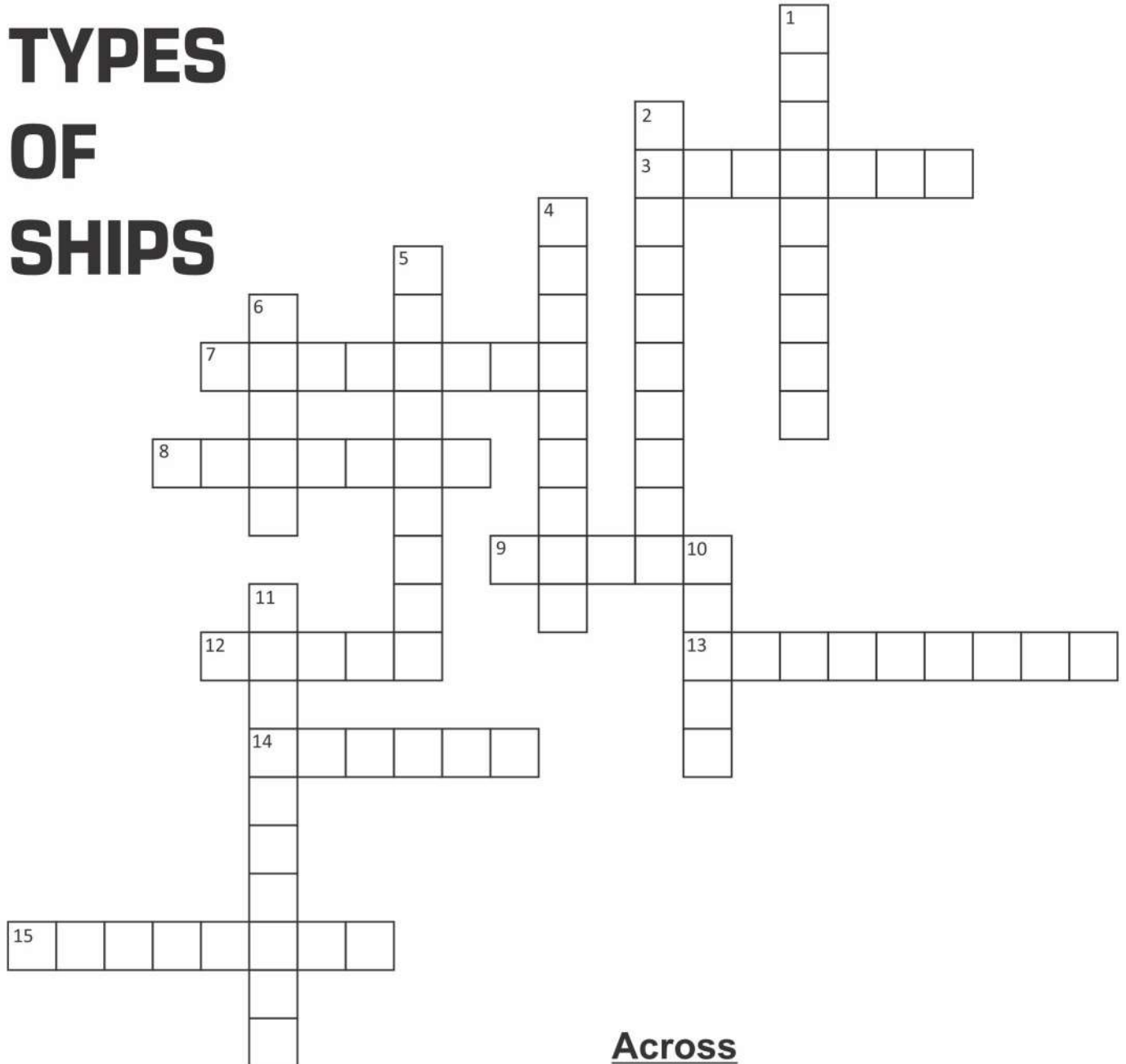
"What makes you say that?" she asked.

"I'm left-handed," Jordan cried.





# TYPES OF SHIPS



## Down

- 1. Large vessel for transporting cargo.
- 2. Specialized ship for navigating through ice-covered waters.
- 4. Fast and maneuverable warship.
- 5. Underwater vessel capable of submerging.
- 6. Type of ship primarily used for transporting goods.
- 10. Luxury vessel for recreational purposes.
- 11. Large, heavily armored warship.

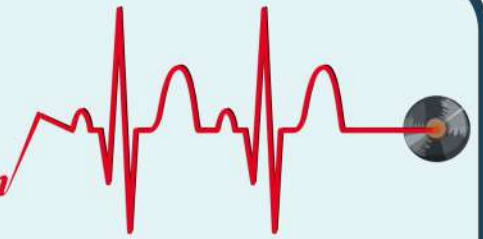
## Across

- 3. Warship used for long-range missions.
- 7. Vessel propelled by sails.
- 8. Small, powerful vessel for towing larger ships.
- 9. Ship used for transporting passengers and vehicles.
- 12. Flat-bottomed vessel used for carrying cargo on inland waterways.
- 13. Vessel specifically designed for transporting shipping containers.
- 14. Ship designed for transporting liquids.
- 15. Traditional sailing vessel with multiple masts.



# M.I.N.D

## Mindset Importance Network Direction



## HOW TO TALK TO SOMEONE WHO IS FEELING SUICIDAL

### Understanding Suicide

Suicide is a complex and deeply distressing issue that affects individuals across all demographics and walks of life. It's a critical public health concern, with millions of people worldwide experiencing suicidal thoughts and feelings every year. According to the World Health Organization (WHO), close to 800,000 people die due to suicide annually, making it one of the leading causes of death globally.

Identifying the signs and symptoms of suicidal ideation is crucial in offering support to those who may be struggling. While it's essential to recognize that not everyone who experiences these signs will attempt suicide, being aware of the warning signals can enable us to intervene and provide assistance when necessary.

### Signs and Symptoms of Suicidal Ideation

- ❖ Expressing feelings of hopelessness or worthlessness.
- ❖ Withdrawing from social activities and relationships.
- ❖ Talking about death or suicide, even in a casual or indirect manner.
- ❖ Exhibiting sudden changes in behavior, such as increased substance abuse or recklessness.
- ❖ Giving away prized possessions or making arrangements for the future.

These are just a few of the potential indicators of suicidal thoughts. It's important to take any mention or hint of suicide seriously and respond with care and empathy.

### How to Talk to Someone Who is Feeling Suicidal

Engaging in a conversation with someone who is feeling suicidal can be daunting, but it's essential to approach the situation with empathy, patience, and understanding.

#### Here are some steps to guide you through the process:

#### 1. Create a Safe and Comfortable Environment

Find a quiet and private space where both of you can talk openly without distractions. Ensure that the person feels physically and emotionally safe before starting the conversation.

#### 2. Be Direct and Honest

When initiating the conversation, be straightforward about your concerns. Express that you've noticed changes in their behavior or mood and that you're genuinely worried about their well-being. Use open-ended questions to encourage them to share their feelings and experiences.

#### 3. Listen Without Judgment

Active listening is key. Allow the person to express themselves without interrupting or passing judgment. Validate their feelings and let them know that it's okay to

feel overwhelmed or hopeless.

#### 4. Show Empathy and Understanding

Demonstrate empathy by acknowledging their pain and struggles. Avoid minimizing their feelings or offering quick-fix solutions. Instead, convey your willingness to support them through this difficult time.

#### 5. Offer Reassurance and Hope

Reassure the person that they are not alone and that help is available. Encourage them to seek professional support from a therapist, counselor, or helpline. Remind them that with proper treatment and support, things can improve, and there is hope for the future.



#### 6. Avoid Making Promises You Can't Keep

While it's important to offer support, avoid making promises that you may not be able to fulfill. For example, don't promise to keep their suicidal thoughts a secret if you believe they're in imminent danger. Your primary concern should be their safety and well-being.

#### 7. Take Action if Necessary

If you believe the person is in immediate danger of harming themselves, don't hesitate to intervene. Stay with them, remove any potentially harmful objects from the vicinity, and contact emergency services or a mental health professional for assistance.

Talking to someone who is feeling suicidal requires courage, empathy, and compassion. By creating a safe and non-judgmental space for open communication, you can offer vital support to those in distress. Remember that suicidal thoughts are often temporary, and with the right support and intervention, individuals can find hope and healing. If you or someone you know is struggling with suicidal thoughts, don't hesitate to reach out for help. You are not alone, and there are people who care and want to support you through this difficult time.



# YOUR FORECAST

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



## Aries (Mar 21 – Apr 20)

As the leader of the zodiac, you're known for your boldness and determination. When it comes to your career, Aries, you're unstoppable. Your natural leadership skills and determination set you apart from the crowd, making it the perfect time to pursue your professional goals. Financially, Aries, it's time to take a closer look at your spending habits and financial goals. Assess your budget and identify areas where you can cut back on unnecessary expenses. Focus on building a solid financial foundation for the future by saving wisely. Your romantic life could take an exciting turn. Keep communication lines open and don't be afraid to take the lead when it comes to matters of the heart.

## Taurus (Apr 21 – May 21)

In the realm of career, Taurus, your hard work, and dedication are likely to pay off. Opportunities for advancement or recognition may arise, so be prepared to showcase your talents and skills. Stay focused on your goals and be proactive in pursuing new ventures. When it comes to finances, Taurus, this phase calls for careful planning and prudent decision-making. Take stock of your expenses and prioritize your financial goals. Avoid impulsive purchases and unnecessary splurges, as they could disrupt your budget. Taking care of your physical and mental health should be a priority. Ensure you're getting enough rest and relaxation to recharge your batteries.

## Gemini (May 22 – June 21)

Career matters are highlighted, and it's a time for you to shine, Gemini. Your natural charm and wit will serve you well in professional settings, so don't be afraid to speak up and share your ideas. Take a closer look at your budget and spending habits to ensure you're staying on track with your financial goals. Avoid impulse purchases and instead focus on long-term investments that will secure your financial future. It's time to focus on nurturing your body and mind. Incorporate some mindfulness practices into your daily routine to help reduce stress and promote inner balance. Remember to communicate openly and honestly to foster trust and intimacy.

## Cancer (June 22 – July 22)

Professionally, you may find yourself faced with new challenges that test your skills and adaptability. Embrace these opportunities for growth, knowing that each obstacle is a steppingstone toward success. Trust in your abilities and don't be afraid to assert yourself in the workplace. Your well-being is of utmost importance, dear Cancer. Financial matters require careful attention, Cancer. Take stock of your expenses and budget wisely to ensure stability and security. Consider seeking advice from a trusted advisor or mentor to gain clarity on investment opportunities or strategies for increasing your income. Remember to prioritize self-care and listen to the needs of your body and mind.

## Leo (July 23 – Aug 23)

In the realm of career and professional pursuits, Leos may find themselves at a crossroad. Consider whether your current path aligns with your long-term aspirations. Don't hesitate to explore new avenues or seek guidance from mentors or trusted colleagues. Consider seeking professional advice if you're contemplating major investments or financial decisions. With prudent planning and discipline, you can enhance your financial security and stability in the long run. It's essential to prioritize self-care and well-being. Whether it's committing to a regular exercise routine, practicing mindfulness, or ensuring you get enough rest, listen to what your body needs. Embrace new connections and let your vibrant energy attract potential romantic interests.

## Virgo (Aug 24 – Sept 23)

In the realm of career, Virgo, your meticulous nature serves you well. Pay attention to the details of any projects or tasks you're working on, as thoroughness will be key to your success. Don't be afraid to speak up and share your ideas, your unique perspective could lead to innovative solutions and advancement in your career path. Avoid impulsive purchases and instead focus on practical investments that will benefit you in the long run. With careful planning and discipline, you'll be able to secure a stable financial future. Whether it's through exercise, proper nutrition, or simply taking time to relax and recharge, make sure you're giving yourself the care and attention you deserve. Virgo, the cosmos are encouraging you to take a step back and reassess your approach to relationships. Communication is key, so make sure you're expressing your needs and desires clearly to your partner. Single Virgos may find that being open to new experiences and stepping out of their comfort zone could lead to exciting romantic opportunities.

## Scorpio (Oct 24 – Nov 23)

In your career sector, Scorpio, Mars lends you its fiery energy, empowering you to pursue your ambitions with vigor and determination. Channel your natural intensity and passion into your professional endeavors but be mindful of power struggles or conflicts that may arise. When it comes to your well-being, Scorpio, remember that balance is key. With the Sun illuminating your sector of health, focus on nurturing your body, mind, and soul. Incorporate self-care practices into your daily routine, such as meditation, exercise, and nourishing meals. Pay attention to your emotional health as well, and don't hesitate to seek support from loved ones or a professional if needed.

## Sagittarius (Nov 23 – Dec 21)

In the realm of career, Sagittarius, your optimism and enthusiasm are your greatest assets. Embrace new challenges with confidence, knowing that your adventurous spirit will guide you to success. Don't be afraid to think outside the box and pursue unconventional opportunities. Financial matters may require extra attention, Sagittarius. While your optimistic nature tends to see the glass as half full, it's important to remain grounded when it comes to money management. Take a proactive approach to budgeting and be mindful of your spending habits.

## Capricorn (Dec 22 – Jan 20)

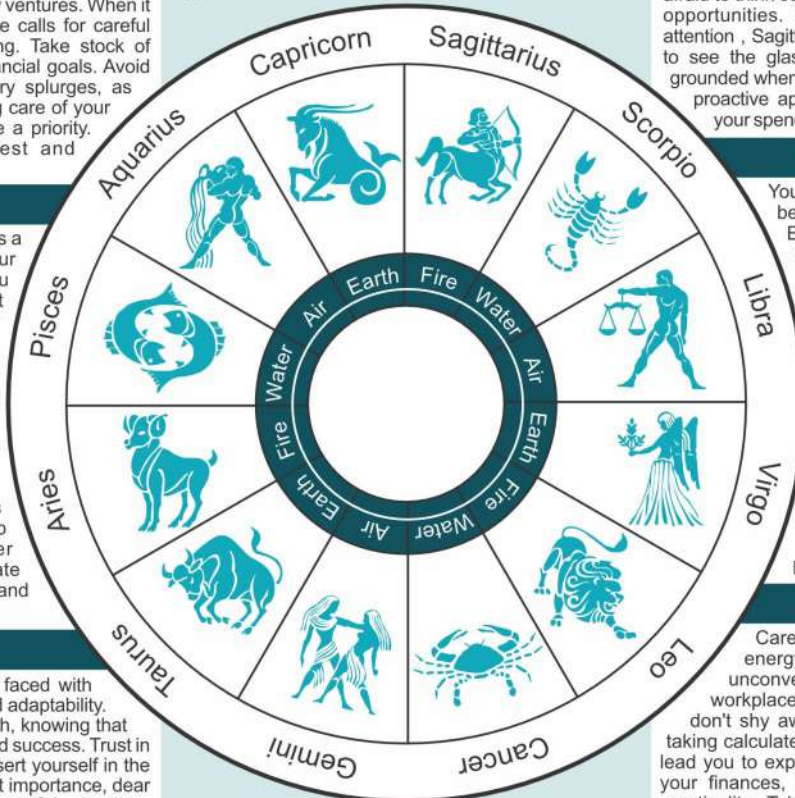
Your hard work and dedication are likely to be recognized by superiors or colleagues. Embrace opportunities for growth and advancement but remain cautious of overextending yourself. Striking a balance between ambition and practicality will lead to long-term success. Look for opportunities to increase your income or make wise investments for the future. With disciplined planning and resource management, you can strengthen your financial foundation and achieve your long-term objectives. Pay attention to both your physical and mental well-being. Incorporate stress-relieving activities into your routine, such as meditation or yoga, to maintain balance.

## Aquarius (Jan 21 – Feb 18)

Career pursuits receive a boost of cosmic energy, Aquarius. Your creative ideas and unconventional approach set you apart in the workplace. Embrace your innovative spirit and don't shy away from presenting bold proposals or taking calculated risks. While your inventive mind may lead you to explore unconventional ways of managing your finances, it's essential to maintain a sense of practicality. Take a closer look at your budget and consider any areas where you can streamline expenses or invest wisely for the future. In matters of health, Aquarius, it's time to focus on finding balance. With your mind constantly abuzz with innovative ideas, remember to ground yourself in the present moment.

## Pisces (Feb 19 – Mar 20)

In the realm of career, Pisces, you're poised for success. Your creativity and intuition guide you towards innovative solutions and opportunities for growth. Remember, the stars offer guidance, but it's your choices that shape your destiny. Take stock of your resources and reassess your budgeting strategies. Look for ways to increase your income or make wise investments for the future. Nurture yourself with nourishing foods, plenty of rest, and gentle exercise. Embrace the mental connection, but don't forget to let your heart lead the way. Keep an open heart and let love flow naturally. Don't hesitate to explore new connections, but remember to trust your intuition. Listen to what your heart whispers, for it knows the true path to love.



## Libra (Sept 23 – Oct 23)

Career matters may require your attention, Libra. This is an excellent time for brainstorming new ideas, networking, and expressing your unique talents and perspectives. Stay open to opportunities that may come your way, and don't hesitate to assert yourself in discussions or negotiations. Your diplomatic skills will serve you well in navigating any workplace challenges. Financial matters receive a boost, Libra. Keep an eye out for lucrative ventures or unexpected windfalls but remember to approach investments with caution and discernment. Avoid impulsive spending and prioritize long-term financial stability. By maintaining a balanced approach to money management, you can attract greater wealth and security into your life. In terms of health, Libra, it's essential to find balance in all aspects of your well-being. Focus on establishing healthy habits and sticking to them. Incorporate physical activity that brings you joy and vitality.

(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.)



# Health Zone



## WHAT HAPPENS TO YOUR BODY WHEN YOU HAVE IRON DEFICIENCY?

### What is iron-deficiency anemia?

Iron deficiency anemia is a blood disorder that affects your red blood cells. It's the most common form of anemia. It happens when your body doesn't have enough iron to make hemoglobin, a substance in your red blood cell that allows them to carry oxygen throughout your body. As a result, iron deficiency may cause you to feel short of breath or tired. These symptoms develop over time. When iron deficiency is diagnosed, you may be prescribed iron supplements. Healthcare providers will also ask questions and do tests to determine why you developed iron deficiency.

### How does iron deficiency anemia affect the body?

Iron-deficiency anemia symptoms happen over time. Initially, you may have low iron and feel fine or have symptoms that are so mild you don't notice them. Left untreated, however, iron deficiency anemia can make you feel tired and weak. You may notice pale skin and cold hands and feet. Iron deficiency anemia can also cause you to feel dizzy or lightheaded. Occasionally, it can cause chest pain, a fast heartbeat and shortness of breath. Iron deficiency can cause you to have unusual cravings for non-food items such as ice, dirt or paper.

### How does iron-deficiency anemia develop?

Normally, your body brings in a steady flow of iron from the food you eat. Your body stores excess iron so it's available as needed to make hemoglobin. Iron-deficiency anemia develops when your body uses the iron stores faster than they can be refilled, or when the flow of iron into your system has slowed.

### This occurs in three stages:

**First stage:** Iron stores are depleted. In this stage, the supply of iron to make new hemoglobin and red blood cells is dwindling but hasn't yet affected your red blood cells.

**Second stage:** When iron stores are low, the normal process of making red blood cells is altered. You develop what's called iron-deficient erythropoiesis, sometimes called latent iron deficiency. Erythropoiesis is the medical term for the process of producing new red blood cells. In this stage, your bone marrow makes red blood cells without enough hemoglobin.

**Third stage:** Iron-deficiency anemia develops because there isn't enough iron to make hemoglobin for red blood cells. In this stage, the hemoglobin concentration will drop below the normal range. This is when you may begin noticing iron-deficiency anemia symptoms.

### Who's likely to develop iron-deficiency anemia?

Almost anyone can develop iron-deficiency anemia. That said,

women who have menstrual cycles or who are pregnant or breastfeeding are more likely to develop iron-deficiency anemia.

Here are other groups of people who have an increased risk of developing iron-deficiency anemia:

**Some infants between ages 6 months and 12 months:** Babies are born with iron they received from the person who carried them through gestation. That iron supply runs out after four to six months. Babies who are breastfed only or drink unfortified formula may not get enough iron.

**Children between ages 1 and 2 years:** Many times, young children who drink a lot of cow's milk may not get enough iron.

**Teenagers:** Growth spurts may use up iron reserves more quickly, causing iron deficiency.

**Adults over age 65:** Older people may not get as much iron as they need because they're eating less food.

Individuals with certain chronic medical conditions, bone marrow disorders, or autoimmune disorders.



### Symptoms and Causes

Losing blood is the most common reason people develop iron-deficiency anemia.

### Some common reasons include:

Bleeding in your Gastro-Intestinal (GI) tract, may cause bright red blood or dark, tarry, or sticky appearing stool. Ulcers, polyps, and colon cancer are common medical conditions that cause GI tract bleeding. Some people develop GI tract bleeding after regular

long-term use of aspirin or Nonsteroidal Anti-Inflammatory Drugs (NSAIDs) such as ibuprofen and naproxen.

Bleeding in your urinary tract.

Blood loss due to an injury or surgery.

Heavy menstrual periods.

Frequent blood donation.

Frequent blood tests. This is especially true for infants and small children who have many blood tests.

### What are other ways that people develop iron-deficiency anemia?

People can develop iron deficiency anemia because they don't get enough iron from food or they have conditions that limit the amount of iron their bodies absorb.

### What conditions make it hard for the body to absorb iron?



# Health Zone



Iron-deficiency symptoms develop over time and may initially be mild but can worsen over time if not treated.

There are various factors that can impede the absorption of iron by the body, leading to potential deficiencies. Firstly, dietary factors play a crucial role; consuming foods rich in phytates, such as whole grains and legumes, or oxalates, found in spinach and beet greens, can inhibit iron absorption. Additionally, excessive consumption of calcium or certain types of fiber may interfere with iron absorption.

Certain medications, such as proton pump inhibitors and antacids, can also hinder iron absorption by reducing stomach acid production, which is necessary for iron absorption. Chronic gastrointestinal conditions like celiac disease, Crohn's disease, or gastritis can damage the intestinal lining, impairing the body's ability to absorb nutrients, including iron.

Furthermore, genetic factors may contribute to poor iron absorption. Disorders like hereditary hemochromatosis can disrupt iron regulation in the body, leading to either excessive iron absorption or Impaired utilization.

Lastly, lifestyle choices such as excessive alcohol consumption or frequent blood donation can deplete iron stores and affect absorption rates. Understanding these various factors can help individuals address potential barriers to iron absorption and maintain optimal iron levels for overall health and well-being.

**Common iron-deficiency symptoms include:**

- Fatigue.
- Chills.
- Shortness of breath (dyspnea).
- Weakness.
- Chest pain.
- Difficulty concentrating.
- Dizziness.
- Bruises.
- Pica (a condition in which people crave non-food items like ice, chalk, paint, clay or starch).
- Headaches.
- Restless legs syndrome.

**What are common signs of iron-deficiency anemia?**

Some common signs you may have this condition include:

- Nails are brittle. This is a condition called koilonychia. Your nails look concave, like spoons, instead of growing flat.
- Cracks at the corners of your mouth.
- Pale skin, or your skin is paler than usual.
- Tongue hurts or feels sore.
- Hands feel cold to others.

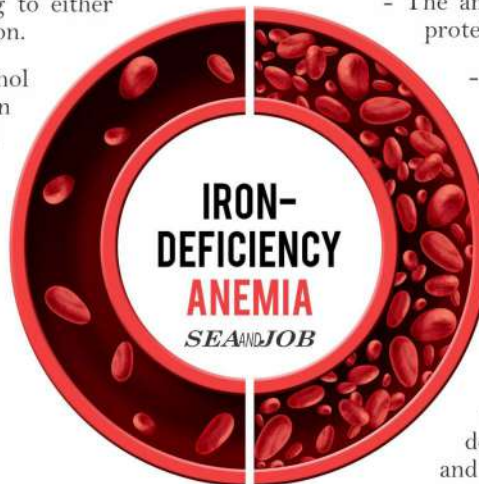
## Diagnosis and Tests

**How do healthcare providers diagnose iron-deficiency anemia?**

Iron-deficiency anemia is diagnosed with blood tests. If you have iron-deficiency anemia, your healthcare provider may do additional tests to find the cause.

**Steps your healthcare provider might take to diagnose iron-deficiency anemia include:**

- Examine your red blood cells under a microscope. If you have iron-deficiency anemia, your red blood cells will be pale instead of bright red and smaller than usual.
- Measure iron levels in your blood.
- The amount of transferrin in your blood. Transferrin is the protein that carries iron.
- The amount of ferritin in your blood. Ferritin is a protein that stores iron.
- Recommend a colonoscopy or other testing to determine why your iron is low.



## Management and Treatment

**How do you fix iron-deficiency anemia?**

Iron deficiency can be treated with iron supplements, usually as pills. Your healthcare provider will try to identify why you're low in iron. Most of the time, people have iron-deficiency anemia because they're losing blood or they're not absorbing iron in their diet. Healthcare providers treat iron-deficiency anemia by examining your symptoms and if possible, treating the underlying cause while treating the iron deficiency.

## Prevention

**How can you reduce the risk of developing iron-deficiency anemia?**

Most people develop iron deficiency anemia because they're losing blood or not absorbing it from their diet. If you think you have these issues, ask your healthcare provider what you can do to avoid iron deficiency anemia.

You can reduce your risk by eating an iron-rich diet.

**Here are some iron-rich food groups to consider:**

**Legumes:** Peas, beans, and tofu.

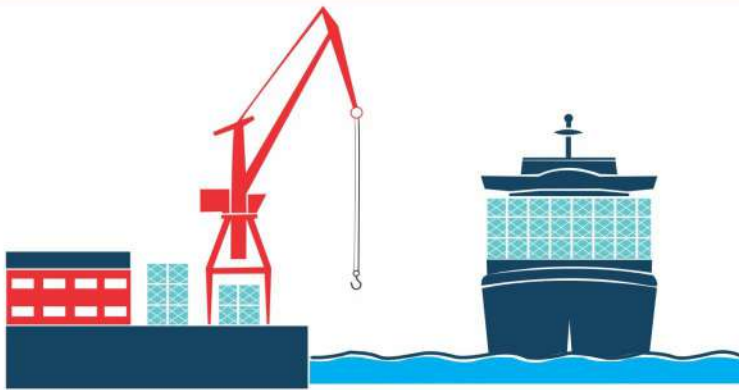
**Breads and cereals:** Whole wheat bread, enriched white bread, rye bread, bran cereals and cereals with wheat.

**Vegetables:** Spinach, broccoli, string beans, dark leafy greens, potatoes, cabbage, Brussels sprout and tomatoes.

**Protein:** Beef, poultry, eggs, liver and fish, including shellfish.

**Fruit:** Figs, dates and raisins.

*(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.)*



# Marine Insights

## HOW RADAR FOR MERCHANT SHIPS DEVELOPED

In the boundless realm of the open ocean, where the horizon stretches endlessly in all directions, navigation has always been a challenge for mariners. For centuries, sailors relied on the stars, compasses, and later, radio signals to guide their ships through treacherous waters. However, it wasn't until the advent of radar that maritime navigation took a revolutionary leap forward. This article explores the evolution of radar technology for merchant ships, tracing its development from its inception to its indispensable role in modern maritime operations.

### Early Beginnings:

Radar technology was developed during the Second World War, but it all took off following a decision that from 1942 all U.S. and British commercial vessels had to be equipped with radar to improve the safety of navigation as well as to enhance the detection of enemy ships. However, its potential for civilian applications soon became evident. It took quite some time until radar became a commonplace on merchant ships of another flag. The radar was expensive and somewhat complicated for navigating officers to use. The first maritime radar systems were bulky and cumbersome, consisting of large rotating antennas mounted on ships' masts.

### World War II and Post-War Advances:

The exigencies of World War II accelerated the advancement of radar technology, leading to significant improvements in range, accuracy, and reliability. Radar became instrumental in convoy navigation, anti-submarine warfare, and search and rescue operations. After the war, these advancements paved the way for the integration of radar into civilian maritime vessels. Merchant ships began to adopt radar systems for navigation, collision avoidance, and weather monitoring, enhancing safety and efficiency on the high seas.

### Technological Innovations:

Over the ensuing decades, radar technology continued to evolve rapidly. Vacuum tubes gave way to solid-state components, reducing the size and power consumption of radar systems. Analog displays were replaced by digital screens, providing operators with clearer and more intuitive information. Pulse compression techniques improved range resolution, enabling ships to detect smaller targets with greater precision. Additionally, the integration of GPS and AIS (Automatic

Identification System) further enhanced the capabilities of radar, allowing for real-time tracking of vessels and accurate position plotting.

### Modern Applications:

Today, radar remains an essential tool for maritime navigation, employed on a wide range of merchant vessels, from small fishing boats to massive container ships. Modern radar systems feature advanced signal processing algorithms, adaptive beamforming, and pulse compression technologies, maximizing performance in various environmental conditions. Integrated with other onboard sensors and navigation aids, radar provides mariners with comprehensive situational awareness, helping them navigate congested waterways, avoid collisions, and mitigate the risks posed by adverse weather.

### Challenges and Future Prospects:

While radar technology has undoubtedly revolutionized maritime navigation, it is not without its challenges. The proliferation of electronic devices and communication systems has led to concerns about electromagnetic interference and spectrum congestion. Moreover, the emergence of new threats, such as cyber-attacks and GPS jamming, underscores the importance of robust cybersecurity measures for onboard radar systems. Looking ahead, the future of radar for merchant ships is likely to be characterized by further advancements in sensor fusion, artificial intelligence, and automation. Autonomous vessels equipped with intelligent radar systems may soon ply the world's oceans, ushering in a new era of maritime transportation.

### Conclusion:

From its modern inception, as a wartime innovation to its status as a cornerstone of modern maritime technology, radar has come a long way in shaping the course of maritime history. As merchant ships continue to traverse the world's oceans, radar will remain an indispensable tool for ensuring safe and efficient navigation. With ongoing advancements in radar technology and its integration with other cutting-edge systems, the future looks bright for sailors navigating the waves of progress.

(Disclaimer: All data and information provided in this article is for informational purposes only. SEAANDJOB takes no responsibility as to the accuracy, completeness, correctness, suitability or validity of this information and will not be liable for any errors or omissions in this information, or any ramifications arising from its display or use.)

## NEWS UPDATE FOR ONBOARD CREW



### ORACLE'S LARRY ELLISON THINKS EVERY GOVERNMENT WILL WANT TO BUILD A 'SOVEREIGN' AI CLOUD IN THE FUTURE.

Every tech company is taking up its AI opportunity. Oracle is no exception. But during an earnings call in March, Oracle's Larry Ellison laid out a future market opportunity focused on a major customer that investors may think about less often than Fortune 500 companies.

The Oracle founder, former CEO and current chairman and chief technology officer, sees national and state government applications being run on platforms like Oracle Cloud Infrastructure to a much greater degree than today, and indicated that it's starting to happen in a variety of ways.

"We talk about, winning business with companies. For the first time, we're beginning to win business for countries," Ellison said. "We have a number of countries where we're negotiating sovereign regions with the national government."

Major tech companies vying for massive government contracts in the cloud are nothing new. Microsoft and Amazon had a lengthy battle over a cloud deal with the Department of Defense, and both those AI players as well as Oracle and Google ended up all in on a \$9 billion DoD contract in 2022.

But Ellison went further in his prediction when speaking with analysts on the recent earnings call, saying "Every government, pretty much every government, is going to want a sovereign cloud and a dedicated region for that government."

Oracle, which works with Nvidia and Microsoft on generative AI capabilities, has already helped use cloud tech to cut red tape for countries. One example Ellison gave was Albania. It is trying to ascend to the European Union with the help of chatGPT, with the generative AI helping to decipher and summarize its laws and aid the country in what it needs to change in order to be compliant with E.U. regulations.

"It took Serbia eight years to harmonize their laws to be able to join the E.U.," Ellison said. "Albania is facing the same thing, but with generative AI, we can read the entire corpus of the Albanian laws and actually harmonize their laws with the EU in probably more like 18 months to two years."

Some analysts are skeptical of Ellison's talk as being anything more than typical C-suite rallying for a key business unit. Oracle shares are up about 21% YTD, but Barclays analyst Raimo Lenschow expressed concern about lower OCI growth during its latest earnings, which could "worry investors, as this is the main investment story."

A version of future featuring cloud services and artificial intelligence-powered solutions can make government more efficient. Ellison said for starters, redundancy is a focus for government, in the case of disaster and disaster recovery. But it's also moving into health care information and internet access projects.

Countries including Serbia are standardizing on Oracle Cloud Infrastructure and using generative AI for processes like automating health care. Deals related to delivery of internet

services in partnership with Elon Musk's Starlink to remote areas are taking place in Kenya and Rwanda, where OCI and Starlink are mapping rural farms to see which crops are growing in what area, and if they are getting enough nutrients like nitrogen and water.

"These maps are AI-assisted, help them plan their agricultural output and predict their agricultural output, predict markets, the logistics of the agricultural output, doing all of those things as next-generation national applications," Ellison said.

Food security, rural school and rural hospital internet access, are other examples of what Ellison said are among the "All sorts of interesting new AI applications out there that you've probably never heard before, at least I hadn't heard before until these last 12 months now that we've worked on and we're now in the process of delivering."

He also mentioned automation of vaccination programs, and other healthcare program "across the board."

"We're living in a world where like data and information is the gold of the future," said Dan Gardner, CEO of digital strategy agency Code and Theory. "If the government can get access and action on that their data faster, why would we want to slow that down? We want that to be as efficient as possible. A lot of that is like mundane human resources, that maybe those people could be doing something else that is way more valuable."

Cloud and generative AI applications allowing countries to give rural areas internet access could increase educational opportunities and create more economic value. It could also allow citizens to have more insight into government processes, said Tapan Parikh, Cornell University Associate Professor. "One thing technology's always been good at is potentially making bureaucracy more efficient or at least more transparent internally," he said.

#### 'Black Mirror' governments

But the push to move more government processes to the cloud is also opening the door to new risks, especially as countries trust newly developed generative AI systems. While they may make processes faster than ever, there are bound to be mistakes as the technology develops and could make citizen data accessible to cyber criminals.

"We shouldn't use these technologies as an excuse to not maintain oversight and control over political processes," Parikh said. "Certainly, I think that's a very important, particularly when you're dealing with countries that may not have the same kind of governance capacity."

Oracle did not respond to a request for additional comment on Ellison's earnings call discussion.

"There's the 'Black Mirror' bad side of it: Big Brother, data wars, AI warfare and all that stuff," Gardner said. "As far as removing red tape and being more efficient and getting better use out of crops across the country, that's incredible. That's the multiplier of humanity that could really improve because of AI."



**AI raises a host of concerns.**

Gardner pointed to the proliferation of more generative content in an election year around the world and all the issues related to tech-enabled interference. "Maybe it's not like chips on the ground. But it's data security, authentication of who you are, who governments are, what content you're viewing, all the connection points between financial systems, and AI governance. Using AI as a tool of destruction is quite scary."

"No big government in the world can afford to move all of their services and especially critical ones like defense, taxes, health care, completely into the cloud and into the hands of gen AI," said Simone Bohnenberger, Chief Product Officer at Cloud Company Phrase. "It's just not in the realm of, I think it's not responsible to do that. The potential risks outweigh the benefits of doing that."

OpenAI, which created ChatGPT, is mostly trained on existing content on the internet. That could pose a problem, especially when text from lesser-known languages like Albanian need to be

analyzed, Bohnenberger said.

"If you look at the World Wide Web or the internet, the vast majority of content there's English, I think a quarter of the content is English, followed by Chinese," she said. "Albanian is a minority. It's very questionable for me how well that actually works for a small country like Albania and like an outlier language, because there's just not much data you can train a model on. And if you don't have much data, then the outputs will be very messy."

Then there's security and data risks with allowing foreign companies access to citizen data, Parikh said. Even the U.S., with all its resources, has been vulnerable to data hacks, including a recent February incident with contractor CGI Federal which exposed personally identifiable information on employees. The recent battle between the U.S. and China over TikTok is an example of how control of sensitive consumer data can be interjected into geopolitics. "I think certainly that's a concern going forward for countries who are working with vendors from different countries," Parikh said.

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## ELON MUSK ANNOUNCES TESLA WILL UNVEIL A 'ROBOTAXI' ON AUGUST 8

**E**lon Musk has long had an affinity for self-driving vehicles, claiming they will be one of Tesla's most important products. Despite big promise's, years have gone by without cars that can, so far, drive on their own.

But Musk, when companies tend to bury news, announced on X that Tesla would unveil its 'robotaxi' on August 8.

His post was simple and included no details. "Tesla Robotaxi unveil on 8/8," the Tesla CEO (and owner of X) posted.

Musk has said in the past that Tesla will make a car without controls for a human to use. He has also said in the past that Tesla cars equipped with Full Self-Driving Capability will, through software updates, gradually become better and better at driving. At some point, the cars will be capable of operating as fully autonomous taxis and could earn money for their owners by giving taxi rides on their own, Musk has repeatedly said.

So far, the company has passed several of Musk's predictions for when actual self-driving would be possible.

Tesla five years ago, in April 2019, said it expected to begin operating robotaxis by 2020. The company predicted the autonomous cars would last 11 years and drive 1 million miles, making the company and the car's operators \$30,000 in profit each year.

But Musk also acknowledged that his track record for predictions can be off – sometimes by a mile.

"The only criticism and it's a fair one, sometimes I'm not on time. But I get it done and the Tesla team gets it done," Musk said at the April 2019 event.

Currently, Full Self-Driving capability can be purchased with a new Tesla Model 3, for instance, for an additional \$12,000 added to the car's roughly \$40,000 purchase price. It can also be purchased on a subscription basis for up to \$199 a month, depending on how the car was originally equipped.

In small gray type, Tesla's on-line description points out, "The

currently enabled features require active driver supervision and do not make the vehicle autonomous," meaning that it is not, in fact, capable of fully self-driving today.

Musk has said the system will one day make Tesla cars incredibly valuable.

"You can think of every car we sell or produce that has full autonomy capability as something that in the future may be worth five times what it is today," he said in the company's earnings call for the third quarter last year.

Experts who have tested the system say that, as of now, it is still far from being able to drive on its own without human intervention.

Kelly Funkhouser, Associate Director Of Vehicle Technology for Consumer Reports, recently tested the system and said she's less worried about its safety than she is about ordinary Tesla Autopilot, which is designed to provide more limited driving assistance mainly on highways. Ironically, that's because the Full Self-Driving technology performs so poorly. Funkhouser described it as like giving control of your car to a novice teen driver.

"You're not likely to tune out and become complacent or over-reliant on it," she said. "In fact, I would say you're potentially more alert."

A number of companies, including Waymo, a Subsidiary of Google's parent company Alphabet, as well as GM Subsidiary Cruise, are working on autonomous ride-sharing services.

Cruise has paused its testing work after one of its self-driving cars hit and dragged a pedestrian. An internal review found that company representatives had failed to be fully open with regulators about the incident. The company is being investigated by the Department of Justice over the incident.

Waymo recently had to recall its own cars after two of its cars hit the same tow truck within minutes of one another.

## US GOVERNMENT REVIEW FAULTS MICROSOFT FOR 'CASCADE' OF ERRORS THAT ALLOWED CHINESE HACKERS TO BREACH SENIOR US OFFICIALS' EMAILS.

Microsoft committed a “cascade” of “avoidable errors” that allowed Chinese hackers to breach the tech giant’s network and later the email accounts of senior US officials last year, including the secretary of commerce, a scathing US government-backed review of the incident has found.

The hack “was preventable and should never have occurred,” says a report released by the US Cyber Safety Review Board (CSRB), a group of government and private cybersecurity experts led by the Department of Homeland Security. It was set up by President Joe Biden in 2021 to study the root causes of major hacking incidents.

In particular, the review board faulted Microsoft (MSFT) for not adequately protecting a sensitive cryptographic key that allowed the hackers to remotely sign into their targets’ Outlook accounts by forging credentials.

“Microsoft’s security culture was inadequate and requires an overhaul” in light of the company’s “centrality in the technology ecosystem,” the report concludes.

The hack roiled Washington and gave Chinese operatives access to the unclassified email accounts of senior US diplomats, including US Ambassador to China Nicholas Burns, on the eve of a high-profile visit by Secretary of State Antony Blinken to China last June, CNN has reported.

The hackers downloaded about 60,000 emails from the State Department alone, department spokesman Matthew Miller has said.

The hackers also breached the email account of Secretary of Commerce Gina Raimondo ahead of her trip to China last August, Raimondo has confirmed.

China has denied the hacking allegations.

Microsoft said in November it would bolster its security practices for developing software and protecting its users, following the alleged Chinese hacking incident and scrutiny of its security practices from US lawmakers.

“We appreciate the work of the [Cyber Safety Review Board] to investigate the impact of well-resourced nation state threat actors who operate continuously and without meaningful deterrence,” a Microsoft spokesperson said in a statement to CNN.

Microsoft has “mobilized our engineering teams to identify and mitigate legacy infrastructure, improve processes, and enforce security benchmarks,” the statement continued. “Our security engineers continue to harden all our systems against attack and implement even more robust sensors and logs to help us detect and repel the cyber-armies of our adversaries.”

Microsoft will review the board’s recommendations, the spokesperson said.

The alleged hack last summer was one of a series of cyber-espionage campaigns tied to China and Russia that have exploited widely use software made by companies like Microsoft to target US national security interests. Russian hackers allegedly infiltrated software made by US firm SolarWinds to steal emails from US government agencies in 2020.

“The US government has reached a decision point with its IT service providers: more of the same or better cybersecurity,” said Cory Simpson, CEO of the Institute for Critical Infrastructure Technology, a think tank.

“I hope this CSRB report is used as a call to action by the US government for meaningful change in its longstanding relationship with Microsoft,” Simpson told CNN.

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## CHINA SAYS INNOVATIONS, NOT SUBSIDIES, ARE POWERING EV EDGE AS YELLEN RAISES ‘OVERCAPACITY’ CONCERNS

China’s Minister of Commerce Wang Wentao said that the speedy rise of the country’s electric vehicle firms was not because of subsidies, but due to “constant innovations.”

The allegations about “overcapacity” by the U.S. and Europe are without merit, he said, state news agency Xinhua reported. Wang also attributed China’s EV edge to “well-established supply chain system and market competition.”

Wang made the remarks during a roundtable discussion in Paris with representatives from more than 10 Chinese companies including EV makers Geely and BYD as well as EV battery manufacturer CATL, a statement from the commerce ministry showed.

The roundtable discussion centered around EU’s anti-subsidy probe into electric vehicle imports from China, among other topics, according to the statement.

Wang noted that the Chinese EV industry has “made an important contribution to the global response to climate change as well as green and low-carbon transformation.” He also said the Chinese government will protect the “legitimate rights and interests” of Chinese firms.

The EU launched an investigation in October to determine if it

should impose tariffs on imports of battery EVs from China “to offset state subsidies, and to level the playing field,” following a substantial increase in imports.

The European Commission President Ursula von der Leyen said in September that the “global market is flooded with cheaper electric vehicles” and that prices are “kept artificially low” because of “huge state subsidies.”

U.S. Treasury Secretary Janet Yellen said she was “particularly concerned” about the impact of Chinese industrial overcapacity on the U.S. economy.

Yellen is currently in China for meetings on matters including managing the bilateral economic relationship between the U.S. and China and to advance American interests.

Washington and Beijing will hold “intensive exchanges” that will “facilitate a discussion around macroeconomic imbalances, including their connection to overcapacity,” Yellen said following a meeting with Chinese Vice Premier He Lifeng.

“I intend to use this opportunity to advocate for a level playing field for American workers and firms,” she said, adding that “A shift away from policies that drive overcapacity would benefit the American, Chinese and global economies.”



## Guest Column

Mrs. Sandhya Pillai  
- Founding Partner - VMT Legal



# Seafarers' Employment Agreement & Collective Bargaining Agreement- Relevance And Importance

A seafarers Employment Agreement or an "SEA" as it is typically called, establishes the contractual relationship between the seafarer and the owner/employer. Both a seafarer and a ship owner or their representative must sign a Seafarers Employment Agreement (SEA). The Maritime Labour Convention 2006, states that the SEA is a clearly written legally enforceable agreement consistent with standards within the code.

Every seafarer has the right to sign an employment agreement specifying the terms and conditions of employment. The SEA is of vital importance to the seafarer and therefore a basic understanding of what one should look for in the agreement is important. In the case of a future dispute between the seafarer and the employer, the SEA can support the rights arising from the agreement in accordance with national and international maritime employment law. It should be remembered that while another person supplying a seafarer to a ship may have concluded an employment contract with the seafarer, the Ship owner or the co-assured in the P&I certificate of entry wherever relevant, will have the overall and ultimate responsibility for the seafarer that may include wages, repatriation, compensation or such other. As per Part VII (107) of the Merchant Shipping Act, 1958, a copy of the agreement is to be issued to the seafarer and he shall be informed of his rights and duties under the contract, prior to placement. Although it may be that, different national legislation deal with the SEA in various ways, the SEA is to include a minimum set of standards regarding the form and content and should comply with the applicable international law and the legislation of the country under which the contract is concluded.

The SEA cannot be spoken of in isolation without delving upon the Maritime Labour Convention the "MLC". The MLC encompasses and creates a standard for seafarers rights to decent conditions of work and provides a comprehensive set of global guidelines based on the International Labour conventions taking into account present requirements as reflected in the changing scenario of modern shipping. The MLC considers it desirable to have in place a Collective Bargaining Agreement "CBA" that may be broadly defined as a document that legally binds the employer to the employee, in that an agreement is executed between the shipowner and the relevant union acting as a representative of the seafarers those that may be covered under such agreement. The CBA may form a part or the whole of the SEA. The CBA covers the terms and conditions of work and regulates the

relations between the employer, the seafarers and their unions whilst adhering to the rules enshrined in the MLC. The Convention also states that nothing shall prevent the Member from having national laws or regulations or a procedure for the competent authority to authorize or register Collective bargaining agreement permitting exceptions to the limits set out. Such exceptions shall, as far as possible, follow the standards set out.

If both the SEA and the CBA define and incorporate the regulations with regard to the working conditions and social security benefits for a seafarer then one may well question the requirement for a CBA. Whilst the SEA defines the contractual relationship between the Employer or the shipowner and the seafarer, the CBA on the other hand goes a step beyond. The CBA endeavours to improve labour relations by providing a platform to encourage an institutionalised as well as an agreed manner of managing conflict or grievance procedure. It allows seafarers representatives to legally approach employers in a unified fashion and provides a level playing field. Having a CBA in place provides a vital positive tool for negotiations during meetings between the shipowner and the seafarers representatives. The SEA addresses all contractual obligations between the shipowner and the seafarer at an individual level whilst the CBA addresses it on a macro level in not only assist enforce obligations but also in negotiating periodical revision in wages and any changes required in working conditions or social security benefits. Another most important factor that may be missed is the certainty established with a CBA. It is seen that at several times the SEA may be somewhat vague when it comes to say, for example, death compensation. A CBA forming part of the SEA puts an end to this ambiguity and ensures that the seafarers next of kin is rightfully compensated.

This does not mean that an SEA by itself is totally inadequate. A well drafted SEA addressing all the MLC guidelines and the National regulations may serve the purpose. However, it is frequently noticed that this may not always be the case. In this scheme, a CBA fills in the gap and may be the answer to several unresolved issues between the shipowner and the seafarer. To conclude, it is to be understood that for proper implementation of the SEA and the SEA, it is to be ensured that the conditions agreed upon by the parties are clearly and unambiguously understood and that the parties are fully aware of their own responsibilities and obligations.

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





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Oilers - 8 nos

Messboy - 5 nos

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RPSL : MUM 201

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Lloyd's Register

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Space 912, Opp. Pleasant Park,  
Mira Bhayander Highway,  
Mira Road (E), Thane - 401107.

Tel.:+91 90290 03060

Email:personnel@shanshipmanagement.com

Website:www.shanshipmanagement.com

## BELOW RANK REQUIREMENT

MASTER, CHIEF OFFICER, 2ND OFFICER,  
3RD OFFICER, AB, BOSUN, PUMPMAN,  
DECK FITTER, CHIEF ENGINEER,  
2ND ENGINEER, 3RD ENGINEER,  
4TH ENGINEER, MOTORMAN, ENGINE FITTER.

CRUDE OIL TANKER | OIL CHEMICAL TANKER  
| PRODUCT TANKER | VLGC

## SHORE JOB OPPORTUNITIES

Required Urgently

Technical Superintendent : Sailing Experience  
as 2E or CE in Oil Tankers

Required Urgently Safety & Quality Manager.

Please send your resume:

personnel@shanshipmanagement.com

WE HAVE NO AGENTS ACTING ON BEHALF OF THE COMPANY BE AWARE OF FRAUDULENT JOB OFFERS MISUSING OUR NAME. KINDLY REPORT IMMEDIATELY TO US.

Mob: 7710074143 / 7710074140



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WE BELIEVE IN A PERSONALISED APPROACH TO HELP YOU 24/7, 365 DAYS

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Mobile: +91 8655734066 Office: +91 22 40102708.  
Email: info@garudatravels.org

## WE SPECIALIZE IN VISA SERVICES

### OPERATING OFFICE :

807, A-Wing, Shelton Sapphire,  
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## EXMAR SHIPMANAGEMENT INDIA PVT. LTD.

RPSL-MUM-078 Valid From: 28/12/2021 Valid Till: 28/12/2026



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### CAPE SIZE BULK CARRIER

> Master > 3rd Officer > ETO with COC > AB > Fitter with WK > Oiler

### FOR SUCTION DREDGER

> Master > Chief Officer > 2nd Officer > 3rd Officer  
> AB > OS > Cook with COC  
> Chief Engineer > 2nd Engineer > 3rd Engineer  
> Oiler > Electrician > Welder

### FOR FLNG

> Maintenance Officer  
> Store Keeper

3rd Engineer with Class IV COC sailed on LNG Tanker may apply.  
6 weeks on / 6 weeks off .  
Required COC - Class IV (Steam)

WE HAVE NO AGENTS ACTING ON BEHALF OF THE COMPANY. BE AWARE OF THE FRAUDULENT JOB OFFERS.

Exmar Shipmanagement India Pvt. Ltd.

501, Powai Plaza Premises, Hiranandani Gardens,  
Powai, Mumbai - 400076 Tel: 022 - 66424444  
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We are Hiring  
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## Top Urgent

### For Foreign Flag VLCC / VLCC / Oil Tanker Vessels

Master – 36M. Rank Exp.  
Chief Officer – 12M. Rank Exp.  
( Panama COC acceptable )  
4th Engineer - 12 M. Rank Exp.  
Gas Engineer - 18 M. Rank Exp.

### For Foreign Flag Bitumen / Oil Tanker Vessels

Chief Engineer – 2nd Engineer good experienced looking promotion as CE  
3rd Engineer - 12 M. Rank Exp. for Oil tanker vessel  
Chief Officer - 12 M. Rank Exp. for Bitumen tanker vessel  
3rd Officer - 12 M. Rank Exp. for Bitumen tanker vessel

### Attractive Benefits:

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  - 💰 Wages best as per the industry standards
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  - 🧳 Travel Allowance
- T&C Apply.

**Shore Job**  
Fleet Sourcing Officer  
Feet Officer ( Documentation)

**Ratings** - Bunker/Bitumen  
Pumpman / Bosun (with COP II/5)  
AB (with COP II/5)  
Oiler (with COP III/5)  
Welder / Fitter  
Electrician  
(Minimum 12 M experience as Rank)

Send Your Updated Resume : [application@nauticalglobal.com](mailto:application@nauticalglobal.com)

Address:  
3, Victory Mansion, 2nd Floor, Sitladevi Temple Road,  
Mahim (w), Mumbai - 400 016, Maharashtra, India.  
Tel - +91 022 61237777

For any further query Contact No.  
For Ratings - +91 8657029501  
For Officers - +91 9819672100

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RPSL-MUM-030  
Issue date: 20.04.2021  
Valid till: 20.04.2026

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**JUNIOR OFFICER WAGES  
REVISE FROM 1ST JANUARY 2024**

**CONTACT US**

**MUMBAI OFFICE:**  
A-201 / 202 / 203, Citi Point, J. B. Nagar,  
Andheri Kurla Road, Andheri (East), Mumbai - 400059  
Tel: +91-22-40372221 / 22, +91-22-40502100  
Fax: +91-22-28234987  
Email: [mumbai@damicoishima.com](mailto:mumbai@damicoishima.com)  
Please forward your CV on:  
[crew.in@damicoishima.com](mailto:crew.in@damicoishima.com), [hrsea@damicoishima.com](mailto:hrsea@damicoishima.com),  
[crewing@damicoishima.com](mailto:crewing@damicoishima.com)

**DELHI OFFICE:**  
Office No. 113, First Floor, Hemkunt Tower,  
98, Nehru Place, Delhi - 110019  
Tel: +91-11-41658541 / 46075160  
Email: [delhi@damicoishima.com](mailto:delhi@damicoishima.com)  
Please forward your CV on:  
[delhi@damicoishima.com](mailto:delhi@damicoishima.com)

**URGENT REQUIREMENTS**  
**REQUIRED FOR OUR TANKER FLEET OF IMO TYPE II & III / PRODUCT TANKERS, CHEMICAL TANKERS**

Master (with 20-24 months Tanker experience),  
Chief Officer (12 months Tanker experience),  
Chief Engineer (with ME Electronic Engine experience),  
Third Officer (with 12 months Rank experience holding Valid Documents and Management level DCE Oil / Chemical),  
2nd Engineer (Rank Experience of 12 Months Tanker experience),  
3rd Engineer (with 12 months Rank experience holding Valid Documents and Management level DCE Oil / Chemical),  
4th Engineer (with 12 months Rank experience holding Valid Documents and Management level DCE Oil / Chemical),  
Electrical Officer, Chief Cook (with Italian experience),  
AB (preferably with Tanker experience), Pumpman (with Framo Vessel experience)

**FOR LNG TANKER:**

- ▶▶ Master - with 24/Months experience
- ▶▶ Chief Officer - with 24 to 36/Months experience
- ▶▶ 2nd Officer - with 12/Months experience
- ▶▶ 3rd Officer - with 12/Months experience
- ▶▶ Chief Engineer - with 24/Months experience with Motor/Steam Certificates
- ▶▶ 2nd Engineer - with 24/Months experience with Motor/Steam Certificates
- ▶▶ 3rd Engineer - with 12/Months experience with Motor/Steam Certificates
- ▶▶ 4th Engineer - with 12/Months experience with Motor/Steam Certificates
- ▶▶ Trainee Electrician - with 12/Months experience with Motor/Steam Certificates

**URGENTLY REQUIRE FOR OUR BULK FLEET VESSEL**  
Master / Chief Officer / 2nd Officer / 3rd Officer / Chief Engineer / 2nd Engineer / 3rd Engineer / 4th Engineer / Electrical Officer

**URGENT REQUIREMENT FOR MARINE SUPERINTENDENT FOR VETTING ASSURANCE**  
**Qualification :** Master Mariner with seagoing experience as Master on Oil / Chemical Tankers. Chief officer with good sea time experience onboard oil/chem tankers can be considered.  
**Experience :** Preference for the candidate with relevant shore experience in the role of Vetting assurance, onboard Inspections, Office TMSA. Should be with good literature and communication skills and with good computer literacy.  
**Job Profile :** Handling tasks related to SIRE 2.0 compliance for fleet tanker vessel and Follow up on the vetting results, observations fleet wide. Regular review of company SMS procedures and documents to bridge the gap as identify or analysis from the vetting performance of the fleet vessels. Work with marine team to prepare, review and update SMS for TMSA Compliance. Should be open for vessel visits in order to carryout pre vetting inspections and internal audits.  
**Contact -** [Bhalla.a@damicoship.com](mailto:Bhalla.a@damicoship.com), [recruit.in@damicoishima.com](mailto:recruit.in@damicoishima.com)

**TECHNICAL SUPERINTENDENT, MUMBAI**

- Immediate requirement of Technical Superintendent.
- **Qualification :** C/E with oil/chemical tanker sailing background.
- 1 to 2 years' experience in similar position.
- **Location :** Mumbai

**Contact -** [recruit.in@damicoishima.com](mailto:recruit.in@damicoishima.com)

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- Should have proficiency in maintenance & up keeping of documentation and records.
- Preference for candidates whose has on board sailing experience in Junior ranks (Deck).
- At least 2 years of experience in similar position.
- Preference for 3rd / 2nd mate rank experience candidates having current experience for Vetting clearance and HSEQ assurance.

**Contact -** [Bhalla.a@damicoship.com](mailto:Bhalla.a@damicoship.com), [recruit.in@damicoishima.com](mailto:recruit.in@damicoishima.com)

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d'Amico lifts the title of 'Best Employer for Oil Tanker' at Seajob Indian Anchor Awards 2018

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## Wilhelmsen

## Ship Management

RPSL-MUM-018 | DOI: 14.10.2020 | DOE: 14.10.2025

### REQUIREMENTS FOR GENERAL CARGO

→ CHIEF ENGINEER → 2ND ENGINEER → ETO

### REQUIREMENTS FOR LPG (PREFERRED WITH US VISA)

→ MASTER → CHIEF ENGINEER → CHIEF OFFICER  
→ 2ND ENGINEER → ETO → FITTER → COOK

### REQUIREMENTS FOR BULK CARRIERS (CAPESIZE & KAMSARMAX)

→ MASTER (Port Headland Exp)  
→ CHIEF ENGINEER (with ME Exp) → CHIEF OFFICER (Port Headland Exp)  
→ 2ND ENGINEER (ME Exp) → 2ND OFFICER  
→ 3RD ENGINEER → 3RD OFFICER → JR. 3RD OFFICER (Deck CDT with COC)  
→ ETO → FITTER → COOK → MESSMAN (GS)

**\*Rank Experience Needed For All**

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- » Long-term Career Prospects
- » High Speed Internet Facility Onboard

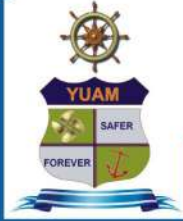
#### CONTACT DETAILS-MUMBAI

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

**Email:** [wsm-bom-recruitment@wilhelmsen.com](mailto:wsm-bom-recruitment@wilhelmsen.com) **Website:** [www.wilhelmsen.com](http://www.wilhelmsen.com)

WE DO NOT HAVE ANY AGENTS AND NO RECRUITMENT FEES ARE CHARGED - IN CASE OF ANY SUCH INCIDENTS PLEASE REPORT ON OUR WEBSITE UNDER WILHELMSEN WHISTLEBLOWING CHANNEL

Log on to : [www.seajob.net](http://www.seajob.net)



# YUAM Crew Management Private Limited

RPSL No. : RPSL-MUM-161 | DOI - 21.02.2020 | DOE - 21.02.2025

## Require Urgently For Bitumen Carriers Of Approximately 4000 To 16000 DWT Following Ranks:

- Master
- Chief Officer
- 2nd Officer
- 3rd Officer - **URGENT**
- Chief Engineer
- 2nd Engineer
- 3rd Engineer
- ETO - **URGENT**
- Pumpman
- Oiler (with COP)
- AB (with COP) - **URGENT**
- Cook - **URGENT**

## Required For Oil / Product Tankers With COPT Experience:

- Master
- Chief Officer
- 2nd Officer
- 3rd Officer
- Chief Engineer
- 2nd Engineer
- 3rd Engineer
- 4th Engineer
- Electrical Officer
- ETO

PLEASE FORWARD YOUR CVs TO :

YUAM Crew Management Private Limited  
B-710, 7th Floor, Bonanza, Sahar Plaza Complex,  
Next to Kohinoor Continental Hotel,  
Andheri- Kurla Road, Nearest Landmark : Chakala Metro Station,  
Andheri (E), Mumbai - 400 059  
Phone No. : +91 22 4974 0300  
Email : hr@yuamship.com

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 and well versed with Shipping industry regulations.



# Uniship Management Private Limited

RPSL No.: RPSL-MUM-313

D.O.I.: 04/07/2019 | D.O.E.: 04/07/2024

### URGENT REQUIREMENTS

#### GEARED BULK CARRIERS WITH OR WITHOUT USA VISA

- MASTER WITH EXPERIENCE OF AT LEAST 6-12 MONTHS
- C/O (2 NOS) WITH EXPERIENCE OF AT LEAST 6-12 MONTHS
- C/E WITH EXPERIENCE OF AT LEAST 6-12 MONTHS

#### AFRAMAX TANKERS / CRUDE OIL TANKERS WITH OR WITHOUT USA VISA

- C/O WITH EXPERIENCE OF AT LEAST 12 MONTHS
- C/E WITH EXPERIENCE OF AT LEAST 18 MONTHS
- C/E WITH EXPERIENCE OF AT LEAST 36 MONTHS (ME ENGINE)
- 2/E WITH EXPERIENCE OF AT LEAST 20 MONTHS

### REGULAR RELIEFS

#### AFRAMAX CRUDE TANKERS

- ALL RANKS WITH GOOD EXPERIENCE AND HOLDING USA VISA.

#### FOR BULK CARRIERS WITH CRANES AND GRABS AND HOLDING VALID USA VISA

MASTER,  
CHIEF ENGINEER,  
2ND ENGINEER  
WITH 12 MONTHS  
RANK EXPERIENCE.

PLEASE FORWARD YOUR CV's TO: Uniship Management Private Limited

Add: 410, MEADOWS, SAHAR PLAZA COMPLEX, J. B. NAGAR, ANDHERI KURLA ROAD, ANDHERI EAST, MUMBAI - 400059  
Ph (B): +91 22 6611 5000 | Ph (Ratings): +91 22 6600 5006 | Email: crewing@uniship.co.in

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# Tangar

## Tangar Ship Management Private Limited

Licence No.:RPSL-MUM-200 Issue Date: 02.11.2011 Valid Till: 07.01.2027

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Contact No.: +91 22 41769999 | Mobile No.: 7400150861

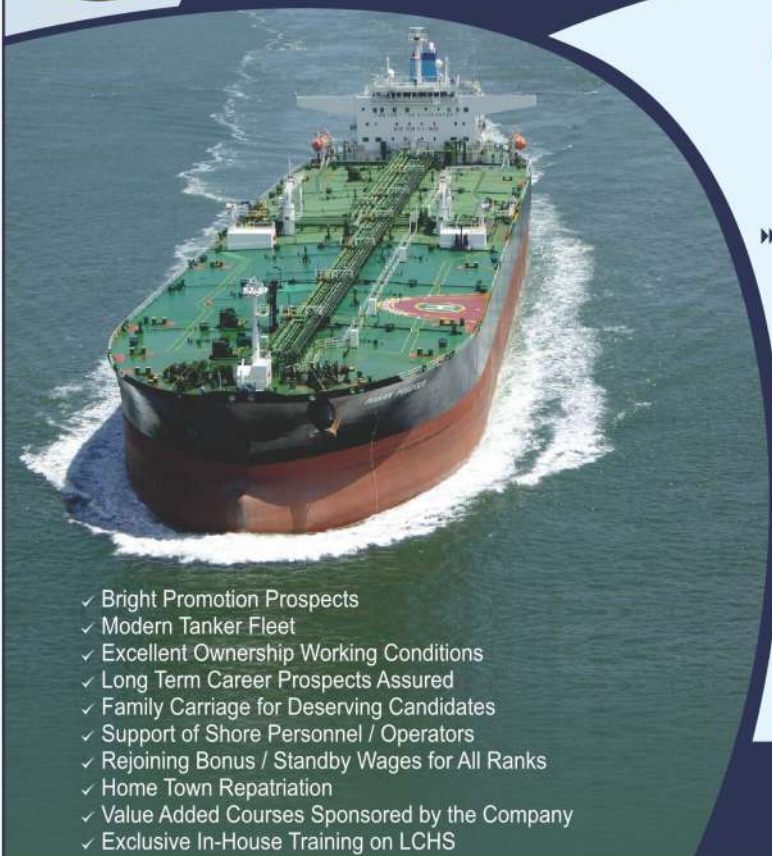
Email: seafarers@tangarshipping.com | Website: www.tangarshipping.com

WE DO NOT HAVE ANY AGENTS &amp; BRANCHES IN INDIA



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RPSL-MUM-045 Issue Date: 13.03.2016 Expiry Date: 04.03.2026



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### URGENT REQUIREMENT

#### **BULK CARRIER**

- (RANK EXPERIENCE REQUIRED FOR ALL THE RANKS)
- » MASTER » CHIEF OFFICER » SECOND OFFICER » THIRD OFFICER
  - » CHIEF ENGINEER » SECOND ENGINEER » THIRD ENGINEER
  - » FOURTH ENGINEER

#### **OIL TANKER**

- (RANK EXPERIENCE REQUIRED FOR ALL THE RANKS)
- » CHIEF OFFICER
  - » SECOND ENGINEER (EXP ON ME ENGINE) » ETO

#### **CHEMICAL TANKER**

- (RANK EXPERIENCE REQUIRED FOR ALL THE RANKS)
- » MASTER » CHIEF OFFICER
  - » SECOND ENGINEER (EXP ON ME ENGINE)
  - » THIRD ENGINEER

For Interview, send in your resume on the address mentioned below.

Email : [manning@cenmarindia.in](mailto:manning@cenmarindia.in)

#### ADDRESS:

B/206, Everest Chambers, Below Marol Metro Station,  
Andheri Kurla Road, Marol Naka, Andheri (E), Mumbai - 400 059  
Tel : +91-22-2920 3978 / 2920 3979, Fax : +91-22-2920 3983



Zodiac  
Maritime

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(RPSL-MUM-284, Valid Till 07th March 2029)

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### WET FLEET

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2nd Off & 3rd Off  
(Preferred Senior License)  
2nd Asst. Eng / 3rd Asst. Eng  
(Preferred Senior License)

#### FOR OIL PRODUCT TANKER

Chief Off (Rank exp. 20M)  
Chief Eng / 1st Asst. Eng  
2nd Asst. Eng & 3rd Asst. Eng  
(Preferred Senior License)  
2nd Off & 3rd Off  
(Preferred Senior License)

#### FOR LPG TANKER

Chief Off / Chief Eng / 1st Asst. Eng /  
2nd Off & 3rd Off  
(Preferred Senior License)  
2nd Asst. Eng & 3rd Asst. Eng  
(Preferred Senior License)

#### FOR OIL CRUDE TANKER

Chief Off (Rank exp. 20M)  
2nd Off & 3rd Off  
(Preferred Senior License)  
2nd Asst. Eng & 3rd Asst. Eng  
(Preferred Senior License)

Wishing All The Seafarers A

## Happy Festive Season

### DRY FLEET

#### FOR CONTAINER FLEET

Chief Off / Chief Eng / 1st Asst. Eng  
2nd Off & 3rd Off (Preferred Senior License)  
2nd Asst. Eng & 3rd Asst. Eng (Preferred Senior License)

#### FOR PCTC FLEET

Chief Off / 1st Asst. Eng  
2nd Off & 3rd Off  
(Preferred Senior License)  
2nd Asst. Eng & 3rd Asst. Eng  
(Preferred Senior License)

#### FOR BULK CARRIER FLEET

Chief Off (with Capesize Experience)  
1st Asst. Eng  
2nd Asst. Eng & 3rd Asst. Eng  
(Preferred Senior License)

WE DO NOT HAVE ANY SUB-AGENTS IN INDIA

Address: 402, Hubtown Solaris, Prof. N S Phadke Marg, Andheri (E) Mumbai - 400 069

Tel: +91 22 6187 2023, Email: office@zodiac-maritime.in, www.zodiac-maritime.com



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Chief Engineer, 2nd Engineer, 3rd Engineer,  
4th Engineer, Electrical Officer, Gas Engineer

#### LNG Carrier (DFDE) / FSRU

Master, Chief Officer, 2nd Officer, Chief Engineer, 2nd Engineer,  
3rd Engineer, 4th Engineer, Electrical Officer, Gas Engineer

#### VLCC / SUEZMAX TANKER

Master, Chief Officer, Chief Engineer

#### PRODUCT TANKER / LRI

Master, Chief Officer (With Framo exp.),  
Chief Engineer (with ME Engine exp.),  
2nd Engineer (with ME Engine exp.), 4th Engineer (with advance DCE)

#### LPG CARRIER

Chief Officer

### Contact Us

Call us on: +91 22 6751 5200 | 6751 5276 | Cell: 9167032676

Email: indianratings@stena.com | indiarecruit@stena.com | rashmi.nalawade@stena.com

301/302, Delphi 'B' Wing, Orchard Avenue, Hiranandani Business Park, Powai, Mumbai - 400076

RPSL - MUM - 016 | Valid From: 08/04/21 | Valid Till: 08/04/26

[www.nmg-stena.com](http://www.nmg-stena.com)



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NORTHERN MARINE MANAGEMENT INDIA DOES NOT UTILISE EXTERNAL AGENTS OR HAVE OTHER OFFICES

Log on to : [www.seajob.net](http://www.seajob.net)

RPSL/CHN/059 - Valid Until : 29/11/2026



**Capt. (Dr). G. Ramaswamy**  
Founder - Njordships India

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Will make the Floating Staff feel that they are the most important part of the organization.

**Immediate Requirements**

Master, C/O, 2/O, 3/O, JWKO, C/E, 2/E, 3/E, 4/E & J/E with COC

**Ratings**

Pumpman, Fitter, AB, OS, MTM, Oiler, C/Cook, GS (U.S Visa Preferable)

**Contact Us**

For Officers - **+91-8190001224 / 8190001228**

For Ratings- **+91-8190011500 / 8190001336**

For Crew Manager - **+91-8190001225**

Njordships Management India Pvt Ltd  
Akshaya Shanti First floor, Unit no 101. Door No. 27/44, Anna salai, Chennai- 600002. Tamil Nadu.

[www.njordships.com](http://www.njordships.com)

*We do not have any agent acting on behalf of our company. Be aware of fraudulent job offers misusing our name and kindly report to us immediately\**

# ARYA TANKERS PVT. LTD.

**FOR OUR OIL TANKERS FOLLOWING RANKS ARE REQUIRED**

- MASTER | CHIEF OFFICER | 2ND OFFICER | 3RD OFFICER
- CHIEF ENGINEER | 2ND ENGINEER | 3RD ENGINEER
- 4TH ENGINEER | ELECTRICAL OFFICER
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We offer sustainable employment with an established ship owning company. We invite you to come and join our team for the long haul.



**BENEFITS**

- EXCELLENT REMUNERATION
- HIGHER LICENSE BONUS
- INTERNET FACILITY
- EXPERIENCED 24X7 SHORE - SUPPORT

- HEALTH INSURANCE
- TIMELY PAYMENT OF ALLOTMENT AT BANK RATE
- INDIAN CUISINE

**NOW HIRING**

**IMMEDIATE HIRING**

- MASTER
- CHIEF OFFICER
- CHIEF ENGINEER
- 2ND ENGINEER
- 3RD ENGINEER
- 3RD OFFICER
- BOSUN (with US visa and Log carrier experience)
- FITTERS (with US visa)

**FOR BULK CARRIER & LOG CARRIER**

**SCORPIO MARINE MANAGEMENT (INDIA) PVT. LTD.**

Scorpio House, Central Avenue, Hiranandani Business Park, Powai, Mumbai - 400076. India.

Mr. Dinesh Kathait: +91 8657924284 (RATINGS)

Ms. Nikita: +91-8657912082 (DECK OFFICERS)

Mr. Dev: +91-8657867958 (ENGINE OFFICERS)

✉ crewing.india@scorpiogroup.net | 🌐 www.scorpiogroup.net

RPSL-MUM-165 | Issue Date : 12.03.2020 | Validity Date : 12.03.2025



SCAN QR CODE TO APPLY  
Pacific Basin Shipping (HK) Limited  
[www.pacificbasin.com](http://www.pacificbasin.com)

**WORK WITH SEASPAN**

- Seaspans technology continues to be a leader in the industry, setting high environmental goals
- Our fleet of 29 Dual Fuel Vessels with Membrane & Type B Tanks sets us up for a strong future
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- Quality growth (53 new builds by 2024)
- Low LTIF & High retention
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**JOIN OUR GROWING COMMUNITY**

**Embracing Equality**

Our team is made stronger when there is diversity in experience, skills and perspectives and when all colleagues feel they are included and treated equitably.

 **seaspans**  
safe | reliable | economical

License no RPSL-MUM-014 | Valid until February 15, 2026  
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TEL: Chennai: +91-9884450085 Cochin: +91-9633110085 Mumbai: +91-22-40666200 | EMAIL: [Jobs@Seaspanscrew.com](mailto:Jobs@Seaspanscrew.com)

**seaspanscorp.com**

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Log on to : [www.seajob.net](http://www.seajob.net)

## ICOON MARINE PRIVATE LTD.

RPSL-MUM-162131 DOI: 12/01/2023 DOE: 12/01/2028



We Are Delighted To Announce That We Have Expanded Our Fleet To Bitumen And Chemical Tanker

### We Are Hiring For Our Oil And Product Tankers

- ◆ Chief Officer
- ◆ Third Officer
- ◆ Second Engineer
- ◆ Third Engineer
- ◆ Fourth Engineer
- ◆ Oiler and AB with COP
- ◆ Cook with COC

Above ranks should hold tanker experience and White COC

Ownership Company With Quality Safety Standards, With Timely Reliefs And Internet Facility

Interested candidates may apply by sending their CV on below credentials:

Whatsapp Resume Only :

+91 8591724774 / +91 8591742638 / +91 8591099686

Email: [icoon@icoonmarine.com](mailto:icoon@icoonmarine.com)

Website: [icoonmarine.com](http://icoonmarine.com)

Tel: +91 22 4607 3110 / +91 22 4607 4057

Address:

1406, Cyberone, Greenscape, Sector-30A, Vashi, Navi Mumbai-400703.

PLEASE CONTACT US DIRECTLY, WE DO NOT HAVE ANY AGENTS

## FOSTA MARINE (EX SEASTAR EDUCARE)

AN OFFICIAL REPRESENTATIVE OF SOUTH SHIELDS MARINE SCHOOL, UK.



### INTRODUCING UK COC COURSE NOW IN MUMBAI

OOV COC COURSE (3 MONTHS IN INDIA 6 MONTHS IN UK)  
MCA CHIEF MATES COC COURSE (DISTANCE LEARNING PROGRAMME)  
DECK CADETS RATINGS AND OFFICERS ENROLMENT FOR APRIL-2024 BATCH HAS STARTED

#### SOUTH SHIELDS MARINE SCHOOL



Course Duration: 36 weeks

Start date: 1st week of Sept-2024

Module 1:

3 months at Fosta Marine in Belapur, India.

Module 2:

6 months on Campus at South Shields Marine School, UK.

Services we provide:

Career Counselling, NOE application, College enrolment, Visa application, Pre departure guidance.

Last acceptance date: 25th June-2024

#### BENEFITS:

- ▶▶ IELTS waived off
- ▶▶ Lesser amount for Balance maintenance of Visa
- ▶▶ UK accommodation & expenses for first 3 months waived off
- ▶▶ IHS Payment for Visa waived off
- ▶▶ Student Visitor visa fees approx. 12000.

NOTE: SEATS IN SOUTH SHIELDS GETS FULL VERY FAST, SECURE YOUR SEAT IN ADVANCE

CONTACT US FOR MORE INFORMATION: MUMBAI (HEAD OFFICE)

907/908 B Wing Sagar Tech Plaza, Sakinaka Junction, Andheri East-400072.

PIC: Tejal Naik : 9769523703 | Reena Bhalekar : 8879773104

FREE INTERNET ONBOARD



## ANDROMEDA SHIPPING

### URGENTLY REQUIRED

FOR VLCC (DUAL FUEL)  
(with AIGF course / COP)

AND

FOR AFRAMAX / SUEZMAX  
(with advance oil COP)

- CHIEF OFFICER
- THIRD OFFICER
- CHIEF ENGINEER
- SECOND ENGINEER
- FOURTH ENGINEER
- ELECTRICAL OFFICER

SHORE JOB

QHSE / VETTING SUPT. & TRAINING SUPT.

Certified  
ISO 9001  
ISO 14001  
ISO 45001

#### CONTACT DETAILS:

501, The Eagle's Flight, 263, Suren Road, Near W.E.H. Metro Str., Andheri (East), Mumbai - 400093  
TEL : 91-22-26845850 / 80 / 48 / 68  
FAX : 022-26845299

EMAIL : [starship@andromeda-india.com](mailto:starship@andromeda-india.com)

RPSL-MUM-058 (Valid From: 03.11.2021) (Valid Till: 03.11.2026)

## TRITON MARITIME PVT. LTD.

FOR OUR AHTS PSV DP 2 DP 1 VESSELS

Mumbai (Parekh Group)



TRITON MARITIME

#### JOIN NOW

- FIRST CLASS (IV MASTER)
- MASTER (NCV)
- SECOND CLASS IV
- MATE (NCV)
- MEO CLASS III (NCV - 2E OFFICER WITH 12 MONTH RANK EXP.)
- MEO CLASS IV (WITH 12 MONTHS RANK EXP.)
- FIRST CLASS ENGINE DRIVER (2 YEAR EXP.)

#### GROWING FLEET OF DP 2 AHTS VESSELS

- MASTER (FG / NCV)
- CHIEF OFFICER (FG / NCV)
- SECOND OFFICER HANDLER WITH EXP. / NWKO 9 NCV)
- CHIEF ENGINEER MOT CLASS I / CLASS II (WITH 24 MONTHS RANK EXP.) / CLASS III NCV CEO (WITH 12 MONTHS RANK EXP.)
- SECOND ENGINEER CLASS II / CLASS III NCV SEO WITH 12 MONTHS RANK EXP. / MEO CLASS IV (WITH 24 MONTHS RANK EXP.)
- THIRD ENGINEER
- ETO (WITH 12 MONTHS RANK EXP.)

#### URGENT JOB OPENING (IMMEDIATE JOINING)

- REQUIRE MASTER AND CHIEF OFFICER FOR AHTS DP 2 VESSEL WITH ASD PROPULSION EXP
- SECOND ENGINEER CLASS IV (WITH 24 MONTHS RANK EXP.)
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- CHIEF ENGINEER FOR AHTS DP 2
- NWKO FOR AHTS DP 2

Share Your CV At [crewing@triton-maritime.com](mailto:crewing@triton-maritime.com)

Contact No.:

+91 9820952983 / 9892425190 / 8600842570

Police Clearance Certificate Or Pass Cancellation Mandatory

WE HAVE NO AGENTS



**ELVIS SHIP MANAGEMENT LLP** RPSL-MUM-162114  
Valid Till: 22/09/2027

**REQUIRE FOR OUR EXPANDING FLEET**

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crewing@elvisshipmanagement.com

**AFRAMAX, SUEZMAX, VLCC, OIL/CHEM, VLGC, VLEC & LPG:**  
Master, Chief Officer, 2nd Officer, Chief Engineer,  
2nd Engineer, 3rd Engineer, AB, Oiler & Fitters.

**VLGC:**  
Master & Chief Engineer, 2nd Engineer, 3rd Engineer,  
Gas Engineer.

**SHORE JOB REQUIREMENT:**  
 • Technical Superintendent: Class-I or Class-II License Holder with some Rank Experience  
 • Technical Assistance: Class VI License Holder with 3rd Engineer Sailing Experience on Tanker & Gas Vessels.  
 • SQM Assistant & Operation Assistant: 2nd Officer with Tanker & Gas Background.

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Unit No 209, Kilfire House, New Link Road, Andheri (West) Mumbai - 53.  
www.elvisshipmanagement.com • Call Us : +91 8655788495



**HOLY ANGEL MARINE SERVICES PVT. LTD.**

D.O.I: 04.01.2018 / D.O.E: 29.09.2027 RPSL NO. CHN/045

**URGENT REQUIREMENT FOR PANAMAX / MR TANKER VESSEL**

- CHIEF OFFICER
- CHIEF ENGINEER
- THIRD OFFICER
- SECOND ENGINEER
- A/B (With COP)
- THIRD ENGINEER
- OILER (With COP)
- FOURTH ENGINEER
- ETO (With COC / ETR)

**As Per Market Salary Trading Area: Persian Gulf**

Interested Candidates are requested to send their cv's by mentioning your Rank / Name / Date of Availability / Last Drawn Salary / Expecting Salary to our below given E-mail id.

jobs@holyangelmarineservices.com **Whatsapp No**  
crewinghams@gmail.com **99445 28339**

*"May you sail through all the obstacles and challenges to success"*

**HAPPY BIRTHDAY To You**

Master - Ramshankar & Ajay Chauhan  
2/o - Ajay Kumar, 4/E - Vimalraj & Simon  
A/B - Ashfaqe & Afrish Initho  
O/S - Abiston, TR.OS - Surya

**Corporate Office:**  
163A, Victoria Street,  
Near Old Head Post Office,  
Tuticorin - 628001. Tamil Nadu, India.  
Ph: 0461 4000038

**Branch Office:**  
Mahatma Enclave, Shop No.3, B-Wing,  
Sports Complex, New Golden nest Road,  
Bhayandar East, Thane - 401 105.  
Maharashtra, India.  
Ph: 022 28176633

**We don't have any Agents or Broker's acting on behalf of our company**

**XT Ships Management India Pvt. Ltd.**  
Recruitment & Placement Service License  
No.RPSL-MUM-073 issued on 02/12/2016 | valid till 23/07/2026

**CHEMICAL TANKERS**

- MASTER
- CHIEF OFFICER
- THIRD OFFICER
- CHIEF ENGINEER
- FIRST ASSISTANT ENGINEER
- SECOND ASSISTANT ENGINEER
- ELECTRICAL ENGINEER

www.asm-maritime.com

**CONTAINERS**

- MASTER
- CHIEF OFFICER
- SECOND OFFICER
- THIRD OFFICER
- CHIEF ENGINEER
- FIRST ASSISTANT ENGINEER
- SECOND ASSISTANT ENGINEER
- THIRD ASSISTANT ENGINEER
- ELECTRICAL OFFICER

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- Ownership company, in existence for over 60 Years
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- Short contract and Timely relief
- ASM reward for Top four officers
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- RJB (Re-joining bonus) for top four Ranks
- Friend Referral Bonus
- Family carriage for all officers
- Seniority Gifts
- Long term employment with bright promotion prospects.

Any experienced Chemical Tanker Ratings who wish to join the company, please apply by email to crew@xtindia.com

Seafarers are only required to pay for their personal / travel documents for getting employment through us, all other expenses are paid by the Company.

MUMBAI OFFICE : Unit F-5, 4th Floor, Pinnacle Business Park, Mahakali Caves Road, Andheri East, Mumbai – 400093 TEL: 68732600 FAX: 68732601 EMAIL ID: crew@xtindia.com

We do not have any sub-agents in India, please contact directly.

**ALBA MARINE SERVICES PVT. LTD.**  
RPSL - MUM - 162153 | Issue Date : 28/04/2023 | Expiry Date : 28/04/2028

**REQUIRED URGENTLY FOR OUR EXPANDING FLEET FOR BULK CARRIER**

- ☐ MASTER ☐ CHIEF OFFICER
- ☐ CHIEF ENGINEER ☐ 2ND ENGINEER
- ☐ 2ND OFFICER ☐ 3RD ENGINEER
- ☐ 3RD OFFICER ☐ ETO
- ☐ AB ☐ OILER
- ☐ FITTER ☐ CHIEF COOK

Interested Candidate  
Please Share Your CV On :  
crewing@albamarine.in  
Contact : Aniket / Snehal / Divija / Trivendra / Neha  
Contact No : +91 7715993995 / 7710994995 / 8828060588 /  
Office Landline : 022 42647777

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Website : www.albamarine.in



# VR MARITIME SERVICES PVT. LTD.

RPSL No. MUM-199 | Issue Date: 02/08/2016 | Expiry Date: 19/07/2026

## **FOR DRY FLEET**

### **(BULK, CONTAINER & GENERAL CARGO)**

- ▶ Master
- ▶ Chief Officer
- ▶ Chief Engineer
- ▶ Second Engineer

## **FOR TANKERS**

### **(OIL / CHEMICAL TANKERS)**

- ▶ Master
- ▶ Chief Officer
- ▶ Third Officer
- ▶ Chief Engineer
- ▶ Second Engineer
- ▶ ETO
- ▶ Pumpman
- ▶ Able Seaman (AB)
- ▶ Bosun
- ▶ Oiler
- ▶ Engine Fitter

## **FOR GAS CARRIERS**

### **(LPG / VLGC)**

- ▶ Master
- ▶ Chief Officer
- ▶ ETO
- ▶ Pumpman
- ▶ Able Seaman (AB)
- ▶ Bosun
- ▶ Oiler
- ▶ Engine Fitter

## **FOR OFFSHORE VESSELS:**

### **(AHTS NON DP VESSELS)**

Note: Candidates must have Indian FG COC & AHTS experience can apply

- ▶ Master
- ▶ Chief Officer
- ▶ Chief Engineer
- ▶ Second Engineer



## **CONTACT:**

**Capt. Sanjay Prashar**  
(Founder & CEO)  
+91 99304 67030

**Mr. Kishor Pati**  
(Director - Recruitment)  
+91 86574 96806

**Mr. Ashok Mohanty**  
(FP Manager - Recruitment for Ratings)  
+91 72088 87651

## **Mumbai Head Office:**

301 - 302, B Wing, Business Square, Chakala,  
Andheri - Kurla Road, Andheri East, Mumbai: 400 093

Email: [resume@vrmaritime.net](mailto:resume@vrmaritime.net)

Tel.: +91-22-6909 4500 / 501

Website: [www.vrmaritime.net](http://www.vrmaritime.net)

## **Field Offices:**

Delhi, Chandigarh,  
Himachal Pradesh, Odisha,  
Kochi, Chennai & Vizag