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Dr. Sanjay Bhavnani,
Director & Chief Operating Officer, MMS Maritime (India) Pvt. Ltd.

Over the years, the Seajob Indian Anchor Awards has earned the respect and confidence of the maritime community. Its commitment to recognizing genuine achievement has made it a trusted platform where excellence is celebrated with credibility and integrity. We are proud to be part of an event that continues to strengthen the industry's spirit and aspirations.

Mr. Shyamvir Singh,
Founder & Chairman, Tangar Ship Management Pvt. Ltd.

The maritime industry is built on the dedication of countless professionals who work tirelessly behind the scenes. The Seajob Indian Anchor Awards provides a meaningful platform to acknowledge their contributions and celebrate the collective efforts that keep the industry moving forward. It is a proud moment for everyone associated with Indian shipping.



Dr. Diwakar Tiwari,
Medical Director, Globus Medicare

The Seajob Indian Anchor Awards represents more than an awards ceremony, it reflects the industry's vision for the future. By recognizing innovation, leadership, and commitment, it encourages organizations and individuals to embrace new opportunities and continuously raise the bar. It is inspiring to witness an initiative that champions progress and positive change.

Dr. Sameer Parate,
Medical Director, Globus Medicare

What makes the Seajob Indian Anchor Awards truly special is its ability to bring together people from every corner of the maritime sector. It provides a valuable platform for networking, exchanging ideas, and strengthening professional relationships. The event fosters a sense of unity that benefits not only businesses but the industry as a whole.





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Contact Persons - Officers:

Mr. Yogesh Avhad - 9152440019

Mr. Mahesh Sanga - 8828800717

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Contact Person:

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■ CHIEF OFFICER - WITH 24 MONTHS EXP.
■ CHIEF ENGINEER - WITH 36 MONTHS EXP.
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■ CHIEF ENGINEER - WITH 18 MONTHS EXP.
■ 2ND ENGINEER - WITH 18 MONTHS EXP.
■ THIRD OFFICER - WITH 18 MONTHS EXP.
■ ELECTRICAL OFFICER - WITH 12 MONTHS RANK EXPERIENCE (WITH COC OR ETR CERTIFICATE)

VLCC/AFRAMAX TANKER VESSELS - FOREIGN PRINCIPALS
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■ 2ND ENGINEER - WITH 18 MONTHS EXP.
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- 9820743664

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- 9920902616
- 9820036516

Contact for Ratings (Mumbai office)

- 9152616060
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- 9810784400
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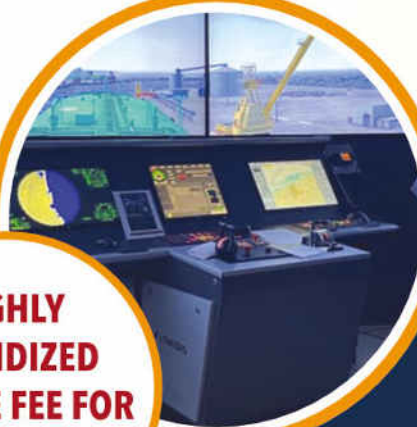
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20 & 30
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BOSUN / AB
(with COP & cruise vessel exp.)

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OUR PRINCIPALS



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(min. 6 months rank exp.)

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OILER (with COP) / **FITTER** /
PUMPMAN

OIL TANKERS:

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(min. 6 months rank exp.)

3RD OFFICERS
(min. 6 months rank exp.)

4TH ENGINEERS
(min. 6 months rank exp.)

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15 AUGUST 2026



Anglo-Eastern has no agents, and all selection is based only on merit and company-based criteria.

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- ▶ Second Engineer
- ▶ ETO / Electrical Officer

Oil / Chem Tanker:

- ▶ **Master** - Min 30 months rank experience.
- ▶ **Chief Officer** - Min 18 months rank experience.
- ▶ **Third Officer** - Min 6 months rank experience.
- ▶ **ETO/ Electrical Officer** - Min 12 months rank experience.

VLCC Tanker:

- ▶ **Chief Officer** - Min 12 months rank experience.

Bulk Carrier:

- ▶ **Master / Chief Officer**
- ▶ **Chief Engineer / Second Engineer**

Ratings:

- ▶ **Fitter** - With Class approved 6G certificate & Watchkeeping
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recruitbom@wallem.com

License No. RPSL-MUM-066 Valid till 24/11/2026

CIN: U63090MH 1984PTC032692 www.wallem.com

Recruitment Contact**For Officers:**

Mumbai: Mob: +91 - 9821196962 (Dry)
 +91 - 8283831652 (Tanker)

Delhi NCR: Mob: +91 - 8826006251
 +91 - 9007078121

For Ratings: Mob: +91 - 9870985514



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INDEPENDENCE DAY



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CURRENT OPENINGS FOR

CRUDE OIL TANKER

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- Chief Officer
- Chief Engineer
- Second Engineer
- Electrical Officer

Mr.S.Narasimhan

+91 98409 26215

fleet3@admiralmarine.com

BULK CARRIER

- Master
- Chief Officer
- Chief Engineer
- Second Engineer
- Electrical Officer

Ms.Manju

+91 97910 04797

fleet5@admiralmarine.com

LDCL

(Lakshadweep Development Corporation Ltd)

Passenger Vessel - FG

Cargo Vessel - NCV

- Master
- Chief Officer
- Chief Engineer
- Second Engineer

Ms. Lathika

+91 91508 19555

cochin@admiralmarine.com

SHORE

- Purchase Executive
(1-3 yr Exp) - Male

Mr.Rajesh

+91 63697 04207

hr.ams@admiralmarine.com

ADMIRAL MARINE SERVICES All OFFICERS VACANCIES

WhatsApp channel



ADMIRAL MARINE SERVICES All RATINGS VACANCIES

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WE DO DIRECT RECRUITMENT, WE DO NOT HAVE ANY AGENT IN INDIA

To report any fraudulence, email to

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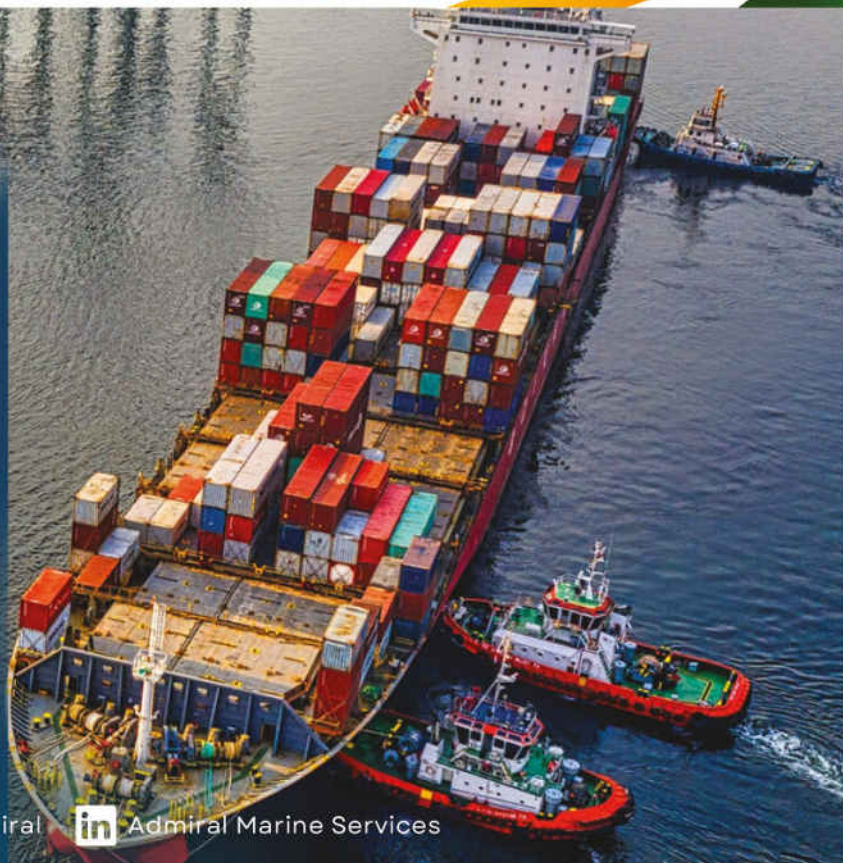
RPSL-CHN-022 DOI: 07/04/2016 DOE: 07/04/2031

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Photo courtesy: Capt. Ankush Agnihotri / Ch. Eng. M. Mohan Kumar, UACC MARAH. | Source: BIMCO-ICS Seafarer Workforce Report 2026

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SHOOLIN SHIP MANAGEMENT PVT. LTD.

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RPSL-MUM-162067 | DOI: 25-Oct-21 | DOE: 25-Oct-26

REQUIREMENTS FOR BITUMEN TANKERS:

Master / Chief Officer
2nd Officer / 3rd Officer
Chief Engineer / 2nd Engineer
3rd Engineer / Electrical Officer

REQUIREMENTS FOR MR TANKERS:

PREFERRED COC:
**INDIA / UK / AUSTRALIA /
SINGAPORE / NEW ZEALAND**

Master / Chief Officer
2nd Officer / 3rd Officer
Chief Engineer / 2nd Engineer
3rd Engineer / Electrical Officer

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CONTACT PERSONS

For Officers: +91 93219 88233 / +91 86554 45670 / +91 87798 59250

For Ratings: +91 91371 04852

Landline: +91 22 4802 4564

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GAS TANKERS – LNG CARRIERS

IMMEDIATE VACANCIES FOR OUR EXPANDING FLEET OF LNG CARRIERS

- **Master & Chief Officer** with minimum 12 months experience in specific type of vessel mentioned.
- **Chief Engineer & Second Engineer** with Steam and Motor Licenses, and minimum 12 months of rank experience.
- **Gas Engineer & 3rd Engineer (Steam COC mandatory)** with minimum 6 months' experience required on a Steam LNG vessel.
- **ETO (with COC & any LNG experience preferred)** with minimum 6 months' experience required on any LNG vessel.

DUAL FUEL – AFRAMAX TANKERS

- **Master & Chief Officer** with minimum 12 months experience holding advance IGF COP.
- **Chief Engineer & Second Engineer** with minimum 12 months rank experience holding advance IGF COP & should have experience on WinGD W7X62DF Engines).

GAS TANKERS – VLGC/LPG CARRIERS

- **Chief Officer** with minimum 36 months rank experience.
- **ETO (COC mandatory)** with minimum 20 months rank experience. Must have sailed independently on gas tanker with ME engine experience.
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 months rank experience & with similar type of vessel mentioned.

VLCC / SUEZMAX

- **Master, Chief Engineer, Chief officer & Second Engineer** with minimum 12 months rank experience.
- **Chief Officer** with Framo pump experience on Product Tanker with minimum 15 months rank experience.
- **Chief Engineer & Second Engineer** with ME engine experience with minimum 12 months rank experience
- **Third Officer** with 6–12 months of rank experience.

OIL / CHEMICAL TANKERS

- **Master, Chief Officer, Chief Engineer**
- **Third Officer** with minimum 6–12 months of rank experience.
- **ETO, Electrician** with minimum 12 months of rank experience. Must have sailed independently with or without COC.
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 months rank experience & with similar type of vessel mentioned.



Scan QR Code to apply

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Contact No: +912267551777/

+912267551700

CONTAINERS

IMMEDIATE VACANCIES FOR OUR RAPIDLY EXPANDING FLEET OF CONTAINER VESSELS

- **Master, Chief Officer, Trainee ETO**
- **Chief Engineer & Second Engineer** required with M/E experience. Minimum 12 months' rank experience is mandatory.
- **ETO, Electrician** with minimum 24 months of rank experience. Must have sailed independently on container vessels with or without COC.
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 months rank experience & with similar type of vessel mentioned.

ONSHORE POSITIONS

- **Technical Superintendent – Mumbai/Chandigarh/Kolkata**
Candidate should have sailed onboard an LNG carrier/Oil tanker/Chemical tanker/Bulk carrier as Chief Engineer. Min. experience 1-2 years. Freshers may also apply.

SIMS FACULTY

- **Marine Engineering Faculty for SIMS – Mumbai/Lonavala**
Candidate should be a Graduate Marine Engineer, MEO Class 1 certified and sailed onboard a merchant vessel as Chief Engineer. Sailing experience on ME engines will be preferred.
- **Electrical Faculty for SIMS – Mumbai**
Candidate should have sailed onboard a merchant vessel as Electro Technical Officer (ETO) or Electrical Officer (EO).
- **Nautical Faculty for SIMS – Mumbai**
Candidate must possess a Master (FG) license and have a minimum of two years' experience serving as a Master on foreign-going vessels. Experience on chemical tankers will be an advantage.

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ESM recruits directly through its 7 manning offices listed below. We caution all prospective candidates against any agent claiming to represent us.

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RANK REQUIREMENTS

DECK

CHIEF OFFICER

Min. 12 months rank experience on container vessels

ENGINE

CHIEF ENGINEER

Min. 12 months rank experience on vessels with UMS, min. 20,000 BHP relevant engine types

RATINGS

ABLE SEAMAN

Min. 12 months rank experience on container vessel



SCAN TO APPLY

SECOND ENGINEER

Min. 12 months rank experience on vessels with UMS, min. 20,000 BHP

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 Web: www.maersk.com
RPSL-MUM-490 valid from 30/05/2023 to 30/05/2028

Caution: We do not charge any cost or fees from any seafarer for recruitment.
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NYK SHIPMANAGEMENT (INDIA) PVT. LTD.

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

BRINGING VALUE TO LIFE

YARD DELIVERY & VESSEL TAKE-OVER ANNOUNCEMENT

We are excited to share that our company is preparing for multiple yard deliveries and vessel take-overs of brand-new LNG ships. This milestone marks a new chapter in our fleet growth, and we invite you to join our team and sail with confidence into the future.

WE OFFER: → Revised Wage Scale for LNG Junior Officers effective 1st April 2026
→ Special Bonus Incentive for Top 4 Officers on Open Hatch Gantry Vessels

WE ARE EXPANDING & LOOKING FOR ENTHUSIASTIC & EXPERIENCED OFFICERS

CONTAINER

- ✦ Chief Engineer (JISS Holder)
- ✦ 1st Asst. Engineer
- ✦ 3rd Officer

LPG

- ✦ Chief Officer
- ✦ 1st Asst. Engineer
- ✦ 2nd Asst. Engineer
- ✦ 3rd Asst. Engineer

VLCC

- ✦ Chief Officer (Master license preferred)
- ✦ 2nd Asst. Engineer

CHEMICAL TANKER

- ✦ 1st Asst. Engineer (Minimum 24 months rank exp.)

**HAPPY
INDEPENDENCE
DAY**



LNG

- ✦ 1st Asst. Engineer ✦ ETO

GANTRY CRANE

(Open Hatch General Cargo Vessel)

- ✦ Master
- ✦ Chief Officer
- ✦ Chief Engineer
- ✦ 1st Asst. Engineer
- ✦ ETO

PCC

- ✦ Chief Officer (with exp.)
- ✦ 2nd Officer (with higher license)
- ✦ 3rd Officer
- ✦ Chief Engineer
- ✦ 1st Asst. Engineer

On board Vacancies (Seafarers):

Share your CV - nyksm.smin-cvmumbai@nykgroup.com Only Shortlisted Candidates Will Be Contacted.

WE OFFER:

- Our ships are being installed with ultra high speed internet.
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CONTACT US:

NEW OFFICE ADDRESS

NYK SHIPMANAGEMENT (INDIA) PVT. LTD.
Level 10, Tower 1, Seawoods Grand Central, Sector 40,
Seawoods, Navi Mumbai 400 706, India.
Tel: +91 22 6815 6700
Contact: Capt. Purendu Nansi,
Capt. Anthony Rodrigues, Mr. Swapnil Rane,
Capt. Mahesh Jadhav, Mr. Tejas Bhoweer

CHENNAI OFFICE

Contact: Mr. Easter Raj
Mob: +91 9566027770
Tel: +91 44 45002300 / 45002413

DELHI OFFICE

Contact: Mr. Vinay Kumar
Mob: 98100 65413

KOLKATA OFFICE

Contact: Ms. Debashree Roy
Mob: +91 9836109255
Tel (D): +91 33 40539150
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SHORE JOBS - SEAWOODS, NAVI MUMBAI

Purchase / Technical Coordinator.

Job Duties & Responsibilities:

Manage the end-to-end procurement of vessel stores and spare parts by sourcing competitive quotes from approved vendors and issuing purchase orders via Bassnet. Coordinating timely, cost-effective logistics by land, air, or sea while providing advanced supply notices to ensure seamless delivery to the crew. Monitor supplier performance, process invoices, and support the technical department with ad-hoc tasks and inspections in strict accordance with company policy.

Preferred Skills:

Qualification: Degree holder preferred.

Skills: Proficient in MS Office.

Attributes: Independent, meticulous, work well under pressure, proactive and adaptable to fast pace environment.

Experience: Candidate with 1-3 years of related working experience will be an added advantage.

Good communication skills - spoken and written English.

Only for Shore based Vacancies:

Share your CV - nyksm.smin-hr@nykgroup.com Only Shortlisted Candidates Will Be Contacted.

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PIL (INDIA) PRIVATE LIMITED

RPSL/CHN/031 | Valid From: 19.07.2023 | Valid Till: 19.07.2028



*Happy
Independence
Day*



WE CARE:

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can also apply.**

URGENT OPENINGS FOR OUR CONTAINER VESSELS:

- ▶ Chief Engineer
- ▶ Second Engineer
- ▶ Third Engineer
- ▶ Fourth Engineer
- ▶ Electrical Engineer

Ratings:

- ▶ Chief Cook
with COC
- ▶ OS
with COP

Interested Candidates Please Contact Us At

Email ID: pma@maa.pacificmanning.com | Ph. No.: +91 44 66840 600 / 44 46840 598

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OUR FLEET



REQUIREMENTS



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& TEAMWORK SKILLS**



**STRONG SAFETY &
ENVIRONMENT AWARENESS**

WE ARE HIRING

OPEN POSITION



MASTER



CHIEF ENGINEER



2ND ENGINEER



3RD ENGINEER



4TH ENGINEER



CHIEF OFFICER



2ND OFFICER



3RD OFFICER



RATINGS



CONTACT US



Raju Jadhav / Top Rank



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Kajal Ahiwale / Top Rank



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Tanmay Gaikwad / Jr. Rank



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Kshitij Chavan / Jr. Rank



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**Abhishek Raut /
Oil chemical tanker**



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HAPPY INDEPENDENCE DAY

To All The Seafarers And
Their Families

MOL Global Ship Management Pte. Ltd. (Singapore)



RPSL-CHN-033,
DOI: 27-06-2024,
DOE: 27-06-2029

URGENT REQUIREMENTS ON VLCC FOR FOLLOWING RANKS:

- **Third Officer** (minimum 6 months rank exp.)

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- Expanding diversified fleet of state-of-the-art vessels.
- Family Carriage allowed on all vessels.
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For More Information Visit: <https://www.mol-tankship.com/>

REQUIREMENTS ON LPG FOR FOLLOWING RANKS:

- **Master** (minimum 24 months rank exp.)
- **Chief Officer** (minimum 12 months rank exp.)
- **Second Officer** (minimum 6 months rank exp. & holding Superior Certificate)
- **Third Officer** (minimum 6 months rank exp.)
- **Chief Engineer** (minimum 24 months rank exp.)
- **1st Assistant Engineer** (minimum 12 months rank exp.)
- **2nd Assistant Engineer** (minimum 6 months rank exp. & holding Superior Certificate)
- **3rd Assistant Engineer** (minimum 6 months rank exp.)
- **Gas Engineer** (minimum 12 months rank exp.)

Synergy Maritime Recruitment Services Private Limited is the exclusive crewing and manning partner of MOL Global Ship Management Pte. Ltd. (Singapore).

CONTACT US

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Rajiv Gandhi Salai (OMR),
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Capt. Amit Prakash Sharma : +91 73045 16658 | amit.p@synergymanning.com

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UDYA SHIPPING SERVICES PVT. LTD.

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

HAPPY INDEPENDENCE DAY

TOP URGENT REQUIREMENTS FOR ETV (EMERGENCY TOWING VESSEL) DP-2

MASTER, CHIEF OFFICER, 2ND OFFICER, CHIEF ENGINEER, SECOND ENGINEER, THIRD ENGINEER, ETO (Officers holding Indian, UK, Singapore, or New Zealand CoC are eligible to apply. All officers must possess a minimum of two years' rank experience on similar vessel types.)

TOP URGENT REQUIREMENTS FOR DP-2 (DSV / AHTS / PSV / MPSV) VESSELS OPERATING IN INDIAN & FOREIGN WATERS

MASTER, CHIEF OFFICER, SECOND OFFICER, THIRD OFFICER, CHIEF ENGINEER, SECOND ENGINEER, THIRD ENGINEER, ETO (III/6), BOSUN, AB, OILER, FITTER AND COOK (Officers holding Indian, UK, Singapore, or New Zealand CoC only may apply. All officers must possess a minimum of two years' rank experience on similar types of vessels.)

TOP URGENT REQUIREMENTS FOR DP-2 AWB / DP-1 HEAVY LIFT / PIPELAY BARGE / JACK-UP BARGE VESSELS OPERATING IN INDIAN & FOREIGN WATERS

MASTER, CHIEF OFFICER, SECOND OFFICER, THIRD OFFICER, CHIEF ENGINEER, SECOND ENGINEER, THIRD ENGINEER, FOURTH ENGINEER, ETO (III/6), ELECTRICIAN, CRANE OPERATOR, BOSUN, AB, OILER, FITTER, COOK AND THRUSTER MECHANIC (Officers holding Indian (FG/NCV), UK, Singapore, or New Zealand CoC only may apply. All officers must possess a minimum of one year's rank experience on similar types of vessels.)

ADDRESS:

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2	ME (Electronic- BW) Engine Course & Wärtsilä Engine W - X52/62/72	3 DAYS	CLOUD BASED SIMULATOR	M E C 9.2
3	BWTS TRAINING - PANASIA & TECHCROSS	2 DAYS	CLOUD BASED SIMULATOR	—
4	BULK CARRIER SAFETY AND RISQ 3.2	2 DAYS	IMO MODEL 1.45	—
5	MENTAL HEALTH AWARENESS FOR SEAFARERS	1 DAY	BY A RENOWNED CLINICAL PSYCHOLOGIST	AS PER RISQ 3.2 RECOMMENDATION
6	ONBOARD ASSESSMENT COURSE	2 DAYS	IMO MODEL 1.30	—
7	ENGINE ROOM SIMULATOR AND TEAM MANAGEMENT	3 DAYS	IMO MODEL 2.07 & 1.40	—
8	LIQUID CARGO HANDLING SIMULATOR (LCHS-Oil/Chemical/LPG)	—	—	3.3.3
9	BRIDGE TEAM RESOURCE MANAGEMENT	5 DAYS	IMO MODEL 1.22	3.3.1

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Website: https://tanushmarine.com/



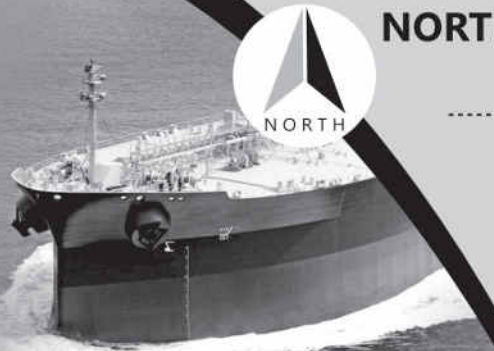
- Certificates accepted by all reputed Companies.
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NORTH SHIPPING PVT. LTD.

RPSL-MUM-162065

VALID FROM: 14.09.2021

VALID TILL: 14.09.2026



REQUIREMENTS:

PRODUCT TANKERS (JAPANESE PRINCIPALS)

► Chief Officer ► 2nd Engineer (with min. 24 - 36 months rank exp.)

♦ Contract Duration: 3 Months

♦ Salary: Best In The Industry

► ETO with COC **URGENT** (Contract Duration: 5 Months)

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We have no agents acting on behalf of the Company. Be aware of the FRAUDULENT JOB OFFERS.

HERMES SHIP MANAGEMENT PVT. LTD.

RPSL-MUM-157, Issue Date: 14.11.2024 | Valid Till: 14.11.2029

An ISO 9001 : 2015 Company

WE ARE HIRING FOLLOWING PERSONNEL FOR OUR VESSELS:

BULK CARRIER - PANAMAX, HANDYSIZE, & CAPE SIZE

- MASTER
- CHIEF OFFICER
- SECOND OFFICER
- THIRD OFFICER
- CHIEF ENGINEER
- SECOND ENGINEER
- THIRD ENGINEER
- FOURTH ENGINEER
- ELECTRICAL OFFICER
- BOSUN (COP)
- AB (COP)
- OILER (COP)

• Should hold experience on same size and type of vessels. • Should have 2-3 contracts' sailing experience in rank. • India / UK / Singapore / Australia / Panama COC acceptable.

CONTAINER VESSEL

- MASTER ► CHIEF OFFICER (CONTAINER EXPERIENCE)
- CHIEF ENGINEER ► SECOND ENGINEER ► ETO (ME ENGINE EXPERIENCE)
- BOSUN/AB/OILER (WITH COP & CONTAINER EXPERIENCE)

DEMOLITION ALL TYPES OF VESSELS - ALL RANKS CAN APPLY.

ANCHOR HANDLING OCEAN TOWING VESSELS - AHTS - FG & INDIAN FLAG (DP 2 AND NON DP)

- MASTER SDPO ► CHIEF OFFICER SDPO ► NWKO ► CHIEF ENGINEER ► SECOND ENGINEER ► ETO
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To The Readers ...

The Freedom Within

Freedom is often associated with independence, rights, and the absence of restrictions. Yet, its truest form lies far beyond external circumstances. Freedom is not merely something that is granted; it is a mindset. It is reflected in the choices made every day, in the courage to think independently, and in the ability to remain at peace despite life's demands. Responsibilities are frequently mistaken for limitations. In reality, they do not imprison anyone; an unbalanced perception of them does. A burdened mind creates the illusion of being trapped, while a balanced mind finds purpose even in the busiest phases of life. When exhaustion takes over, stepping away for a moment, reconnecting with loved ones, and allowing the mind to rest can make all the difference. Every battle is first fought within the mind, and a mind that remains steady can overcome even the most difficult of circumstances.

The greatest obstacle to inner freedom is the inability to control one's own thoughts. The human mind has a tendency to wander toward regrets, fears, and situations that are beyond control. The past cannot be changed, yet countless hours are spent reliving it. True freedom begins when attention shifts from what is set in stone toward what can still be influenced and improved; the present actions that shape the future. Freedom, therefore, is both a right and a choice.

Another silent barrier is ego. Ego is associated with ideas of revenge, the inability to forgive, and the refusal to let go. Holding on may feel like strength, but in many cases, it only prolongs suffering. Before

clinging to anger or resentment, a simple question deserves consideration: *Is holding on worth sacrificing our inner peace?* If letting go creates clarity, calmness, and freedom, then releasing the burden becomes an act of strength rather than weakness.

Success has the power to liberate. It removes many of the obstacles that once held people back and creates opportunities to move forward with confidence. However, success loses its meaning when it is pursued solely to satisfy the expectations of others. A fulfilling life is built by creating personal standards instead of chasing society's approval.

The idea of freedom is not innate; it is valued through experience. Discipline shapes character, but when discipline transforms into fear, it begins to limit potential. Among the habits that quietly steal freedom – fear and societal expectations remain the most powerful. Breaking free from both requires courage, self-awareness, and the willingness to pursue dreams with honesty and determination.

As the nation celebrates Independence Day, the significance of freedom extends beyond history and borders. The strongest form of independence is achieved when the mind is no longer ruled by fear, regret, ego, or the opinions of others. A person who masters the mind discovers a freedom that no circumstance can ever take away.

God Bless You
Roni Abraham
Editor



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Marine Insights

HULL STRESS MONITORING SYSTEMS: SAFEGUARDING SHIPS THROUGH REAL-TIME STRUCTURAL INTELLIGENCE

Modern ships operate in some of the harshest environments on Earth. From towering ocean swells and violent storms to uneven cargo loading and repeated structural fatigue, vessels are subjected to immense forces throughout their operational lives. While ship design has evolved significantly to withstand these challenges, preventing structural damage requires more than robust engineering alone. It also demands continuous awareness of how a vessel responds to the sea in real time. Hull Stress Monitoring Systems (HSMS) have become an essential part of this effort. These systems provide ship operators with continuous information about the structural loads acting on the hull, enabling informed operational decisions that improve safety, reduce maintenance costs, and extend the vessel's service life. As shipping embraces digitalization and predictive maintenance, hull stress monitoring is becoming a critical tool for smarter and safer maritime operations.



Understanding Hull Stress

Every ship experiences stress as it sails. Waves exert bending forces on the hull, cargo distribution creates localized loads, and changes in ballast conditions alter the vessel's structural behavior. These forces combine to produce different types of stress that constantly change throughout a voyage.

One of the most significant structural loads is longitudinal bending. When the middle section of the ship is supported by a wave crest while the bow and stern are unsupported, the vessel experiences **hogging**, causing the deck to be under tension and the bottom structure under compression. Conversely, when the bow and stern are supported by wave crests while the midship section is unsupported, the vessel undergoes **sagging**, reversing these stresses.

Ships also encounter torsional stress, shear forces, slamming loads, whipping, vibration, and fatigue from repeated cyclic loading. Although vessels are designed with safety margins to withstand these forces, prolonged exposure to excessive stress can gradually weaken structural components, increasing the likelihood of cracks, deformation, or even catastrophic failure.

What Is a Hull Stress Monitoring System?

A Hull Stress Monitoring System is an integrated network of sensors, data acquisition units, analytical software, and onboard displays that continuously measures and evaluates structural loads on a vessel. Rather than relying solely on theoretical calculations or periodic inspections, these systems provide real-time information about the actual stresses experienced by the ship during operation.

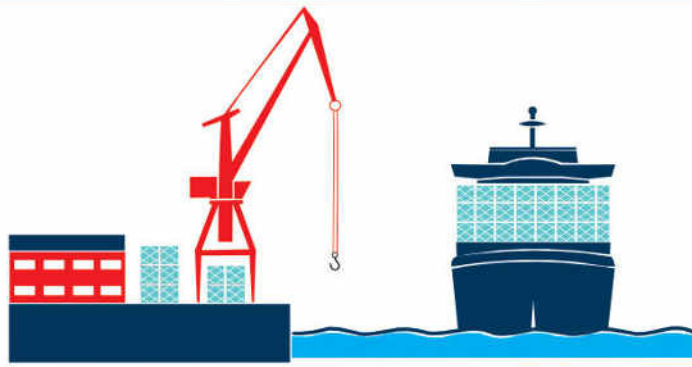
The primary objective is to ensure that structural loads remain within safe design limits while giving officers immediate insight into how weather conditions, cargo distribution, speed, and course changes affect the vessel's structural integrity. Modern HSMS can also transmit data ashore, allowing fleet managers and technical departments to monitor vessel performance remotely and support operational decision-making.

Key Components of the System

A typical hull stress monitoring system consists of several interconnected components working together.

- 1. Strain gauges** are installed at carefully selected structural locations where stresses are expected to be highest. These sensors measure minute deformations in the steel structure that correspond to mechanical stress.
- 2. Motion sensors**, including accelerometers and gyroscopes, record the ship's movements such as rolling, pitching, heaving, and vibration.
- 3. Load sensors** monitor cargo, ballast, or tank conditions that influence structural loading.

Environmental sensors may also collect information about wave height, wind conditions, and sea state to correlate external forces with structural responses. All sensor data is transmitted to a central processing unit that applies mathematical models to estimate bending moments,



Marine Insights

shear forces, torsional loads, and fatigue accumulation. The processed information is displayed through an intuitive onboard interface, often using graphical indicators, numerical values, trend charts, and alarm systems.

How the System Works

The operation of a Hull Stress Monitoring System begins with continuous data collection from sensors positioned throughout the vessel. These measurements are updated every few seconds, allowing the system to track changes in structural loading as sea conditions evolve.

The software compares measured stresses against predefined safe operating limits established during the vessel's design and classification approval process. If stress levels approach critical thresholds, visual and audible alarms notify bridge officers. The crew can then respond by adjusting speed, altering course, redistributing ballast, or modifying cargo operations to reduce structural loading.

Some advanced systems integrate weather routing information, enabling operators to anticipate future stress levels based on forecast sea conditions. This predictive capability allows proactive voyage planning that minimizes structural fatigue and improves fuel efficiency.

Operational Benefits

Hull Stress Monitoring Systems provide numerous operational advantages for both shipowners and crews.

•Enhanced Safety

The most significant benefit is improved structural safety. Continuous monitoring allows officers to identify potentially dangerous loading conditions before they develop into serious structural problems. Early intervention reduces the risk of hull damage, cargo loss, and accidents during heavy weather.

•Improved Decision-Making

Rather than relying solely on experience or conservative operating practices, bridge teams can make evidence-based decisions using real-time structural data. This leads to safer navigation while maintaining operational efficiency.

•Reduced Maintenance Costs

Repeated excessive stress accelerates fatigue cracking and structural deterioration. By operating within recommended

stress limits, ships experience less cumulative damage, reducing repair frequency and lowering maintenance expenses over the vessel's lifetime.

•Extended Service Life

Monitoring structural loads helps preserve the integrity of the hull, allowing ships to remain in safe operational condition for longer periods. This extends asset life and improves return on investment for shipowners.

•Better Cargo Management

Bulk carriers, container ships, and tankers often face complex loading scenarios. Hull stress monitoring assists crews in optimizing cargo distribution while ensuring structural limits are respected throughout loading, unloading, and the voyage itself.

Conclusion

Hull Stress Monitoring Systems represent a major advancement in maritime safety and asset management. By continuously measuring structural loads, these systems provide ship operators with valuable real-time insight into how vessels respond to changing sea conditions and operational demands. In an era where safety, efficiency, and sustainability are closely interconnected, Hull Stress Monitoring Systems offer shipowners a practical means of protecting both their vessels and the people who operate them. Their ability to transform structural data into actionable intelligence ensures that ships can navigate the world's oceans with greater confidence, resilience, and operational efficiency.



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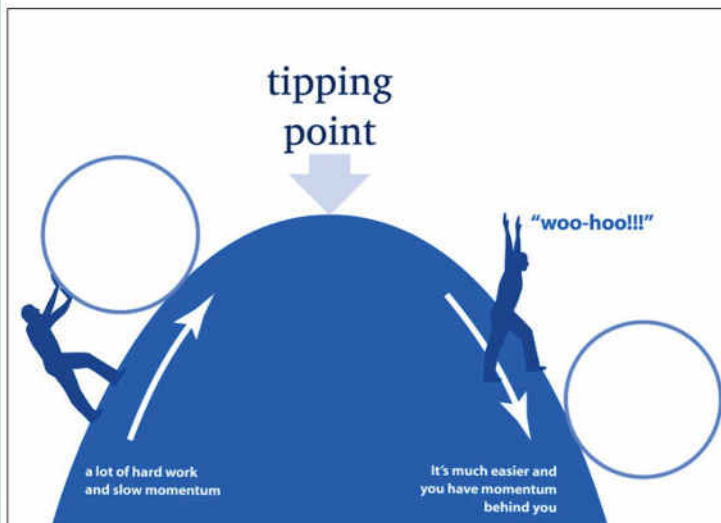


NAVIGATING THE UNCHARTED



HOW SMALL CHANGES CAN SPARK MASSIVE TRANSFORMATIONS

Ever noticed how one viral post suddenly takes over your entire feed, or how a tiny habit ends up completely changing someone's life? Big transformations don't always begin with big moves; they often start with something so small that it's easy to overlook. That's the idea behind the **Tipping Point Theory**: the moment when gradual changes build enough momentum to trigger a rapid and dramatic shift. Popularized by Malcolm Gladwell in his bestselling book *The Tipping Point*, the concept explains why trends explode, behaviors spread, and ideas catch on almost overnight. In a world where attention, technology, and culture evolve at lightning speed, understanding tipping points helps us recognize how small actions can create surprisingly powerful ripple effects.



The Science Behind Tipping Points

Think of filling a glass with water. Every drop seems insignificant until one final drop makes it overflow. That last drop didn't create the problem on its own; it simply pushed the glass past its limit. Tipping points work in much the same way.

Every system, whether it's human behavior, a business, or even the environment, has a critical threshold. This is the point where small, steady changes add up until the system can no longer stay the same. Instead of changing little by little, it suddenly shifts into a completely new state. This often happens because of a chain reaction. One event influences another, which then affects something else, creating a ripple effect that keeps growing.

Another key idea is the positive feedback loop. Despite the name, it doesn't always mean something good. It simply means that one change reinforces another, making the effect stronger over time. For example,

when more people start using a social media app, it becomes more valuable to others, encouraging even more users to join.

That's why major shifts often seem sudden. In reality, the change has been building quietly all along until it finally reaches its tipping point.

The Three Key Elements of the Tipping Point Theory

Not every idea goes viral, and not every small change creates a huge impact. So, what makes certain trends, products, or movements suddenly take off? The three key factors work together to create a tipping point.

1. The Law of the Few

Some people have a much bigger influence than others. These are the people who naturally connect with lots of others, love sharing information, or have the power to persuade. Think of your friend who always knows the latest trends before everyone else or an influencer whose recommendation instantly makes a product sell out. When these people support an idea, it spreads much faster than it would on its own.

2. The Stickiness Factor

For an idea to catch on, it has to be memorable. This is known as the Stickiness Factor. If people forget it within minutes, it won't go anywhere. But if it's catchy, useful, emotional, or fun, they're more likely to remember it and share it. A great example is a simple advertising slogan or a social media challenge that keeps replaying in your head long after you've seen it.

3. The Power of Context

Sometimes, success isn't just about the idea, it's about when and where it appears. The same message can get ignored one day and become a sensation the next because the circumstances are different. For instance, video-calling apps existed for years, but during the COVID-19 pandemic, they became essential almost overnight. The context had changed, and so did people's behavior. When these three elements: the right people, a memorable idea, and the right environment—come together, even the smallest spark can turn into something extraordinary.

How Small Changes Influence Human Behavior

Have you ever started watching "just one episode" and ended up binge-watching an entire season? Or downloaded an app because everyone around you was talking about it? Human behavior is rarely random. More often than not, it's shaped by small influences that slowly build up until they change the way we think and act.

One of the biggest drivers of behavior is habits. Our brains love routines



NAVIGATING THE UNCHARTED



because they save time and energy. That's why tiny actions like reading five pages a day or taking a short walk after dinner can eventually become automatic. Over time, these small habits compound into significant lifestyle changes without us even noticing.

Another powerful force is social influence. We naturally observe what others are doing and often follow their lead. If everyone in your office starts carrying a reusable water bottle, chances are you'll consider doing the same. This tendency helps ideas, products, and behaviors spread from one person to another, creating momentum.

Then comes peer pressure, which isn't always negative. While it can encourage unhealthy choices, it can also inspire positive ones. For example, if your friends begin exercising regularly or saving money, you're more likely to adopt those habits too. The people around us often shape our decisions more than we realize.

Finally, our decision-making patterns are influenced by small cues in our environment. A limited-time discount can make us buy something we weren't planning to purchase, while seeing hundreds of positive reviews makes a product seem more trustworthy. These subtle nudges guide our choices every day. When habits, social influence, peer pressure, and decision-making work together, even the smallest change can spark a behavioral shift. That's exactly how tipping points are created; one small action at a time.

Benefits of Understanding Tipping Points

• Better Strategic Planning

Understanding tipping points helps businesses, organizations, and individuals make smarter decisions. Instead of relying on guesswork, they can identify the right moment to introduce a product, launch a campaign, or implement a new idea. Small, well-timed actions often deliver far greater results than large, random efforts.

• Faster Innovation

Many successful innovations don't happen overnight. They gain momentum through gradual improvements until people are ready to embrace them. By recognizing tipping points, businesses can speed up the adoption of new technologies, products, or services and stay ahead of competitors in a rapidly changing market.

• Improved Problem-Solving

Complex problems often seem impossible to solve because people focus only on big solutions. Tipping Point Theory shows that small, targeted changes can trigger meaningful improvements. Addressing one key issue at the right time can create a ripple effect that solves several related problems simultaneously.

• Predicting Trends

Whether it's fashion, technology, or consumer behavior, trends usually build quietly before becoming mainstream. Understanding tipping points helps businesses, marketers, and researchers spot early signals of change. This allows them to prepare in advance instead of reacting after everyone else has already caught on.

• Creating Lasting Change

Real and lasting change rarely comes from one dramatic event. It happens when small, consistent actions accumulate over time. Whether someone is building healthier habits, growing a business, or leading a social movement, understanding tipping points helps create momentum that leads to long-term success instead of short-lived results.



How to Create Your Own Tipping Point

• Build Momentum Gradually

Big success rarely happens in a single moment. It starts with small, consistent efforts that build over time. Whether you're launching a business, developing a habit, or growing an audience, every action adds momentum. Stay consistent, because the breakthrough often comes after weeks or months of steady progress.

• Focus on Influential People or Groups

The right people can amplify your message much faster than reaching everyone at once. Connect with industry experts, community leaders, influencers, or loyal supporters who genuinely believe in your idea. Their recommendations build trust and encourage others to follow, helping your message spread more naturally and effectively.

• Leverage Timing and Environment

Even the best ideas can fail if they're introduced at the wrong time. Pay attention to trends, audience needs, and current events before launching a product or campaign. When your message aligns with the right moment and environment, it has a much greater chance of gaining momentum quickly.

Conclusion

The Tipping Point Theory reminds us that extraordinary outcomes often begin with ordinary actions. Whether it's changing a habit, growing a business, or starting a movement, success is usually the result of consistent effort combined with the right people, timing, and environment. By recognizing and nurturing these small changes, anyone can create momentum that leads to meaningful and lasting transformation.

(Disclaimer: The information in this magazine are purely for recreational reading /entertainment. They are not meant to replace intelligent decision-making on behalf of the reader.)



SHIPPING NEWS

PANAMA STRENGTHENS ITS GLOBAL STANDING AS SHIP REGISTRY EARNS ISO 9001:2015 RECERTIFICATION

In an industry where confidence is built on consistency, transparency, and operational performance, Panama has once again reinforced its position among the world's leading maritime registries.

The Directorate General of Merchant Marine (DGMM) of the Panama Maritime Authority (PMA) has successfully renewed its ISO 9001:2015 certification for its Quality Management System, reaffirming that the world's largest ship registry continues to operate under internationally recognized standards designed to ensure efficiency, accountability, and continuous improvement.

The recertification, awarded by Bureau Veritas following a comprehensive external audit, validates the effectiveness of the DGMM's management processes and underscores Panama's long-term commitment to delivering reliable, high-quality services to shipowners, operators, and stakeholders across the global maritime sector.

At a time when regulatory compliance, digital transformation, and service quality are becoming increasingly decisive factors for fleet operators, maintaining internationally recognized quality standards sends a clear message: Panama remains committed to evolving alongside the needs of an increasingly competitive maritime industry.

For Ramón Franco, Director General of Merchant Marine, the achievement extends well beyond meeting an international benchmark.

"This is more than a certification," Franco said during the presentation ceremony. "It reflects the culture we have built within the Directorate General of Merchant Marine. We are not simply administrators of a registry, we deliver a competitive, world-class service with leadership and excellence that exceeds the expectations of our stakeholders."

According to Franco, the Quality Management System has become an essential tool for strengthening key operational areas, including the safety of life at sea, maritime security, pollution

prevention, and the continuous optimization of internal processes.

The certification was issued by Bureau Veritas, whose representatives emphasized that ISO 9001:2015 has become a cornerstone for organizations seeking to demonstrate operational excellence in today's maritime industry.

José Chong, representing the classification and certification body, noted that the standard requires organizations to systematically evaluate their processes, identify opportunities for improvement, and maintain an enduring commitment to quality.

"Displaying this recertification is a guarantee that Panama offers the international maritime community of its commitment to providing the highest standards of service in ship registration," Chong said.

He also pointed out that earning certification is only the beginning. The greater challenge, he explained, lies in maintaining compliance through ongoing internal and external audits, continuous personnel training, and a sustained commitment to improvement requirements that ultimately strengthen competitiveness and reinforce trust among international clients.

For Panama, the renewed certification represents another step in preserving the credibility of a registry that plays a pivotal role in global shipping. As maritime regulation, sustainability expectations, and customer demands continue to evolve, internationally recognized quality management systems have become more than administrative tools, they are strategic assets that support resilience, operational excellence, and long-term competitiveness.

By renewing its ISO 9001:2015 certification, the Directorate General of Merchant Marine reaffirms its commitment to continuous improvement while reinforcing the reputation of the Panamanian Ship Registry as one of the world's most trusted and influential flags, supported by a management framework that meets the highest international standards.

SEASPAN BECOMES FIRST INTERNATIONAL SHIP OWNER AND OPERATOR TO ACCESS CHINA'S PANDA BOND MARKET

Seaspan Corporation Pte. Ltd., a leading independent maritime asset owner and operator, is pleased to announce the successful issuance of a RMB 1.5 billion Panda Bond in China's domestic bond market.

The three-year private placement note was issued on July 15, 2026, with a coupon rate of 2.50% per annum. The offering was oversubscribed by Chinese onshore and international investors with a book coverage ratio of 2.3 times.

The transaction is a significant milestone for Seaspan as the first international ship owner and operator to successfully access the Panda Bond market.

Beyond establishing a new funding channel, the transaction supports Seaspan's strategy to diversify its sources of capital and broaden its access to unsecured debt, strengthening the company's ability to invest in its fleet, pursue growth opportunities, and create long-term value for customers and stakeholders.



“The issuance demonstrates the confidence that investors have in Seaspan’s credit quality, business model, strong financial profile, and sustainable growth strategy,” said Andreas Brauch, Chief Financial Officer. “Expanding our access to China’s domestic capital markets further diversifies our funding sources and improves our access to cost-efficient capital, enhancing our long-term growth objectives to support our customers with one of the

world’s largest and most modern fleets.”

The Panda Bond issuance marks an important highpoint in Seaspan’s participation in Chinese capital markets, where the company has strategic partnerships across the maritime ecosystem, including chartering, shipbuilding, financing, and maritime services.

SOUTHEAST ASIA TO DELIVER LESS THAN ONE-THIRD OF PLANNED GAS POWER CAPACITY BY 2030

Southeast Asia is expected to deliver less than one-third of its planned gas-fired power capacity by 2030, according to new research from Wood Mackenzie, highlighting a widening gap between government ambitions and project execution. Across six major Southeast Asian power markets, governments are targeting approximately 53 GW of new gas-fired capacity by 2030. However, Wood Mackenzie forecasts that only 14.9 GW will reach commercial operation, as volatile fuel cost, equipment shortages, financing constraints and infrastructure bottlenecks delay project development. “The challenge today is not planning power projects but executing them. New gas-fired capacity depends on several critical enablers, including LNG infrastructure, project financing, and turbine availability. A bottleneck in any one of these areas can delay an entire project,” said Alvin Tan, Southeast Asia power and renewables research analyst at Wood Mackenzie. The report, *Is Southeast Asia Being Gaslighted? A Deep Dive Into Southeast Asia’s Gas-to-Power Market*, further finds that only 11 GW of the planned gas-to-power pipeline has secured gas turbines. The remaining planned capacity, which has yet to secure gas turbines, is likely to face delivery lead times of at least five years.

Southeast Asia’s electricity demand is projected to grow 2.4-fold by 2050, outpacing China, Australia and South Korea. Growth is being fuelled by industrial expansion, the China+1 manufacturing shift and rising investment in semiconductor production, electronics and hyperscale data centres. Wood Mackenzie forecasts that gas demand from the power sector will more than double between 2026 and 2050, accounting for more than one-quarter of regional electricity generation by mid-century.

Energy security adds a new layer of complexity

Wood Mackenzie expects Southeast Asia to become a net gas importer by 2033, with LNG projected to supply more than 80% of regional gas demand by 2050. However, delivering the region’s planned gas capacity is becoming increasingly challenging. While gas turbine shortages have emerged as the most visible constraint, project timelines are also being affected by fuel availability, LNG infrastructure, financing, permitting and equipment procurement.

“Gas was once seen as a key enabler of Southeast Asia’s energy transition, capable of meeting rising electricity demand, supporting the integration of renewable energy, and, most importantly, maintaining energy security. Today, that assumption is being challenged. As gas project delays mount and supply chains tighten, policymakers are being forced to rethink not only the role of gas in the near term, but also the long-term pathways to achieving their energy transition goals,” said Wei Han Tan, Southeast Asia power and renewables research analyst at Wood Mackenzie.

Vietnam: the largest delivery gap

Vietnam faces the region’s widest gap between ambition and delivery. While the government targets 29.4 GW of new gas-fired capacity by 2030, Wood Mackenzie expects only 3.7 GW to come online. Early LNG-to-power projects have exposed commercial challenges around fuel pricing and cost allocation, while uncertainty over domestic gas supply and project timing continues to delay development.

Malaysia: extending existing capacity

Peninsular Malaysia is managing near-term execution risk by extending nearly 5 GW of existing gas-fired capacity through 2030, providing a temporary bridge while new projects progress. Wood Mackenzie forecasts 5.9 GW of new capacity additions against a requirement of around 9.4 GW, underscoring the continued need for new-build gas capacity to meet future demand and maintain system reliability. At the same time, the government is exploring the repurposing of retiring coal plants into renewable energy hubs.

Indonesia: equipment constraints slow progress

Indonesia has secured turbine supply for only 200 MW of its planned 8.4 GW gas capacity pipeline, the lowest proportion among the markets analysed. While abundant domestic coal reduces near-term reliability risks, it may also slow decarbonisation. As a result, Indonesia is placing greater emphasis on accelerating solar deployment alongside selective gas development.

Singapore: best positioned, but not immune

Singapore remains the region’s strongest performer on project execution, with turbine supply secured for all major projects expected before 2030. However, its next procurement round for 1.8 GW of hydrogen-ready generation capacity will test whether even well-prepared markets can continue to navigate tightening global equipment supply.

Philippines: delivery delays threaten reliability

The Philippines faces immediate supply adequacy challenges, highlighted by simultaneous red alerts across the Luzon and Visayas grids in May 2026. Wood Mackenzie forecasts only 0.4 GW of new gas capacity against a government target of around 2 GW by 2030. Beyond project delays, fragmented responsibility for long-term resource planning remains a key structural challenge.

Thailand: managing surplus capacity

Thailand’s challenge is managing an oversupplied power system. Draft PDP2024 targets 1.4 GW of new gas capacity by 2030, while Wood Mackenzie expects only 0.5 GW to be delivered. The bigger question is how policymakers address surplus generation capacity locked into long-term power purchase agreements while advancing the country’s energy transition.

HII SIGNS PERFORMANCE-BASED PRODUCTION AGREEMENTS WITH PATH ROBOTICS AND GRAYMATTER ROBOTICS

HII announced long-term performance-based production agreements with High-Yield Production Robotics (HYPR) team members GrayMatter Robotics and Path Robotics. The signed agreements are designed to accelerate the development and deployment of advanced physical AI automation across U.S. Navy shipbuilding programs, including aircraft carriers, submarines, destroyers, amphibious ships, future frigates and unmanned surface vessels.

"We are committed to making generational investments to develop new shipbuilding capability and to expand capacity," said Eric Chewning, executive vice president of maritime systems and corporate strategy at HII. "Together, we are defining a new approach to robotics in shipbuilding: automation that can adapt to extreme levels of complexity, mix, and size. This collaboration represents a strategic investment in the future of American shipbuilding, strengthening industrial base resilience, expanding distributed shipbuilding capacity, feeding critical materials to our shipyards and workforce, and unlocking new production efficiencies essential to delivering the Navy's growing fleet."

Under the agreements, HII intends to award up to \$900 million in total shipbuilding work to Path Robotics and GrayMatter Robotics across seven years, contingent on the two companies meeting clearly defined technology and manufacturing readiness, and performance milestones outlined in the agreements. This sustained demand signal enables Path Robotics and GrayMatter Robotics to make significant long-term investments in robotics, autonomous systems, facilities and workforce required to deliver Navy-grade production at scale.

"For years, we've believed physical AI could fundamentally change manufacturing," said Andy Lonsberry, CEO and co-founder of Path Robotics. "HYPR is a powerful validation of our vision that physical AI can scale shipbuilding capacity in one of the world's most demanding production environments. Together with HII, we're proud to be building the shipyard of the future, unlocking distributed shipbuilding, and establishing a blueprint for strengthening America's maritime industrial base."

"This agreement represents an important milestone in bringing

Factory SuperIntelligence to America's leading shipbuilding company," said Ariyan Kabir, CEO and co-founder of GrayMatter Robotics. "By combining Physical AI with autonomous production systems, we're helping create manufacturing that learns, adapts, and improves over time, making complex shipbuilding faster, more resilient, and more scalable."

Together with HII and Path Robotics, we're laying the foundation for the next generation of American industrial capability and helping ensure that the United States can build critical assets at the speed and scale our national security demands."

The performance-based production agreements are part of a broader set of strategic agreements that form the HYPR Program, including collaboration and joint development frameworks that establish governance, program execution, and long-term operational alignment among the companies. The companies expect the collaborative effort to push the boundaries of automation never seen before in shipbuilding.

The agreements are structured in two stages: a Navy-grade development stage and a delivery stage. In the development stage, both companies will partner with HII to develop, validate and qualify high-precision production techniques for autonomous welding, grinding, blasting, painting, assembly, inspection and other fabrication processes, then integrate them into an autonomous production line. The agreements establish a rigorous testing, qualification and oversight process to ensure that every technology meets the stringent standards of U.S. Navy shipbuilding. In the delivery stage, HII will begin sourcing shipbuilding work from both companies through the new line, contingent upon favorable cost, schedule and quality performance. The delivery stage is designed to augment HII's current distributed shipbuilding strategy, starting with small steel structures and growing to include units and modules.

In 2026, HII plans to outsource more than 2.5 million hours of shipbuilding work, a 30% increase from 2025, while expanding its structural assembly network of assembly partner companies, enabling more work to be completed outside the shipyards before final assembly.

OIL PRODUCERS BUY TANKERS DIRECTLY TO NAVIGATE BLOCKED ROUTES

Oil-producing countries that have frequently experienced blockages in major Middle Eastern shipping routes, such as the Strait of Hormuz and the Red Sea due to wars, are increasingly purchasing oil tankers directly a unique trend. Traditionally, oil-producing nations focused on crude and gas production, while buyers secured transportation. This was the standard practice.

However, supply chain disruptions caused by delayed shipments during conflicts have upended this model. The need for infrastructure to deploy tankers immediately during crises has become apparent, leading to what is being called a push to secure strategic vessels. This shift could open new markets for South Korean shipbuilders and shipping companies.

Why Are Oil Companies Buying Tankers Directly?

A logistics subsidiary of the UAE's state-owned energy giant ADNOC, acquired five Very Large Crude Carriers (VLCCs) from Cyprus-based Frontline for approximately 590 million dollars (850 billion Korean won). ADNOC, the national energy company of Abu Dhabi, the UAE's largest oil-producing emirate controls over 90% of the UAE's oil production and exports.

ADNOC also separately acquired three Very Large Gas Carriers (VLGCs) and reportedly ordered 25–30 crude, LNG, and LPG tankers from shipyards. The company is purchasing second-hand vessels to meet immediate needs while ordering new ships to prepare for future demand.



ADNOC L&S also chartered around 25 crude carriers from South Korea's Sinokor Merchant Marine. Approximately 15 of these operate as shuttle vessels, transporting crude from production facilities inside the Strait of Hormuz to storage hubs in Fujairah (UAE) and Oman. This reflects rising demand for short-distance transport to move oil from high-risk areas to safer storage. The stored oil is later loaded onto larger tankers for export to Asia and other long-distance markets.

In the past, oil producers had little reason to own large fleets. Middle Eastern crude was typically traded via refiners or commodity traders who arranged shipping. Even when producers handled transportation, chartering ships from specialists was cheaper than owning them. Direct ownership incurs costs for purchase, crew, maintenance, and insurance. Separating production and shipping made economic sense.

However, repeated supply chain crises in the Strait of Hormuz and Red Sea have changed this. Conflicts reduce the number of ships willing to enter risky zones, delaying shipments. Undelivered oil accumulates in export terminals and storage tanks. When storage fills, production must be cut, no matter how much oil is produced, it cannot be exported without ships.

ADNOC's aggressive fleet expansion is also driven by a tanker shortage. Low freight rates and uncertain oil demand forecasts in recent years delayed new orders. Uncertainty over future fuel types (LNG, methanol, ammonia) further slowed investments. As a result, operational VLCCs are scarce, and new builds take years to deliver. With wars exacerbating risks, oil producers are rushing to

secure second-hand vessels. A shipping industry insider noted, "ADNOC's purchase prices for second-hand ships are close to newbuild costs. If the UAE moves this aggressively, other Middle Eastern nations may follow."

Could This Be a Boon for South Korea's Shipbuilding Industry?

The competition among oil producers to secure strategic vessels could create new opportunities for South Korean shipbuilders. ADNOC, one of the world's top-tier national oil companies, following Saudi Aramco, produces nearly 4.85 million barrels per day, double South Korea's daily consumption (2.5 million barrels). If such market leaders expand fleet acquisitions, other Middle Eastern state enterprises may follow.

South Korean shipyards currently focus on high-value vessels like LNG carriers. However, if Middle Eastern companies expand orders for LNG, gas, and crude carriers beyond second-hand purchases, domestic shipbuilders could see broader demand. ADNOC L&S, for instance, ordered eight LNG carriers from Samsung Heavy Industries and Hanwha Ocean in 2024, with options for one additional carrier from each shipbuilder (two more in total). These vessels, to be delivered from 2028, will be chartered to ADNOC affiliates for 20 years.

Domestic shipping companies could also benefit indirectly. Long-term contracts where producers order dedicated vessels and charter them for 10–20 years may increase, offering more than temporary freight rate hikes.



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Guest Column

MR. SUBRAT KULSHRESTHA
- Marine Lawyer



GUIDANCE ON MARITIME CLAIMS

(In continuation to the article of 1st July, Issue)

TOWAGE CLAIMS

1.5 Claims Management

Long-distance towage is a highly technical operation and should not be entered into lightly. It is normally good policy to engage the services of an experienced marine surveyor specializing in towage operations to carry out a detailed 'Tug, Tow & Towage' survey prior to commencement of the towage and to issue a 'towage approval certificate' when satisfied with all aspects. Such a surveyor could then be asked to subsequently monitor and report on the progress of the tow. Secondly, parties are strongly urged to consult their P&I insurers prior to concluding towage contracts (even coastal or harbor towage contracts) to ensure that the terms of such contracts do not impose unusually onerous terms which might thereby prejudice their insurance cover.

1.6 Case Studies

Case Study 1

The owners of the *HOMEWOOD* entered into a contract for the towage of the vessel from Workington to Glasgow for a fixed price. The *HOMEWOOD* had no propulsion power and was manned by only five crew members. The tow rope parted in very bad weather and fouled the tug's propeller. Therefore, the *HOMEWOOD* was forced to anchor in a place of refuge and the crew left the vessel pending the return of the tug. Subsequently, the tug returned to the *HOMEWOOD* and, despite the absence of the *HOMEWOOD* crew, cut her anchor chains, re-attached the tow and towed the vessel to Glasgow.

The owner of the tug claimed a salvage award for the service rendered in assisting the *HOMEWOOD* after the parting of the tow rope. The court held that the parting of the tow rope during the course of towing a vessel devoid of propulsion power in November was within the reasonably contemplated scope of the towage contract. However, the contract did not contemplate, *inter alia*, that her crew would have to be evacuated, that the vessel would have to be left at anchor with no one on board nor that the tow would continue without the assistance of the *HOMEWOOD*'s anchors or crew. Therefore, there was an unexpected and un contemplated element of danger. Nevertheless, the original towage contract envisaged that the towage would be performed with the assistance of the *HOMEWOOD*'s crew and anchors and since the tug decided of its own volition, and without reasonable justification, to forego that assistance, they were entitled merely to the remuneration agreed in the towage contract and could not claim salvage.

NB! If the tug had been entitled to claim a salvage award that award would have been paid solely by the shipowners and their Hull and Machinery insurers since no other interest was at risk. The sum payable under the towage contract would be payable solely by the owners of the

HOMEWOOD but the costs of defending the claim may have been recoverable under their Defense cover.

Case Study 2

The tug *MIGHTY DELIVERER* was contracted to tow the *A TURTLE* drilling rig from Brazil to the Asia on the TOWCON 1985 form which obliges the tug owners to use their "best endeavors to perform their towage" and to exercise due diligence to "tender the tug at the place of departure in a seaworthy condition and in all respects ready to perform the towage." However, the contract also has a 'knock for knock' term which provides that each party to the contract agrees to bear the responsibility for its own people and property "howsoever caused" and "whether or not the same is due to breach of contract, negligence or any fault". The contract also provides that neither contracting party has the right of recourse against the other contracting party.

During the transit, the tug began to run out of fuel and the drilling rig was intentionally released from the tow since, if the tow had not been released, both tug and tow would have been at risk of loss at sea. After refueling, the tug returned to search for the rig. However, after being adrift for several weeks, the rig finally ran aground on the island of Tristan da Cunha in the Atlantic. The owners of the rig brought a claim against the owners of the tug for the loss of the rig and the wreck removal costs and the owners of the tug brought a claim against the owners of the rig for the 95 per cent of freight that was "due and payable on arrival of the tug and tow at the place of destination."

The English court held that the owners of the tug had not exercised due diligence to "tender the tug at the place of departure in a seaworthy condition and in all respects ready to perform the towage" since it was insufficiently fueled for the transit despite the fact that surveyors appointed by the rig had surveyed the tug before concluding the towage contract and had issued a 'fitness to tow' certificate. The court also held that the tug was in breach of its continuing duty during the transit to use its "best endeavors to perform the towage". However, despite these findings, the court held that the owners of the tug were not liable for the claims brought by the rig since they were protected by the 'knock for knock' provisions of the TOWCON charter. It also held that the tug owners were entitled to retain the 5 per cent freight that had been paid in advance but were not entitled to payment of the balance of 95 per cent since the precondition for payment (i.e. delivery at the agreed place of destination) had not been satisfied. The hull of the rig was insured with Hull and Machinery insurers on special terms which included wreck removal cover up to a limit of 25 per cent of the insured value. The balance of the wreck removal costs was borne by P&I insurers.

To be continued in next article.....

(If required, you can directly mail him at subrat@bhlegalease.co.in)

YOUR FORECAST

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



- BY RANI

Aries (Mar 21 – Apr 20)

The second half of August encourages you to trust your instincts. Your strength lies in the courage to make decisions that reflect your own ambitions rather than outside expectations. Professional opportunities favour those who act with confidence and purpose. Honest conversations strengthen personal relationships, while financial choices create greater stability. Focus on goals that truly inspire you instead of distractions. This season reminds you that true independence begins the moment you believe in your own abilities. The path ahead rewards courage, conviction, and confidence to shape your future on your own terms.

Taurus (Apr 21 – May 21)

August reminds you that lasting security comes from trusting yourself. Professional matters progress through consistency, while personal relationships flourish when appreciation is expressed openly. Financial discipline creates opportunities for the future, allowing greater peace of mind. Let go of worries that no longer deserve your attention. Time spent in calm surroundings restores perspective and confidence. The second half of the month encourages freedom from self-doubt and renewed appreciation for everything you've achieved. Quiet confidence becomes the foundation for exciting possibilities waiting to unfold each new day.

Gemini (May 22 – June 21)

Fresh perspectives arrive throughout the second half of August, inviting you to think beyond familiar routines. Conversations spark ideas that encourage meaningful change in both work and personal life. Professional opportunities favour adaptability, curiosity, and clear communication. Financial matters benefit from practical organisation while leaving room for creativity. Embrace experiences that challenge old assumptions and broaden your outlook. This season celebrates the freedom to question, discover, and grow through learning. Trust your own voice, and you'll uncover rewarding and exciting opportunities for the time ahead.

Cancer (June 22 – July 22)

The weeks ahead invite you to release emotional burdens that have quietly weighed on your heart. Professional responsibilities become easier once you establish healthy boundaries and focus on what truly matters. Family and friendships offer reassurance when you allow others to support you as generously as you support them. Financial confidence grows through patient planning and realistic expectations. Caring for your wellbeing creates space for renewed optimism and lasting peace. This season underscores that emotional freedom is one of life's greatest strengths. By choosing hope over worry, you welcome genuine contentment.

Leo (July 23 – Aug 23)

Your natural confidence shines brightest when it comes from authenticity rather than recognition. The second half of August encourages bold ideas, generous leadership, and the courage to express your individuality without hesitation. Professional achievements become more satisfying when they reflect your true passions. Relationships deepen through warmth, laughter, and genuine appreciation for those who stand beside you. Financial matters improve through wise choices that support long-term goals. Celebrate your unique qualities without comparison. This season reminds you that the greatest freedom is being yourself, uninhibited.

Virgo (Aug 24 – Sept 23)

The second half of August encourages you to release the pressure of chasing perfection and appreciate how far you have already come. Professional responsibilities become more rewarding when you trust your experience instead of second-guessing every decision. Thoughtful communication strengthens relationships, creating greater understanding and cooperation at home as well as in the workplace. Your careful approach to financial planning continues to provide reassurance and stability, giving you the confidence to look ahead. Healthy routines help you maintain balance, even during busy or demanding days. This season reminds you that true freedom comes from valuing progress rather than expecting flawlessness. The months ahead reward practical wisdom, quiet determination, and the courage to embrace change with confidence. By trusting your judgment and allowing yourself room to grow, you create opportunities that reflect your deepest values.

Scorpio (Oct 24 – Nov 23)

August helps you release what no longer reflects the person you are becoming. Professional challenges reveal hidden strengths, rewarding patience, determination, and careful judgment. Personal relationships grow stronger through honesty and the courage to show your true feelings. Financial confidence develops through thoughtful planning rather than unnecessary risks. Quiet moments of reflection help you recognise how much you have already changed. This season rejoices in the freedom that comes with letting go of old fears. As the year unfolds, your resilience opens doors to experiences that feel empowering, and meaningful.

Sagittarius (Nov 23 – Dec 21)

The spirit of discovery grows stronger during the second half of August, making you follow your curiosity wherever it leads. Professional opportunities emerge through learning, adaptability, and a willingness to embrace unfamiliar ideas. Friends and loved ones inspire fresh perspectives that broaden your outlook. Financial matters benefit from practical choices that support future adventures. Every new experience reminds you that freedom is found in both exploration and understanding.

This season urges you to step confidently beyond familiar boundaries. The months ahead promise enriching, and exciting opportunities.

Capricorn (Dec 22 – Jan 20)

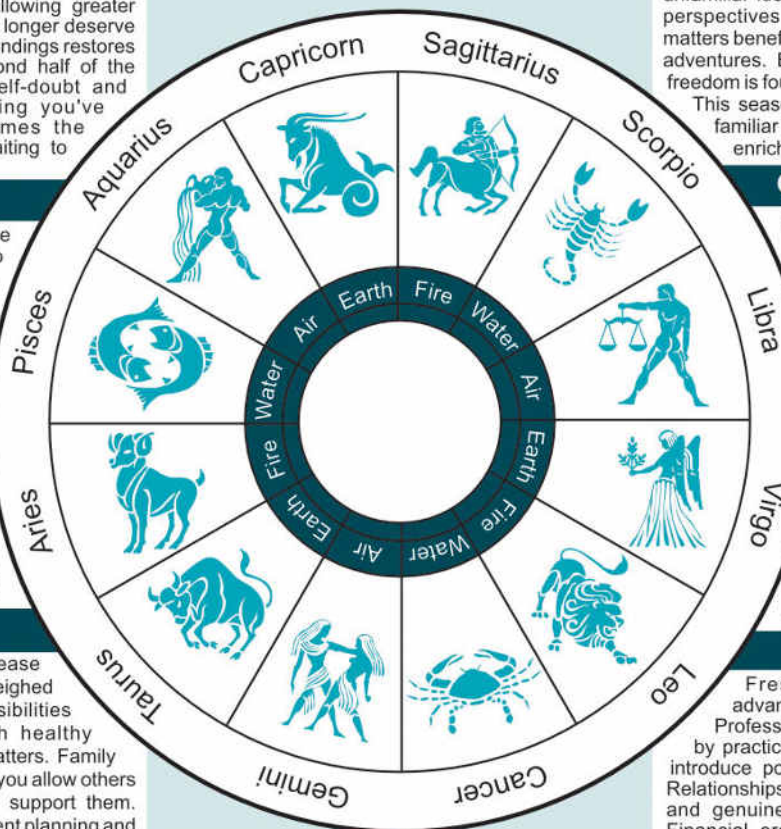
August reminds you that genuine independence is earned through patience, responsibility, and unwavering commitment. Professional efforts continue gaining recognition for reliability and thoughtful leadership. Family relationships flourish when you allow yourself time to enjoy life's quieter moments. Financial discipline strengthens your confidence and creates opportunities for future ambitions. Looking after your wellbeing remains just as important as achieving new goals. This season welcomes the freedom that comes from building a life on your own values. The road ahead reflect your invincible and tethered spiritual strength.

Aquarius (Jan 21 – Feb 18)

Fresh thinking becomes your greatest advantage during the second half of August. Professional life rewards original ideas supported by practical action, while meaningful conversations introduce possibilities you hadn't considered before. Relationships flourish when you remain open-minded and genuinely curious about others' perspectives. Financial organisation creates greater flexibility for future plans. This season reminds you that true independence begins with the courage to think differently while staying true to yourself. The coming months reveal your individuality to become a source of encouragement for everyone around you.

Pisces (Feb 19 – Mar 20)

August invites you to trust your heart without losing sight of practical realities. Professional matters improve through patience, thoughtful preparation, and quiet confidence in your abilities. Relationships thrive when compassion is balanced with healthy boundaries. Financial awareness helps transform small, consistent efforts into lasting reassurance. Creative interests provide inspiration and restore emotional energy. This season celebrates the freedom to dream while taking meaningful steps toward those dreams each day. The months ahead remind you that your most authentic path has always been the one waiting within you.



Libra (Sept 23 – Oct 23)

The second half of August helps you find true balance that begins with choices that reflect your own values. Professional matters improve when you express your ideas with quiet confidence rather than seeking constant approval. Relationships flourish through honesty, mutual respect, and meaningful conversations that deepen trust and understanding. Financial decisions benefit from patience and careful planning, especially when preparing for the future. Creative pursuits restore emotional clarity. This season encourages you to follow your own path while remaining open to fresh perspectives and unexpected opportunities. The months ahead favour rewarding partnerships, stronger self-belief, and steady personal growth. By embracing authenticity instead of expectation, you create a future filled with harmony, and opportunities that truly belong to you.

(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.)

REVIEW CORNER



Bioluminescence: The Ocean's Natural Light Show

• A Magical Glow Beneath the Waves

Imagine walking along a beach on a dark night and watching the waves glow bright blue with every step. It looks like something from a fairy tale, but this breathtaking display is a real natural phenomenon called bioluminescence. Found in oceans around the world, this glowing effect is created by tiny marine organisms that produce their own light. It is one of nature's most fascinating wonders and continues to amaze scientists, photographers, and travelers alike.

• What Is Bioluminescence?

Bioluminescence is the natural ability of living organisms to produce light through a chemical reaction inside their bodies. Unlike the light produced by fire or electricity, this light generates almost no heat and is therefore called "cold light." Most bioluminescent organisms live in the ocean, although a few land creatures, such as fireflies and certain fungi, also have this remarkable ability. In the sea, bioluminescence is especially common because sunlight cannot reach the deepest parts of the ocean, making natural light an important survival tool.

• How Does It Produce Light?

The glow is produced when a natural chemical called luciferin reacts with oxygen in the presence of an enzyme called luciferase. This reaction releases energy in the form of blue or green light, which travels efficiently through seawater. Many glowing organisms produce light only when the water around them is disturbed. For example, when waves crash onto the shore, fish swim past, or a boat moves through the water, millions of tiny plankton light up at once, creating a sparkling blue trail.

• Creatures That Glow in the Ocean

Many different marine species can produce bioluminescence. The most well-known are microscopic plankton called dinoflagellates, which are responsible for the glowing beaches seen around the world. Jellyfish, squid, shrimp, octopuses, and several deep-sea fish also produce light. Some fish even have glowing organs beneath their eyes or along their bodies. Scientists estimate that a

large number of deep-sea animals possess some form of bioluminescence, making it one of the most common survival features in the deep ocean.

• Why Do Marine Animals Glow?

Bioluminescence serves many important purposes. Some animals use it to attract prey by creating glowing lures that tempt smaller creatures to come closer. Others flash bright lights to confuse or frighten predators, giving them enough time to escape. Certain species use glowing patterns to communicate with one another or to attract mates during the breeding season. In the dark depths of the ocean, where visibility is extremely limited, light becomes an effective way to survive and interact with other marine life.



• Where Can You Witness This Natural Wonder?

Bioluminescent beaches can be found in several parts of the world, including the Maldives, Puerto Rico, Jamaica, Vietnam, and Australia. In India, glowing waves have occasionally been observed along the coasts of Maharashtra, Goa, Karnataka, Kerala, Odisha, and Tamil Nadu when conditions are favourable. These glowing displays usually appear after blooms of bioluminescent plankton and are influenced by water temperature, tides, weather, and ocean currents.

• Threats to Nature's Light Show

Despite its beauty, bioluminescence is under threat. Pollution, plastic waste, climate change, rising sea temperatures, and habitat destruction can reduce the number of glowing organisms in the ocean. Artificial lighting along coastlines can also make the natural glow less visible at night. Protecting marine ecosystems through cleaner oceans, responsible tourism, and conservation efforts is essential to preserve this extraordinary phenomenon.

• A Spectacle Worth Preserving

Bioluminescence is one of the ocean's most magical gifts. It transforms dark waters into a glowing masterpiece while demonstrating the incredible adaptations of marine life. More than just a beautiful sight, it reminds us of the importance of protecting our oceans and the countless species that call them home.

The History Of India's Maritime Heritage

• A Legacy Shaped by the Sea

India has a coastline of over 7,500 kilometres, making the sea an important part of its history, culture, and economy. For thousands of years, the Indian Ocean has connected India with countries in Asia, Africa, and Europe. Long before modern ships and ports, Indian sailors and merchants travelled across the seas to trade goods, exchange ideas, and build relationships with distant lands. India's maritime heritage is a story of exploration, trade, innovation, and cultural exchange that continues to influence the nation even today.

• The Beginnings of Maritime Trade

India's maritime history dates back to the Indus Valley Civilization (around 2500 BCE). One of the world's earliest known ports, Lothal in present-day Gujarat, played a significant role in overseas trade. Archaeologists discovered a well-planned dockyard at Lothal, proving that people of the Indus Valley built ships and traded with civilizations such as Mesopotamia. They exported beads, cotton textiles, pottery, and precious stones while importing metals and other valuable goods. These discoveries show that India was involved in international trade more than 4,000 years ago.



• Ancient Kingdoms and Sea Routes

As time passed, several Indian kingdoms expanded their trade across the Indian Ocean. The Maurya, Satavahana, Chera, Pandya, and Chola dynasties encouraged maritime commerce and built strong trading networks.

Indian merchants sailed to Sri Lanka, Southeast Asia, the Arabian Peninsula, and East Africa, carrying spices, silk, cotton fabrics, ivory, and gemstones. In return, they brought back gold, horses, perfumes, and luxury goods. These sea routes also helped spread Indian culture, languages, religions, and art to other regions.

• The Chola Empire and Naval Strength

Among India's greatest maritime powers was the Chola Empire of South India. Between the 10th and 12th centuries, the Cholas developed one of Asia's strongest naval forces. Their ships

travelled across the Bay of Bengal, reaching present-day Indonesia, Malaysia, and Thailand. The Cholas protected trade routes and strengthened political and economic ties with Southeast Asian kingdoms. Their naval achievements demonstrated India's ability to build powerful fleets and successfully navigate long-distance sea voyages.

• Ports That Connected the World

India's coastline was home to many famous ports that became centres of international trade. Ancient ports such as Lothal, Muziris, Sopara, Tamralipta, and Arikamedu welcomed merchants from Rome, Arabia, China, and Southeast Asia. These ports were busy marketplaces where goods, knowledge, languages, and traditions were exchanged. The spice trade, especially black pepper, cardamom, cinnamon, and cloves, made India one of the world's most sought-after trading partners for centuries.

• The Arrival of European Powers

From the late 15th century onwards, European explorers arrived in India by sea. The Portuguese were the first, followed by the Dutch, French, and British. They established trading posts along India's coast and gradually expanded their influence.

Over time, the British East India Company gained control of many important ports and trade routes, eventually leading to British colonial rule. Although this period changed India's maritime trade, the country's long-standing connection with the sea remained strong.

• India's Maritime Heritage Today

Today, India's maritime legacy continues through its modern ports, shipping industry, and naval strength. Major ports such as Mumbai, Chennai, Kochi, and Visakhapatnam handle millions of tonnes of cargo every year, supporting the country's economy and global trade.

The Indian Navy protects the nation's vast coastline and ensures the safety of important sea routes. Museums, heritage sites, and archaeological discoveries continue to preserve and celebrate India's rich maritime past.

• A Heritage Worth Celebrating

India's maritime heritage is more than a record of ships and ports. It is the story of people who crossed oceans to explore new lands, build friendships, and exchange knowledge. From the dockyards of Lothal to the powerful Chola navy and the bustling ports that welcomed traders from around the world, the sea has played a vital role in shaping India's history.

By understanding and preserving this heritage, we honour the achievements of generations who made India an important center of global maritime trade and cultural exchange.



Health Zone



THE HIDDEN HEALTH RISKS OF DAMP HOMES DURING THE MONSOON

Why Excess Moisture in Your Home Can Affect Your Health

The monsoon season brings welcome relief from the scorching summer heat, filling the air with freshness and transforming the landscape into lush greenery. While the rainy season is enjoyable, it also creates conditions that encourage dampness inside homes. High humidity, water seepage, leaking roofs, poor ventilation, and wet walls can all contribute to excess moisture indoors. Although many people see damp patches or mould as only a visual problem, they can have serious effects on health. Damp homes provide an ideal environment for mould, bacteria, fungi, and dust mites to grow, increasing the risk of respiratory illnesses, allergies, skin infections, and other health problems. Recognising these hidden dangers and taking preventive measures can help create a healthier home during the rainy season.

♦ What Causes Dampness During the Monsoon?

During the monsoon, the air contains a large amount of moisture, making it difficult for walls, floors, furniture, and fabrics to dry completely. Dampness usually develops when rainwater enters through leaking roofs, cracked walls, faulty plumbing, or poorly sealed windows. Even everyday activities such as cooking, bathing, and drying clothes indoors add extra moisture to the air. If the house is not properly ventilated, the humidity becomes trapped inside, allowing damp conditions to persist. Within just a day or two, these moist surfaces can become breeding grounds for mould and mildew.

♦ Respiratory Problems Can Develop Easily

One of the most common health effects of living in a damp home is the development of respiratory problems. Damp walls and mould release tiny spores into the air that can be inhaled without being noticed. These spores irritate the airways and lungs, causing symptoms such as coughing, wheezing, chest tightness, sore throat, and difficulty breathing. People who already have asthma or chronic lung diseases often experience worsening symptoms during the monsoon because of prolonged exposure to damp indoor environments.

♦ Damp Homes Increase the Risk of Allergies

Moisture inside the home encourages the growth of mould and dust mites, two of the most common indoor allergens. Exposure to these allergens can trigger frequent sneezing, a blocked or runny nose, itchy or watery eyes, throat irritation, and skin rashes. Children, who often spend more time indoors during rainy weather, may be especially vulnerable to these allergic reactions. For people with sensitive immune systems, damp homes can make allergy symptoms persist throughout the season.

♦ Asthma Symptoms May Become Worse

People living with asthma are particularly sensitive to damp conditions. Mould spores and dust mite allergens can irritate the airways, making asthma attacks more frequent and severe. Many

asthma patients notice increased dependence on inhalers, disturbed sleep due to nighttime coughing, and greater difficulty breathing during the monsoon months. Keeping the home dry and well-ventilated can significantly reduce these triggers.



♦ Mould Growth Can Affect Both Home and Health

Mould is one of the clearest signs of excessive moisture inside a home. It often appears as black, green, grey, or white patches on walls, ceilings, bathroom tiles, window frames, or behind furniture. Besides damaging paint and building materials, mould releases spores that can cause allergic reactions and breathing difficulties. Some mould species also produce substances that may irritate the eyes, nose, throat, and skin, making long-term exposure unhealthy for everyone in the household.

♦ Skin Problems Can Become More Common

Damp surroundings do not only affect the lungs they can also harm the skin. Constant exposure to moisture encourages the growth of fungi that cause infections such as athlete's foot and ringworm. People with sensitive skin or eczema may notice increased itching, redness, irritation, and flare-ups during the rainy season. Wearing damp clothes or using towels that do not dry properly can further increase the chances of developing fungal infections.

♦ Dust Mites Thrive in Humid Conditions

Dust mites are microscopic organisms that flourish in warm and humid environments. They commonly live in mattresses, pillows, carpets, sofas, and curtains, feeding on tiny flakes of dead skin. Although they are invisible to the naked eye, their waste products are powerful allergens that can trigger sneezing, nasal congestion, itchy eyes, and asthma attacks. Controlling indoor humidity helps reduce dust mite populations and lowers the risk of allergic reactions.

♦ People with Weak Immunity Face Greater Risks

Individuals with weakened immune systems are more vulnerable



Health Zone



to the harmful effects of damp homes. Babies, older adults, pregnant women, people undergoing cancer treatment, and those with chronic illnesses may develop respiratory infections more easily when exposed to mould and indoor pollutants. Although dampness itself does not weaken the immune system, it creates an environment where disease-causing microorganisms can multiply more easily.

♦ Damp Living Conditions Can Affect Mental Well-being

Living in a damp home can also influence emotional health. A persistent musty smell, visible mould, peeling paint, and concerns about property damage may create stress and anxiety. Poor indoor air quality and discomfort can interfere with sleep and reduce overall quality of life. Maintaining a clean, dry, and comfortable home environment supports both physical and mental well-being.



SEAANDJOB

♦ Recognising the Warning Signs

Many homeowners overlook the early signs of dampness until the damage becomes severe. A musty smell, peeling paint, bubbling wallpaper, dark stains on walls, black mould patches, persistent condensation on windows, and damp clothing or bedding are all warning signs that excess moisture is present. Addressing these issues promptly can prevent both structural damage and health problems from becoming worse.

♦ How to Prevent Dampness During the Monsoon

Preventing dampness begins with reducing excess moisture inside the home. Repairing leaking roofs, cracked walls, and faulty plumbing helps prevent water from entering the building. Proper ventilation is equally important, as opening windows whenever possible and using exhaust fans in kitchens and bathrooms allows moist air to escape.

Air conditioners with a dry mode or dehumidifiers can help control indoor humidity during particularly humid days. Furniture should be placed slightly away from walls to improve air circulation, while wet clothes, carpets, and bedding should be dried thoroughly as soon as possible. Whenever sunlight appears after rainfall, allowing natural light into the house helps reduce moisture and discourages mould growth.

♦ Healthy Habits for a Safer Home

Maintaining good hygiene during the monsoon further reduces health risks. Kitchens and bathrooms should be cleaned regularly, air-conditioner filters should be serviced, and food should be stored in airtight containers to prevent contamination.

Damp towels and clothing should be changed promptly, and standing water should never be allowed to collect inside or around the home, as it also encourages mosquito breeding.

♦ When Should You Consult a doctor?

If anyone in the household develops persistent coughing, difficulty breathing, frequent asthma attacks, severe allergy symptoms, recurring sinus infections, or skin rashes that do not improve, it is important to seek medical advice.

Symptoms that improve after leaving the house but return when indoors may indicate that dampness or mould is contributing to the problem. Early medical attention and prompt action to address the source of dampness can prevent more serious health complications.

♦ Creating a Healthier Home During the Monsoon

Creating a healthy home during the monsoon requires regular care and attention. Simple steps such as repairing leaks, improving ventilation, and keeping indoor spaces dry can significantly reduce the risk of mould, fungi, and dust mites. Household items like carpets, curtains, and mattresses should be cleaned and dried regularly to prevent moisture buildup.

Recognising early signs of dampness, including musty odours or dark patches on walls, allows problems to be addressed quickly. It is also important to keep bathrooms and kitchens clean, as these areas are more prone to moisture accumulation. Opening windows whenever possible and allowing sunlight into the home can further help reduce dampness and improve indoor air quality. These preventive measures help maintain a cleaner, safer, and healthier living environment for the entire family throughout the rainy season.

Conclusion

Damp homes are much more than a seasonal inconvenience. During the monsoon, excess moisture creates ideal conditions for mould, fungi, dust mites, and bacteria to flourish, increasing the risk of respiratory illnesses, allergies, asthma, skin infections, and poor indoor air quality.

Fortunately, these risks can be greatly reduced through simple measures such as repairing leaks, improving ventilation, controlling humidity, and maintaining cleanliness. By keeping homes dry and addressing dampness early, families can enjoy the beauty of the monsoon while protecting their health and creating a safer living environment.

(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.)

NEWS UPDATE FOR ONBOARD CREW



MORE THAN 20 US WARSHIPS DEPLOYED AGAINST IRAN IN HORMUZ; 55 VESSELS REDIRECTED

US Central Command (CENTCOM) said its forces have redirected 55 commercial vessels, disabled two and boarded two others while enforcing Washington's naval blockade against Iran. More than 20 US warships remain deployed across the Middle East to support the operation.

In a post on X, CENTCOM said US sailors were standing watch on the bridge of the USS Ross (DDG 71), one of more than 20 US warships deployed to the Middle East to support military missions, including enforcement of the US blockade against Iran.

"As of Aug. 9, CENTCOM has redirected 55 commercial vessels, disabled 2, and boarded 2 to ensure compliance," the command said.

The figures represent an increase from an earlier update, when CENTCOM reported that 53 commercial vessels had been redirected, while two had been disabled and two boarded. The US military has also allowed vessels carrying humanitarian aid to pass through the blockade.

US President Donald Trump has signalled that the administration may be seeking an exit from the military confrontation with Iran as efforts to resolve the conflict become increasingly difficult. The administration may be willing to set aside the nuclear issue and declare victory if Tehran fully reopens the Strait of Hormuz.

In another post, CENTCOM said US sailors were conducting maintenance on F/A-18E Super Hornets aboard the aircraft carrier

USS Abraham Lincoln (CVN 72) to ensure carrier strike group assets remain mission-ready to enforce the US blockade against Iran.

The command said that, as of Aug. 8, its forces had redirected 53 commercial vessels, disabled two and boarded two. The US military had also permitted more than 30 ships to pass through the blockade to deliver humanitarian aid.

The maritime measures come amid heightened tensions around the Strait of Hormuz, a critical route for global oil shipments, as Washington continues to pressure Tehran.

Trump has also indicated that the administration is favouring economic pressure over a fresh military offensive against Iran.

"We are low keying it," Trump said, while describing the US approach to Iran as "semi-negotiating".

He said the US was monitoring Iran's economic situation, citing its high inflation and financial difficulties.

The comments came as the US military continued its maritime enforcement operation. A US-Iran-Oman agreement that would give Tehran partial control over traffic through the Strait of Hormuz remains pending.

US Vice President JD Vance has said Washington is working to establish a route that would allow commercial vessels to safely transit the Strait of Hormuz while maintaining pressure on Iran.

EIGHT NEPALESE PARTIES FORM 'PROGRESSIVE FRONT' WITH CONSTITUTION AMENDMENT AS KEY AGENDA

Eight political parties in Nepal have announced the formation of a new alliance called the Progressive Front, pledging to push for constitutional amendments, strengthen federalism, and promote social justice and inclusive democracy.

The alliance was announced at a programme in Kathmandu, bringing together the Janata Samajbadi Party Nepal, Janamat Party, Aam Janata Party, Nagarik Unmukti Party, Pragatisheel Loktantrik Party, Nepal Sanghiya Samajwadi Party, Bahujan Ekta Party Nepal and Khumbuwan Rashtriya Morcha.

According to a joint statement, the front aims to unite "democratic and progressive forces committed to protecting national sovereignty, independence and territorial integrity". It said the alliance would work to end the centralisation of state power and authoritarian tendencies while building a just society based on freedom, equality, democratic republicanism and federalism.

Constitutional amendment has been identified as a key priority. The parties argued that structural flaws and ambiguities in the existing constitution have hindered the effective implementation of federalism. The front has called for a revision or rewrite of the constitution to address these challenges. The alliance has also pledged to prioritise the upliftment of marginalised communities, including Madhesis, indigenous nationalities, Tharus, Dalits, women, Muslims and other backward communities.

It has demanded representation in parliament and provincial assemblies based on population, along with separate reserved constituencies for women and Dalit communities.

On governance, the front has pledged to promote transparent, accountable and corruption-free administration, as well as quality education, healthcare and dignified employment.

Its economic agenda focuses on agricultural modernisation, hydropower, tourism and industrialisation as key drivers of sustainable economic growth.

The alliance also outlined a foreign policy based on equality and mutual respect with neighbouring and other countries, while prioritising Nepal's sovereignty and national interests.

The formation of the front comes amid continuing efforts among Madhesh-based and other smaller political parties to strengthen political cooperation. It also follows communal clashes in Koshi and Madhes provinces.

Leaders who signed the joint statement include Upendra Yadav of the Janata Samajbadi Party, CK Raut of the Janamat Party, Prabhu Sah of the Aam Janata Party, Resham Chaudhari of the Nagarik Unmukti Party, Santosh Pariyar of the Pragatisheel Loktantrik Party, Rijwan Ansari of the Nepal Sanghiya Samajwadi Party, Harinandan K. Ranjan of the Bahujan Ekta Party Nepal and Ram Kumar Rai of the Khumbuwan Rashtriya Morcha.

IMRAN KHAN'S THREE YEARS IN JAIL SPARK PROTESTS ACROSS PAKISTAN; OVER 100 HELD

More than 100 supporters of jailed former Pakistan prime minister Imran Khan were arrested as supporters of his Pakistan Tehreek-e-Insaf (PTI) party held rallies across the country to mark three years of his imprisonment. The demonstrations, which called for Khan's release, saw police use tear gas against protesters in Rawalpindi amid clashes and heightened security.

The main rally was held in Peshawar, the capital of Khyber Pakhtunkhwa, where PTI is in power. The party demanded Khan's release and the restoration of his rights, with thousands of supporters gathering amid heavy security.

In Punjab, police baton-charged protesters and arrested scores of PTI workers in Lahore, Mianwali and Rawalpindi. On Lahore's Mall Road, police dispersed demonstrators demanding Khan's release and detained several protesters. Videos circulated on social media appeared to show the Rapid Response Force using force against demonstrators. Some journalists covering the rally were also allegedly assaulted by police, prompting protests from media organisations.

PTI Punjab general secretary Chaudhry Bilal Ejaz said five party lawmakers were among 25 people arrested in Lahore. "Despite this era of oppression, repression, and fascism, a large number of PTI workers and office-bearers in Punjab staged protest rallies and pledged to stand with Imran Khan," he said.

PTI claimed that at least 50 workers were arrested in Mianwali, Rawalpindi and other parts of Punjab. In Karachi, police used tear gas to disperse PTI supporters protesting in Saddar Town and arrested more than 10 demonstrators. The party also claimed that six workers were arrested in Pano Aqil and 15 in Kandhkot.

Khyber Pakhtunkhwa Chief Minister Muhammad Suhail Afridi announced that PTI supporters would march towards Islamabad on September 27 if "justice" was not provided to Khan.

Addressing supporters in Peshawar, Afridi said the party's first demand was for cases against Khan and his wife, Bushra Bibi, to be heard and decided on merit. Its second demand, he said, was the restoration of meetings with their legal team, doctors, relatives and party leaders.

He claimed that if justice were delivered, Khan could be released "within 30 minutes". Otherwise, he said, people from across Pakistan would march towards Islamabad on September 27.

Family, PTI leaders raise detention concerns

Aleema Khan, the former prime minister's sister, said the movement for his release had already begun and that the next phase would be announced soon.

PTI senior leader Moonis Elahi alleged that Khan had been denied meetings and proper medical treatment and that his eyesight had also deteriorated in prison.

Khan, 73, was arrested on August 5, 2023, and has remained in prison while facing multiple cases. His party has repeatedly alleged that the cases are politically motivated, a charge denied by the government led by Prime Minister Shehbaz Sharif.

Amnesty International has also called on Pakistani authorities to uphold Khan's rights. Acting Regional Director for South Asia Isabelle Lassee said authorities had systematically denied Khan the right to a fair trial, subjected him to prolonged solitary confinement and restricted his access to medical care and visitation rights.

Lassee further alleged that Khan had not been allowed to meet his family for more than eight months and that he and his wife, Bushra Bibi, had been denied regular access to legal counsel since December 2025.

UTAH WILDFIRE: 2 HELICOPTER PILOTS CONFIRMED DEAD AFTER CRASH WHILE BATTLING BLAZE

Two helicopter pilots who crashed while fighting a wildfire in Utah have been confirmed dead, officials said, after their Sikorsky S-64 Skycrane went down while battling the massive blaze. The helicopter was among several aircraft deployed to fight the Widemouth 2 fire in Fishlake National Forest when it crashed near Richfield, about 160 miles south of Salt Lake City.

Pilots confirmed dead after crews reach crash site

Officials initially said emergency crews were unable to reach the crash site because of dangerous fire conditions. Crews later entered the area and confirmed the deaths, according to the Sevier County sheriff and coroner. The pilots were employed by Helicopter Transport Services, which was contracted by the US Forest Service. Their identities have not been released. The crash also sparked a new fire that eventually merged with the existing blaze, authorities said.

Massive Utah wildfire continues to spread

The Widemouth 2 fire has burned more than 114,600 acres, or

nearly 179 square miles, and was 24% contained. The blaze has expanded rapidly amid hot, dry and windy conditions. More than 600 firefighters have been battling the fire, which has prompted evacuations and destroyed at least six structures. The National Transportation Safety Board is investigating the helicopter crash. Investigators are expected to examine the wreckage once conditions allow. Officials said determining the cause of the crash could take a year or more.

Deadly wildfire season hits US West

The Utah crash occurred as wildfires continued to spread across several western US states.

In Oregon, 47-year-old bulldozer operator Jason Ensign was killed while working for a timber company as the Wrights Spring fire rapidly expanded and cut off his escape route.

The fire had burned more than 30 square miles and remained uncontained amid extremely hot and dry conditions. Other major fires were also burning in Washington, while a wildfire in British Columbia forced more than 20,000 people to evacuate.

ARCHAEOLOGISTS UNCOVER HUMAN-SHAPED STONES LINKED TO MYSTERIOUS BRONZE AGE BURIAL SITE IN BRITAIN

Archaeologists studying a prehistoric burial landscape in Lincolnshire have identified unusual stones whose shapes appear to resemble human figures, raising new questions about how ancient communities understood and commemorated the dead.

The discovery comes from research into the Coëby cemetery, a prehistoric burial landscape containing a series of burial mounds and other archaeological features dating back thousands of years.

The unusual stones are among several features that make the site difficult to interpret. Rather than being ordinary pieces of naturally occurring rock, some appear to have been deliberately selected or modified before being placed in contexts associated with prehistoric activity and burial.

Researchers have used archaeological and geophysical evidence to reassess the site and investigate how the cemetery was constructed and used.

Human-shaped stones raise questions

The most intriguing features are stones whose forms appear to evoke human bodies.

Such objects could be significant because deliberately shaped or selected stones may provide clues about how prehistoric communities represented people, the dead or the human body. However, archaeologists caution that an object resembling a human figure is not necessarily an intentional representation.

Natural weathering, erosion and the original shape of a rock can produce surprisingly recognisable forms. Determining whether the resemblance was deliberate therefore requires researchers to examine more than the appearance of the stones.

Archaeologists must consider where the objects were found, whether they show evidence of modification, whether they were deliberately positioned and whether they were associated with burials or monuments. Comparisons with similar objects from other prehistoric sites can also help establish their significance.

At Coëby, the stones therefore need to be understood within the wider burial landscape rather than as isolated objects.

What Coëby reveals about prehistoric burial practices

The Coëby cemetery forms part of a broader prehistoric landscape in Lincolnshire containing monuments and burial sites constructed over different periods.

Burial practices in prehistoric Britain varied considerably. Some individuals were buried with grave goods, while others were cremated, with their remains placed in vessels, pits or other structures.

Burial monuments were also frequently modified and reused. Communities could return to existing sites, alter monuments and incorporate earlier burial places into new landscapes.

The evidence from Coëby provides an opportunity to examine these changing practices within a single landscape. The cemetery preserves traces of different activities, suggesting that its significance may have developed over an extended period.

The latest research adds to efforts to understand how the site was constructed, modified and used by successive prehistoric communities.

A complex relationship with the dead

Bronze Age burial monuments were not simply places where bodies were deposited and abandoned.

Across prehistoric Britain, such sites appear to have been places where communities repeatedly returned to interact with monuments and the remains of earlier generations.

If the stones at Coëby were deliberately selected or shaped to resemble human figures, they could potentially have played a symbolic role in ceremonies, commemoration or other practices associated with the dead.

However, researchers have not established a definitive explanation for their purpose. Several interpretations remain possible, and further investigation will be needed to determine whether their human-like forms were intentional.

Modern technology is revealing more about ancient landscapes

Archaeologists are increasingly combining traditional excavation with non-invasive techniques to investigate prehistoric sites without disturbing their remains.

Geophysical surveys can reveal buried ditches, pits, mound boundaries and other features that may not be visible from the surface. Researchers can then compare this information with excavation records and previously recovered archaeological material.

Such methods can transform understanding of sites that have been known to archaeologists for decades. Rather than examining individual graves or objects in isolation, researchers can investigate how different features relate to one another and reconstruct how people may have moved through and interacted with the landscape.

The research at Coëby demonstrates how modern archaeological techniques can raise new questions about ancient sites even when their major monuments are already known.

Mystery surrounding Coëby remains

The human-shaped stones are intriguing precisely because their significance remains uncertain.

If prehistoric communities intentionally selected or modified the stones to resemble human forms, they could provide rare evidence of how people in prehistoric Britain represented the human body outside conventional forms of figurative art.

If their shapes were instead produced by natural processes, the discovery still highlights the challenges archaeologists face when interpreting unusual objects from the distant past.

For now, the burial mounds, unusual stones and other archaeological features point to a complex history of activity at Coëby.

Rather than resolving the mystery surrounding the cemetery, the latest research adds another layer to it, suggesting that Britain's prehistoric burial landscapes may still contain evidence capable of changing our understanding of how ancient communities treated, remembered and represented their dead.



SMYL ZONE



Girl: Where do idlis go to get drunk?

Boy: Where?
Girl: Sam – BAR



A young boy walked into a barber shop. The barber leaned toward his current customer and whispered, "That's the dumbest kid in the world. Watch, I'll prove it."

The barber held a one-dollar bill in one hand and two quarters in the other. He called the boy over and asked, "Which one would you like, son?"

The boy smiled, took the two quarters, and walked away.

The barber laughed and said, "See? He never learns."

A little later, the customer left the shop and noticed the same boy happily eating an ice cream.

Curious, he asked, "Son, can I ask you something? Why do you always take the two quarters instead of the dollar bill?"

The boy took another lick of his ice cream and grinned.

"Because the day I take the dollar," he said, "the game is over!"



Kid going to his first day of school, he looks worried, his dad asks him, "What's wrong?" Nervous, the kid asks, "How long do I have to go to school for?" "Until you're 18", says

the father. The kid nods, and thinks about this quietly. When they get to the front gates of the school, the kid says, "Dad, you will remember to come and get me when I'm 18, won't you?"



A teacher said sarcastically, "If there are any idiots in this room, please stand up."

The classroom was silent for a few moments. Then, one student stood up.

The teacher smirked and asked, "So, do you think you're an idiot?"

The student replied, "No, I don't think I'm an idiot. I just felt bad seeing you standing there all by yourself!"



Q: Why are baseball games at night?

A: Because the bats sleep during the day.



Man: Oh no! A bear is chasing me!

(The man runs as fast as he can, but the bear is catching up.)

Man (praying): Dear Lord, please help me. Please let this bear be a Christian!

(The bear catches the man, knocks him to the ground, and then kneels down.)

Bear: Dear Lord, thank You for the food I am about to receive. Amen.



Employee: Wow, boss! That's a really nice new car.

Boss: Thanks.

Employee: It looks amazing!

Boss: If you work hard, set goals, stay determined, and put in long hours. I can buy an even better car next year!



Max: Hi, Carl! What happened to your nose? It's so swollen!

Carl: I sniffed a brose.

Max: A brose? What do you mean? There's no "b" in rose!

Carl: There was in this one!



Friend 1: What did the ocean say to the shore?

Friend 2: I don't know. What did it say?

Friend 1: Nothing. It just waved!



Lata: Is it right to punish someone for something they have not done?

Teacher: Of course, not!

Lata: I have not done my homework.



Friend 1: I'm starting a seafood diet.

Friend 2: What's that?

Friend 1: Every time I see food, I eat it.



Dad: What do you call a bear with no teeth?

Son: A soft bear?

Dad: Nope!

Son: A gummy bear!





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V	D	R	I	E	A	E	I	C	C	I	U	A	B
A	T	N	A	E	Y	A	X	N	E	V	T	L	O
L	S	T	T	R	O	S	Y	U	S	A	T	A	U
R	N	R	O	T	Y	T	R	M	A	M	I	X	R
H	I	E	B	E	U	A	U	A	F	I	E	Y	N
O	C	H	L	R	S	B	B	E	A	L	S	T	E
N	K	C	E	I	O	L	D	T	R	K	B	N	V
A	E	S	R	F	A	E	A	P	I	A	K	U	I
A	R	U	O	K	C	S	C	E	E	S	S	O	L
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FAX : 022-26845299

EMAIL : starship@andromeda-india.com

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

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Master (Matrix 18 Months) - Chief Engineer (Matrix 18 Months) - Chief Officer (Matrix 18 Months)
2nd Engineer (Matrix 18 Months) - ETO (Minimum 24 Months Experience) - AB, OLR, EFTR, PPM, CCK (Matrix 24 Months)

02 Bulk Carrier (YARD DELIVERY TAKEOVERS) 2026 Built - ME - C Engine / ME - B Engine

Master (Matrix 18 Months) - Chief Engineer (Matrix 18 Months) - Chief Officer (Matrix 18 Months)
2nd Engineer (Matrix 18 Months) - ETO (Minimum 24 Months Experience) - AB, OLR, EFTR, CCK (Matrix 24 Months)

03 DP 1, 2 & 3 Vessels

Master (Matrix 18 Months) - Chief Engineer (Matrix 18 Months) - Chief Officer (Matrix 18 Months)
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RPSL-MUM-441 // Date : 18th Aug' 22 // Valid Till : 18th Aug' 27

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RPS License No. MUM-054 | Valid From: 17/12/2021 | Valid Till: 17/12/2026



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CONTACT US:

Registered Office:

7th Floor, Sunrise Tower, Plot no. C-10,
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Tel : +91 22 66982200

Branch Office:

IndiQube Ocean Bay, Plot No. A-19 & A-20
CIPET Road, SIDCO Thiru Vi Ka
Industrial Estate, Guindy, Chennai - 600032
Tel : +91-9136484832
Alternate Contact : + 91-9819449378

Email: hrsea.mni@marlowgroup.com

Website: www.marlow-navigation.com

**WE DO NOT HAVE ANY AGENTS OR
BROKERS ACTING ON BEHALF OF OUR COMPANY.**



d'Amico Ship Ishima India Pvt. Ltd.

RPSL-MUM-030

Issue date: 18.04.2026

Valid till: 18.04.2031

MASSA MEMBER

URGENT REQUIREMENTS

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)
- ♦ 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)
- ♦ 3rd Officer (with 12 months Rank experience holding valid documents and management level DCE Oil / Chemical)
- ♦ Electrical Officer ♦ Bosun ♦ AB (preferably with Tanker exp.)
- ♦ Chief Cook (with Italian experience)

WE URGENTLY REQUIRE FOR OUR BULK FLEET VESSEL

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

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



WE HAVE NO AGENTS IN INDIA.

FLEET PERFORMANCE ANALYST, MUMBAI

- Technical performance investigations to improve the efficiency of the entire fleet operated by d'Amico Shipping Group.
- Delivering vessel and fleet performance fact-based analyses and recommendations using our in-house vessel performance systems/external systems.
- Collect and analyse sustainability/emission data, and produce reports.
- Analyse sustainability data for Emission Compliance Regulations.
- Monitor and maintain an evidence pack for the emission fleet.
- Energy Management analysis as per ISO 50001:2018 and TMSA Audit Energy Analysis.
- Minimum Degree in Engineering (Naval Architecture, Hydrodynamic or a related discipline).
- Minimum of 0-2 years' experience in a similar position.

Contact - recruit.in@damicoishima.com

TECHNICAL SUPERINTENDENT, MUMBAI

- Qualification : C/E with oil/chemical tanker sailing background.
- 1 to 2 years' experience in similar position.

Contact - recruit.in@damicoishima.com

MARINE SUPERINTENDENT

Experience: Min. 1 year sailing exp. as sea-going Master Mariner in Chemical / Oil / Gas Tankers.

Preference: Relevant shore exp. of more than 1 year in HSQE & Vetting assurance, onboard Internal Audits, Office audits / TMSA. Good command of English, literature, & computer literacy. Be ready for and capable of frequent travel globally without restrictions.

Job Profile:

- Ensure vessels are operated in a safe, efficient, reliable, and cost-effective manner, in compliance with Class and Statutory and company's SMS requirements.
- Follow up of assigned vessels on daily basis regarding HSQE & marine ops. matters.
- Assist commercial team for Pre & Post fixture vetting clearances. Preparing and follow up of assigned vessels for Sire 2.0 Vetting assurance and External Audits / PSC / Flag State etc.
- Regular vessel visits, including sailing visits, to confirm conditions & compliance with company standards & to carry out Internal audits and ship inspections.
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Contact - recruit.in@damicoishima.com

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- ♦ Attractive salary package. ♦ Value-Added Training / Courses, Hotel Accommodation & Company's guest house facility available for all Officers. ♦ Long-term employment.
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A- 202 / 203, City Point, J. B. Nagar,
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Tel: +91 22 40372222 / 40502100
Email: mumbai@damicoishima.com

Please forward your CV on:

mumbai@damicoishima.com, hrsea@damicoishima.com

Contact No. :

Upendra (Deck): +91-9167077056
Roopali (Engine): +91-9930407137
Asvea (Ratings): 91-916772141

DELHI OFFICE:

JA 912 & 914, 9th Floor, DLF Tower A,
Jasola District Centre, New Delhi - 110025.
Tel: +91-11-41658541 / 46075160

Email: delhi@damicoishima.com

Please forward your CV on:

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STS MARINE MANAGEMENT PVT. LTD.

RPSL NO. - MUM - 162185 | DOI - 07.09.2023 | DOE - 07.09.2028

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Web: www.stsmgmt.com

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WE DO NOT HAVE AGENTS IN INDIA.**



ALBA MARINE SERVICES PVT. LTD.

RPSL - MUM - 162153 | Issue Date : 28/04/2023 | Expiry Date : 28/04/2028

URGENT REQUIREMENTS FOR OUR EXPANDING FLEET OF BULK CARRIERS:

- > MASTER
- > CHIEF OFFICER
- > CHIEF ENGINEER
- > 2nd ENGINEER
- > 2nd OFFICER
- > 3rd ENGINEER
- > 3rd OFFICER
- > ETO
- > AB
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ADDRESS: E-308 & 309, Level 5, Floor 3, Tower 2, L&T Seawoods Grand Central,
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RPSL No : MUM-162183 | Valid from 28.08.2023 | Valid till 28.08.2028



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Branch Office in Chennai:
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Mr. Asokavarthanan Karuppiah
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- ♦ THIRD ENGINEER ♦ THIRD OFFICER
- ♦ FOURTH ENGINEER ♦ ETO
- ♦ GAS ENGINEER

RATINGS:

BOSUN / PUMPMAN / AB / OILER /
FITTER / CHIEF COOK

Interested candidates can send their resume to:
resume@altitudemarine.net

ARYA TANKERS PVT. LTD.



URGENT REQUIREMENTS FOR OUR OIL/CHEMICAL TANKERS

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2ND ENGINEER | 3RD ENGINEER | 4TH ENGINEER | ELECTRICAL OFFICER
ETO | PUMPMAN | BOSUN | AB | OILER | CHIEF COOK
OS | GS | JR. ENGINEERS | JR. OFFICERS

URGENT REQUIREMENTS FOR OUR OIL PRODUCT TANKERS

MASTER | CHIEF OFFICER | 2ND OFFICER | 3RD OFFICER | CHIEF ENGINEER
2ND ENGINEER | 3RD ENGINEER | 4TH ENGINEER | AB | OILER
OS | GS | JR. ENGINEERS | JR. OFFICERS

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REGISTERED OFFICE:

Arya Group, 15 B, Chander Mukhi Building,
Nariman Point, Mumbai - 400021.

Tel. No.: +91-22-49229000 (Extn - 142) Fax: 022-49229099

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- CO FG DPO / NCV
- 20 FG / NCV
- CE CEO
- 2E (CL IV FG With 24 Months Rank Exp. / SEO With 12 Months Rank Exp.)
- 3E CL IV FG

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

Top Urgent Requirements For Our DP1 / DP2 AHTS Vessels (AHTS Exp. Preferred):

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- CO FG DPO / NCV
- 20 FG / NCV
- CE CEO
- 2E (CL IV FG With 24 Months Rank Exp. / SEO With 12 Months Rank Exp.)
- 3E CL IV FG

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

We Are Hiring Following Personnel For Our AHTS In Cochin:

- MASTER FG / NCV
- CO FG / NCV
- 20 FG / NCV
- CE CL I Indian FG COC (Promotion Accepted / CL II Indian FG COC With 24 Months Rank Exp.)
- 2E CL II Indian FG COC (Fresher Can Apply)
- 3E CL IV FG

ALL RATINGS SHOULD APPLY. VALID PCC REQUIRED.

We Are Hiring For AHTS DP1 VESSEL - Non DP Charter:

- MASTER FG COC (With Handling and Towing Exp.)
- CO FG COC (With Handling and Towing Exp.)
- 20 FG COC
- CE CL I COC
- 2E CL II COC
- 3E CL IV COC
- EO

Share Your CV At crewing@triton-maritime.com
Contact No.: +91 8600842570 / 9820952983

Mumbai (Parekh Group)



Police Clearance Certificate Or Pass Cancellation Mandatory.

WE HAVE NO AGENTS.



XT Ships Management India Pvt. Ltd.

RECRUITMENT & PLACEMENT SERVICE LICENSE NO. RPSL-MUM-073 | Issued on 10/07/2026 | Valid till 10/07/2031



CHEMICAL TANKERS

- MASTER
- CHIEF OFFICER
- SECOND OFFICER
- THIRD OFFICER
- CHIEF ENGINEER
- FIRST ASSISTANT ENGINEER
- SECOND ASSISTANT ENGINEER
- THIRD ASSISTANT ENGINEER
- PUMPMAN
- ABLE SEAMAN
- ORDINARY SEAMAN

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



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City College
(Post Sea Training Centre)



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PRINCIPAL : +91 94449 62378

DIRECTOR : +91 91768 34833, +91 88258 77750

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1	3241	Diesel Engine Combustion Gas Simulator MEO Class I	3 Days	19	5311	Basic Training for Ships using Fuels covered within IGF code - (BIGF)	4 Days
2	3221	Engine Room Simulator - (Management level) MEO Class II	5 Days	20	3123	High Voltage Safety And Switch Gear - (Operational Level)	1 Day
3	3121	Engine Room Simulator - (Operational level) MEO Class IV	3 Days	21	6101	Basic Safety Training [BST= EFA+FPFF+PST+PSSR]	12 Days
NAVIGATION SIMULATOR				22	6621	Security Training for Seafarers with Designated Security Duties - (STSDSD)	3 Days
4	4211	Global Maritime Distress Safety System (GMDSS)	12 Days	23	5121	Basic Training for Liquefied Gas Tanker Cargo Operations (BTLC)	5 Days
5	2121	Radar Observer Simulator - (ROSC)	10 Days	24	5111	Basic Training for Oil and Chemical Tanker Cargo Operations (BTOC)	7 Days
6	2122	Automatic Radar Plotting Aids - (ARPA)	5 Days	25	5211	Crowd Management, Passenger Safety & Safety Training - (PSF)	3 Days
7	2123	Electronic Chart Display And Information Systems - (ECDIS)	6 Days	26	6511	Ship Security Officers - (SSO)	3 Days
8	2221	Radar And Navigation Simulator (RANSCO)	6 Days	27	6411	Medical First Aid (MFA)	4 Days
COMPETENCY COURSES				ADVANCED MODULAR COURSE			
9	3231	MEO Class I	2 Months	28	5312	Advanced Training for Ships using Fuels covered within IGF code (AIGF)	5 Days
10	3211	MEO Class II	4 Months	29	5112	Advanced Training for Oil Tanker Cargo Operations (TASCO)	10 Days
11	-	MEO Class IV (Value Added)	2 Months	30	5122	Advanced Training for Gas Tanker Cargo Operations (GASCO)	10 Days
12	2211	Chief Mate (FG) Phase - I	3 Months	31	5113	Advanced Training for Chemical Tanker Cargo Operations (CHEMCO)	10 Days
13	2212	Chief Mate (FG) Phase - II	3 Months	32	1061	Vertical Integration Course For Trainers - (VICT)	10 Days
14	2111	Second Mate (FG)	4 Months	33	6421	Medical Care (MC)	10 Days
REFRESHER COURSES							
15	1118	Revalidation / Refresher and Updating Training for Engineers and ETO (REO)	4 Days				
16	6412	Refresher Training in Medical First Aid Course (RMFA)	1 Day				
17	6122	Refresher Training for Proficiency in FPFF	Half Day				
18	6112	Refresher Training for Proficiency in PST	Half Day				



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OCEAN SPARKLE LIMITED

RPSL-MUM-196 | Valid till 30-Sep-2026.

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- Chief Engineer (NCV SEO / CEO)
- Dredger Engineer (Grade I / Grade II)
- 2nd Engineer / CL-IV Engineer
- Engine Driver ➤ Tube Operator

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- Master (NCV / FG)
- Tug Master (First Class IV)
- Assistant Tug Masters
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- 2nd Engineer (CL - IV NCV)
- Engine Driver
- Radio Officers
- Cook with Indian CoC

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DAY**



- » Officers holding Indian CoC may apply.
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Sector - 15, CBD Belapur - 400 614,
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**HOLY ANGEL
MARINE SERVICES
PVT. LTD.**D.O.I: 04.01.2018 / D.O.E: 29.09.2027 **RPSL/CHN/045****URGENT REQUIREMENT FOR
MR TANKER VESSEL**

- » **CHIEF ENGINEER**
- » **SECOND ENGINEER**
- » **SECOND OFFICER**
- » **BOSUN**
- » **ENGINE FITTER**
- » **A/B (With Indian COP)**



Preferred COC: Indian / UK / Australia / New Zealand
Singapore / Malaysia / Panama

Salary as per market / Trading Area: Persian Gulf

Interested Candidates are requested to send your CV Date of Availability
Last Salary / Expected Salary

Contact Persons

24 x 7 - 78456 96077
Top 4 & ETO - 87549 57322
Officers & Engineers - 75300 44252
Ratings - 99445 28339
Emergency - 93844 05435

E-mail:
support@holyangelmarine.in
crewinghams@gmail.com

Corporate Office

No.1, Peraira Santhu,
Tuticorin - 628 001, Tamil Nadu.
Ph: 0461 - 4000038

**HAPPY
Birthday
TO YOU**

Master - Anurag
C/O - Manimaran
C/E - Krishan Kumar
2/E - John Paul
3/E - Ebin Abraham
D/Cadet - Naveen
A/B - Sabit, TK/OS - Rohit
Q/S - Suresh

Branch Office

Key Tech Park, 7th Floor, Off. No - 704,
B Wing, Oshiwara of S.V.Road,
Jogeshwari West, Mumbai - 400102
Ph: 022 - 46677788

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

**ICOON MARINE PRIVATE LTD.**

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

**WE ARE HIRING
PURE CHEMICAL
TANKER**

- ♦ **Master**
- ♦ **Chief Officer**
- ♦ **Junior Officer**

**White COC and Rank
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Interested candidates can
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**ELVIS SHIP MANAGEMENT LLP**RPSL-MUM-162114
Valid Till: 22/09/2027**REQUIREMENTS FOR OUR EXPANDING FLEET**

Please send your resume:
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2nd Engineer, 3rd Engineer, AB, Oiler & Fitters.

VLGC / LPG:

Master, Chief Officer, 2nd Engineer, 3rd Engineer, 4th Engineer,
Gas Engineer, Deck and Engine Ratings.

SHORE JOB REQUIREMENTS:

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

Address:

Unit No 209, KilFire House, New Link Road, Andheri (West) Mumbai - 53.
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VR Maritime Services Private Limited

ISO 9001 : 2015 Certified by IRQS (IRS) RPSL - MUM - 199 | Date of Validity: 24.04.2031

**HAPPY
INDEPENDENCE
DAY**

Current Requirements

VLCC / SUEZMAX / AFRAMAX / PRODUCT / OIL- CHEMICAL TANKERS:

- **MASTER** (OIL/ CHEM TANKER)
- **CHIEF OFFICER** (OIL/ CHEM TANKER)
- **SECOND OFFICER** (OIL/ CHEM TANKER)
- **THIRD OFFICER** (OIL/ CHEM TANKER)
- **CHIEF ENGINEER** (OIL/ CHEM TANKER)
- **SECOND ENGINEER** (OIL/ CHEM TANKER)
- **THIRD ENGINEER** (OIL/ CHEM TANKER)
- **FOURTH ENGINEER** (OIL/ CHEM TANKER)
- **ELECTRICAL OFFICER** (OIL/ CHEM TANKER)
- **BOSUN** (OIL/ CHEM/ CRUDE OIL TANKER)
- **AB** (OIL/ CHEM/ CRUDE OIL TANKER)
- **OILER** (OIL/ CHEM/ CRUDE OIL TANKER)
- **FITTER** (CHEMICAL – WITH WATCHKEEPING)
- **CHIEF COOK** (WITH INDIAN, EUROPEAN, MIDDLE EASTERN FOOD KNOWLEDGE)

BULK CARRIER / CONTAINER / GENERAL CARGO / RO-RO / VLOC:

- **MASTER** (BULK CARRIER/ CONTAINER)
- **CHIEF OFFICER** (BULK CARRIER/ CONTAINER)
- **SECOND OFFICER** (BULK CARRIER)
- **THIRD OFFICER** (BULK CARRIER/ CONTAINER)
- **CHIEF ENGINEER** (BULK CARRIER/ CONTAINER/ GENERAL CARGO)
- **SECOND ENGINEER** (BULK CARRIER/ CONTAINER/ GENERAL CARGO)
- **THIRD ENGINEER** (BULK CARRIER/ CONTAINER/ GENERAL CARGO)
- **FOURTH ENGINEER** (BULK CARRIER/ CONTAINER/ GENERAL CARGO)
- **ETO** (BULK CARRIER)
- **ELECTRICAL OFFICER** (CONTAINER)
- **BOSUN** (BULK CARRIER/ PCTC)
- **AB** (BULK CARRIER/ PCTC)
- **CHIEF COOK** (WITH INDIAN, EUROPEAN, MIDDLE EASTERN FOOD KNOWLEDGE)

LPG/ VLGC/ VLEC/ LNG CARRIER:

- **MASTER** (VLGC/ VLEC/ LPG)
- **CHIEF OFFICER** (VLGC/ LPG)
- **THIRD OFFICER** (VLGC)
- **CHIEF ENGINEER** (VLGC/ LPG)
- **SECOND ENGINEER** (VLGC/ LPG)
- **THIRD ENGINEER** (VLGC/ LNG STEAM ENGINE)
- **FOURTH ENGINEER** (VLGC/ LNG STEAM ENGINE)
- **GAS ENGINEER** (VLGC/ LPG)
- **ETO** (VLGC)
- **BOSUN** (LPG)
- **AB** (LPG)
- **FITTER** (LPG – WITH WATCHKEEPING)
- **CHIEF COOK** (WITH INDIAN, EUROPEAN, MIDDLE EASTERN FOOD KNOWLEDGE)

OFFSHORE - AHTS / PSV – (DP / NON DP) WITH ARAMCO CHARTER EXPERIENCE:

AHTS - DP 2

- **MASTER** - SDPO
- **CHIEF OFFICER** - DPO
- **SECOND OFFICER** - DPO
- **CHIEF ENGINEER**
- **SECOND ENGINEER**
- **THIRD ENGINEER**
- **ETO**

Contact Us:

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We have field offices: Delhi, Chandigarh, Himachal Pradesh, Odisha, Kochi, Chennai, Vizag, Goa, Kolkata & Lucknow

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