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WINNERS OF SEAJOB INDIAN ANCHOR AWARDS 2024

SAPPHIRES OF THE OCEAN



Best Employer of the Year -
Anglo-Eastern Ship Management India Pvt. Ltd.
(Mr. Prasad Nayak, Capt. Sudipto Dasgupta & Team)



Best Employer for Dry Cargo Fleet - Tomini Shipping Pvt. Ltd.
(Mr. Pradeep Bajpai, Capt. Randeep Bhalla & Team)



Best Employer for Container Fleet -
Seaspan Crew Management India Pvt. Ltd.
(Capt. Manoj Gandhi, Capt. Dinesh Jairam & Team)



Best Employer for Gas Tanker Fleet -
MOL Tankship Management Pte. Ltd. (Singapore)
(Ms. Miki Ogura San, Capt. Hamada San,
Capt. Anshul Rajvanshi & Team)



Best Employer for Chemical Tanker - OSM Thome
(Capt. Arun Mehta & Team)



Best Employer for Oil Tanker -
Marshal Ship Management Pvt. Ltd.
(Ms. Roya Alipour Orojkandy, Mr. Mark Gardener & Team)



Fastest-Growing Company of the Year -
Seven Islands Shipping Limited
(Capt. Philip Mathews, Capt. Sanjay Gomes & Team)



Best Employer of the Year (Indian Flag) -
The Great Eastern Shipping Co. Ltd.
(Capt. Sujit Churi & Team)



Best Employer for VLCC - MMS Maritime (India) Pvt. Ltd.
(Capt. Heckter Engineer & Team)



Company with Max. All Types of Vessels -
VR Maritime Services Pvt. Ltd. (Mr. Nazir Badiwale & Team)



Best Green Fleet Employer - Eastaway (India) Pvt. Ltd.
(Ms. Celia Kang Shiwei, Capt. Vinay Singh Chauhan & Team)



Emerging Company of the Year - NauticFleet Private Limited
(Ms. Priti Singh, Mr. Sanjay Rane & Team)



Best Maritime University - Ganpat University
(Prof. Jitendra Singh Rawat)



Appreciation for CSR activities - Admiral Marine Services Pvt. Ltd.
(Mr. Noorul Ameen & Team)

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FORTNIGHTLY NEWS FROM www.seajob.net

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16-28 February, 2026

GLOBUS MEDICARE

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TRUST GROUP



TRUST

TRAVEL & TRAVEL-PICTURE

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ABB Ship Management Pvt. Ltd.

RPSL-MUM-295 | Valid From: 07.03.2024 | Valid Till: 07.03.2029
ISO 9001:2015 & MLC 2006, Certified Company

URGENT REQUIREMENTS:

CRUDE OIL TANKER (COTP)

Master, CE, 2E, 20, 3E, 30,
4E, AB, Bosun, Oiler, Pumpman

BUNKER TANKER

Master, CO, CE,
2E, 3E, 4E

OIL/CHEMICAL TANKER

Master, CE, CO, 2E, 20, 30, 4E,
AB, Bosun, Pumpman

INDIAN COASTAL TUG

Master NCV, Chief Mate NCV,
Class 4 NCV
(PCC Required)

AFRAMAX TANKER

Master, CE, CO, 2E
(Promotional Candidates
Can Also Apply)
Indian Flag vessel

BULK CARRIER

Master, CE, CO, 2E
(Promotional Candidates
Can Also Apply)
Indian Flag vessel

CONTAINER

Master, CE, CO, 2E
(Promotional Candidates
Can Also Apply)
Indian Flag vessel

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- Continuous Employment
- Timely Wages

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(Port Agency) : agency@abbshipmanagement.com (Purchase) : purchase@abbshipmanagement.com

ADDRESS: Office No. 83A / 84A, 8th Floor, Aggarwal Trade Center, Plot No. 62, Sector - 11, CBD Belapur, Navi Mumbai - 400 614.

CONTACT DETAILS: Mr. Deepak: +91 70453 74885 / 7977437024 / 8433910083 / 9967213647 Tel No.: 022- 4606 9061 / 4606 9062



Best Employer for Bitumen Tanker - Shoolin Ship Management Pvt. Ltd.
(Capt. Sudhish Nair & Team)



Best Employer for Oil Tanker- Xfinity Maritime Services Pvt. Ltd
(Capt. Santosh Dwiwedi & Team)

PEARLS OF THE SEA



Best Employer of the Year - AG. Maritime Private Limited
(Capt. Ganesh Upadhyay, Ms. Vaishalee Upadhyay & Team)



Best Employer for Offshore Fleet - Ocean Sparkle Limited
(Capt. Sudipta Das & Team)



Fastest-Growing Company of the Year - Olympia Ship Management Pvt. Ltd.
(Capt. Ghanshyam Singh, Mr. Tej PAL GANGWAR & Team)



Best Employer for Oil Tanker - Teekay Shipping (India) Pvt. Ltd.
(Mr. Pracheta Prabhu, Mr. Mohandas AB & Team)



Best Employer for Dry Cargo Fleet - Pacific Basin Shipping (HK) Limited
(Mr. Sivanand Ray, Capt. Santanu Ghosh & Team)



Best Employer for VLCC - Andromeda Shipping (India) Pvt. Ltd.
(Capt. Jitendra Sharma, Supt. Vaneet Abrol (CE) & Mr. Dudley Anthony)



Emerging Company of the Year - Blackhull Maritime Services Pvt. Ltd.
(Mr. Mahendra Muwal & Team)



Best Employer for Gas Tanker Fleet -
Ocean One Ship Management (Capt. Jagdeep Kahlon & Team)



Best Employer for Chemical Tanker -
Cenmar Maritime Agencies (India) Pvt. Ltd.
(Mr. Rajesh Nair & Team)



Company with Max. All Types of Vessels -
Zodiac Maritime Agencies (India) Private Limited
(Mr. Amar Dalvi & Team)



Best Employer for Container Fleet -
Pacific International Lines (Pacific Manning Agency)
(Capt. Saket Kumar Solanki)



MLC 2006 Compliant

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RPS Licence No : RPSL-MUM-043 | Issue date: 26-10-2021 | Valid till: 25-10-2026

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For details of the organisation visit our group website www.meiji-group.com & www.mms-india.com

**WE INVITE APPLICATIONS FROM BRIGHT, ENTHUSIASTIC AND EXPERIENCED SEAFARERS FOR
OUR CONTINUALLY EXPANDING FLEET OF VESSELS.**

URGENT REQUIREMENTS OFFICERS

CHEMICAL TANKERS (Parcel Tankers)

- Master • Chief Officer • Second Officer
- Third Officer • Chief Engineer
- First Assistant Engineer • Second Assistant Engineer
- Third Assistant Engineer • ETO

LARGE CONTAINER VESSELS

- Master • Chief Officer
- Second Officer (preferably with Mates COC)
- Third Officer • Chief Engineer • Second Engineer
- Third Engineer (preferably with Class 2 COC)
- Fourth Engineer • ETO

LNG

- Master • Chief Engineer
- First Assistant Engineer
- Second Assistant Engineer (with Superior ticket)
- Gas Engineer • ETO

PCTC (Pure Car & Truck Carrier)

These vessels are fitted with Hybrid Scrubber & BWTS (Tech Cross)

- Master • Chief Engineer • Second Engineer
- Third Engineer

IGF TANKER (Dual Fuel Chemical Tanker)

- Chief Officer • First Assistant Engineer • ETO

VERY LARGE CRUDE TANKERS (VLCC)

- Master • Chief Officer (with Master COC)
- Third Officer

OIL - CHEMICAL TANKERS

(with experience of sailing in Ice conditions)

- Chief Officer • Third Officer • ETO

All interested candidates, please send in your updated resume to Email Id: apply@mms-india.com

Contact Persons - Officers:

Ms. Daisy Fernandes - 8657950693

Mr. Mahesh Sanga - 8828800717

**"WE WELCOME WOMEN SEAFARERS FOR
OUR OIL CHEMICAL FLEET"**

All ranks and experience on any type of vessels are welcome.

RATINGS (with valid US Visa and SID)

LNG

- Fitter (III/5) ► Bosun ► Able Seaman (II/5)
- Oiler (III/5) ► Ordinary Seaman (II/4)
- Wiper (III/4) ► Chief Cook (COC)

Chemical Tankers (Parcel Tankers)

(Preferred with Parcel Tanker experience.)

- Fitter (III/5) ► Able Seaman (II/5) ► Oiler (III/5)
- Ordinary Seaman (II/4) ► Wiper (III/4)

Oil - Chemical Tankers

- Fitter (III/5) ► Bosun ► Able Seaman (II/5)
- Oiler (III/5) ► Ordinary Seaman (II/4) ► Wiper (III/4)

Container

- Fitter (III/5) ► Bosun ► Able Seaman (II/5)
- Oiler (III/5) ► Ordinary Seaman (II/4) ► Wiper (III/4)

All interested candidates, please send in your updated resume to

Email Id: ratings@mms-india.com

RATINGS

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Ms. Riza Dutta +91 8291821227

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BRANCH OFFICE:

Unit No. CT2-10-001 and CT2-10-004, 10th Floor, Capital Tower-2, Sector 26, Mehrauli Gurgaon Road, Gurgaon, Haryana 122002
Contact Person: Ms. Ritu Pandey - +91 8291100570 | Email: rpandey@mms-india.com



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- * **ECDIS Type Specific (TRANSAS/JRC)** (Applicable Ranks - All Deck Officers) (Duration- 2 Days)
- * **Vocational Safety & Skill Enhancement Course (VSSEC)** – Practical Training for Operations & Emergency Preparedness (Applicable Ranks - All Ratings) (Duration- 5 Days)
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WALLEM

EST. 1903

URGENT REQUIREMENTS

VEHICLE CARRIER (DUAL FUEL PCTC/PCC)

**Master/ Chief Officer/ Chief Engineer/ Second Engineer & ETO (CoC)
Second Officer (with experience on PCC vessel and with Chief Mates license)
(Officers with IGF CoP preferred)**

Asphalt / Bitumen Tanker:

- ▶ Chief Officer
- ▶ Second Officer
- ▶ Second Engineer
- ▶ Third Engineer

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:

- ▶ **Bosun** - Min 12 months rank experience on PCC.
- ▶ **Pumpman Cum Fitter** - Holding TASCO / CHEMCO and 6G Welding certificate.
- ▶ **Fitter** - With Class approved 6G certificate.
- ▶ **Able Seamen** - PCC / Container with min 12 months rank experience.

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Recruitment Contact

For Officers:

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+91 - 8283831652 (Tanker)

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

(with previous experience in applied rank)

Eastaway (India) Private Limited

RPSL: MUM-162104 | DOI: 24 May 2022 | DOE: 24 May 2027

CALL/WHATSAPP:

Sr. Officers - +91 7678028220

Jr. Officers - +91 7710887767 / Ratings - +91 7738375635

EMAIL: seajobs@eastaway.com

WEBSITE: www.eastaway.com

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RPSL-MUM-205 | VALID TILL: 17/12/2026

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- Master
- Chief Officer
- Chief Engineer
- 2nd Engineer
- 2nd Officer
- 3rd Engineer
- 3rd Officer
- 4th Engineer
- J/O & J/E
- EO/ETO/TREO
- Fitter
- Able Seaman
- Wiper



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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

**PROMOTIONAL CANDIDATES
ARE WELCOME.**



Awarded the **"Fastest Growing Company of the Year"** in the Small Segment at the Seajob Indian Anchor Awards 2022, and once again recognized in the specialized category as **"Best Employer for Bitumen Tanker"** in the Large Segment at the 2024 Seajob Indian Anchor Awards.



To find out more, scan the link above, fill in the details, attach your CV and click the send button.

PLEASE APPROACH US DIRECTLY – NOT THROUGH AGENTS.

ADDRESS

Office No. 315, 3rd Floor, Monarch Plaza,
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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

Email: info@shoolinship.com / crew@shoolinship.com



AG. MARITIME PRIVATE LIMITED

RPSL-MUM-308 | Renewed on: 09-07-2024 | Valid till: 09-07-2029



Awarded The Seafarers' Choice Award At
Seajob Indian Anchor Awards 2022



Awarded The Best Employer Of The Year At
Seajob Indian Anchor Awards 2024



URGENT REQUIREMENTS FOR OUR EXPANDING FLEET

CAR CARRIER (WITH US VISA)

- CHIEF OFFICER ■ 3RD OFFICER

FEEDER CONTAINER

- CHIEF ENGINEER ■ 2ND ENGINEER ■ 3RD ENGINEER
- ELECTRICAL OFFICER

KAMSARMAX BULK (WITH US VISA)

- MASTER ■ CHIEF ENGINEER ■ 2ND ENGINEER
- CHIEF OFFICER ■ 3RD OFFICER ■ ABLE SEAMAN

HANDYMAX BULK

- 3RD OFFICER ■ 4TH ENGINEER
- ELECTRICAL OFFICER ■ OILER ■ ABLE SEAMAN

VLCC/OIL-CHEM TANKER - FOREIGN PRINCIPLES

- MASTER - WITH 36 MONTHS EXP.
- CHIEF OFFICER - WITH 24 MONTHS EXP.
- CHIEF ENGINEER - WITH 36 MONTHS EXP.
- 2ND ENGINEER - WITH 24 MONTHS EXP.
- ETO - WITH 24 MONTHS EXP. (COC HOLDER ONLY)

VLCC/AFRAMAX TANKER - FOREIGN PRINCIPLES

- ETO - WITH 24 MONTHS EXP. (COC HOLDER ONLY) - WITH US VISA
- FITTER - WITH 36 MONTHS EXP. (WITH WATCHKEEPING CERTIFICATE AND US VISA)

VLAC VESSEL - FOREIGN PRINCIPLES

- MASTER - WITH 24 MONTHS EXP. ■ CHIEF OFFICER - WITH 24 MONTHS EXP.
- CHIEF ENGINEER - WITH 24 MONTHS EXP. ■ 2ND ENGINEER - WITH 24 MONTHS EXP.
- ETO - WITH 24 MONTHS EXP. (COC HOLDER ONLY) ■ GAS ENGINEER - WITH 24 MONTHS EXP.

PRODUCT TANKER - FOREIGN PRINCIPLES

- MASTER - WITH 18 MONTHS EXP. ■ CHIEF OFFICER - WITH 12 MONTHS EXP.
- CHIEF ENGINEER - WITH 18 MONTHS EXP. ■ 2ND ENGINEER - WITH 12 MONTHS EXP.
- 3RD OFFICER - WITH 6 MONTHS EXP. ■ 4TH ENGINEER - WITH 6 MONTHS EXP.
- ELECTRICAL OFFICER - WITH 12 MONTHS EXP.

OIL-CHEM TANKER - FOREIGN PRINCIPLES

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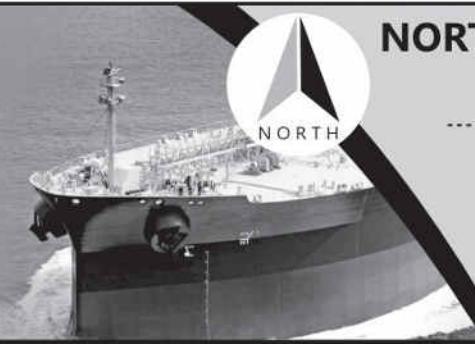
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To The Readers...

The Way We See, 'Before & After'

The world has trained us well, not to live, but to compete. From the moment we begin to understand comparison, we are placed in silent races. We are measured against those who are more capable, more determined, more disciplined, more consistent, and more accomplished. Society rarely asks who we are but they are more concerned about how well we perform. And suddenly success becomes a scoreboard, worth becomes a ranking.

'Before' – The Phase of Proving

Every person has limits. For some, it is family responsibility. For others, it is money, power, lack of opportunity, or fear. We often believe that hard work alone shapes destiny, yet circumstances shape people more than we like to admit. Situations decide whether a person grows or falls. A seed may hold the strength of a tree, but without the right soil and space, its potential remains unseen. Notwithstanding, we still judge the seed.

While living, we compete endlessly. We compete for status, recognition, authority, and validation. We chase promotions, applause, titles, and comparisons. Even our happiness becomes competitive. Who is ahead? Who earns more? Who is more successful? We carry invisible scorecards in our minds, measuring ourselves against others every single day.

'After' – The Revelation

When someone dies, something changes in the way we see them. The competition disappears. The criticism fades. Suddenly, we forgive. We appreciate. We speak about their kindness, their effort,

their sacrifices. All the positive memories rise to the surface. The flaws feel insignificant. The mistakes feel human.

Why does death soften our vision? Is it because there is one less competitor? We attend funerals even without an invitation. Perhaps because death confronts us with a truth we try to ignore. The race ends for everyone.

Nobody wants to let go of status, power, or recognition. We hold on to titles as if they can protect us from time. But death does not recognize the hierarchy of titles. It does not discriminate between the powerful and the ordinary. In that final stillness, all competition loses its meaning.

So, what are we running toward? Are we competing to win the ultimate race, or are we running to satisfy ego, to gain power, to acquire more than others? When the finish line is the same for all, what exactly are we winning?

Carrying a legacy is not about standing at the forefront for applause. Legacy is not created after death. It is created before it. What if we saw the living the way we see the dead, with forgiveness, respect, and gratitude? Before and after are not about life and death alone. They are about perspective. Because the way we see life determines the way we choose to live it.

*God Bless You
Roni Abraham
Editor*



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Proverb



There's is nothing noble in being superior to your fellow man; true nobility is being superior to your former self.

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YOUR FORECAST

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



- BY RANI

Aries (Mar 21 – Apr 20)

This period boosts determination and encourages steady action toward established goals. Career efforts benefit from persistence and careful planning. Relationships improve through honest dialogue and mutual respect. Financial discipline creates security and confidence. Energy increases when activity is balanced with recovery. Creativity grows through dedication. The year ahead supports leadership, progress, and lasting success built on courage, optimism, and resilience. Your initiative will steal the show as the time ahead is set to reveal visible progress and meaningful momentum. Keep faith in your ability to win over all travails.

Taurus (Apr 21 – May 21)

The events around this time highlight stability through thoughtful choices and consistent effort. Professional matters advance through patience and reliability. Financial decisions benefit from long-term awareness. Relationships feel comforting when honesty and emotional presence are prioritized. Health improves through simple routines. Creativity emerges through familiar environments. The time ahead favors security, emotional strength, and steady prosperity shaped by trust and perseverance. Steadiness will reap fruits, as the future brings a deep sense of security and meaningful relationships that will have a lasting impact.

Gemini (May 22 – June 21)

Your spirit is about to sharpen focus and strengthen purposeful communication. Career conversations benefit from preparation and clarity. Social interactions feel engaging yet meaningful, strengthening valuable connections. Financial decisions improve through organization. Learning opportunities renew motivation. Mental balance supports productivity. Creative ideas progress through follow-through. Your mindset supports adaptability, confidence, and expanding opportunities. The forces of the Universe appreciate your curiosity, while the months ahead reveal new possibilities and purpose-filled adventures that reveal your best.

Cancer (June 22 – July 22)

Your emotional stability and thoughtful organization triumphs after considerable patience. Career responsibilities feel in your stride when approached calmly and with caution. Family matters improve through empathy and patience. Financial security grows through careful planning. Rest restores inner balance; weekend getaways help in finding rejuvenation. Creative pursuits offer comfort. This phase encourages maturity and self-trust. A deeper sense of security, resilience, and meaningful growth is in the cards. Your empathy is of prime importance, as emotional strength and meaningful relationships will lead your way towards success.

Leo (July 23 – Aug 23)

Your sole focus remains on your varied responsibilities and measured ambition. Professional goals advance through discipline and preparation. Relationships improve when cooperation replaces control. Financial matters stabilize through structure. Health strengthens with routine. Confidence grows steadily when practice is consistent. Rewarding experiences in leadership, patience, and well-earned recognition await your initiative. Investment opportunities arise and calculated risks must be taken, keeping in mind that it's better to stay put than to depreciate. Channelize your inner calm to give your mind the clean slate it needs.

Virgo (Aug 24 – Sept 22)

It might be wise to review your progress and refine strategies with calm confidence. Professional responsibilities benefit from careful organization and realistic pacing, helping you avoid unnecessary pressure as well cutting corners during deadlines. Teamwork improves when you communicate clearly and remain open to alternative viewpoints. Personal relationships feel more supportive as you practice patience and emotional understanding. Health strengthens through consistent routines that balance effort with rest. Nutrition in particular deserves your attention and consulting an expert will prove to be beneficial. Financial awareness increases when you monitor details and plan responsibly. The status quo reminds you that sustainable growth requires dedication, not perfection. The cards continue to favor learning, resilience, and self-trust. Your thoughtful approach, analytical skills, and steady determination will guide you toward achievements that feel meaningful, balanced, and deeply fulfilling.

Scorpio (Oct 24 – Nov 22)

Emotional clarity and controlled transformation come through honest conversations with those close to you. Career ambitions gain direction as priorities sharpen. Relationships strengthen through candor and trust. Financial discipline builds empowerment. Health improves with mindfulness. It may be worth your while to find ways to expend your excess energy. Pilates and aerobics may be the way to. Journaling and mood tracking can be effective tools to replenish early symptoms of burn out. Transformation, both physical and psychological are in the cards. The Universe favors depth, and purpose in those who believe in themselves.

Sagittarius (Nov 23 – Dec 21)

Practical optimism and clear direction seem to come in handy. Career progress benefits from commitment and planning, listening to one's instinct proves beneficial. Financial matters stabilize through wise choices, intermittent spendings help in balancing enjoyment and disciplined action. Physical energy improves with balance. Learning renews motivation. New channels of income reveal themselves but caution must be practiced when adopting new streams. Love flourishes when we accept people rather than trying to change them. This phase supports intentional growth. Opportunity and fulfillment are a step away, waiting your initiative.

Capricorn (Dec 22 – Jan 20)

Your rigor reinforces discipline and long-term focus on projects that you hold close to your heart. Career efforts show results through persistence and perseverance bears fruits. Financial security strengthens through a refreshed outlook on expenditure and investments. Relationships benefit from your dependability and clarity of communication. Health improves with the adoption of new habits. This period rewards your loyalty and steadiness of hand. The year ahead promises stability, recognition, and success built on dedication. All things come full circle when you appreciate the gifts that you already possess. Let your bolder side shine through.

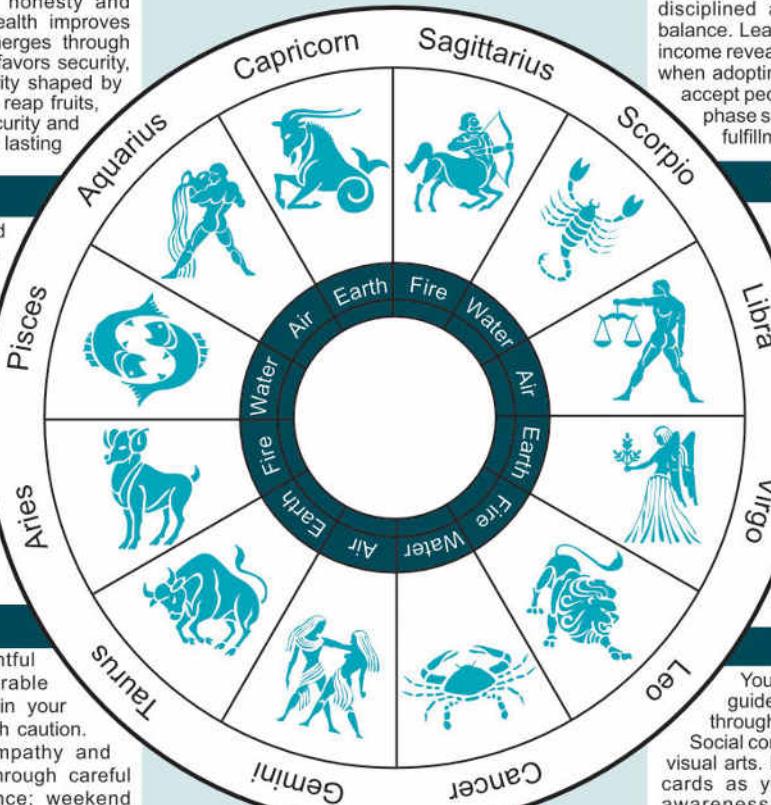
Aquarius (Jan 21 – Feb 18)

Your pursuit of success is fulfilled by innovation guided by responsibility. Career paths evolve through collaboration with learned professionals.

Social connections inspire creativity, especially in the visual arts. Love and friendship continue to be on the cards as you navigate social settings. Financial awareness improves through organization and accounting of all expenses. Solitude restores clarity and supports progress in professional matters. The cards reveal success in upskilling yourself. The Universe encourages authenticity, contribution, and purposeful change, emboldening you to make choices that you have long dreamt of.

Pisces (Feb 19 – Mar 20)

Emotional grounding and practical reflection continue to have a positive impact on your life. Career choices benefit from intuition and pragmatism. Relationships deepen through compassion and effective expression of both light as well as darker sentiments. Financial confidence grows through awareness. Creative expression restores harmony. The stars align to bring about positive changes in your life. Your cards promise fulfillment, growth, and emotional strength. This period highlights your imagination, while the months ahead continue to reveal a confident and gentler side of you. The Universe projects a peaceful yet successful stride ahead.



Libra (Sept 23 – Oct 23)

Mid-February invites you to strengthen balance by aligning intentions with actions. Career progress improves when you trust your instincts and commit to timely decisions. Relationships benefit from fairness, honesty, and shared accountability. Financial stability grows as you define priorities and manage resources wisely. Inner peace develops through creative expression and mindful reflection. Health strengthens when emotional harmony becomes central. This phase supports maturity and self-respect. Catharsis will be found in art, journaling and other recreational activities. Your hard work continues to bring rewarding connections, personal confidence, and clearer direction. By honoring your values and setting healthy boundaries, you create lasting harmony, trust, and fulfillment. Stay focused and adaptable when it comes to professional matters. Your discipline and adaptability, build the dream you've been projecting all along.

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

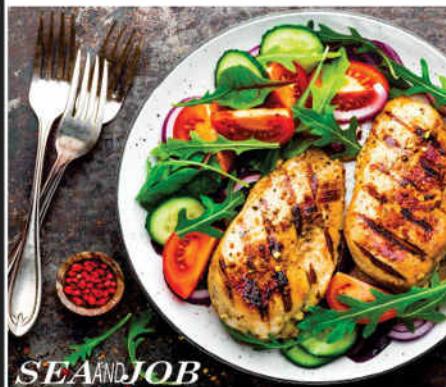


Health Zone



WHAT TO EAT BEFORE AND AFTER A WORKOUT

Nutrition plays a crucial role in how your body performs during exercise and how well it recovers afterward. No matter your fitness goal, whether it's building muscle, losing weight, improving endurance, or simply staying healthy, what you eat before and after a workout can significantly impact your results. The right foods can fuel your workout, prevent fatigue, support muscle repair, and speed up recovery. This article explores what to eat before and after a workout, why it matters, and how to tailor your choices to your fitness goals.



SEAANDJOB

Why Workout Nutrition Matters

Exercise places stress on the body. During a workout, muscles use stored energy (glycogen), muscle fibers experience tiny tears, and fluids and electrolytes are lost through sweat. Proper nutrition helps:

- **Provide energy for optimal performance:** Proper nutrition supplies fuel that helps the body perform exercises efficiently and with strength.
- **Prevent muscle breakdown:** Eating enough nutrients, especially protein, helps protect muscles from breaking down during workouts.
- **Enhance strength and endurance:** The right foods improve muscle power and help sustain physical activity for longer periods.
- **Support muscle repair and growth:** Nutrients after exercise help repair damaged muscle fibers and promote muscle growth.
- **Reduce soreness and fatigue:** Adequate nutrition helps minimize muscle soreness and reduces feelings of tiredness after workouts.
- **Improve overall recovery:** Balanced meals speed up the body's recovery process, allowing you to return to training faster and stronger.

Skipping proper nutrition or eating the wrong foods can leave you feeling sluggish, dizzy, or sore, and may slow your progress over time.

What to Eat Before a Workout

Eating before exercise helps supply your body with the energy it needs to perform efficiently. A good pre-workout meal stabilizes blood sugar levels, prevents early fatigue, and allows you to train harder and longer.

The ideal pre-workout meal includes:

- Carbohydrates for energy

- Protein to support muscle maintenance
- Low fat and fiber to avoid digestive discomfort

Timing Your Pre-Workout Meal

- 2–3 hours before workout:

Eat a balanced meal with carbohydrates, protein, and some healthy fats.

- 30–60 minutes before workout:

Choose a small, easily digestible snack focused mainly on carbohydrates with a little protein.

Best Foods to Eat Before a Workout

- **Carbohydrates: Your Main Fuel Source**

Carbohydrates are broken down into glucose, which fuels your muscles during exercise. Without enough carbs, you may feel weak or tired.

Good pre-workout carb sources include:

Oatmeal, Brown rice, Whole-grain bread, Sweet potatoes, Bananas, Berries

- **Protein: Muscle Protection and Support**

Protein before a workout helps reduce muscle breakdown and supports muscle repair.

Good protein options include:

Eggs, Greek yogurt, Chicken breast, Protein shakes, Cottage cheese

- **Healthy Fats (In Moderation)**

Fats digest more slowly, so they should be eaten in small amounts before exercise, especially if your workout is soon.

Healthy fat sources include:

Avocado, Nuts and seeds, Nut butter, Olive oil

Pre-Workout Meal Ideas

Grilled chicken, brown rice, and vegetables
 Oatmeal with banana and peanut butter
 Whole-grain pasta with lean protein
 Banana with a scoop of protein powder
 Greek yogurt with berries
 A smoothie with fruit and protein

Hydration Before a Workout

Hydration is just as important as food. Dehydration can reduce strength, endurance, and focus. Drink water throughout the day. Aim for 1–2 glasses of water 30 minutes before exercise. For intense or long workouts, a sports drink with electrolytes may help.



Health Zone



What to Eat After a Workout

After exercise, your body enters recovery mode. Muscles are depleted of glycogen and need nutrients to repair and rebuild. Eating the right foods after a workout helps:

- **Replenish glycogen stores:** Eating carbs after exercise restores the energy stored in muscles for future workouts.
- **Repair and build muscle tissue:** Post-workout protein helps heal damaged muscles and supports growth.
- **Reduce muscle soreness:** Proper nutrition decreases inflammation and helps muscles feel less stiff.
- **Speed up recovery:** The right combination of nutrients accelerates overall healing and readiness for the next workout.



SEAANDJOB

The Post-Workout Window

The first 30–60 minutes after exercise is often referred to as the “recovery window.” During this time, your muscles are especially receptive to nutrients. While total daily intake

matters most, eating soon after your workout can enhance recovery.

Key Nutrients After a Workout

Protein: Muscle Repair and Growth

Protein is essential after exercise to repair damaged muscle fibers and promote muscle growth.

Good post-workout protein sources include:

Lean meat (chicken, turkey, fish), Eggs, Protein shakes or bars, Greek yogurt, Tofu or legumes, Aim for 20–40 grams of protein, depending on body size and activity level.

Carbohydrates: Refill Energy Stores

Carbohydrates help restore glycogen levels depleted during exercise.

Good post-workout carb options include:

White or brown rice, Potatoes, Quinoa, Fruit (bananas, oranges, berries), and Whole-grain bread.

Fluids and Electrolytes

Rehydration is critical after exercise, especially if you sweat heavily. Drink water after your workout, include electrolytes (sodium, potassium) if the workout was long or intense. Coconut water or sports drinks can help replace lost minerals.

Post-Workout Meal Ideas

- Grilled salmon with rice and vegetables
- Protein smoothie with banana, berries, and milk
- Chicken wrap with whole-grain tortilla

- Eggs with toast and fruit
- Greek yogurt with honey and granola
- Nutrition Based on Fitness Goals

For Muscle Gain

- Eat sufficient calories
- Focus on protein and carbohydrates
- Don't skip post-workout meals

For Weight Loss

- Choose lean protein and complex carbs
- Avoid sugary post-workout snacks
- Control portion sizes while still fueling recovery

For Endurance Training

- Emphasize carbohydrates before and after workouts
- Include electrolytes
- Eat frequent, balanced meals

Common Mistakes to Avoid

Many people unknowingly hinder their workouts by making nutrition mistakes. Exercising on an empty stomach can cause low energy and dizziness unless it's part of a planned routine. Eating heavy or greasy foods before exercising can lead to stomach discomfort and sluggishness. Skipping post-workout meals slows muscle recovery and delays energy replenishment. Relying solely on supplements instead of whole foods means missing essential nutrients found in natural foods. Finally, ignoring hydration reduces performance, increases fatigue, and can even be dangerous. Avoiding these mistakes ensures better energy, faster recovery, and more effective workouts overall.

Supplements: Are They Necessary?

While whole foods should be your primary source of nutrients, some supplements can be helpful:

- Protein powder for convenience
- Creatine for strength and power training
- Electrolytes for long or intense workouts
- Supplements are not mandatory and should not replace balanced meals.

Conclusion

What you eat before and after a workout can make a significant difference in how you perform, feel, and recover. Pre-workout meals provide the energy needed for effective training, while post-workout nutrition supports muscle repair and replenishes energy stores. By focusing on balanced meals that include carbohydrates, protein, healthy fats, and proper hydration, you can maximize your workout results and support long-term health. Everyone's body is different, so it's important to experiment and find what works best for you. When paired with consistent exercise and adequate rest, smart nutrition becomes a powerful tool for achieving your fitness goals.

(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.)



SHIPPING NEWS

MAINSTREAM OIL SUPPLIES RETURN TO NORMALCY AS SURPLUS FALLS

In September 2025, the market was concerned about a potential oversupply of oil, as crude/condensate loadings surpassed April 2020 levels (when oil prices crashed) for the first time. As a result, the m1/m3 prompt time spread narrowed across oil benchmarks, as sentiment regarding the ability to absorb these additional volumes waned. The gap between departures and arrivals on a 3-month moving average surged to 2.34mbd in November 2025, about 100kbd below peak levels in April 2020, indicating that the market was struggling to absorb these additional barrels.

However, departures have slowed over the past three months, while arrivals have caught up, reducing the surplus barrels in the market. The tightening of crude supplies is also reflected in oil prices, with the m1/m3 prompt time spreads strengthening across major oil benchmarks.

Surplus mainstream barrels absorbed by the market

Another concern among oil producers was the accumulation of crude/condensate on the water, including both crude/condensate in transit and volumes held in floating storage. Splitting these crude supplies by origin and comparing these volumes to the 2016-2025 seasonal averages, most of the additional barrels originated from Iran, Russia, and Venezuela, growing by 152mb in 2025, resulting in a record surplus of 234mb in mid-January before retreating slightly. Conversely, the surplus in mainstream barrels was notable only between late September and early December, after which it returned to normal levels.

The growth in sanctioned barrels on water has had a limited impact on mainstream oil markets, as few buyers exist for these sanctioned crude supplies, with China accounting for the majority of purchases. With mainstream oil on water returning to normal levels and demand for it in India rising, oil prices are likely to

remain supported in the near term.

Stockbuilding activities and new refinery capacities in 2026 could support oil imports

China stockpiling activities increased 40% y-o-y from 148kbd in 2025 to 205kbd in 2025, with the potential to continue in 2026 as approximately 104mb of new storage capacity is set to come online. With low global onshore inventories outside China remaining at the lower end of the 5-year seasonal range, market participants are likely to build onshore stocks when prices remain attractive, potentially setting a floor for oil prices.

If global liftings were to surge again to the level of Sep-Oct 2025, following the steep correction in January, a renewed build of oil at sea would follow suit – possibly with a stronger knock-on impact on onshore inventories than the last time. Conversely, the risks to Iranian and Russian supplies appear to increase gradually. However, any shortfall there can be counterbalanced for months by drawing down the respective oil-on-the-water stocks of sanctioned barrels.

In addition to potential stockbuilding activities, new refinery startups, such as the Norinco-Aramco Huajin Refinery (300kbd) and the HPCL Barmer Rajasthan (180kbd), and refinery upgrades, such as the Balikpapan RFCC refinery upgrade (100kbd), the Vizag residue refinery upgrade (80kbd) and the Panipat refinery upgrade (200kbd), will continue to support global crude imports, though most of the new capacity additions in 2026 are concentrated in Asia. The departures-to-arrivals shortfall observed in January, coupled with more supportive price indicators, could entice oil producers to release more barrels to the market if the situation persists. But downside risks to prices could prompt producers to hold off for a bit longer.

EU-OWNED TANKERS SHIP 35% OF RUSSIA'S OIL IN JANUARY AHEAD OF EU BAN

EU-owned tankers shipped 35% of Russian oil in January, ahead of a planned “full maritime services ban” that will end Western marine service providers’ ability to transport crude sold to fund the Kremlin’s war in Ukraine.

The ban was announced on February 6 by European Commission President Ursula von der Leyen as part of the EU’s 20th package of sanctions on Russia.

“On energy, we introduce a full maritime services ban for Russian crude oil. It will further slash Russia’s energy revenues and make it more difficult to find buyers for its oil. As shipping is a global business, we propose to enact this full ban in coordination with

like-minded partners following a G7 decision,” von der Leyen said.

The announcement also sanctioned 43 shadow-fleet tankers, bringing the total number of ships blacklisted by the EU over the past two years to 640.

The End of the Oil Price Cap

The ban effectively signals the end of the oil price cap set by the Oil Price Cap Coalition, introduced in December 2022. The cap allowed G7 involvement in maritime transport and related services for Russian crude and petroleum products sold below fixed price thresholds.



The mechanism was designed to limit Kremlin revenues while keeping oil flowing during a period of inflation-driven global energy price shocks. Three years on, with oil markets better able to absorb geopolitical disruptions and amid sustained criticism of the cap's effectiveness, its redundancy has long been anticipated. In January, tankers sanctioned by the EU, UK, and US shipped 48% of Russian crude, refined products, and fuel oil.

By contrast, tankers with beneficial owners in the EU — nearly all based in Greece — shipped 35%. Vessels with untraceable beneficial ownership, typically shadow-fleet ships not yet sanctioned, or owned in non-Western countries, accounted for 17%.

Market Shifts and What Remains Unclear

After the UK and U.S. sanctioned Rosneft and Lukoil in October, the price of Urals export crude fell below the revised EU and UK price cap of \$47.60 per barrel. That allowed compliant trades to resume in larger volumes in December and January.

In the first three weeks of November, EU-owned tonnage stepped back as newly established UAE-based shipping companies assumed international marketing of Rosneft and Lukoil crude. These workarounds eased—but did not eliminate—market disruption by December. Dislocation was further amplified by US pressure on India to halt purchases and by the EU's January 17 import ban on refined products derived from Russian crude. The refined-products ban affected India, Russia's second-largest buyer

after China, as well as Türkiye. Both countries reduced Russian crude purchases last month, while the US said that India would halt imports altogether.

Russia's oil-on-water volumes tracked stood at around 170 million barrels, the highest level in records dating back to 2016. Volumes have risen steadily from 147 million barrels on October 1. EU-owned tankers with Western marine insurance have remained a stable, price-cap-compliant presence in Russian trades over the past three years, effectively supplementing the shadow fleet that has served as the Kremlin's primary logistics lifeline.

Their role has been more pronounced in refined-products shipments, where diesel prices have stayed below the \$100-per-barrel cap for more than two years. Just under half of Russia's refined products were shipped on EU-owned tonnage, while 16% moved on sanctioned vessels. Crude shipments, where prices for some grades exceed the cap, relied more heavily on sanctioned tankers, which accounted for 63% of volumes in January. EU-owned vessels made up 17%.

Significant uncertainty remains around the scope of the maritime services ban, including whether it will extend to refined products. It is also unclear whether key EU shipowning states — Greece, Cyprus, and Malta — have fully signed off. These countries have historically opposed EU measures that could disrupt shipping businesses operating under their flags or through ship-management companies incorporated locally.

BUREAU VERITAS GRANTS APPROVAL IN PRINCIPLE TO GREENROOM ROBOTICS' ADVANCED MARITIME AUTONOMY SOFTWARE

Bureau Veritas Marine & Offshore (BV) has granted an Approval in Principle (AiP) to Greenroom Robotics for its maritime autonomy software, GAMA. This is the first time a maritime autonomy software, enabling self-navigation has been granted AiP by Bureau Veritas, marking a key advancement for maritime robotics and autonomous operations. Greenroom's GAMA software employs AI to create a fully autonomous navigation system. By doing so, it integrates data from multiple onboard sensors to support situational awareness, monitoring of vessels, decision-making, and vessel control, and can be operated either onboard or from a remote-control center. Its modular and scalable architecture is designed to support flexible integration, enabling any vessel to be converted into a fully-autonomous craft.

The AiP confirms that, based on a design-level assessment and within the defined scope, GAMA's overall design principles are aligned with the applicable Bureau Veritas rules for autonomous and remotely operated vessels. This enables faster integration of autonomy into new builds and existing vessels, streamlines flag-state approval, reduces risk for Defence and commercial operators and provides a clear pathway to full certification.

The assessment was conducted in accordance with BV NI641 "Guidelines for Autonomous Shipping", providing an independent, early-stage appraisal of the system's technical approach. Through this collaboration, BV contributes its expertise in global maritime regulations, classification, and best practices for autonomous and remotely operated systems, supporting the alignment of innovative technologies with internationally

recognized safety and performance objectives.

Harry Hubbert, Chief Operating Officer, Greenroom Robotics said, "For shipbuilders and operators, this AiP accelerates the path to autonomy by validating GAMA's design intent against class expectations. As one of the first maritime autonomy software to be granted AiP by Bureau Veritas, we're proud to be leading the adoption of autonomy through proven and validated solutions. We look forward to continued collaboration with Bureau Veritas to transform maritime robotics, autonomous navigation, situational awareness, and advanced operations management across the global maritime industry."

Alex Gregg-Smith, President, Marine & Offshore, Bureau Veritas said, "Maritime autonomy represents a significant development for the industry, requiring both innovation and strong confidence in safety and governance. This Approval in Principle reflects Bureau Veritas' role in supporting the structured development of autonomous technologies while helping industry stakeholders navigate emerging regulatory and technical expectations."

The AiP follows a Memorandum of Understanding (MoU) signed by BV and Greenroom Robotics in 2024, which established a collaborative framework to advance maritime robotics, autonomous navigation, situational awareness, and operations management. BV and Greenroom Robotics will continue their cooperation under the MoU framework, supporting further development and engagement as maritime autonomy progresses toward broader operational adoption.

MOL JOINS 5-WAY PUBLIC-PRIVATE PARTNERSHIP IN 1ST SHIP-TO-SHIP METHANOL BUNKERING AT ANCHORAGE IN YOKOHAMA

Mitsui O.S.K. Lines, Ltd. announced that the company teamed up with the City of Yokohama, Kokuka Sangyo Co., Ltd., Idemitsu Kosan Co., Ltd., and Mitsubishi Gas Chemical Company, Inc. – collectively known as the “Five Parties” – to successfully complete Japan’s first ship-to-ship bunkering of methanol vessel fuel at anchorage. Methanol fuel was transferred from the Eika Maru to the Kohzan Maru VII in the Yokohama District of Keihin Port.

The Eika Maru is a coastal methanol transport vessel operated by Kokuka Sangyo and the Kohzan Maru VII is a dual-fuel, ocean-going, methanol-transport vessel operated by MOL, and both are chartered by MGC. This operation also used domestically produced biomethanol from MGC’s Niigata Plant, which is scheduled to be used as fuel for the future operation of the Kohzan Maru VII.

Methanol, a basic chemical, is used in a wide range of applications. It is also recognized as a clean-burning fuel, emitting low levels of CO₂, Sulfur Oxides (SOx), Nitrogen Oxides (NOx), and Particulate Matter (PM). In the shipping industry, adopting alternative fuels to replace heavy fuel oil is one strategy for reducing GHG emissions. Methanol is gaining attention as a promising alternative fuel due to its ease of handling within existing infrastructure, leading to an increase in orders for methanol-fueled vessels. Methanol produced from non-fossil sources—such as CO₂, waste plastics, and biobased feedstocks—enables carbon-neutral marine transport across its entire lifecycle.

The Ports and Harbors Bureau of Japan’s Ministry of Land, Infrastructure, Transport and Tourism (MLIT) established standards for implementation procedures and safety measures regarding bunkering of methanol-fueled vessels through the “Study Group on the Formation of Methanol Bunkering Hubs” from 2024 to 2025. The bunkering operation at this anchorage was made possible based on findings from a methanol bunkering simulation conducted in Yokohama Port in September 2024 and other insights related to the domestic transport of chemicals, including methanol. Those insights were brought by multiple stakeholders, including the operators (the Five Parties). Stakeholders and MLIT, along with the Japan Coast Guard discussed procedures and safety measures for implementation, which contributed to the successful execution of this operation.

Anchorage bunkering is a highly convenient operational method already used for conventional marine fuels, and a similar rise in demand is expected for methanol bunkering. This project marks Japan’s first ship-to-ship methanol bunkering operation at anchorage for methanol-fueled vessels in service, representing a significant milestone in promoting methanol bunkering within Japan. Moving forward, stakeholders will systematically organize and visualize insights gained through post-operation verification of this project. The Five Parties expect that these findings will be applied to methanol bunkering operations involving other vessel types or in other regions of Japan. Building on this project as a starting point, MOL will continue advancing initiatives to further develop and promote methanol bunkering throughout Japan.

Since commencing operations of the world’s first methanol dual-fuel vessel in 2016, MOL has deployed eight such carriers, operating one of the world’s largest fleets of dedicated methanol carriers. To achieve net-zero GHG emissions across the entire MOL Group by 2050, as outlined in the “MOL Group Environmental Vision 2.2,” MOL is advancing the adoption of clean energy as one pathway toward this goal. The company aims to deploy 90 LNG/methanol-fueled vessels by 2030. Leveraging the expertise accumulated through its operational and maintenance experience, MOL will contribute to further reducing GHG emissions and achieving net-zero emissions.

Company Profiles: Idemitsu Kosan Co., Ltd. In the fields of Petroleum, Basic Chemicals, High-Performance Materials, Power/Renewable Energy, and Resources, the company engages in the development, manufacturing, and sales of a wide variety energy and materials based on relationships of trust with partners and customers in a variety of fields. To contribute to achieving a carbon neutrality and a circular society by 2050, we continue to pursue new challenges by leveraging our domestic and international networks to advance the societal implementation of diverse and environmentally friendly “Energy One-step Ahead” solutions such as synthetic methanol (e-methanol).

Kokuka Sangyo Co., Ltd. Kokuka Sangyo was established in March 1947 and fully entered the shipping industry in 1956, beginning with the transportation of coal and rayon products. Since the 1960s, Kokuka Sangyo has been engaged in the domestic and international transportation of methanol via dedicated carriers, as well as in operating specialized tankers and general chemical tanker vessels. Today, these operations remain Kokuka Sangyo’s core business. Both domestic transportation and international trade deeply depend on sea routes. Through safe operation and strict quality control, Kokuka Sangyo continues to play an important role as vital infrastructure supporting both economic activity and daily life through maritime transport.

Mitsubishi Gas Chemical Company, Inc. Under its group mission, “Creating value to share with society”, MGC is promoting its environmentally sustainable platform “Carbopath™” for carbon recycling that uses captured CO₂, waste plastics, and biomass to manufacture methanol with proprietary methanol production technology developed over many years using in-house catalysts. The recycled methanol is then utilized as chemical feedstock, fuel, and for power generation. Through the social implementation of this platform, MGC will contribute to reducing greenhouse gas emissions and advancing the transition to a circular economy.

The City of Yokohama, home to Yokohama Port—one of Japan’s leading ports—is developing a “Carbon Neutral Port” that aims to achieve net-zero greenhouse gas emissions. This initiative will be advanced by enhancing port functions with decarbonization in mind, including promoting the shift to next-generation energy sources for vessels and coastal industries, as well as creating clusters of coastal industries. To achieve carbon neutrality at the port by 2050, the city is pursuing these efforts in collaboration with the national government, private companies, and other stakeholders.

CMA CGM GROUP, MARLINK, AND EUTELSAT PARTNER TO DEPLOY ONEWEB LEO CONNECTIVITY ACROSS CMA CGM'S GLOBAL MARITIME FLEET

CMA CGM Group, Marlink and Eutelsat have announced a partnership to deploy OneWeb LEO connectivity across CMA CGM's global maritime fleet. The solution integrates European-based Eutelsat OneWeb's Low Earth Orbit (LEO) services combined with existing LEO and GEO networks within a broader hybrid network architecture, enabled by Marlink's purpose-built edge platform, XChange NextGen.

Under this new, multi-year agreement, OneWeb LEO services will be deployed on more than 300 CMA CGM vessels over the next nine months. Delivered and integrated by Marlink, the solution combines multi-orbit satellite networks, introducing multiple layers of resilience and advanced capabilities to strengthen CMA CGM's global connectivity services. The deployment represents a high-availability architecture implemented at unprecedented fleet scale within the maritime sector.

CMA CGM will benefit from a high-throughput, low-latency connectivity environment to support the accelerating digital transformation of its fleet. Robust, continuous connectivity at sea enables operational efficiency, real-time data exchange, and enhanced services for crews, allowing vessels to operate with digital performance comparable to shore-based environments while supporting future digital use cases.

The solution also supports decarbonisation objectives by enabling real-time optimisation of routes, speeds and fuel consumption, helping reduce emissions and improve operational efficiency. Designed on the XChange NextGen edge cloud platform, Marlink unlocks its Possibility Platform for CMA CGM across cyber security, IIoT data collection, cloud enablement and centralised fleet-wide network orchestration, ensuring predictable performance and service continuity independent of sailing routes.

The CMA CGM Group is a global player in sea, land, air and logistics solutions, present in 177 countries and operating a fleet of more than 650 vessels serving over 420 ports worldwide. It has been an anchor shareholder of Eutelsat since 2022, reflecting a shared

commitment to reliable, high-performance satellite connectivity supporting French and European digital sovereignty.

Ramon Fernandez, Executive Vice President Chief Finance Officer, CMA CGM Group said, "Through this partnership, CMA CGM continues to strengthen its global connectivity framework in support of reliable and secure maritime operations. The integration of OneWeb's LEO services contributes to the robustness of our fleet-wide connectivity, supporting operational efficiency and crew welfare. It also aligns with our commitment to trusted solutions and to strengthening digital sovereignty, while reflecting a pragmatic, long-term approach to connectivity that meets our industrial, performance and sustainability objectives."

Jean-François Fallacher, Chief Executive Officer of Eutelsat commented, "This agreement marks a major milestone in the deployment of OneWeb's LEO services in the maritime sector. By integrating OneWeb into CMA CGM's connectivity ecosystem, we are supporting a robust, future-proof solution that meets the growing demand for high-performance, low-latency connectivity at sea. We are grateful to CMA CGM Group's long-standing support of Eutelsat, and excited to see it materialize into an industrial partnership. We are also delighted to work with our long-standing partner, Marlink, to further push the boundaries of maritime connectivity."

Erik Ceuppens, Chief Executive Officer, Marlink Group said, "Building on more than 20 years of close partnership and co-creation with CMA CGM, we are proud to jointly lead the transition into the multi-LEO future. This landmark project highlights Marlink's proven ability to deliver advanced digital solutions at scale for the world's leading shipping companies. As digitalisation becomes an increasingly critical business priority for the maritime industry, we are pleased to equip CMA CGM with a resilient, next-generation network solution, including Eutelsat OneWeb that enhances operational efficiency, safety, and decarbonisation across its global fleet."

AET ADDS FIRST HYBRID ELECTRIC DYNAMIC POSITIONING SHUTTLE TANKER TO ITS FLEET

In support of AET's ambitions as a leader in both shuttle tankers and maritime energy transition, the company has signed an agreement for its first hybrid electric Dynamic Positioning Shuttle Tanker (DPST), designed to be dual-fuel, lower-emissions-ready and secured on long-term charter. The latest newbuilding strengthens AET's DPST capability and reflects the Company's strategic investment in DPST growth — combining innovation, operational excellence and partnerships to support offshore energy production while progressing towards lower-emissions solutions. A global leader in shuttle tankers, AET operates one of the world's largest DPST fleets, with 17 vessels deployed across Brazil and Norway, and further growth planned. With dual-fuel capability across all tanker segments, the addition of hybrid electric propulsion further broadens lower-emissions optionality for customers whilst enhancing competitiveness.

The agreement was inked with Dalian Shipbuilding Industry Corp. for the construction of a 154,000-deadweight-tonne Suezmax DPST equipped with an Electric Energy Storage (EES) system and designed to be dual-fuel ethanol-ready, with projected delivery in 2028. Nick Potter, President & CEO of AET said, "AET owns and operates one of the youngest and largest DPST fleets serving Brazil, and the North and Barents seas. Our collective experience in dual-fuel vessels and growth in the DPST segment has been driven by deep partnerships. Our ambition is to continue extending our industry leading position and deliver reliable, safe and sustainable DPST solutions to customers worldwide."

Designed for enhanced energy efficiency and future ethanol dual-fuel optionality, the newbuild adds to AET's multi-fuel fleet growth programme and builds on AET's energy transition strategy to shift towards lower-emissions technologies across its fleet.

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NAVIGATING THE UNCHARTED

THE SHIP OF THESEUS AND IDENTITY

Have you ever looked at something and wondered if it is still the same after everything about it has changed? That is the core idea behind the Ship of Theseus, a classic thought experiment from ancient philosophy. It asks whether an object that has all its parts replaced over time can truly remain the same thing. This puzzle messes with identity, change, and how humans decide what makes something real in today's modern life.

Background:

The Ship of Theseus did not start as some dusty classroom theory meant to put people to sleep. It actually comes from ancient Greece, where philosophers loved asking questions that made everyone pause and overthink life.

The idea is linked to Theseus, a legendary hero whose ship was preserved for years after his adventures. As parts of the ship slowly wore out, they were replaced one by one to keep it sailing.

Over time, every original piece was gone. That is when people started arguing. Was it still Theseus's ship or just a really convincing copy? Philosophers like Plutarch used this story to spark debates about identity, change, and what makes something authentic.

Even though it is centuries old, the question still hits hard today because humans are still obsessed with labels, originality, and holding onto the past while everything keeps changing around us.

Why this topic matters now:

The Ship of Theseus matters now because we are living in an era of nonstop change, and humans are struggling to keep up with what that change means. We replace things faster than ever before, ideas, systems, values, even versions of ourselves. Yet we still crave stability and clear identities. This paradox sits right at the heart of the Ship of Theseus.

Today, society is obsessed with continuity. We want things to evolve without losing their essence. Whether it is institutions, cultures, or personal identities, we expect change to be smooth and harmless. But the Ship of Theseus forces us to confront an uncomfortable truth. Change is not always clean, and identity is not always fixed. Sometimes, it is blurry, layered, and uncertain.

This topic also matters because it challenges how we define authenticity. In a world driven by updates, edits, and reinvention, the idea of an "original" is slowly fading. The Ship of Theseus questions whether originality even matters, or if meaning comes from persistence and memory instead.

That question feels especially relevant now, when people constantly

debate what is real, what is copied, and what is still true.

Most importantly, this thought experiment encourages deeper thinking. It pushes people to slow down and question assumptions they usually accept without hesitation.

In a fast-paced world that rewards quick answers, the Ship of Theseus reminds us that some questions are powerful precisely because they do not have simple solutions.

When Everything Changes, What Still Remains?

• The Idea Of Continuity

Even when every visible part changes, humans still look for a sense of continuity. We want to believe there is a thread connecting the past to the present. This could be a story, a memory, or a shared understanding that says, "this is still the same thing." The Ship of Theseus shows that continuity is often psychological, not physical.

• The Name And The Narrative

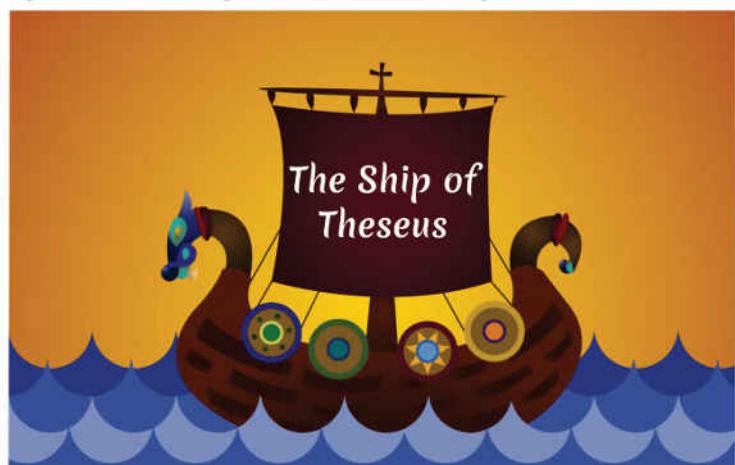
Names carry power. As long as something keeps its name, people tend to treat it as the same entity. But more than the name, it is the narrative attached to it that survives. The story we tell about an object, a person, or an institution often matters more than its actual components.

• Purpose Over Parts

When parts change, purpose often stays. If something continues to serve the same role or function, we are likely to accept it as unchanged. The Ship of Theseus highlights how humans prioritize intention and use over material consistency.

• Collective Agreement

Identity is not decided alone. It is shaped by collective belief. If everyone agrees that something remains the same, that agreement becomes



NAVIGATING THE UNCHARTED



reality. This shows how identity is socially constructed rather than objectively fixed.

• Memory as an anchor

Memory plays a huge role in what remains. Past experiences shape how we perceive the present. Even if the physical form changes completely, memory acts like glue, holding different versions together into one perceived whole.

• Emotional Attachment

What truly remains is often emotional. Feelings of trust, belonging, or familiarity survive long after the original parts are gone. These emotions influence how we define sameness more than logic ever does.

• Values And Core Principles

While external elements change, values are often treated as the core. If beliefs, ethics, or guiding principles remain consistent, people are more willing to accept change elsewhere.

• The Illusion Of Permanence

The Ship of Theseus also suggests that what remains might simply be an illusion we create to feel secure. Humans need stability, so we mentally preserve identity even when reality is constantly shifting.

• The Question Itself

In the end, what remains may not be a clear answer but the question. The Ship of Theseus stays relevant because it keeps asking us to rethink identity every time something changes.

Applications of the Ship of Theseus in Today's World

The Ship of Theseus shows up everywhere once you start paying attention. It is no longer locked in philosophy books. It plays out daily in how we work, build, update, and reinvent things around us. Modern life is basically one long Theseus experiment.

Take companies first. A startup might begin with five people and a bold idea, but as it grows, everything changes. New employees replace old ones, leadership shifts, goals evolve, and company culture gets rewritten. Even the brand voice changes. Still, the company presents itself as the same entity to the world.

Investors, customers, and employees are expected to believe in continuity, even when the internal reality feels completely different. This is the Ship of Theseus in action, applied to corporate identity.

Leadership changes push this even further. When a new leader takes charge, strategies flip, priorities change, and decision making feels unfamiliar. Employees often say the company is "not what it used to be," even though nothing official has changed on paper. The name, logo, and mission statement stay intact, but the experience feels altered.

That gap between structure and identity is exactly what the thought experiment highlights.

Products and technology offer another clear example. Apps, devices, and platforms update constantly. Features are added, removed, or redesigned to stay competitive. Sometimes users love it, sometimes they hate it.

When people say a product has lost its essence, they are reacting to identity, not functionality. Even if it performs better, it may not feel like the same thing anymore.

On a personal level, the Ship of Theseus applies to human identity. People switch careers, change belief systems, heal from trauma, and outgrow older versions of themselves.

Almost every internal part changes over time, yet we still say, "this is who I am." This theory helps explain why personal growth can feel both empowering and confusing at the same time.

Teams, communities, and even cultures follow the same pattern. Members rotate, values shift, and norms evolve, yet the collective identity remains. The Ship of Theseus helps us understand that identity in the modern world is not about staying unchanged, but about learning how to carry meaning through constant transformation.

Conclusion:

In the end, the Ship of Theseus is less about finding a right answer and more about learning how to sit with change. It reminds us that identity is not always tied to physical parts, fixed roles, or original versions. In a world where everything evolves quickly, this experiment helps us understand why change can feel unsettling yet necessary.

Whether it is a company, a product, or a person, the Ship of Theseus shows that continuity often lives in purpose, memory, and meaning. Sometimes, staying the same does not mean resisting change, but learning how to move through it.



(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.)

REVIEW

for

HOME



Happiness at home isn't just about décor or expensive furniture—it's deeply influenced by psychology, neuroscience, and environmental science. The good news? You can apply simple, science-backed tweaks to transform your home into a more positive, calming, and energizing space. Here are practical scientific hacks that can genuinely make your home happier.

- **Let Natural Light Be Your Mood Booster**

Sunlight plays a crucial role in regulating our circadian rhythm—the internal clock that governs sleep, mood, and energy levels. Studies show that exposure to natural light boosts serotonin, the “feel-good” hormone linked to happiness and focus. Hack: Keep curtains open during the day, place mirrors opposite windows to reflect light, and position work desks near natural light sources. Even 15–30 minutes of daylight exposure each morning can improve mood.

- **Use Colors That Calm or Energize the Brain**

Color psychology suggests that different hues can trigger different emotional responses. Soft blues and greens are associated with calmness and relaxation, while warm shades like yellow and orange promote optimism and energy. Hack: Paint bedrooms in cool tones for better sleep, and add pops of yellow in living areas or kitchens to encourage warmth and conversation.

- **Bring Nature Indoor**

The concept of biophilia—our innate connection to nature—is supported by research showing that indoor plants reduce stress, improve air quality, and enhance overall well-being. Even looking at greenery can lower blood pressure. Hack: Add easy-to-care-for plants like snake plants, pothos, or peace lilies. If space is limited, small potted herbs in the kitchen or a vertical garden can work wonders.

- **Declutter to Reduce Mental Overload**

Clutter competes for your attention. Neuroscientists have found that visual clutter can increase cortisol levels, the hormone linked to stress. A chaotic environment can make your brain feel just as

Scientific Hacks To Make Your Home Happier

chaotic. Hack: Follow the “one-minute rule”—if a task takes less than a minute (hanging a coat, putting away a mug), do it immediately. Regular micro-decluttering keeps your space calm without feeling overwhelming.

- **Create Comfort Through Scent**

Smell is directly linked to the brain's limbic system, which controls emotion and memory. Certain scents like lavender, citrus, and sandalwood are scientifically associated with relaxation and improved mood. Hack: Use essential oil diffusers, scented candles, or incense with calming fragrances in the evening and refreshing citrus scents in the morning.

- **Play the Right Sounds**

Sound influences our nervous system. Soft background music, nature sounds, or gentle instrumental tunes can reduce anxiety and improve concentration. Conversely, constant loud noise can elevate stress levels. Hack: Create playlists for different moods—calm morning routines, focused work hours, and relaxing evenings. Even the subtle sound of rainfall can have a soothing effect.

- **Personalize Your Space With Positive Memories**

Positive psychology emphasizes the importance of emotional triggers. Photos, souvenirs, and objects linked to joyful memories can instantly uplift your mood. Hack: Create a “happiness wall” with travel photos, family moments, handwritten notes, or achievements that remind you of gratitude and purpose.

- **Maintain a Sleep-Friendly Environment**

Good sleep is one of the strongest predictors of happiness. Cooler room temperatures, minimal light, and reduced noise contribute to better rest. Hack: Use blackout curtains, keep screens away from the bed, and aim for a slightly cool bedroom temperature for deeper, more restorative sleep.

A happier home doesn't require a major renovation. By applying small, science-backed changes—more light, less clutter, calming colors, natural elements, and meaningful connections—you can create an environment that supports emotional well-being every day. Happiness, after all, often begins right at home.



World's Most Dangerous Birds

Birds are often admired for their beauty, grace, and song, but not all feathered creatures are gentle. Some species possess formidable strength, sharp talons, powerful beaks, or even toxic defenses that make them surprisingly dangerous.

From towering cassowaries to stealthy owls, the avian world includes birds capable of inflicting serious harm when threatened. Here's a look at some of the world's most dangerous birds and what makes them so fearsome.

1. Cassowary (Australia and New Guinea)

Often dubbed the world's most dangerous bird, the cassowary is a large, flightless bird that can stand up to six feet tall. Its most terrifying weapon is a dagger-like claw on each foot, measuring up to 12 centimeters long.

With a single kick, a cassowary can cause deep wounds, severe bleeding, or even fatal injuries. These birds are generally shy but become highly aggressive when cornered or protecting their chicks. Their sheer power, speed (up to 50 km/h), and territorial nature make them truly formidable.

2. Ostrich (Africa)

The ostrich is the largest living bird and another flightless giant with an impressive defense mechanism: its legs. An ostrich's kick is strong enough to kill a lion, delivering bone-crushing force with razor-sharp claws. They can run at speeds of up to 70 km/h, making escape difficult if they feel threatened.

While usually calm, ostriches can become aggressive during mating season or when guarding their nests.

3. Great Horned Owl (Americas)

This nocturnal predator may look enchanting, but the great horned owl is a skilled and aggressive hunter. Its talons exert tremendous pressure, and it has been known to attack humans who venture too close to its nest.

Because it hunts silently and often from above, encounters can be startling and painful, especially during breeding season.



4. Golden Eagle (Northern Hemisphere)

Golden eagles are majestic, but they are also lethal hunters. They have been known to attack animals much larger than themselves, including foxes and young deer.

In some regions, there have been rare reports of golden eagles attacking small children. Their keen eyesight, speed, and powerful talons make them highly efficient predators.

5. Harpy Eagle (Central and South America)

The harpy eagle is among the most powerful birds of prey in the world. With talons as large as a grizzly bear's claws, it can snatch monkeys and sloths directly from tree branches. Its grip strength is extraordinary, capable of exerting enough pressure to instantly kill its prey. Though attacks on humans are extremely rare, its sheer size, wingspan, and predatory power earn it a place on this list.

6. Southern Giant Petrel (Antarctica and Southern Oceans)

Nicknamed the "bone-shaker," this large seabird has a fearsome reputation among other birds. It is an aggressive scavenger and predator, known to attack penguin chicks and even other seabirds. While it poses little threat to humans, its brutal feeding habits and dominance in its ecosystem make it one of the more intimidating birds in the wild.

7. Pitohui (Papua New Guinea)

Danger doesn't always come from size or strength. The hooded pitohui is one of the few poisonous birds in the world. Its feathers and skin contain batrachotoxin, a potent toxin also found in poison dart frogs. Touching or ingesting the bird can cause numbness, burning sensations, and illness. This chemical defense protects it from predators and makes it a unique danger in the avian world.

Most of these birds are not inherently hostile; they become dangerous primarily when defending territory, protecting offspring, or hunting for survival. Their physical adaptations—sharp talons, powerful beaks, speed, strength, and in rare cases, toxins—are tools for survival in the wild. Human encroachment into their habitats increases the likelihood of confrontations, often to the detriment of both people and birds.

Conclusion

The world's most dangerous birds are a testament to nature's diversity and power. While they command respect and caution, they also play vital roles in maintaining ecological balance. Understanding their behavior and respecting their space is the key to peaceful coexistence. These remarkable creatures remind us that the natural world, though beautiful, is also wild and deserves our awe as much as our respect.





SMYL ZONE

ZONE



I received a marriage invitation. At the end, it said, "Your presence itself is a gift. We don't want any gifts at the marriage."

I read it again and again. Was getting confused.

Finally, I came to the conclusion that I am not invited, and decided not to attend.



I went to the liquor store Friday afternoon on my bicycle, bought a bottle of whiskey and put it in the bicycle basket.

As I was about to leave, I thought that if I fell off the bicycle, the bottle would break.

So, I drank all the whiskey before I cycled home. It turned out to be a very good decision, because I fell off my bicycle seven times on the way home.



A pastor was 10-minutes into his sermon when he noticed his young son in the balcony with a pea-shooter.

He was leaning over the balcony-aiming, and popping people in the head.

As the pastor prepared to deliver a very public scolding of his boy - the 7-year-old son hollered out, "You keep preaching Dad, and I'll keep them awake!"



When I was in Class 7, I used to ask a lot of questions. One day, I asked my English teacher, "Why do we ignore some letters in pronunciation, for example, the letter H in hour and honour?"

My English teacher said, "We are not ignoring them; they are considered silent."



During the lunch break, my teacher gave me her packed lunch and asked me to heat it in the cafeteria. I ate all the food and returned the empty container to her.

English teacher: What happened? I told you to go and heat my food. Why are you returning an empty container?

Me: Ma'am, I thought the 'H' was silent!

A

guy bought a new fridge for his house.



To get rid of his old fridge, he put it in his front yard and hung a sign on it that said: "Free to a good home. If you want it, take it."

For three days, the fridge sat there without even one person looking at it twice.

He eventually decided that people didn't trust the deal.

It looked too good to be true, so he changed the sign to read: "Fridge for sale: \$50."

The next day, someone stole it.

M

e: This show is boring.



Boss: Again, this is a Zoom Conference.

H

usband: What do you want as a gift?



Wife: A divorce!

Husband: Can you think of something cheaper?

When Rahul was studying, his mom kept calling him, but he did not respond because he was deeply involved in his studies.



She called him again and again.

Rahul shouted, "Please, Mom, leave me alone. I have to study. My exam is near. Please, I want to study."

His mom slapped him and said, "Stop dreaming. Wake up and study."

Daughter: Dad, sometimes I wish I lacked common sense.



Dad: Why would you say something like that?

Daughter: Because our family seems so happy without it!



WORD PLAY

TV Shows

F	L	V	E	E	P	D	D	E	M	R	A	H	C
R	B	S	T	R	A	N	G	E	R	S	P	E	R
A	O	U	T	L	A	N	D	E	R	E	O	E	A
S	I	G	L	L	E	N	S	O	F	E	C	N	E
I	B	A	R	E	V	E	N	G	E	L	A	D	E
E	S	A	E	I	D	S	L	K	G	T	L	E	B
R	F	E	F	A	M	L	U	E	A	S	Y	A	I
F	I	A	N	R	L	M	A	I	I	A	P	V	L
A	G	O	T	H	A	M	L	B	T	C	S	O	L
L	L	U	C	I	F	E	R	T	I	S	E	U	I
L	H	C	T	A	W	Y	A	B	L	N	E	R	O
O	R	R	F	F	I	R	E	F	L	Y	N	A	N
U	L	R	S	D	N	E	I	R	F	I	A	A	S
T	S	E	H	M	O	N	K	L	O	K	I	T	H

1. REVENGE
2. APOCALYPSE
3. DALLAS
4. GRIMM
5. FRASIER
6. BILLIONS

7. MONK
8. LUCIFER
9. FIREFLY
10. HANNIBAL
11. FRIENDS
12. ENDEAVOUR

13. FALLOUT
14. BAYWATCH
15. OUTLANDER
16. CASTLE
17. SUITS
18. GOTHAM

19. STRANGERS
20. CHARMED
21. LOKI
22. VEEP



Marine Insights

SMART HULLS & ADVANCED COATINGS

Ships haven't changed their basic silhouette in centuries, still a watertight shell displacing water, but what those shells are made of and what they do is changing fast. "Smart hulls" and next-generation surface coatings are shifting hulls from passive barriers into active, multifunctional systems: they sense, respond, protect, harvest energy, and reduce environmental impact. This article lays out the core technologies, the benefits for shipowners and operators, remaining challenges, and where the field is likely heading.



What makes a hull "smart"?

A smart hull combines structural materials with embedded sensing, actuation, and control systems so the hull can monitor and react to its environment. At the most basic level this includes:

- **Sensing layers**, distributed arrays of thin sensors for strain, vibration, temperature, moisture, localized corrosion potential, and acoustic signatures. These provide real-time data on hull stresses, impacts, and deterioration.
- **Signal processing and connectivity**, edge electronics (local processors) and secure communications to aggregate sensor data and feed it into onboard systems or shore-based analytics.
- **Actuation and response**, built-in systems to respond automatically or semi-autonomously: localized heating to dry wet spots, electrochemical corrosion mitigation, adaptive ballast control, or even small actuators that change surface roughness.
- **Integration with ship systems**, linking hull intelligence to navigation, propulsion, and maintenance planning so the hull's state informs routing, speed optimization, and repair schedules.

The aim is early detection of damage and degradation, reduced unplanned downtime, and improved safety plus

secondary benefits like optimized hydrodynamics and lower fuel use.

Advanced coatings: beyond paint

Traditional marine coatings protect against corrosion and fouling. The new generation goes much further:

Antifouling & fouling-release coatings

Instead of relying on heavy biocides, modern antifouling uses surface chemistry and microtextures to make it hard for marine organisms to attach. Fouling-release coatings create low-adhesion surfaces (often silicone-based) so even light flows scrub organisms away. Reducing biofouling cuts drag and can improve fuel efficiency significantly.

Anti-corrosion smart coatings

These incorporate corrosion inhibitors either encapsulated micro-reservoirs that release inhibitors when a scratch breaks them, or conductive layers that enable electrochemical protection. Some systems also include optical or electrical sensing so a small defect triggers an alert before corrosion spreads.

Self-healing coatings

Inspired by biological tissues, self-healing coatings contain microcapsules or vascular networks filled with a repair agent. When the coating cracks, the capsules rupture and the agent fills the crack and polymerizes, restoring barrier properties. This dramatically increases time-between-maintenance.

Photocatalytic and photocurrent coatings

Coatings that use photocatalytic reactions (e.g., titanium dioxide under UV) can break down organic contaminants on the surface, making it harder for biofilms to form. More advanced concepts pair photoactive layers with conductive elements to generate small currents that deter settlement or power sensors.

Hydrophobic and lubricant-infused surfaces

Superhydrophobic textures and lubricant-infused porous surfaces (SLIPS) create slippery coatings that further discourage adhesion. These can be effective against a broad spectrum of fouling organisms and reduce cleaning requirements.



Functional synergies: when coatings and hulls work together

The biggest gains come when coating science links with smart hull electronics.

- **Sensorized coatings:** thin-film sensors embedded into the coating can detect microcracks, impact events, or the first stages of biofilm formation, relaying precise location data.
- **Active antifouling:** triggered release systems that emit small, localized antifouling agents only where needed reduce chemical use and environmental impact.
- **Energy harvesting skins:** piezoelectric layers or triboelectric surfaces can harvest energy from wave or frictional forces to power sensors, reducing wiring and maintenance complexity.
- **Adaptive textures:** advanced actuators could change surface roughness on demand smooth for cruising economy, textured for low-speed maneuvering where different hydrodynamic behavior is desirable.



Operational benefits

For shipowners and fleet operators, smart hulls and coatings produce measurable advantages:

- **Lower fuel consumption,** reduced fouling and better-maintained hydrodynamics translate directly into fuel savings.
- **Predictive maintenance,** condition-based alerts let maintenance be scheduled efficiently instead of reacting to failures. This reduces repair costs and time in dock.
- **Extended service life,** corrosion and mechanical damage

Marine Insights

are detected and mitigated earlier, preserving structural integrity.

- **Regulatory & environmental compliance,** reduced biocide use and lower emissions help meet tightening international standards.
- **Improved safety and reputation,** early detection of critical hull issues prevents catastrophic failures and supports safer operations.

The roadmap: where this is going

Over the next decade the trajectory looks like:

1. **Better sensors + ML analytics,** richer sensor suites feeding machine learning models will turn raw data into actionable predictions about fatigue life, corrosion progression, and fuel tradeoffs.
2. **Modular retrofits,** plug-and-play sensor patches and retrofit coatings will lower the barrier for existing fleets.
3. **Materials convergence,** combining nanomaterials (graphene, nanotubes), polymer chemistry, and microfluidic healing systems will make coatings tougher and more capable.
4. **Energy autonomy,** integrated energy harvesting will allow sensor networks to operate indefinitely with minimal wiring.
5. **Regulatory alignment,** as environmental rules tighten, low-chemical antifouling and efficient hulls will become the norm, accelerating adoption.

Conclusion

Smart hulls and advanced coatings are transforming ship exteriors into active, data-rich systems that protect structure, trim fuel use, and reduce environmental impact. The technologies are already mature in parts sensing, fouling-release coatings, and self-healing concepts and they will become more compelling as durability improves and costs fall. For shipowners who embrace controlled pilots and careful integration, the payoff is better performance, safer operations, and a cleaner footprint an attractive combination in a competitive, regulation-driven maritime world.

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

NEWS UPDATE FOR ONBOARD CREW

INDIAN-ORIGIN TECHIE FROM KARNATAKA SHOT DEAD IN 'TARGETED' ATTACK OUTSIDE CANADA MALL



BENGALURU: A 37-year-old Indian-origin tech professional from Karnataka was shot dead by unidentified assailants in a brazen daylight attack at the parking lot of a busy shopping mall in Toronto.

The victim has been identified as Chandan Kumar Raja Nandakumar, a resident of Brampton in the Greater Toronto Area and a native of Thyamagondlu village near Nelamangala, Bengaluru Rural district.

In Thyamagondlu, about 47 km from Bengaluru, Chandan's parents were struggling to come to terms with the loss of their only son. "We had spoken to him. He said he would take leave and come home this summer. We were planning for his marriage. We are completely shattered," his father Nandakumar said.

No arrests have been made so far. Police in Toronto have launched a homicide investigation, suspecting a "targeted" attack. Some relatives suspect Chandan's efforts to form a Kannada association in Toronto could have played a role in the killing, though police have not indicated any motive so far.

A computer science graduate from Sapthagiri College, Bengaluru, Chandan had moved to Canada about six years ago and was working with LTI Mindtree, a subsidiary of L&T.

Earlier, he had worked with Cognizant in Bengaluru.

The killing has sent shockwaves through the Indian diaspora in Canada. This is Toronto's third homicide this year and has triggered grief and outrage among Kannadigas, both in Canada and Karnataka.

Family members said Chandan had repeatedly postponed his return to India. "Had he listened to us and returned, he would have been with us now," Nandakumar lamented.

Chandan was seated inside his SUV when the attackers opened

fire near the entrance to Woodbine Shopping Centre, close to Rexdale Boulevard, around 3.30 pm (local time).

According to an official release from Toronto Police Service (TPS), officers rushed to the spot after receiving reports of a shooting and found Chandan with multiple gunshot wounds. "He was transported to a hospital with life-threatening injuries before he succumbed to the wounds," family members told, quoting the TPS communication.

Visuals from the scene showed Chandan's white car riddled with bullet holes, prompting investigators to treat the incident as a "targeted" attack. The suspects fled the scene in a vehicle.

TPS Inspector Errol Watson said the incident raised public safety concerns. "I can understand how a shooting like this, especially at a mall, can cause concern for the safety of the public," he told the media.

Condoling the incident, Karnataka home minister G Parameshwara said: "We are disturbed by the incident. We have lost a Kannadiga. Our police department has already sought the help of the Ministry of External Affairs (MEA) to bring back the body."

Chikkaballapura MP Dr K Sudhakar said he was coordinating with MEA authorities to facilitate the repatriation of Chandan's body.

Friends said he was actively involved in Kannada cultural circles in Toronto, promoting Kannada films, music and community events.

His uncle Murali Krishna said the family was unable to understand the motive behind the killing. "He built a stable life abroad and was working hard. He was the only son. We don't know why this happened," he said.

OIL STRATEGY GUIDED BY NATIONAL INTEREST: FOREIGN SECRETARY VIKRAM MISRI

NEW DELHI: The government said that India's oil sourcing strategy will be guided by national interest and it will not depend on any single country for its needs, while highlighting that actual purchases are done by petroleum companies, with decisions dependent on market conditions, availability, pricing and risk assessment.

The comments by foreign secretary Vikram Misri came after US President Donald Trump's executive order lifting the 25% penal tariff on India said the country had committed to stop purchasing Russian oil, either directly or indirectly. Amid the suspense over India's position on already-declining Russian oil imports, Misri said oil companies, public or private, will continue to make business choices driven by the considerations he outlined a

complex matrix of issues, including the important financial and logistical aspects.

His response followed repeated remarks by commerce & industry minister Piyush Goyal that only the foreign ministry could comment on whether India gave any such commitment to the US while arriving at the framework for an interim trade agreement, and accusations by opposition that govt was evading the question.

Misri said, "What I can firmly and confidently say is that whether it is government or indeed our business, at the end of the day, national interests will be the guiding factor for us in our choices."

He was replying to a question on the issue at a media briefing on the visit of Seychelles President Patrick Herminie.



In Dec, India's crude imports from Russia fell to a 10-month low of \$2.7 billion, down 15% from Dec 2024, while Saudi Arabia (60% rise to \$1.8 billion) and the US (31% increase to \$569 million) were the big gainers. Russia, however, remained the largest source, accounting for 31% of imports during April-Dec 2025, as against a little under 37.5% a year ago, commerce department data showed. During this period, the US's share has jumped from 4.5% to 7.8%.

"They (oil companies) assess availability at any given point in time, and they assess risks, costs in this process. And obviously, all of these companies also have their own internal accountability-related processes to look at and certain fiduciary responsibilities in the market," said Misri. He added that govt's foremost priority is to safeguard the interests of Indian consumers and ensure they receive adequate energy at the right price and through reliable and secure supplies.

RUSSIA ACCOUNTS FOR OVER 50% COMPLAINTS BY INDIAN STUDENTS ABROAD: MEA

HYDERABAD: At a time when a knife attack that left four Indian students injured in Russia has put the spotlight on the challenges faced by them in the country, latest external affairs ministry data shows that over 50% of all complaints of exploitation and racial discrimination reported by Indian students globally originate from Russia, with Moscow emerging as the biggest hotspot.

As per the data, Indian students across 196 countries registered around 350 complaints of exploitation, harassment and racial discrimination in 2025. Of these, more than 200 came from Russia alone.

What has raised serious concern is the steep rise in such cases over the past three years from 68 complaints in 2023 to 78 in 2024, before surging to 201 in 2025. The majority of Indian medical students in Russia belong to states such as Rajasthan, Gujarat, Andhra Pradesh, Telangana, Kerala and Tamil Nadu. While Russia remains one of the most popular destinations for Indian students, particularly those pursuing medical education, due to relatively lower tuition fees and easier admission processes, the sharp increase in complaints has triggered serious safety concerns.

Cases unreported for fear of expulsion

Students in Russia said they are routinely discriminated against by students from other countries, with some even alleging mental harassment by universities themselves, including threats of expulsion over minor issues or violations. They said many of their grievances never reach official channels due to fear of retaliation from varsities or complications related to visas and immigration.

"During my sixth year, a group of foreign students attacked Indian students in the hostel kitchen over a minor argument and threatened them with a knife," said Kanishka K, a graduate from Bashkir State Medical University, Moscow. He reiterated that "many such incidents are never reported because students are scared of being targeted or expelled".

Misri also said India seeks to maintain multiple sources of supply and diversify them as appropriate to ensure stability. "I would say that the more diversified we are in this area, the more secure we are," said Misri. India and many other countries share a common interest in ensuring stable prices and secure supplies at a time when global uncertainties are impacting the stability of energy markets, he said.

He noted India was not just one of the largest consumers of energy but also helped stabilize global energy markets. "That's one reason we import energy from multiple sources... the key drivers of our energy policy are adequate availability, fair pricing and reliability of supply. We import crude oil from dozens of nations. We are neither dependent on any single source for this, nor do we intend to be."

Members of Foreign Medical Graduates associations admitted to widespread racial profiling, verbal abuse and a lack of institutional support for Indian students in Russia. "Complaints are rarely taken seriously. Students suffer in silence as universities often sideline them," said D. Kaushal, coordinator of All FMGs.

He further claimed that while Russian regulations limit foreign intake to around 200 students per institution, some universities admit over 1,200 students and later expel them, sometimes even in sixth year, in violation of norms. "Such expulsions leave students in severe financial and psychological distress," he said.

Owing to the deteriorating situation, FMGs say many Indian students are now opting for Kazakhstan and Kyrgyzstan instead. "The number of Indian students choosing Russia has declined significantly, by at least 50%, in recent years due to these issues. Moreover, since the Russia-Ukraine war in 2022, Indian students have shown declining interest in pursuing MBBS in Russia because of safety concerns and academic uncertainty," said Manoj Kumar, president of the FMGs Association of India.

Missions for student welfare matters

Meanwhile, replying to a LS query on Indian workers and students facing exploitation, detention, wage denial and racial discrimination abroad, minister of state for external affairs Kirti Vardhan Singh said dedicated officers have been posted in Indian missions and posts overseas to handle education and student welfare-related matters.

"Our missions maintain regular contact with Indian students enrolled abroad and brief them on challenges and threats, if any, that they may confront during their stay there."

Heads of missions and senior embassy officers visit foreign educational institutions in their respective countries of accreditation to interact with Indian students and students' associations," he said.

MEET CHARLES RADFORD: US SAILOR WHO SPIED ON KISSINGER DURING THE 1971 INDIA-PAKISTAN WAR

Charles Radford was not a master spy or a shadowy intelligence chief. He was a young US Navy yeoman with an unremarkable rank and extraordinary access. Yet during the early 1970s, Radford quietly became the conduit for one of the most serious internal spying scandals in American history. Working inside the National Security Council, he secretly copied highly classified documents linked to US foreign policy, including material handled by Henry Kissinger during the 1971 India-Pakistan war. The revelations, buried for decades and only recently brought to light, show how a junior sailor ended up at the center of a Cold War power struggle between civilian leaders and the US military.

Who was Charles Radford

Charles Radford was a Navy yeoman first class assigned to clerical duties at the National Security Council in the early 1970s. His role involved typing, filing and couriering documents for senior officials. That position gave him routine access to some of the most sensitive papers in the US government.

Radford was described by investigators as diligent, personable and highly trusted. That trust allowed him to move freely through offices, briefcases and document bags without arousing suspicion.

Spying from inside the White House system

Between 1970 and 1974, Radford secretly copied thousands of classified documents. He passed them to senior officers in the Joint Chiefs of Staff, including Chairman Thomas Moorer. This was not foreign espionage. It was internal spying. The US military was monitoring the civilian leadership of its own government. Radford did not act for money. Investigators later concluded that he believed he was serving the interests of the armed forces, which felt increasingly sidelined by White House decision-making.

The India-Pakistan war connection

The Indo-Pakistani War of 1971 erupted in December 1971, unfolding in the middle of Charles Radford's intelligence activities inside the US military communications system. At the time, Henry Kissinger was managing an extremely volatile diplomatic situation involving India, Pakistan, China and the Soviet Union, with the crisis in East Pakistan intersecting directly with Cold War geopolitics and US strategic ambitions in Asia.

Publicly, the United States declared that it was neutral in the India-Pakistan conflict. Privately, however, Richard Nixon and Kissinger were tilting toward Pakistan, which was playing a critical role as a secret diplomatic back channel to China ahead of Nixon's planned opening to Beijing. This covert alignment meant that US public statements did not reflect internal decision-making during the war.

Radford, a Navy yeoman on the White House National Security Council staff, had access to highly classified diplomatic and military traffic related to South Asia. He copied Kissinger's memoranda, National Security Council meeting notes, and sensitive policy assessments that detailed how Washington was handling the crisis. While Radford was not spying because of the war itself, his actions captured Kissinger's management of one of the most delicate and morally fraught crises of the Cold War, including US tolerance of Pakistan's actions in East Pakistan.

The documents Radford leaked showed that Nixon and Kissinger were secretly backing Pakistan diplomatically, sending military signals intended to pressure India, and prioritizing Pakistan's strategic value as a conduit to China over humanitarian concerns.

These actions directly contradicted US claims of neutrality and reinforced suspicions that Washington was acting in bad faith during the conflict.

Radford passed the classified material to Jack Anderson, who published the information in his nationally syndicated column. Anderson's reporting exposed the gap between public US policy and private actions during a war that involved mass atrocities in East Pakistan, the flight of around ten million refugees into India, and direct Indian military intervention that ultimately led to the creation of Bangladesh.

The leaks deeply embarrassed the Nixon administration and intensified internal conflict between the White House and the US military leadership. Radford's role did not affect battlefield outcomes, but it played a significant part in revealing how US power was exercised behind closed doors during one of South Asia's most consequential wars.

Why the military supported Radford

Senior military leaders were deeply unhappy with Nixon and Kissinger's foreign policy. They opposed détente with China and the Soviet Union. They resented being cut out of key decisions, especially during wartime.

Radford's spying allowed the Joint Chiefs to track civilian policy in real time. According to later testimony, some officers viewed this as a necessary corrective rather than a crime.

This belief created a dangerous precedent: military leaders acting independently of elected authority.

Why Radford was never prosecuted

Radford was eventually caught after a separate leak investigation. He admitted copying documents. Polygraph tests indicated deception. Yet he was never charged. Nixon later testified that prosecuting Radford would have risked exposing:

- » US back-channel diplomacy with China.
- » Secret positions taken during the India-Pakistan war.
- » Illegal surveillance inside the US government.

Instead, Radford was quietly removed from his post, reassigned and pushed out of service. The affair was buried under layers of classification.

Why the truth stayed hidden for decades

When Nixon testified under oath in 1975, parts of his testimony about the Radford affair were deemed too sensitive to release. Seven pages were sealed even from the grand jury and locked away by senior officials.

Those pages remained hidden for nearly 50 years. Their release now reveals how close the US came to a constitutional crisis during Watergate, one that went far beyond political burglary.

Radford's story reshapes the Watergate narrative. It shows that Nixon was not only abusing power but was also confronting a national security apparatus that had begun operating independently of civilian control.

The sailor himself was not the mastermind. He was the mechanism. The real story was the struggle over who controlled US foreign policy at the height of the Cold War.

Charles Radford may have been a junior figure. But his actions exposed one of the deepest fault lines in American democracy.



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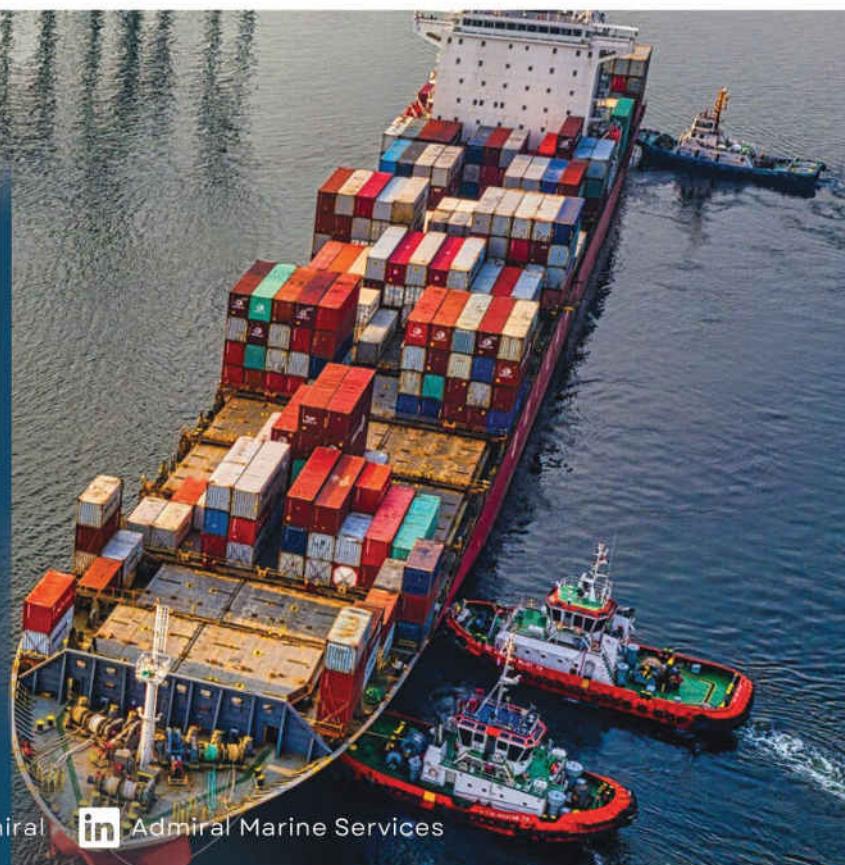
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hr@tristrarr-maritime.com
RPSL-MUM-162133 | D.O.I. 12/01/2023 | D.O.E. 12/01/2028
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- Chief Officer
- 2nd Officer
- 3rd Officer
- Bosun (with US Visa and Log Carrier exp.) (AB / OS / Oiler / Ch. Cook may also apply)
- Chief Engineer
- 2nd Engineer
- 3rd Engineer
- Fitters (with US Visa and E/R Watch keeping)



COORDINATING OFFICE

NEW DELHI (Northern Region)
FAR SEAS SHIPPING AGENCY PVT. LTD.
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Visit our website:
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Tangar

RPSL-MUM-200 | Issue Date: 02.11.2011 | Valid Till: 07.01.2027

SHORE JOB REQUIREMENTS:

MARINE SUPERINTENDENT

Master Mariner with sailing experience on Gas Tanker.

TECHNICAL SUPERINTENDENT

Chief Engineer with sailing experience on Gas Tanker.

ACCOUNTS & FINANCE HEAD

Must hold professional accounting certification CA / ICWA with min. 5-8 years of experience in Ship management industry.

SOURCING EXECUTIVE

Must hold MBA in HR with 1-3 years of experience in a ship management company.



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NOTE: Visit our website <https://www.tangarshipping.com/Job-Application> to Apply for Above Ranks.

Address: 12th Floor, Bayview Towers, Plot No. 7B, Sector 11, CBD Belapur, Navi Mumbai, Maharashtra 400614.

Contact No.: +91 22 41769999

Mobile No.: +91 7400150861 / 7400150862

Email: seafarers@tangarshipping.com

Website: www.tangarshipping.com

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RPSL NO: 162270 | Issue Date: 23.09.2024 | Valid till: 23.09.2029

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2nd Officer / 3rd Officer / 3rd Engineer / 4th Engineer
Electrical Officer / Pumpman / Bosun
AB & Oiler (With COP) / Engine & Deck Fitter / Cook / GS

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- (Holding COC)
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Website : www.suntech-maritime.com

License No. RPSL – MUM – 320 | DOI : 20.08.2024 | DOE: 20.08.2029

ARYA TANKERS PVT. LTD.



URGENT REQUIREMENTS FOR OUR OIL/CHEMICAL TANKERS

MASTER | CHIEF OFFICER | 2ND OFFICER | 3RD OFFICER | CHIEF ENGINEER
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

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Apply in person or send application by Email: crewing@arya.in

Website: www.arya.in

REGISTERED OFFICE:

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REQUIREMENTS

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- Second Engineer - Chemical Tanker (with ME Engine Exp.)
- Third Officer - Chemical Tanker
- Electrical Officer - Chemical Tanker (with COC)

MAIN FLEET POSITIONS

- Master - PCTC
- Chief Officer - Chem (Soft Chem)
- Second Officer - Chem (with Mate COC)
- Third Officer - Oil Tanker (Aframax)
- Third Engineer - Chem (with Class II COC)
- ETO - with COC for Oil / Chem
- Bosun - Oil / Chem
- Pumpman - Chemical / Oil Chem
- AB - Chemical / Oil Chem / Oil
- Fitter - Chemical / Oil Chem
- Motorman - Chemical / Oil Chem

Requirements for Female Officers

ALL RANKS

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(PSV/AHTS/HEAVY LIFT VESSELS)

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• Second Mate	• ETO with DPM

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Guru Hargovind Road, Chakala,
Andheri East, Mumbai 400093.

Tel No.: +91 22 40680300

Mobile: +91 8657530682

RPSL-MUM-1022, Valid till 19th June 2029

New Delhi:

1503, Tower B, Unitech Cyber Park,
Sector 39, Gurugram, Haryana -122001.

Tel No.: +91 124 4608400

RPSL-MUM-1022,

Valid till 19th June 2029

Chennai:

IV Floor, No 8, Amble Side,
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RPSL-CHN-018, Valid till 29th Sep 2030



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• 2nd Officer	• 3rd Engineer
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	• Electrical Officer

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BULK CARRIER

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

GENERAL CARGO VESSEL

Electrical Officer

CONTAINER VESSEL

Chief Engineer / 2nd Engineer
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Ship Management

RPSL-MUM-018 | DOI: 25.09.2025 | DOE: 25.09.2030

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REQUIREMENTS FOR OIL/CHEM TANKER

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- FITTER
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REQUIREMENTS FOR BULK CARRIERS

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- CHIEF OFFICER (Capesize & Port Hedland Exp.)
- CHIEF ENGINEER (with ME experience)
- ETO (with COC and US Visa)
- FITTER (with 6G certificate)

REQUIREMENTS FOR LPG (PREFERRED WITH US VISA)

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- CHIEF OFFICER • 2ND ENGINEER

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RPSL NO. MUM-146

DOI 10/10/2024 | DOE 10/10/2029

URGENT REQUIREMENTS:

EXPERIENCED STAFF
WITH RELEVANT VESSEL EXPERIENCE

DIVING SUPPORT VESSEL OPERATING ON INDIAN COASTAL (OFFICERS WITH NCV)

MASTER
CHIEF OFFICER
SECOND OFFICER

CHIEF ENGINEER
SECOND ENGINEER
THIRD ENGINEER

FOR HARBOUR TUG

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CHIEF ENGINEER
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KINDLY CONTACT IMMEDIATELY / FORWARD RESUME

AT MUMBAI:

Capt. L. Sequeira, Mr. Naresh Kumar
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AT GURUGRAM:

Mr. Abhishek Pahwa
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RPSL-MUM-065 / Date of Expiry 01 Sept 2026
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RPSL No. - MUM - 052, Valid till 11/11/2026

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AND

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- **THIRD OFFICER**
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- **ELECTRICAL OFFICER**

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



RPSL : MUM 201
Valid Till : 27-07-2026

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Email: personnel@shanshipmanagement.com

Website: www.shanshipmanagement.com

FOLLOWING RANK REQUIREMENTS:

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

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

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SHORE JOB OPPORTUNITIES

URGENT REQUIREMENTS:

Technical Superintendent:

Sailing Experience as 2E or CE in Oil Tankers

Please send your resume:

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

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

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License no RPSL-MUM-014 | Valid until February 15, 2026
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S.NO	ID	COURSE	Duration	S.NO	ID	COURSE	Duration				
ENGINE ROOM SIMULATOR											
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											
4	4211	Global Maritime Distress Safety System (GMDSS)	12 Days	22	6621	Security Training for Seafarers with Designated Security Duties - (STSDSD)	3 Days				
5	2121	Radar Observer Simulator - (ROSC)	10 Days	23	5121	Basic Training for Liquified Gas Tanker Cargo Operations (BTLG)	5 Days				
6	2122	Automatic Radar Plotting Aids - (ARPA)	5 Days	24	5111	Basic Training for Oil and Chemical Tanker Cargo Operations (BTOC)	7 Days				
7	2123	Electronic Chart Display And Information Systems - (ECDIS)	6 Days	25	5211	Crowd Management, Passenger Safety & Safety Training - (PSF)	3 Days				
8	2221	Radar And Navigation Simulator (RANSO)	6 Days	26	6511	Ship Security Officers - (SSO)	3 Days				
COMPETENCY COURSES											
9	3231	MEO Class I	2 Months	27	6411	Medical First Aid (MFA)	4 Days				
10	3211	MEO Class II	4 Months	ADVANCED MODULAR COURSE							
11	-	MEO Class IV (Value Added)	2 Months	28	5312	Advanced Training for Ships using Fuels covered within IGF code (AIGF)	5 Days				
12	2211	Chief Mate (FG) Phase - I	3 Months	29	5112	Advanced Training for Oil Tanker Cargo Operations (TASCO)	10 Days				
13	2212	Chief Mate (FG) Phase - II	3 Months	30	5122	Advanced Training for Gas Tanker Cargo Operations (GASCO)	10 Days				
14	2111	Second Mate (FG)	4 Months	31	5113	Advanced Training for Chemical Tanker Cargo Operations (CHEMCO)	10 Days				
REFRESHER COURSES											
15	1118	Revalidation / Refresher and Updating Training for Engineers and ETO (REO)	4 Days	32	1061	Vertical Integration Course For Trainers - (VICT)	10 Days				
16	6412	Refresher Training in Medical First Aid Course (RMFA)	1 Day	33	6421	Medical Care (MC)	10 Days				
17	6122	Refresher Training for Proficiency in FPFF	Half Day								
18	6112	Refresher Training for Proficiency in PST	Half Day								



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

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- > **3rd OFFICER**
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d'Amico Ship Ishima India Pvt. Ltd.

RPSL-MUM-030

Issue date: 20.04.2021

Valid till: 20.04.2026

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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)
- ◆ **4th Engineer** (with 12 months Rank experience holding valid documents and management level DCE Oil / Chemical)
- ◆ **Third Officer** (with 12 months Rank experience holding valid documents and management level DCE Oil / Chemical)
- ◆ **Electrical Officer**
- ◆ **AB** (preferably with Tanker experience)
- ◆ **Chief Cook** (with Italian experience)

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- Monitor and maintain 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.

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TECHNICAL SUPERINTENDENT, MUMBAI

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

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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.

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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): 91-9167772141

DELHI OFFICE:

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RPSL-MUM-125 | DOI: 08-04-2021 | DOE: 08-04-2026

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(minimum 12 months rank experience)
- + **3RD ENGINEERS / 4TH ENGINEERS**
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RPS License No. MUM-054 | Valid From: 17/12/2021 | Valid Till: 17/12/2026

REQUIREMENTS:

» Supramax Bulkers:

Master, Chief officer, Chief Engineer, 2nd Engineer

» Oil/Chem Tankers:

Chief Engineer, Chief Officer, 2nd Engineer

» All Officers and Engineers for RORO Vessels.

» All Officers and Engineers for Bulk Carriers.

» All Officers and Engineers for Container Vessels.



CONTACT US

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Tel : +91 22 66982200 / 62318300

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Branch Office:

IndiQube Ocean Bay,
Plot No. A-19 & A-20,
CIPET Road, SIDCO Thiru Vi Ka
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Guindy, Chennai - 600032.
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(With XDF/MEGI/MEGA Experience)
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RPSL - MUM - 016 | Valid From: 08/04/21 | Valid Till: 08/04/26

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YUAM Crew Management Private Limited

RPSL-MUM-161 | DOI - 04.02.2025 | DOE - 04.02.2030

**WE HAVE THE FOLLOWING REQUIREMENTS
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(VLEC-Very Large Ethane Carrier)**

- Master – Minimum 40 months in rank
- Chief Officer – Minimum 12 months in rank
- Second Officer – Minimum 18 months in rank
- Third Officer – Minimum 12 months in rank
- Ship Admin Assistance – Minimum 12 months in rank
(For Aframax & Suezmax only)
- Chief Engineer – Minimum 40 months in rank
- Second Engineer – Minimum 12 months in rank
- Cargo Engineer – Minimum 12 months in rank
(For LNG & VLEC only)
- Third Engineer – Minimum 18 months in rank
- Fourth Engineer – Minimum 12 months in rank
- ETO – Minimum 12 months in rank

REQUIREMENTS FOR CHEMICAL TANKER:

- **Master & Chief Engineer**
Minimum 18-24 months in rank
- **Chief Officer & Second Engineer**
Minimum 12-18 months in rank

GENERAL REQUIREMENTS (ALL VESSELS)

- Time in Rank (TIR) : Seatime as mentioned
- All vessels are UMS class
- All seafarers need to have working knowledge of English and pass the MARLINS / CES (Seagull/OTG)
- All seafarers need to have valid Basic & Advanced STCW certificates as applicable & Experience on similar vessel type

PLEASE FORWARD YOUR CVs TO : YUAM Crew Management Private Limited

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Phone No. : +91 22 4974 0300 / +91 97574 82004 | Email : hr@yuamship.com



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Mumbai Office

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Kochi Office

11th Floor, Q1 Mall by Nippon Q1,
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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)

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

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RPSL-MUM-441 // Date : 18th Aug' 22 // Valid Till : 18th Aug' 27

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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

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

- MASTER FG DPO / NCV • CE CEO
- CO FG DPO / NCV • 2E (CL IV FG With 24 Months Rank Exp. / SEO With 12 Months Rank Exp.)
- 2O FG / NCV • 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 • CE CL I Indian FG COC (Promotion Accepted / CL II Indian FG COC With 24 Months Rank Exp.)
- CO FG / NCV • 2E CL II Indian FG COC (Fresher Can Apply)
- 2O FG / NCV • 3E CL IV FG

ALL RATINGS SHOULD APPLY. VALID PCC REQUIRED.

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

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- CO FG COC (With Handling and Towing Exp.) • 2E CL II COC
- 2O FG COC • 3E CL IV COC
- EO

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RPSL-MUM-162206 | Valid from 16/02/2024 Till 16/02/2029



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- 3rd Engineer
- Chief Officer
- 3rd Officer
- Chief Engineer
- 2nd Engineer
- AB

Oil/Chem Tanker

- Chief Officer
- Chief Engineer
- 2nd Engineer
- AB

Container

- 2nd Engineer

Offshore (Crew Boat)

- All Ranks

CONTACT

Ms. Mansi: +91 8169460864 (Oil/Chem & Container)

Ms. Priyanka: +91 8169460851 (Oil/Chem & Gas)

Ms. Rity: +91 8169776094 (Oil/Gas/Chem)

Mr. Umesh: +91 8104418969 (Offshore/Container/Chem)

cv@casiaship.com

F-301 / 302, Tower 2, Seawood Grand Central, Plot R1, Sector 40, Nerul, Navi Mumbai, Maharashtra, India - 400706.

admin@casiaship.com

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VLGC / LPG:

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SHORE JOB REQUIREMENTS:

- Technical Superintendent: Class-I or Class-II License Holder with Rank Experience.
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- FIRST ASSISTANT ENGINEER
- SECOND ASSISTANT ENGINEER
- THIRD ASSISTANT ENGINEER
- ELECTRICAL OFFICER
- MOTORMAN
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D.O.I: 04.01.2018 / D.O.E: 29.09.2027 RPSL NO. CHN/045

URGENT REQUIREMENT FOR SUEZMAX / PANAMAX OIL TANKER VESSEL

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



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Preferred COC: INDIAN / UK / AUSTRALIA / NEW ZEALAND / SINGAPORE
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Interested Candidates are requested to send your CV Date of Availability
Last Salary / Expected Salary

Contact Persons

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 u

C/O - Mohan
2/O - Imran
3/O - Prabin
Oiler - Karyn
O/S - Mano
G/S - Nithish
TR/OS - Abishek

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



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

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- 2nd Engineer / CL-IV Engineer
- Engine Driver
- Tube Operator



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- » Officers holding Indian CoC may apply.
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RPSL-MUM-162072
DOI : 02/11/2021 DOE : 02/11/2026

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URGENT REQUIREMENTS:

VLGC / OIL TANKER / PRODUCT TANKER / VLCC / BITUMEN TANKER / BULK CARRIER

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