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For more details, kindly turn over...

Nominations are welcomed from all the Shipping Companies

Sapphires of the Ocean (Large Segment)

- ✦ Best Employer of the Year
- ✦ Best Employer for Dry Cargo Fleet
- ✦ Best Employer for Container Fleet
- ✦ Best Employer for Gas Tanker Fleet
- ✦ Best Employer for Offshore Fleet
- ✦ Best Employer for Chemical Tanker
- ✦ Best Employer for Oil Tanker
- ✦ Seafarers' Choice Award
- ✦ Most Viewed Company on Seajob.net (5 Awards)
- ✦ Emerging Company of the Year
- ✦ Company having maximum all type of vessels
- ✦ Appreciation for CSR Activities
- ✦ Sailor of the Company (10 Award for Seafarer)

Pearls of the Sea (Small Segment)

- ✦ Best Employer of the Year
- ✦ Best Employer for Dry Cargo Fleet
- ✦ Best Employer for Container Fleet
- ✦ Best Employer for Gas Tanker Fleet
- ✦ Best Employer for Offshore Fleet
- ✦ Best Employer for Chemical Tanker
- ✦ Best Employer for Oil Tanker
- ✦ Emerging Company of the Year

For souvenir sponsorship opportunities please
write to us at info@seajob.net or
contact us on: Mob - 8080454949, 9320224949

We look forward to your continued love and support!



Seajob Wishes everyone a proud Republic Day!

May The Waves Of Patriotism Guide Our Maritime Endeavors
Towards Boundless Success And Achievements.



Seafarers' success is our vision.

Log on to Seajob.net to learn more about your next voyage.

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GARUD

GARUD TOUR AND SERVICES PRIVATE LIMITED

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

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Mobile: +91 8655734066 Office: +91 22 40102708.

Email: info@garudatravels.org

WE PROVIDE FOLLOWING SERVICE TO MARINE AND SHIP MANAGEMENT COMPANY

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- ✓ All Type Of Seaman And Business Visa
- ✓ PNR And OK To Board Updation
- ✓ Hotel Booking - Domestic And International
- ✓ Train Booking
- ✓ Bus Booking
- ✓ Travel Insurance

OPERATING OFFICE :

807, A-Wing, Shelton Sapphire,
Sector 15, CBD Belapur, Navi Mumbai - 400 614.



Olympia Ship Management Pvt. Ltd.

(RPSL MUM 461 Valid from 3rd Nov 2022 to 3rd Nov 2027)

ISO 9001:2015 (MLC 2006)



**Fast growing fleet of youngest vessel
with internet facility On-Board.**



Top Urgent Requirements: Dry Bulk Carrier

(Minimum 1 to 2 sailing experience on rank on the same type of vessel)

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

Required All Ratings

- Attractive wages as per based on experience.
- Long term employment.
- Fast track for promotional prospects.
- Promotional candidates are welcome.

CONTACT US:

1309/1310,

Kamdhenu Commerz

Commercial Business Park,

Sector 14, Kharghar, Navi Mumbai,

Maharashtra 410210.

Tel: +91-022-46081259

Mob: +91-8976768463,

+91-8976764031,

+91-8976768464

E-mail : crew@olympiaship.com

Web : www.olympiaship.com



MLC 2006 Compliant

ISO 9001:2015 Certified

MMS MARITIME (INDIA) PVT. LTD.

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

CIN : U35111MH2001PTC133762

The company offers very attractive terms & conditions, an in-house and a quick promotion policy, family carriage benefits and an overall professional enhancement on a continuous basis. For details of the organisation visit our group website www.meiji-group.com & www.mms-india.com

URGENT REQUIREMENTS

IGF TANKER

(Dual Fuel Chemical Tanker)

- Chief Officer • First Assistant Engineer
- Third Assistant Engineer • Third Officer

LNG

- First Assistant Engineer
- Second Assistant Engineer (with Class 2 COC)
- Third Assistant Engineer • Gas Engineer

LARGE CONTAINER VESSELS

- Second Officer • Third Officers • ETO

VERY LARGE CRUDE TANKERS (VLCC)

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

VERY LARGE GAS CARRIERS (VLGC)

- Third Assistant Engineer • Third Officer

OIL - CHEMICAL TANKERS

(with experience of sailing in Ice conditions)

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

CHEMICAL TANKERS (Parcel Tankers)

- Master • Chief Engineer • Chief Officer • Second Officer (with Chief Mates)
- Third Assistant Engineer • Third Officer • ETO

All interested candidates, please send in your updated resume to

Email Id: apply@mms-india.com

CONTACT PERSONS -

Officers: Ms. Deeksha Malpe - 98216 66348 \ Mr. Arindam Khastagir - 9830516611

SHORE VACANCY – MUMBAI

SENIOR MANAGER - MANNING OPERATIONS

- Master Mariner Or Chief Engineer Preferably With Oil/Chemical Tanker Experience.
- Desirable Experience 2 -5 Years In Tanker Crewing Operations.

SENIOR MANAGER – LEARNING & DEVELOPMENT

- Chief Engineer Preferably With Desirable Experience , Should Be Keen Interested In Training And Related Activities.

MARINE PERSONNEL OFFICER – RECRUITMENT

- Minimum Experience 4 - 5 Years, Handling Officers As Well As Ratings.

Above Candidate Should Be Able To Demonstrate Leadership, Integrity, Innovation, Determination And Teamwork With A Passion To Attain The Organizational Requirements Without Compromise In A Timely Manner. Attractive Terms And Condition Are On Offer And Will Not Be A Constraint For Deserving Candidate. Very Good Opportunity For Professional Advancement.

Interested candidates are urged to send CVs to vacancy@mms-india.com

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<https://www.linkedin.com/company/mms-maritime-india>

<https://www.instagram.com/mmsmaritimeindia/>

<https://www.facebook.com/mmsmaritime>



WE DO NOT HAVE ANY OTHER REPRESENTATIVE AGENTS IN INDIA

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"WE WELCOME WOMEN SEAFARERS FOR OUR OIL CHEMICAL FLEET"

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

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

RATINGS

(with valid US Visa and SID)

Chemical Tankers (Parcel Tankers)

(preferred with parcel tanker experience)

- Pumpman • Bosun • Fitter (III/5) • Able Seaman
- Ordinary Seaman (II/4) • Oiler • Wiper (III/4)
- Chief Cook • Messman

Oil - Chemical Tankers

- Pumpman • Bosun • Fitter (III/5)
- Able Seaman • Ordinary Seaman (II/4)
- Oiler • Wiper (III/4) • Chief Cook • Messman

Very Large Crude Tankers (VLCC)

- Pumpman • Bosun

Container

- Bosun • Able Seaman • Fitter • Oiler • Wiper • Chief Cook

All interested candidates, please send in your updated resume to Email Id:

ratings@mms-india.com

Ratings: 9289427676

8291821227

MMS MARITIME (INDIA) PVT. LTD.

Unit No. 101,

Supreme Chambers,

17/18 Shah Industrial Estate,

Veera Desai Road,

Andheri (West), Mumbai 400 053.

Tel: +91 22 40620100 / 66960181 / 82

Fax: +91 22 66960183

Email: apply@mms-india.com

BRANCH OFFICE:

Unit No. CT1-08-008, Capital Tower -1, Sector 26, Mehrauli Road, Gurugram, Haryana 122002.

Contact Person: Ms. Ritu Pandey - 8291100570



MOL Tankship Management Pte. Ltd. (Singapore)



RPSL-CHN-033, DOI: 04-07-2019, DOE: 04-07-2024

Attractive Benefits

- Expanding diversified fleet of state of the art vessels
- Family Carriage allowed through HRA with armed guards on board
- Family carriage for 2nd Off. & 2AE
- Internet Facility on-board
- Attractive Salary Package with loyalty Bonus
- Sponsored value added in-house courses
- Family Medical Benefits
- Term Life Policy for Officers (Senior + Junior)
- Shore Leave Allowed on all Vessels

For More Information Visit: <https://www.mol-tankship.com/>

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

CONTACT US

Chennai

4th Floor, AKDR Tower,
Rajiv Gandhi Salai (OMR),
Mettukuppam, Chennai - 600097
Ph: +91 044 43215555
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+91 97910 74975
senthilkumar@synergymanning.com

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Central Avenue, Hiranandani Gardens,
Powai, Mumbai- 400076.
Ph: +91 22 61247200
Fax: +91 22 6124 7272
Ms. Anuradha Salvi:
+91 73045 20446
anuradha.s@synergymanning.com

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27, 28, 43, 44, Ground Floor,
DLF Towers, 15 Shivaji Marg,
Moti Nagar, New Delhi - 110015
Ph: +91 11 45031250
Mr. Gaurav Tiwari:
+91 95824 95894
gaurav.t@synergymanning.com

Capt. Amit Prakash Sharma : +91 73045 16658 | amit.p@synergymanning.com

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SHIP MANAGEMENT

Seize Opportunities & Grow with Us

**ESM welcomes women
seafarers to apply!**

Executive Ship Management (ESM) is a premier management company valued by its clients and partners in the industry for its high end professional expertise and services

BULK CARRIERS

IMMEDIATE VACANCIES FOR OUR EXPANDING FLEET OF PANAMAX, KAMSARMAX, CAPESIZE & NEWCASTLEMAX:

- **Master, Chief Officer, Second Officer & Third Officer**, with minimum 12 months experience and with experience in type of vessel mentioned
- **Chief Engineer, Second Engineer, Electro Technical Officer (ETO) and Trainee ETO** with minimum 12 months experience, preferably sailed on ME engines
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 to 18 months rank experience & with similar type of vessel mentioned

OIL TANKERS

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

CHEMICAL TANKERS

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

GAS TANKERS – VLGC/LNG/LPG CARRIERS

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



Scan QR Code to apply

<https://qrco.de/bdmiT8>

Email: seajobs@executiveship.com

Contact No: (91) 2267551777/

(91) 2267551700

CONTAINERS

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

NAUTICAL FACULTY FOR SIMS

LOCATION: MUMBAI & LONAVALA

- Require experienced Master who has sailed on tanker vessels

ONSHORE SUPERINTENDENTS

- **Technical Superintendent in Chennai with dry bulk carrier experience**
Candidate should have sailed as a CE with 1-2 years' experience on shore job
- **Technical Superintendent in Mumbai with tanker experience**
Candidate should have sailed as a CE with 1-2 years' experience on shore job
- **Marine Superintendent in Mumbai/ Chandigarh/Kolkata with tanker experience**
Candidate should have sailed as a Master with 1-2 years' experience on shore job

Visit www.executiveship.com/career.html for more details

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

Mumbai . Delhi . Chennai . Cochin . Kolkata . Chandigarh . Patna

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WALLEM

EST. 1903

120

ANNIVERSARY



Our vision is to be the leading provider of technology driven maritime solutions in a customer centric and transparent manner

Wages Revised From January 2024

URGENT REQUIREMENTS

• OIL / CHEM TANKER :

CHIEF OFFICER with minimum 20 months in rank
SECOND ENGINEER with minimum 30 months in rank
PUMPMAN CUM FITTER holding TASCO /
CHEMCO & 6G Welding Certificate

• PCC / CONTAINER :

CHIEF ENGINEER with minimum
12 months in rank

SEA STAFF

LPG TANKERS

• MASTER • CHIEF OFFICER (with Experience)

DUAL FUEL OIL TANKER

• ALL RANKS (with Experience)

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

• ALL RANKS (DUEL FUEL EXP.)
• ALL RANKS (with Japanese Documents)

REQUIRED WITH US VISA

• BOSUN (Car Carrier / Chemical Tanker) • A/B (Car Carrier / Chemical Tanker)

To apply for a seafarer position, contact us via RECRUITBOM@wallem.com
or one of the phone numbers below

For all Officers:

Mumbai Mob: +91-9821196962 (Dry)
Mob: +91-9870855479 (Tanker)

Delhi NCR Mob: +91-9560398702

Kolkata Mob: +91-8879359957

Kochi Mob: +91-8826006251

For all Ratings: Mob: +91-9870985514



Scan To Apply

MUMBAI

First Floor, Valecha Chambers,
Plot B-6, Andheri New Link Road,
Andheri (W), Mumbai - 400 053
Tel: +91-22-40432222 /
40432338

License No. RPSL-MUM-066 Valid till 24/11/2026
CIN: U63090MH 1984PTC032692

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MARSHAL SHIP MANAGEMENT PVT. LTD.

RPSL-MUM-162043 | Valid From 01.10.2020 | Valid Till 01.10.2025



MARSHAL

Ship Management Pvt Ltd

Happy
Republic Day
To All The Seafarers



WE REQUIRE ALL OFFICERS AND RATINGS FOR OUR DIVERSIFIED FLEET OF VESSELS

CRUDE OIL TANKERS | CHEMICAL TANKERS (Type II) | VLGC | BITUMEN
PRODUCT | CONTAINERS | BULK | HEAVY LIFT | GENERAL CARGO

Indian | UK | Singapore | Australian | Malaysia | New Zealand
COC Applications Are Welcomed

REQUIRED AB & BOSUN FOR CONTAINER FLEET

Interested Candidates May Apply On: fleet@marshal-shipmanagement.com

ATTRACTIVE BENEFITS:

- ✓ INTERNET FACILITY
- ✓ TIMELY WAGES
- ✓ CONTINUOUS EMPLOYMENT
- ✓ REJOINING BONUS
- ✓ FAST GROWING DIVERSIFIED FLEET OF VESSELS
- ✓ SAFETY CONSCIOUS ENVIRONMENT
- ✓ SUPERIOR CERTIFICATE ALLOWANCE
- ✓ VETTING / PSC PERFORMANCE BONUS ONBOARD
- ✓ INSURANCE COVER FOR FAMILY
- ✓ EMPLOYEE REFERRAL SCHEME
- ✓ JOBS ASHORE
- ✓ FAMILY CARRIAGE

OPERATIONS ADDRESS:

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

WEBSITE: www.marshal-shipmanagement.com
TEL: 022-68527777

LIASING OFFICE - CHENNAI ADDRESS:

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

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



COME ON BOARD

and be part of our Esteemed Shipping Legacy



ADMIRAL MARINE SERVICES PVT LTD

CURRENT OPENINGS FOR

OIL, GAS AND LNG

Master
Chief Officer
Chief Engineer
Second Engineer
Electrical Officer
Gas Engineer
All Ranks
required for Ratings

BULK CARRIER

Master
Chief Officer
Chief Engineer
Second Engineer
Electrical Officer
Gas Engineer
All Ranks
required for Ratings

TUG/BARGE/ PASSENGER VESSELS

NCV/FG

Master
Chief Officer
Chief Engineer
Second Engineer
Electrical Officer

SHORE JOB

Fleet Personnel

Location: Chennai, Kochin, Mumbai
Education: Any Degree
Experience: 1-3 Years
Salary: Not a constraint
for the Right Candidate

Sales Executive

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



**FILL IN
OUR CREW
APPLICATION**

EMAIL YOUR CV TO

crew@admiralmarine.com or

WHATSAPP AT

+91 9840926215 (Main Fleet)

+91 9384840135 (Coastal Fleet)

+91 6369704207(Shore Vacancy)

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

To report any fraudulence, email to feedback@admiralmarine.com

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

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Marine Admiral



Admiral Marine Services

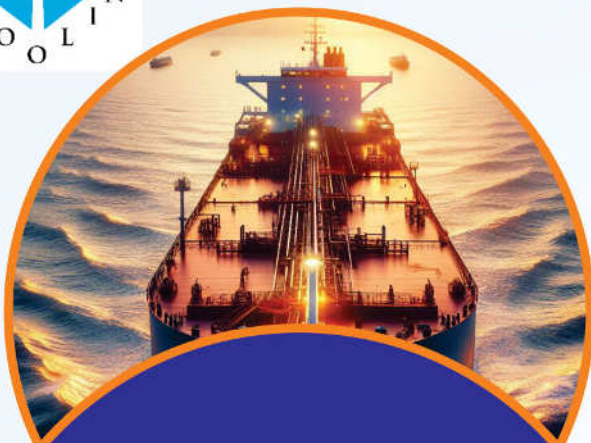




SHOOLIN SHIP MANAGEMENT PVT. LTD.

"Where Reliability and Excellence are Always On Board"

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



REQUIREMENT FOR BITUMEN TANKERS

(HONDURAS COC):

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

REQUIREMENT FOR MR AND AFRA TANKERS

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

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

PROMOTIONAL CANDIDATES ARE WELCOME

SHORE JOBS:

CREW MANAGERS
TRAVEL COORDINATOR
TRAINING SUPERINTENDENT

ADDRESS

Office No. 315, 3rd Floor, Monarch Plaza,
Plot No. 56, Sector 11,
CBD Belapur, Navi Mumbai - 400 614. INDIA



happy
republic day

TO ALL THE SEAFARERS

*Awarded the
"Fastest Growing
Company of the Year" at
SeaJob Indian Anchor
Award 2022*



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

CONTACT PERSONS

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

For Ratings: +91 91371 04852

Landline: +91 22 4964 9438 / 72

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

Committed
To
Seafarers

RPSL-MUM-162072
DOI : 02/11/2021 DOE : 02/11/2026

NauticFleet



LPG TAKEOVER IN JANUARY

URGENT REQUIREMENT

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

- | | | |
|------------------|-------------------|-----------------------------------|
| • Master | • Chief Engineer | • Bosun |
| • Chief Officer | • Second Engineer | • Able Seaman |
| • Second Officer | • Third Engineer | • Oiler (Watchkeeping +COP+DCE's) |
| • Third Officer | • Fourth Engineer | • Fitter |
| | • Electrician | • Pumpman |
| | • Gas Engineer | • Cook |

We welcome walk in interview of all Seafarers

**Below Our Seafarers Portal & QR Code
To Register & Upload & Update CV -**

<https://applicant-nauticfleet.mariapps.com/>



**Below the link for Company
mobile app download for seafarers -**

<https://play.google.com/store/apps/details?id=com.mariapps.seafarerportal.nauticfleet>

NauticFleet Private Limited

1st Floor Windfall, Office No 101, Sahar Plaza Complex,
Next to Hotel Kohinoor, Andheri-Kurla Road,
Andheri East, Mumbai 400059.

Telephone : +91 22 40022698/99

E-mail : recruitment@nauticfleet.com

Website : www.nauticfleet.com.

Sr. Rank :

+91 8976718690

+91 8976718697

+91 8976718991

Jr. Rank :

+91 8976718696

+91 8976714932

+91 8655406898

Rating :

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+91 8976718698

+91 8976714931

We do not have any agents in India. Be aware of fraudulent job offers using our name and immediately report to recruitment@nauticfleet.com

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AG. MARITIME PRIVATE LIMITED

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



URGENT REQUIREMENT

FEEDER CONTAINER

Chief Officer, Chief Engineer, Second Engineer,
Third Engineer, Electrical Officer
Bosun, Able Seaman

HANDYMAX / SUPRAMAX / KAMSARMAX - WITH US VISA

Master, Chief Officer,
Chief Engineer, Second Engineer

CAR CARRIER

Second Officer, Third Officer

OIL/CHEMICAL TANKERS - IMMEDIATE

Master, Chief Officer, Second Officer,
Third Officer, Chief Engineer,
Second Engineer, Electrical Officer

CRUDE OIL TANKERS - IMMEDIATE

Master, Chief Officer, Second Officer,
Third Officer, Chief Engineer,
Second Engineer, Fourth Engineer,
Electrical Officer

BENEFITS / INCENTIVES TANKER VESSEL

- ✓ Ownership Company Environment with Strong Emphasis on Safety & Transparency
- ✓ Timely Relief / Options for Back to Back contracts
- ✓ Amongst the Best wages in the industry
- ✓ Free Internet / WI-FI access for all Crew
- ✓ Family Carriage for Officers with Family Carriage Allowance
- ✓ Good Promotion prospects
- ✓ Close Welfare attention from dedicated Welfare / HR Team

26 JANUARY



*Happy
Republic Day*
To All The Seafarers



Please Scan The QR Code &
Upload Your CV

SHORE JOB

ACCOUNT EXECUTIVE
(1-2 years experience minimum)

CONTACT:

Unit-501 & 502, 5th Floor,
Balaji Business Park,
Andheri - Kurla Road,
Andheri (E), Mumbai - 400059.
TEL.: +91-22-2859 0011 /
2859 4040 / 2859 4041 /
2859 5050

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Job At Ship - placement@ag-maritime.com | Job At Shore - hr@ag-maritime.com

For Worldwide Services For Shipboard Audits And Inspections.

Please Visit Our Website For Detailed Information –

www.agm-inspections.com

Website: www.ag-maritime.com

WE DO NOT HAVE ANY AGENTS IN INDIA

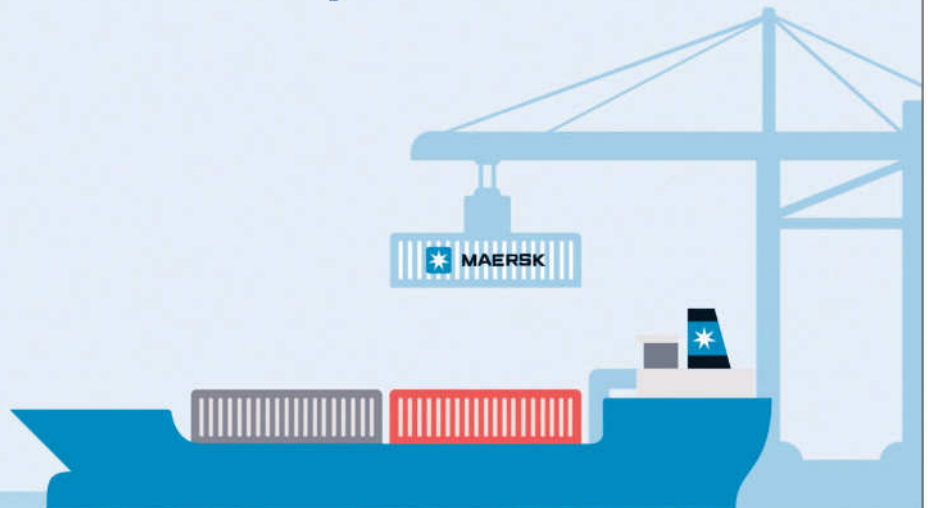
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OUR VALUES

- Constant Care 
- Humbleness 
- Uprightness 
- Our Employees 
- Our Name 

Together All the way.

Industry Leader
Timely Relief and Assignments
Competitive Wages and Benefits
Safe Working Condition
Empowered Frontline
Attractive Workplace
Free Internet Across Entire Fleet



MAERSK IS RECRUITING. Apply today.

FOURTH ENGINEER

Minimum 6 months rank experience with COC

ETO/EE

Minimum 12 months rank experience with COC,
should have experience in handling minimum 250 Reefers

FITTER

Minimum 12 months rank experience

ORDINARY SEAMAN

Minimum 12 months rank experience

WIPER

Minimum 12 months rank experience



Maersk Fleet Management and Technology India Private Limited

502 & 503, 5th floor, Godrej Two, Pirojshah Nagar Eastern Express Highway,
Vikhroli (East), Mumbai MH 400079

Email: marinejobs.india@maersk.com

Call: +91 22 5049 1725/ +91 124 628 7885

Web: www.maersk.com

RPS Licence no.: RPSL-MUM-490 Valid upto 30/05/2028



MAERSK

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Log on to : www.seajob.net



Happy Republic Day To All The Seafarers

- ▶ Require officers & ratings for the expanding Chemical and Bulk fleet
- ▶ Best Family insurance policy in the market for all Seafarers
- ▶ Ownership working environment

CONTACT DETAILS:

Patna Region

Chandan Kumar

(Asst. Manager - Recruitment) +91 80834 71212

Delhi Region

Mayank Gogia

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

Mumbai Region

Pradeep Yadav (Sr. Recruitment Officer - Ratings) +91 82919 60943

Onkar Bhosale (Sr. Recruitment Officer - Officers) +91 82912 93924

Amol Ghorpade (Manager - Recruitment) +91 90829 97446

www.mtmshipmanagement.com

mtmjjobs.india@mtmsm.com

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

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tomini shipping

ISO 9001:2015 Certified

Tomini Shipping, owner of young bulk-carrier vessels (3-6 years) which are technically managed by in-house team. Tomini Shipping is USCG QUALSHIP21 certified & also a recipient of several prestigious maritime awards for its Commitments to safety and seafarer welfare.

Tomini Shipping has headquarters in Dubai and is recruiting all ranks of officers & ratings for their expanding fleet of bulk carriers. With four generations of shipping experience embedded in working culture, Tomini sets itself apart from other management companies by placing safety & wellness of seafarers as top priority.

Key career benefits for working onboard include:

- **Accelerated Promotions to Desiring seafarers based on good performance.**
- **Fleet of 28 Bulk carriers consisting of Capesize, Kamsarmax, Ultramax and Handymax Bulk carriers.**

All ranks of officers and ratings are invited to join Team Tomini

- All vessels are fitted with ME Engines and using state of art PMS system.
- Free internet for all seafarers.
- Family carriage for officers.
- Outstanding support structure by in-house Technical and Commercial Managers.
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RPSL No. MUM-199 | Issue Date: 02/08/2016 | Expiry Date: 19/07/2026

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

FOR TANKERS

(OIL / CHEMICAL TANKERS)

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

FOR GAS CARRIERS

- ▶ Chief Officer
- ▶ Third Officer
- ▶ ETO
- ▶ Gas Engineer
- ▶ Bosun
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CONTACT:

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(Founder & CEO)
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Mr. Kishor Pati
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| → 3RD OFFICER | → OILER |

Opening For Engine Side

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



WE HAVE AN URGENT REQUIREMENTS

BULK CARRIER

GRT:- 20000 TO 40000 | FLAG:- PANAMA

COC:- NATIONAL COC

- MASTER / CHIEF ENGINEER : - 6500\$
- CHIEF OFFICER / SECOND ENGINEER : - 5200\$
- 2ND OFFICER / 3RD ENGINEER : - 2800\$
- 3RD OFFICER / 4TH ENGINEER : - 1800\$
- ENGINE & DECK FITTER : - 900\$
- AB / OILER : - 550\$
- TR. OS / TR. WIPER / ENGINE CADET / DECK CADET : - 350\$

OIL & CHEMICAL TANKER

GRT:- 8000 - 11000 | FLAG:- PANAMA

COC:- NATIONAL COC

- MASTER / CHIEF ENGINEER : - 10000\$ - 11000\$
- CHIEF OFFICER / SECOND ENGINEER : - 9000\$ - 9500\$
- 2ND OFFICER / 3RD ENGINEER : - 4000\$ - 4500\$
- 3RD OFFICER / 4TH ENGINEER : - 2500\$ - 3000\$
- ELECTRO - TECHNICAL OFFICER : - 4000\$ - 5500\$
- DECK & ENGINE FITTER : - 1500\$ ▪ AB / OILER : - 1200\$
- TR. OS / TR. WIPER / ENGINE CADET / DECK CADET : - 350\$

GENERAL CARGO

GRT:- 1500 | FLAG:- LIBERIA / PALAU | COC:- ANY COC

MERLIN TEST CERTIFICATE IS MUST FOR OFFICERS

- MASTER / CHIEF ENGINEER : - 4500\$ - 5000\$
- 2ND ENGINEER / CHIEF OFFICER : - 3500\$
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GRT - 5000 | COC:- ANY COC

- MASTER :- 5000\$
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OIL & CHEMICAL TANKER

GRT - 6000

- 2 X OILER :- 1000\$
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- 📄 HONDURAS
- 📄 PALAU
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7	Medical Care Refresher	2 DAYS
8	Medical First Aid (MFA)	4 DAYS
9	MFA Refresher	1 DAY
10	CHEMCO	10 DAYS
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3	Ch. Mate Phase - II	3 Months	20	AFF	6 Days
4	Second Mate (F.G.)	4 Months	21	Medical Care	10 Days
5	MEO (F.G.) Class I	2 Months	22	GTFC	5 Days
6	MEO (F.G.) Class II	4 Months	23	OTCT	6 Days
7	SMS	5 Days	24	TASCO	10 Days
8	LCHS	5 Days	25	CHEMCO	10 Days
9	Diesel Engine CG Simulator	3 Days	26	Basic Safety Training	12 Days
10	ERS (MNGMT Level)	5 Days	27	STSDSD	2 Days
11	ERS (OP Level)	3 Days	28	RUTC (ENGINE)	3 Days
12	ROSC	10 Days	29	Medical Care (Refresher)	1 Day
13	ARPA	5 Day	30	PSCRB - REF	1 Day
14	ECDIS	5 Days	31	AFF - REF	1 Day
15	RANSCO	6 Days	32	MFA - REF	1 Day
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3	Second Mate (F.G.)	4 Months	15	AFF	5 Days
4	MEO F.G. Class II	4 Months	16	Medical Care	10 Days
5	Basic Safety Training	12 Days	17	Medical Care (Refresher)	1 Day
6	GTFC	5 Days	18	MFA - REF	1 Day
7	OTCT	6 Days	19	PSCRB - REF	1 Day
8	TASCO	10 Days	20	AFF - REF	1 Day
9	CHEMCO	10 Days	21	PST - REF	1 Day
10	SSO	3 Days	22	FPFF - REF	1 Day
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INDOS	-	1800
PSF (Crowd Management, Passenger safety and safety Training)	2.5	3600
PST RT & FPFF RT	1	5000
PST RT	1	2000
FPFF RT	1	2100
BST REF (PSSR+EFA+PST RT+FPFF RT)	9	14000
Only PSSR	4	5000
Only EFA	2.5	5000
BOCTO+Aug	7	2000
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AFF	6	2000
AFF RT	1	1150
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MFA RT	1	1000

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RPSL-MUM-162027



Issued Date : 24/10/2019
Validity Date : 24/10/2024

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RPSL-MUM-162139 (Issue Date-22/02/2023 : Expiry Date-22/02/2028)

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- | | |
|-----------------------------|----------------------|
| • Master | • Chief Engineer |
| • Chief Officer | • Second Engineer |
| • Second Officer | • Third Engineer |
| • Third Officer | • Fourth Engineer |
| • Junior Officer | • Pumpman |
| • Deck Cadet | • Chief Cook |
| • Able Seaman (COP) - 3 Nos | • Fitter |
| • Ordinary Seaman -2 Nos | • Wiper (WK) - 1 Nos |
| • Oiler (COP) -1 Nos | • Trainee Steward |

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For Japanese built S.S Chemical Tanker

DWT: 20 K

Chemical Tanker Experience Must

Send CV with cargo carried List

URGENT REQUIREMENT MR Oil/Chemical Tanker & LR Oil Tanker

- | | | |
|------------------|----------------------|--------------|
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| • Second Officer | • Third Engineer | • Chief Cook |
| • Third Officer | • Fourth Engineer | |
| | • Electrical Officer | |

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To The Readers ...

To Achieve Milestone – 2024!

Every year presents us with new hopes, objectives, challenges, and the desire to improve on last year's achievements. The year gone by looks like a dream with both good and bad memories. 2023 has come to an end, but 2024 is a blank slate which we are greeting with a positive mindset. Our team here is certainly looking forward to building on the new relationship we made last year.

For Seajob it was a wonderful year and now we are all set to embark on a new initiative – SEAJOB INDIAN ANCHOR AWARDS 2024. This year we are greeting with fresh spirit and hoping to have an impact of great presence by bringing all the fraternity of the maritime industry under one roof.

In this age of rapid change, moving in the right direction is critical. So, the trophy and brochure were paraded through the industry and we asked those who sit at the helm for their suggestions. The valuable inputs were then implemented immediately.

In addition to being aligned with our mission to render best services to the maritime world, the Seajob Indian Anchor Awards has been launched to provide a platform for seafarers to determine the best in the industry by voting on www.seajob.net and recognize those who

have raised standards across the industry. To acknowledge and honor the excellence in the care that seafarers receive from dedicated individuals and shipping companies. The recipients of the awards shall be remembered in our magazine, SEAANDJOB for months to come. In a very short while we will be announcing the date and venue of our event.

As we begin the New Year, I would like to thank the seafarers and the companies, as without them we would not have scaled new heights in these 20+ years of service. I look forward to your support and seek your cooperation in making the SEAJOB INDIAN ANCHOR AWARDS reach its fruitful conclusion.

In closing, please accept my very best wishes to you and your family for a prosperous 2024!

For any questions, suggestions, feedback, or comments please Email us at info@seajob.net. Your collaboration in promoting the awards and encouraging your institution's participation would be greatly appreciated.

God Bless You
Roni Abraham
Editor



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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)

Aries thrive in dynamic leadership roles. Pursue careers that allow autonomy and innovation, like entrepreneurship, management, or competitive fields. Embrace challenges but avoid impulsiveness; strategize before leaping. Maintain financial stability by setting clear goals. Channel your natural drive into budgeting and investing wisely. Avoid rash spending; patience is key to long-term financial success. Regular exercise is crucial for stress relief and maintaining vitality. Practice mindfulness to manage impulsive tendencies, promoting mental well-being. Embrace relaxation techniques like yoga or meditation. Cultivate patience in decision-making for better outcomes. Communicate openly and respectfully in relationships.

Taurus (Apr 21 – May 21)

Taurus excels in stable, practical professions like banking, real estate, or design. Embrace your reliable nature and work ethic. Seek consistency and avoid rapid career changes. Secure financial stability by setting tangible financial goals. Avoid impulsive purchases and prioritize saving regularly. Consider long-term investments for steady growth. Maintain well-being through a balanced routine. Regular exercise and nutritious meals bolster physical health. Avoid overindulgence for better vitality. Practice gratitude to enhance positivity and reduce stress. Engage in artistic or creative hobbies to relax and recharge.

Gemini (May 22 – June 21)

Gemini excels in versatile, communication-driven careers such as journalism, marketing, or sales. Embrace your adaptability and intellectual curiosity. Pursue diverse roles that keep you mentally stimulated. Manage finances by diversifying investments and staying informed about market trends. Avoid impulsive spending; create a budget and stick to it diligently for stability. Maintain mental agility through varied activities and learning pursuits. Regular breaks from mental stimulation are crucial. Focus on stress-relieving activities like yoga or meditation. Embrace change and adaptability for personal growth. Engage in social activities to stimulate your sociable nature.

Cancer (June 22 – July 22)

Cancers thrive in nurturing professions like counseling, teaching, or healthcare. Leverage your empathetic nature and intuition in leadership roles. Cultivate a supportive work environment for personal fulfillment. Ensure financial stability by creating a savings plan and investing in secure options. Avoid overspending on emotional impulses. Prioritize long-term financial security for peace of mind. Prioritize emotional well-being for overall health. Practice self-care routines that include adequate rest, healthy eating, and stress management. Seek support from loved ones during challenging times. Cancer, value emotional connections in relationships. Foster intimacy through communication and empathy.

Leo (July 23 – Aug 23)

The dynamic energy of Mars propels you forward, igniting a desire for success and recognition. This is the time to showcase your talents, take the lead, and make bold career moves. Colleagues and superiors will take notice of your charisma and determination, opening doors to new opportunities. However, it's crucial to balance your ambition with diplomacy, ensuring that your leadership style is both inspiring and collaborative. With Mercury aligning with disciplined Saturn, this presents an opportunity for you to assess your budget, make wise investments, and plan for future prosperity. A thoughtful and organized approach to money matters will pave the way for stability and abundance in the future.

Virgo (Aug 24 – Sept 22)

Virgo, the alignment of Mercury, your ruling planet, suggests a phase of clarity and effective communication. Your analytical skills are heightened, making it an ideal time to tackle challenging tasks and projects. Don't shy away from expressing your ideas; your unique perspective could bring innovative solutions to the table. Financially, your horoscope encourages you to take a closer look at your budget and investments. With the practical influence of Saturn, it's an opportune time to assess your long-term financial goals and make strategic decisions. Listen to your body's signals and ensure you get adequate rest. Remember that a healthy mind and body are the foundation for achieving your goals, so make self-care a non-negotiable priority. Virgo, your love life takes center stage as Venus, the planet of love, graces your relationship sector. Whether you're in a committed partnership or exploring new connections, the energy encourages deep understanding.

Scorpio (Oct 24 – Nov 22)

Scorpio, your biggest strengths will be your intelligent planning and natural determination. When making decisions, follow your gut and take measured risks. Financial matters come under the cosmic spotlight, urging Scorpios to assess their fiscal strategies. The cosmos encourages Scorpios to prioritize self-care and well-being. Balance is key to the mind, body, and soul. Engage in activities that rejuvenate your spirit, whether it's a tranquil walk in nature or mindful meditation. Pay attention to your physical health, and if needed, consult with healthcare professionals. In matters of the heart, Scorpio, the stars align to infuse your relationships with intensity and passion.

Sagittarius (Nov 23 – Dec 21)

The professional arena signals exciting opportunities, Sagittarius. The sun's benevolent rays illuminate your career path, bringing recognition for your hard work. Embrace challenges as stepping stones to success. Collaborative ventures and networking efforts yield fruitful results. Seize the moment to showcase your innovative ideas; your creativity is a valuable asset that can propel you to new heights. Consider exploring new avenues for income and be mindful of potential windfalls. Balance is key; maintaining harmony in mind, body, and spirit ensures a vibrant and fulfilling phase.

Capricorn (Dec 22 – Jan 20)

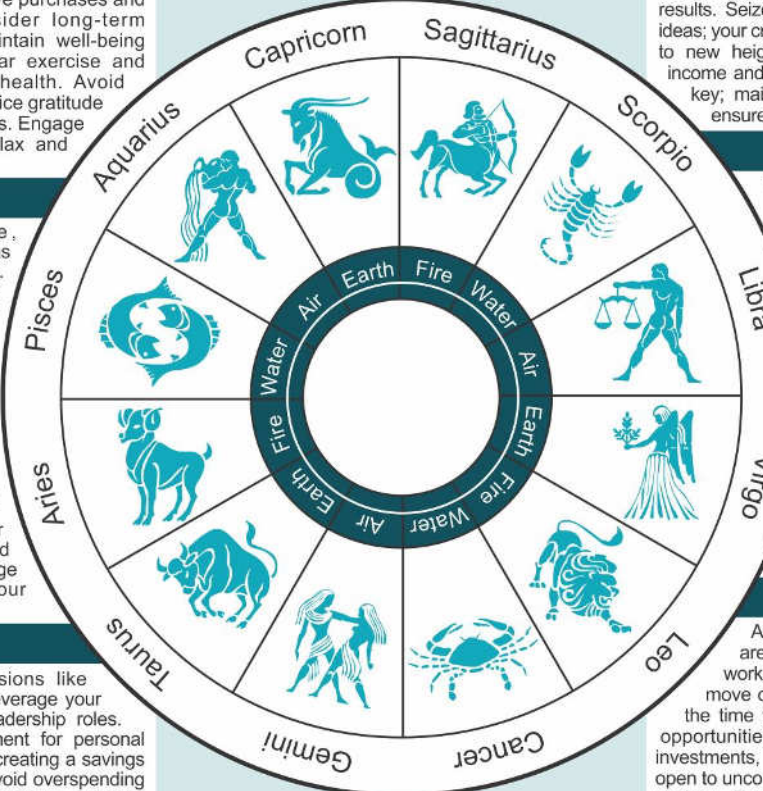
The hard work you've invested in your career is about to pay off. Opportunities for advancement or recognition may arise, so be prepared to showcase your skills and expertise. However, be cautious not to let success blind you to potential challenges. Stay adaptable and open-minded in your approach to work, as flexibility will be your greatest asset. Consider seeking advice from trusted financial experts to optimize your monetary strategies. A healthy body supports a healthy mind, enhancing your overall resilience and capacity to tackle life's challenges. Capricorns may find that vulnerability and authenticity attract meaningful connections. Embrace the warmth of emotional intimacy for a harmonious love life.

Aquarius (Jan 21 – Feb 18)

Aquarians, known for their innovative thinking, are primed to showcase their unique skills at the workplace. If you've been contemplating a bold move or presenting a groundbreaking idea, now is the time to dive in. Aquarians may find unexpected opportunities for financial growth, whether through investments, partnerships, or innovative ventures. Be open to unconventional ideas and be discerning with your choices. Embrace cosmic vitality and make conscious choices that contribute to your overall well-being. Venus, the planet of love, casts its enchanting glow upon your relationships. Single Aquarians may discover a new connection that sparks their intellectual curiosity and passion.

Pisces (Feb 19 – Mar 20)

The cosmic energies swirling around your professional sphere promise both challenges and opportunities, Pisces. With Mars igniting the flames of ambition, you may find yourself driven to pursue your career goals with unwavering determination. This celestial messenger encourages strategic thinking and meticulous planning in matters of wealth. Pisces, for a healthy body and mind, create a harmonious vessel for the soul. With the sun shining its radiant beams upon your well-being, focus on holistic self-care. In matters of the heart, Pisces, this period invites you to explore the casting of a gentle glow upon your relationships. You are working on yourself, and that is going to get you closer and closer to a sense of completeness.



Libra (Sept 23 – Oct 23)

Libras are poised for success. Your charm and diplomacy will work wonders in negotiations and team collaborations. A new project or responsibility may come your way, and it's your time to shine. Seize the opportunity to showcase your skills and take calculated risks. Colleagues will appreciate your innovative ideas, paving the way for professional recognition. Stay focused, and the cosmic winds will carry you toward career milestones. It's time to reassess your budget and make informed decisions. Be mindful of your spending and consider long-term investments. Unexpected financial opportunities may arise but evaluate them thoroughly before committing. Balance is your forte but ensure you're extending that harmony to your physical and mental health. Listen to your body's signals and make the necessary adjustments. A serene mind and a healthy body will empower you to navigate the challenges ahead with grace.

(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.)



Marine Insights

DIGITALIZATION AND SMART PORTS

In the age of rapid technological advancement, the landscape of port operations and logistics is undergoing a significant transformation through digitalization. The convergence of digital technologies has given rise to the concept of smart ports, revolutionizing the way goods are handled, shipped, and managed. This shift towards digitalization, coupled with the integration of data analytics, is reshaping port infrastructure and operations, enhancing efficiency, sustainability, and competitiveness in the global supply chain.

Digitalization in Ports: A Paradigm Shift

Traditionally, ports have been hubs of trade, relying on manual processes and paper-based documentation. However, the advent of digitalization has ushered in a new era characterized by automation, connectivity, and real-time data exchange. Smart ports leverage a plethora of technologies such as the Internet of Things (IoT), Artificial Intelligence (AI), Big Data, and blockchain to optimize various aspects of port operations.

Enhancing Efficiency with IoT and Automation

One of the key elements driving the transformation of ports is the deployment of IoT devices. Sensors and smart devices are integrated into port infrastructure, enabling the monitoring of cargo, equipment, and environmental conditions in real-time. This data-driven approach facilitates predictive maintenance, efficient inventory management, and optimized vessel movements, thereby minimizing operational downtime and increasing overall efficiency.

Automation plays a pivotal role in streamlining port operations. Automated cranes, robotic machinery, and autonomous vehicles are being employed to handle cargo loading and unloading, reducing human error, enhancing safety, and accelerating the turnaround time for vessels. These advancements not only boost productivity but also contribute to a more sustainable and cost-effective port environment.

Data Analytics and Predictive Insights

The abundance of data generated by smart ports is harnessed through sophisticated data analytics tools. Analyzing vast amounts of data allows port authorities and stakeholders to gain valuable insights into trends, patterns, and operational bottlenecks. Predictive analytics aid in forecasting demand, optimizing resource allocation, and anticipating maintenance requirements, thereby enabling proactive decision-making.

Moreover, the implementation of AI-driven predictive models assists in predicting potential disruptions, optimizing supply chain routes, and mitigating risks. By leveraging historical and real-time data, ports can make informed decisions to improve operational efficiency and adapt to

dynamic market demands.

Sustainability and Environmental Impact

Digitalization in ports is not solely focused on operational efficiency but also on environmental sustainability. Smart ports utilize technologies to reduce carbon emissions, minimize energy consumption, and optimize resource utilization. For instance, the use of smart grid systems, renewable energy sources, and energy-efficient equipment helps in curbing environmental impact while ensuring sustainable port operations.

Additionally, data analytics plays a crucial role in environmental management by monitoring air and water quality, noise levels, and waste management. Insights derived from this data aid in implementing eco-friendly practices and complying with stringent environmental regulations, contributing to a greener and more environmentally conscious port ecosystem.

Challenges and Future Outlook

While the integration of digitalization and data analytics offers immense potential for enhancing port operations, several challenges need to be addressed. These challenges include cybersecurity threats, interoperability of diverse systems, workforce upskilling, and initial investment costs. Overcoming these hurdles will be essential for the seamless integration of smart port technologies.

Looking ahead, the evolution of smart ports will continue, driven by advancements in technology and a focus on innovation. The integration of 5G connectivity, edge computing, and further advancements in AI and robotics will further propel the capabilities of smart ports, leading to more efficient, agile and connected port ecosystems.

Conclusion

Digitalization is reshaping the landscape of port operations and logistics, propelling the evolution of smart ports. By harnessing the power of IoT, automation, data analytics, and sustainability initiatives, ports are undergoing a fundamental transformation. The synergy between digital technologies and data-driven decision-making not only enhances operational efficiency but also lays the foundation for a more sustainable and resilient port infrastructure. As smart ports continue to evolve, they will play a pivotal role in shaping the future of global trade and logistics, driving innovation and efficiency in the dynamic realm of maritime commerce.

(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

BOEING'S MID-FLIGHT BLOWOUT WAS A BIG PROBLEM FOR THE COMPANY



The incident that befell Alaska Airlines Flight 1282 on 5th January would have been terrifying for passengers, but ultimately no one was seriously hurt and the aircraft landed safely.

However, the picture could have been very different if the failure had occurred further into the flight.

It happened minutes after take-off from Portland International Airport while the aircraft - a Boeing 737 Max 9 plane, was still climbing.

An unused emergency exit door blew out, leaving a gaping hole in the side of the fuselage.

The plane suffered a rapid loss of cabin pressure, as air rushed out and the atmosphere within the plane equalized with the thinner air outside.

The impact of this was reduced by two key factors. First of all, the passengers would all have been wearing seatbelts at this stage in the flight, keeping them in their seats.

Secondly, data from aircraft monitoring sites show that the plane reached a maximum height of around 16,300ft before descending quickly.

The cruising height of a 737 Max is around 38,000ft. At this level, the difference between the pressure inside the aircraft and the atmosphere outside is much greater. Had the door blown out here, the sudden rush of air would have been much more violent, and potentially lethal, especially if passengers were not wearing seatbelts.

"Passengers in the seats immediately adjacent, or in other seats around it who wasn't wearing a seatbelt could have been sucked out of the aircraft", explained Tim Atkinson, an Aviation Consultant, and Former Aircraft Accident Investigator.

"I guess the worst case could be you lose a row full of people and a couple of others standing nearby as well." The temperature in the aircraft would also have dropped dramatically. Air at such altitudes is typically very cold, around -57C (-71F). Passengers and crew would have been reliant on emergency oxygen. Without it, they would have quickly lost consciousness.

Jennifer Homendy, Chair of the US National Transportation Safety Board (NTSB), said it was "very fortunate here that this didn't end up in something more tragic".

In 2018, exactly such an incident occurred to an older model of Boeing 737 being operated by Southwest Airlines. Debris from an engine failure broke one of the cabin windows while the plane was traveling at 32,000ft. The aircraft suffered a sudden decompression, and one passenger was partially sucked out of the window. She died as a result of her injuries.

The immediate concern in this case is whether what happened to Flight 1282 could happen to other aircraft. The door in question is meant to be securely bolted to the fuselage using four bolts. The aircraft was only two months old, meaning simple wear and tear is unlikely to have been a factor.

That is why Alaska Airlines initially chose to ground its fleet of 737 Max 9s. The US regulator, the Federal Aviation Administration (FAA) followed suit, temporarily grounding 171 aircraft for inspections.

"It could be design, it could be a manufacturing defect, or a combination of the two. Or it could be something else, something unknown", said Mr. Atkinson.

The NTSB has revealed that pilots had seen a pressurization warning light come on during previous flights and that the plane had been restricted from making long journeys over water as a result.

It has warned however, that this might not be connected to the incident itself.

An expert on 737 aircraft suggested to the BBC that the repeated appearance of such a warning light would certainly have been taken seriously and Boeing would have followed the aircraft's maintenance manual, a document drawn up by Boeing but signed off by the regulator.

He added that there are also indicator lights on the flight deck to warn when individual doors are not properly closed, but because the door that went missing was not in use, that particular warning light would not have been operational.

The investigation is expected to involve both Boeing and its supplier, Spirit AeroSystems, which actually manufactured the door.

For Boeing, there is an additional problem.

The aircraft involved in the incident was a variant of the 737 Max, the latest generation of Boeing's 737 workhorse. The plane, designed to be much more fuel-efficient than previous models, has been a hit with airlines. But its safety record has been badly tarnished.

In late 2018 and early 2019, two aircraft were lost in near identical accidents, off the coast of Indonesia and outside the Ethiopian capital Addis Ababa. A total of 346 people were killed. Both crashes were caused by flawed flight control software, which ultimately forced the planes into catastrophic dives, despite the best efforts of the pilots.

Those incidents led to the grounding of the global 737 Max fleet for more than 18 months while the problem was rectified and further safety checks were carried out. The Head of the FAA subsequently described the design as "the most scrutinized transport aircraft in history".

However, since the 737 Max came back into service, there have been a number of high-profile problems with the program, including electrical faults and quality control issues, some of which have also involved Spirit AeroSystems.

Safety campaigners have also expressed concern about the number of reported malfunctions aboard aircraft that have gone into service.



In December, Boeing called on airlines to inspect rudders on their airplanes, after a bolt was found to be missing on one aircraft. It said it was acting "out of an abundance of caution".

In the wake of the accidents, Boeing faced widespread accusations of putting profit above the safety of passengers. Whistleblowers claimed the company was putting undue pressure on its employees to build too many aircraft too quickly, leading to chaotic conditions in its factories, and corners being cut on production lines.

Boeing insists it is a different company today. Its Chief Executive, David Calhoun, has repeatedly emphasized its commitment to the highest standards of safety, quality, and integrity. However, some critics remain unconvinced.

'Gigantic wake-up call'

Ed Pierson is a former Senior Boeing Manager who warned about problems on the 737 Max production line before the two crashes. He now heads an organization called the Foundation for Aviation Safety, which has been scrutinizing the aircraft's record.

He insisted that conditions inside Boeing's factories have not

improved and that the US regulator has been ineffective in holding the company to account. "This is just a gigantic wake-up call", he said.

"This might just be a major blessing to have such a highly visible incident occur that will cause them to have to admit they have some serious problems." Boeing has consistently denied such problems exist.

In a statement issued after the FAA ordered the most recent groundings, the company said: "Safety is our top priority and we deeply regret the impact this event has had on our customers and their passengers. We agree with it and fully support the FAA's decision to require immediate inspections of 737-9 airplanes with the same configuration as the affected airplane."

Boeing is in the process of ramping up production of the 737 Max to cut waiting times for customers and reduce its backlog of orders. Arguably, the timing of this latest incident involving its flagship aircraft could not have been worse.

Whatever the cause, it is likely to create further anxiety around the already-damaged 737 Max brand, particularly among passengers.

ANTONY BLINKEN: ON THE US MISSION TO STOP GAZA IGNITING WIDER WAR

Of all the priorities for US Secretary of State Antony Blinken on his fourth visit to the Middle East in three months, there is one message above all others that he wants to deliver. His main mission on this trip is to ensure the Israel-Gaza war does not spread into a regional conflict.

As he flies between destinations in Southwest Asia, a packed schedule that includes stops in Turkey, Jordan, Qatar, the UAE, Saudi Arabia, and Israel there is ample evidence however, that the cauldron of tensions in the region is on the verge of boiling over.

Houthi rebels in Yemen have launched repeated missile and drone attacks on civilian shipping in the Red Sea, bringing traffic through that key international waterway to a near halt.

The US has warned that it will defend its interests. If the rebels persist, and the disruption to global commerce continues, an American military response may be inevitable a development that would unnerve some key American Arab allies.

"We never see a military action as a resolution," said the Qatari Prime Minister in a joint press conference with Mr. Blinken in Doha. Sheikh Mohammed bin Abdulrahman Al-Thani said his biggest worry was that such action would "keep us in a loop that will never end and will create a real tension in the entire region".

Hezbollah forces in Southern Lebanon fired a barrage of rocket attacks on Northern Israel in reprisal for what appeared to be an Israeli-planned bomb attack that killed a key Hamas leader in Beirut. Israel responded with air strikes targeting Hezbollah forces in Lebanon.

An escalation there, Mr. Blinken said later that day, was a "real concern". He called on regional powers with influence over Hezbollah in other words Iran and, to a lesser extent, Turkey to use their influence to "try to keep things in check".

That may be difficult. As the Washington Post reported, American officials are concerned that Israel may be considering a more expansive offensive against Hezbollah. "We prefer the path of an agreed-upon diplomatic settlement, but we are getting close to the point where the hourglass will turn over," Israeli Defense Minister Yoav Gallant said.

Meanwhile, US military installations have been hit by rocket and drone attacks from militants in Iraq and Syria, where more than 3,000 American soldiers are stationed. In late October, a drone breached US defenses and struck a barracks but did not detonate, according to a Reuters report, narrowly avoiding what might have been significant American casualties.

The US has responded with military action, including an air strike in Baghdad last week that killed Mushtaq Taleb al-Saidi, an Iran-backed militia leader. Each of these episodes, taken individually, presents a threat to regional stability. When viewed as a whole, it suggests the Middle East teetering on the brink of a wider war. In Qatar, Mr. Blinken said the US has a plan to address the growing instability and it hinges on winding down the Israeli military campaign in Gaza and working with Arab nations and the Israelis to establish a "durable" peace for the Palestinians.

"The United States has a vision for how to get there, a regional approach that delivers lasting security for Israel and a state for the Palestinian people," he said. "And my takeaway from the discussions so far is that our partners are willing to have these difficult conversations and to make hard decisions."

Therein lies the rub. After meeting with Saudi Crown Prince Mohammed bin Salman, Mr. Blinken said he's seen a willingness to help stabilize and revitalize a post-war Gaza among all the leaders he's spoken with so far. But the US must get Israel on board.

The timing of Mr. Blinken's latest Middle East trip may give hints of the American strategy in this latest round of shuttle diplomacy. His early visits to Turkey and Arab nations before two days in Israel have allowed the secretary to take the temperature of regional players before sitting down with Prime Minister Benjamin Netanyahu and the Israeli War Cabinet.

"I'll have an opportunity to share with Israeli leaders everything I've heard thus far on this trip," he said. "I'm convinced that there is a future path that can actually bring lasting peace and security for Israel."



Behind all this is an American gamble that resolving, or at least winding down, the Gaza War will cool tensions throughout the region. It is a bet that the various mini-crises - in the Red Sea, in Lebanon, Iraq, and Syria have not taken on a momentum of their own.

There is no peace in the region without a legitimate, peaceful solution to the Palestinian conflict, the Qatari Prime Minister said. The question is, will there be peace with such a resolution?

During his November trip to the Middle East, Mr. Blinken told reporters gathered on the tarmac in Ankara, Turkey, that countries across the region do not want war and are working to prevent the conflict from spreading. "Sometimes the absence of something bad happening may not be the most obvious evidence of progress but it is," the US Secretary said.

Since then, there has been ample evidence that while a wider war may not be wanted, the prospects for one have increased despite the stated intentions and efforts of Mr. Blinken and the Americans.

GABRIEL ATTAL: MACRON'S PICK FOR PM IS FRANCE'S YOUNGEST AT 34

Gabriel Attal has been named France's next Prime Minister, as Emmanuel Macron aims to revive his presidency with a new government.

At 34, he is the youngest PM in modern French history, outranking even Socialist Laurent Fabius who was 37 when he was appointed by François Mitterrand in 1984.

Mr. Attal replaces Élisabeth Borne, who resigned after 20 months in office. Throughout that time, she struggled with a lack of a majority in parliament.

Gabriel Attal, who is currently the Education Minister, certainly makes an eye-catching appointment.

He will now have the task of leading the French government into important European Parliament elections in June. His rise has been rapid. Ten years ago, he was an obscure Adviser in the Health Ministry and a card-carrying member of the Socialists.

Welcoming him to his new role, President Macron wrote on social media: "I know I can count on your energy and your commitment to implement the project of revitalization and regeneration that I announced."

"France will never rhyme with decline, France rhymes with transformation, France rhymes with audacity," Mr. Attal declared outside his new residence.

But given the difficulties of the president's second term and the growing challenge from the nationalist right is "eye-catching" alone going to cut it?

Handsome, youthful, charming, popular, cogent, Mr. Attal certainly comes to office trailing clouds of glory - much, let it be said, like his mentor and role model the president himself.

But like many go-getters of his generation, he was inspired by Emmanuel Macron's idea of breaking apart the old left-right divide and re-writing the codes of French politics.

In the wake of Macron's 2017 election, Mr. Attal became a member of parliament, and it was there that his brilliance as a debater easily the best of the neophyte Macronite intake brought him to the president's attention.

At 29, he became the Youngest ever Minister in the Fifth Republic with a Junior Post in Education; from 2020 he was a government spokesman and his face began to register with the voters; after President Macron's re-election, he was briefly budget Minister and then took over at education last July.

It was in this post that Mr. Attal confirmed to the President that he has what it takes, acting with no-nonsense determination to end September's row over Muslim abaya robes by simply banning them in schools.

He led a campaign against bullying, he was a victim, he says - at the elite École Alsacienne in Paris, and took on the education establishment with his proposal to experiment with school uniforms. And, all the while, he managed to buck the normal trends by actually becoming popular among the public.

Polls show that he is by far the most admired member of the Macron government competing at the same level as the President's main enemy, the Nationalist Marine Le Pen and her youthful colleague Jordan Bardella. And there, of course, is the heart of it. By drawing Gabriel Attal from his pack of ministers, Mr. Macron is using an ace to outplay the queen and her jack. But will it work?

In the drawn-out process of naming him, everyone knew a reshuffle was coming but it took forever to show that if President Macron is well aware of the weakness of his current position, he has also been in deep uncertainty over how to address it.

More than one commentator has made the obvious point that what the public wants above all now is not so much a rearrangement of faces at the top, but a new sense of purpose to the Macron Presidency.

But as things stand, Mr. Attal will face exactly the same problems as did his long-suffering predecessor Élisabeth Borne.

These are a hard-right opposition that is surging in popularity and looks set to win easily in June's European elections; a National Assembly with no in-built majority for the government, making every new law a struggle; and a president who seems unable to define what he wants his second term to achieve.

On top of which, the New Prime Minister will have a problem all of his own, which is establishing his authority over such heavyweights as Gérard Darmanin and Bruno Le Maire.

And what is the plan, some are also asking if as seems likely Mr. Macron's party loses heavily in the European elections?

Normally that would be the occasion for a prime ministerial replacement, to give a new élan for the second half of the mandate. But, as things stand, that card has already been played, and in the event of a defeat in June, Gabriel Attal risks drifting on as a discredited loser.

Even opposition figures recognize that he is a class act. He is respected and liked in the National Assembly. But there are also questions about what he actually stands for. The suspicion for many is that he is all smiles and verbiage, much like the man to whom he owes his career.

As the president's nominee, he is the wunderkind. But if he is only Macron's mini-me, the marvel could prove a mirage.

ARTEMIS: NASA DELAYS CREWED RETURN TO THE MOON'S SURFACE.

US space agency astronauts won't get to walk on the Moon again until September 2026 at the earliest.

It represents a slip of a year in the previously targeted date for the return of humans to the lunar surface which was last achieved in 1972.

NASA says the delay to what's known as its Artemis III mission will enable further technology development. Fundamentally, the agency still doesn't have a craft to put astronauts on the Moon or spacesuits they can wear.

Announcing the delay, Agency Administrator Bill Nelson said safety drove all timing considerations. "We won't fly until we're ready," he told reporters.

NASA is also pushing back to September 2025 the precursor mission known as Artemis II. This will see four astronauts fly around the Moon without actually landing. Until now, this flight was on the calendar for the end of this year.

A crew comprising Jeremy Hansen, Christina Koch, Victor Glover, and Reid Wiseman are already in training.

Artemis I occurred in November 2022. This was an uncrewed demonstration of the SLS rocket and Orion capsule that NASA will use to get astronauts to lunar orbit. But the capsule now requires the installation of a life-support system before the Artemis II quartet can climb aboard and the space agency says there are concerns about the electronics in this system that will now have to be revised.

Engineers also want more time to understand the behavior and performance of the heatshield that protects the Orion capsule during the fiery re-entry into Earth's atmosphere at the end of a mission. This shield experienced some unexpected losses of material during the Artemis I return. But NASA's biggest issue

going forward is probably the landing craft for Artemis III.

This will be supplied by entrepreneur Elon Musk's SpaceX company and it will be a version of the huge new Starship vehicle currently being tested in Texas.

The idea is for astronauts to transfer to Starship in lunar orbit and then go down in it to the Moon's surface.

SpaceX needs not only to get the new vehicle working properly but also to stage an uncrewed demonstration on the Moon. And just getting Starship to the vicinity of the Moon will require the company to refuel its craft in Earth orbit first - a practice that's completely novel.

Indeed, it could take 10 launches, or more, of other Starships just to get enough fuel into one vehicle above the Earth so it can make the journey to the Moon and then perform a landing.

NASA associate administrator Jim Free was asked if it was realistic to think all this technology could be perfected by September 2026.

"We're setting a date for [Artemis III] that we have set with our contractors, based on the technical plans that they've laid out," he responded. "What I can tell you is we put margin in there to account for some of the risks that we anticipate seeing. We've tried to address the unknown unknowns and set a realistic plan in place."

Dates not slipping currently are those for the Artemis IV and V missions, which are set to take place in 2028 and 2029 respectively.

IV will see the first astronaut flight to the New Gateway lunar space station that will be constructed this decade. V will see the introduction of a second landing system called Blue Moon. This is being developed by the space company owned by Amazon.com founder Jeff Bezos.

ISRAEL TO FACE GAZA GENOCIDE CHARGES AT WORLD COURT

Israel prepared to defend itself at the top U.N. court against accusations of genocide in Gaza, as Prime Minister Benjamin Netanyahu publicly rebuffed for the first-time calls by some right-wing ministers to permanently occupy the enclave.

As Israel's war in Gaza continued to rage, the International Court of Justice in The Hague, also known as the World Court, was to hold hearings in a case brought by South Africa in December claiming Israel's war against Hamas militants in Gaza violates the 1948 Genocide Convention.

Israeli government spokesperson Eylon Levy said "The State of Israel will appear before the International Court of Justice to dispel South Africa's absurd blood libel, as Pretoria gives political and legal cover to the Hamas Rapist Regime."

The hearings will deal exclusively with South Africa's request for emergency measures ordering Israel to suspend its military actions in Gaza while the court hears the merits of the case a process which could take years. Colombia and Brazil expressed their support of South Africa.

Israel launched its offensive after Hamas fighters carried out an Oct. 7 cross-border rampage in which Israel says 1,200 people

were killed and 240 abducted.

Since then, Israeli forces have laid much of Gaza to waste, and nearly all its 2.3 million people have been driven from their homes at least once, causing a humanitarian catastrophe. More than 23,000 Palestinians have been killed.

On these hearings, Netanyahu for the first time publicly stated opposition to calls from right-wing members of his government, including Finance Minister Bezalel Smotrich and National Security Minister Itamar Ben-Gvir, for Palestinians to leave Gaza voluntarily, making way for Israelis to settle there.

While the stance has been Israel's official policy, Netanyahu's prior comments on permanent occupation of Gaza have been inconsistent and at times opaque.

"I want to make a few points absolutely clear: Israel has no intention of permanently occupying Gaza or displacing its civilian population," Netanyahu said on social media platform X.

Potentially timing his comments ahead of the ICJ hearings, he added "Israel is fighting Hamas terrorists, not the Palestinian population, and we are doing so in full compliance with international law."



Jordan and Egypt warned against any Israeli reoccupation of the Gaza Strip and appealed for uprooted residents to be allowed to return to their homes as Jordan's King Abdullah and Egyptian President Abdel Fatah al-Sisi met.

On the ground in Gaza, the fighting appeared as intense as ever. Israeli strikes in southern and central Gaza intensified despite a pledge by Israel that it would pull out some troops and shift to a more targeted campaign, and pleading from its ally Washington to reduce civilian casualties.

Israel's Chief Military spokesperson Rear Admiral Daniel Hagari said in a televised briefing that the military was focusing its operations on Khan Younis and the refugee camps in the center of the strip.

In the latest sign of the three-month-old war spreading, U.S. and British warships in the Red Sea fended off the biggest attack yet from Yemen's Houthi movement, which says it is acting to support Gaza. Washington and London said they shot down 21 drones and missiles aimed at shipping lanes. No one was hurt. The U.N. Security Council approved a resolution demanding the Houthis immediately cease the shipping attacks.

Israel had said it was planning to begin drawing down troops, at least from the northern part of Gaza, after weeks of U.S. pressure

to scale down its operations and shift to what Washington says should be a more targeted campaign.

The World Health Organization cancelled a planned medical aid mission to Gaza due to security concerns, the sixth such cancellation in two weeks.

The Palestinian Red Crescent said four of its staff were killed when their ambulance was hit by an Israeli strike on the main road near Deir al-Balah, in the central Gaza Strip. Two passengers in the ambulance were wounded and later died.

Palestinian health officials at Abu Youssef An-Najar Hospital in Rafah said four Palestinian children were killed in an Israeli air strike on a house in Rafah.

U.S. Secretary of State Antony Blinken, on his fourth trip to the region since the war began, went to Ramallah in the Israeli-occupied West Bank and met Palestinian leaders, including Palestinian Authority President Mahmoud Abbas.

The State Department said Blinken expressed support for a Palestinian state and discussed efforts to protect and aid civilians in Gaza. The Palestinian Authority said Abbas told Blinken that no Palestinians should be displaced from Gaza or the West Bank.

MALAYSIA IS DOUBLING DOWN ON THE CHIP INDUSTRY TO CAPTURE GROWTH IN EV

Malaysia is doubling down on the semiconductor industry to capture growth in the growing electric vehicle market.

In an exclusive interview with CNBC's "Squawk Box Asia", Trade and Industry Minister Zafrul Aziz pointed out that EV makers procure components from Malaysia in the billions.

As such, "they want to realign the supply chain to ensure that security of [their] supply chain, the resiliency of the supply chain is there, so they are coming closer to Malaysia and we are inviting many EV makers to come," he said.

The goal was for EV makers to expand their presence in the country, he said pointing out that Tesla is already one of Malaysia's major charging station providers. Some of the largest Malaysian companies are also Tesla's suppliers.

The "end game" is for "the likes of Tesla, the rest of them [to come] and build their giga factory assembly in the country," Zafrul said.

In August, Tesla set up a regional headquarters in Malaysia, and Prime Minister Anwar Ibrahim told CNBC's Martin Soong at the time that "EV happens to be our priority."

Zafrul told Malaysian media in December that he believed EVs would catalyze the growth of Malaysia's manufacturing industry exports, and that Malaysia remained an attractive destination for electric car investors.

He pointed out that semiconductors are integral to the manufacturing of cars, but even more so in EVs. A normal car contains about 5,000 chips but an EV can require up to 15,000 chips he said.

"So, Malaysia is there in that supply chain and we want to take advantage of that," he added.

Moving up the value chain

To that end, Malaysia has set up a new national semiconductor taskforce, to allow the country to move up the value chain in the chips industry.

Zafrul said Malaysia aims to focus on what is known as the "front end" of the chips industry, instead of just the "back end."

The "front end" of the chip manufacturing process involves wafer fabrication and engraving circuits, while the "back end" focuses on packaging and assembly of integrated circuits.

To that end, Malaysia established a national semiconductor strategic task force this week, in a bid to grow the country's semiconductor ecosystem and attract strategic investments, Malaysian media reported. In his statement, Zafrul reportedly said the industry was vital for the nation's electrical and electronics (E&E) sector and other technology-based industries such as EVs.

Zafrul told CNBC that the task force highlights the importance of the country's semiconductor sector, which accounts for 7% of the country's gross domestic product and half of its exports.

The team will not only be looking at growing the semiconductor industry in Malaysia but will also seek to ensure there's a 'talent supply chain' in the country.

Malaysia needs 50,000 electrical and electronics engineers every year, "of which we [have] a shortage," he told CNBC.

However, Malaysia is still in a good position to achieve the goal of growing its semiconductor industry, he said.

"The good thing about Malaysia is this industry started in the early 70s. So, it's been here for 50 years. And the foundation is strong for us today to move up the value chain."

BANK BOSS SAYS IT'S NOT 'THAT DIFFICULT' TO BUY A HOME AND SPARKS A BACKLASH.

The chair of one of Britain's biggest banks faced a backlash after saying it is not "that difficult" to get on the property ladder.

NatWest Chair Howard Davies told the BBC's program that the current economic landscape which has seen interest rates rise to a 15-year high is little different to other historical periods.

"I don't think it's that difficult at the moment," Davies said when asked when it might be easier for Britons to purchase a property.

"You have to save, and that's the way it always used to be," he added.

UK mortgage rates have largely held steady at over 5% since April 2023, with some lenders only this week lowering rates in anticipation of interest rate cuts from the Bank of England. Higher rates, in turn have limited available stock on the market.

Meantime, higher inflation and a cost-of-living crisis have made it harder for homebuyers to save the minimum 10% deposit typically required to purchase a home.

Davies acknowledged that consumers today would need to save more for their down payment due in part to new protections brought in the wake of the financial crisis. However, he argued that the landscape was now safer for consumers, too.

"There were dangers in very easy access to mortgage credit," he said.

"I totally recognize that there are people who are finding it very difficult to start the process. They will have to save more. But that is, I think inherent in the change in the financial system as a result of

the mistakes that were made in the last global financial crisis, and we have to accept we're still living with that," Davies said. Still, the comments sparked a furor on social media, with critics describing Davies as out of touch.

Ben Twomey, Chief Executive Of Campaign Group Generation Rent, said in a post that Davies had little idea what it was like for renters hoping to gain their first step on the property ladder.

"What planet does he live on? I wonder how often Sir Howard speaks to renters, as we pass on a third of our wages to landlords and struggle to pay our soaring bills," Twomey said.

Richard Murphy, a Political Economist and Professor at the UK University of Sheffield described the comments as "a staggering demonstration of the disconnect between bankers and reality in this country."

The average UK property currently costs £287,105 (\$366,357), according to figures released by Halifax, the UK's biggest mortgage lender. Costs in major cities, however, are even higher with the average London home now priced at £528,798.

Richard Donnell, Executive Director of Zoopla, told CNBC that there was likely to be an increase in property purchases in 2024 as a result of easing interest rates. But he noted that the outlook remained "challenging" on the back of suppressed sales volumes in 2023.

"We only had a million people move home last year," Donnell said.

"Hopefully we just build back sales volumes [in 2024], because adjusting from 2% mortgage rates to 4% - 6% mortgage rates was never going to be a one-year, once-and-done thing," he added.

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Health Zone



EXPLORING THE IMPACT OF FAST FOOD ON HEALTH

Introduction to Fast Food

Fast food refers to quick-service, easily accessible, and pre-prepared meals typically served at restaurants, drive-through or take-out establishments. It has become a prominent part of modern food culture, with fast-food chains present in almost every country, catering to the busy lifestyles of people seeking convenient and affordable food options. The fast-food industry's rapid growth and widespread popularity have made it a significant contributor to the global food market.

Fast food is often characterized by its quick service, standardized menus, and mass production techniques. It includes a wide range of items, such as hamburgers, French fries, pizza, fried chicken, sandwiches, and soft drinks. Fast-food outlets emphasize speed and efficiency in their operations, allowing customers to order, pay, and receive their meals in a matter of minutes.

What Are the Typical Nutritional Contents of Fast Food, and How Can They Impact Health?

One of the defining characteristics of fast food is its relatively poor nutritional content. Fast food items are often high in calories, unhealthy fats, sodium, and added sugars. These nutritional attributes can have adverse effects on health when consumed in excess or as a regular part of one's diet.

Fast-food meals are typically energy-dense, meaning they contain a high number of calories relative to their serving size. This caloric density, combined with large portion sizes often offered by fast-food establishments, can lead to excessive calorie intake and contribute to weight gain and obesity.

Fast food is also notorious for its high content of unhealthy fats, especially trans fats and saturated fats. These fats are associated with an increased risk of heart disease and other cardiovascular problems. Moreover, fast-food items are often heavily processed and contain a significant amount of sodium, which can contribute to hypertension and other related health issues.

Added sugars are prevalent in many fast-food products, particularly in beverages and desserts. Consuming high amounts of added sugars can lead to weight gain, dental problems, and an increased risk of developing conditions like type 2 diabetes.

Overall, the nutritional content of fast food makes it a less-than-ideal dietary choice for maintaining good health, and its regular consumption can lead to various health problems.

What Are the Health Effects Associated With Frequent Fast-food Consumption?

The consumption of fast food has been linked to several adverse health effects, making it a significant public health concern. Some of the key health impacts associated with frequent fast-food consumption include:

a. Obesity: Fast food is often high in calories and low in essential nutrients, leading to overeating and weight gain. Regular consumption of calorie-dense fast food can contribute to obesity, which is a major risk factor for various health conditions, including heart disease, type 2 diabetes, and certain cancers.

b. Heart Disease: The high levels of unhealthy fats and sodium in fast food can raise blood cholesterol levels and blood pressure, increasing the risk of heart disease and stroke. Diets rich in fast food and processed foods have been linked to an increased prevalence of cardiovascular diseases.

c. Type 2 Diabetes: The excessive consumption of fast food, particularly those with high added sugar content, can lead to insulin resistance and an increased risk of developing type 2 diabetes. The regular intake of sugary beverages, a common fast-food accompaniment, is associated with a higher risk of diabetes.

d. Digestive Issues: Fast food often lacks dietary fiber, which is essential for digestive health. A diet predominantly based on fast food can lead to digestive problems such as constipation and irregular bowel movements.



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e. Nutritional Deficiencies: Fast food is typically low in essential nutrients such as vitamins, minerals, and antioxidants. Relying heavily on fast food can result in nutritional deficiencies and compromise overall health and immunity.

How Does Fast Food Contribute to Childhood Obesity, and What Are the Implications?

The prevalence of fast food in modern diets has contributed significantly to the rising rates of childhood obesity worldwide. Several factors make fast food a contributing factor to childhood obesity:

a. Attractive Marketing: Fast-food companies heavily target children and teenagers through appealing advertising, toys, and promotional offers, enticing them to consume fast food regularly.

b. Availability and Convenience: The widespread availability and convenience of fast food make it a quick and easy option for busy parents and children on the go.

c. Large Portions and High Caloric Content: Fast-food meals often come in large portions and contain excessive calories, leading to overeating and weight gain in children.

d. Influence on Eating Habits: Frequent consumption of fast food at a young age can shape unhealthy eating habits, making children more likely to continue unhealthy dietary patterns into adulthood.



Health Zone



e. Lack of Nutritional Education: Many children may not fully understand the nutritional implications of fast food consumption, leading them to make poor dietary choices without realizing the long-term health consequences.

Addressing childhood obesity requires a multifaceted approach involving parents, schools, policymakers, and the fast-food industry. Encouraging healthier food options, promoting nutritional education, and limiting the aggressive marketing of unhealthy fast food to children are essential steps in combating childhood obesity and promoting better overall health.



How Does Aggressive Marketing and Advertising Influence Fast Food Consumption?

Fast-food companies invest significant resources in marketing and advertising to attract customers, particularly children and teenagers. Some key aspects of fast food marketing and its influence on consumer choices include:

a. Targeting Children: Fast-food advertisements often feature colorful visuals, animated characters, and toys to appeal to young children. This targeted marketing aims to create brand loyalty from an early age, potentially leading to a lifelong preference for fast food.

b. Digital and Social Media: Fast-food companies heavily utilize digital platforms and social media to reach a broader audience. Engaging content, sponsored posts, and interactive campaigns on platforms like Facebook, Instagram, and YouTube increase brand visibility and attract potential customers.

c. Celebrity Endorsements: Celebrity endorsements of fast-food products can significantly influence consumer behavior, especially among young audiences who look up to these personalities as role models.

d. Sponsorship and Tie-ins: Fast-food chains often engage in sponsorships and tie-ins with popular events, movies, and sports, further promoting their brands and products to a wider audience.

e. Fast Food in Schools: Some schools have agreements with fast-food companies, allowing them to sell their products on school premises or offer branded items as part of school lunch programs. This practice has raised concerns about the influence of fast food marketing on children's dietary choices.

How Has Fast Food Shaped Modern Food Culture and Dining Habits?

Fast food has had a profound impact on modern food culture, shaping various aspects of society and lifestyle. Some important aspects of fast food culture include:

a. Dining Habits: Fast food has influenced dining habits, emphasizing convenience, speed, and on-the-go eating. The traditional sit-down family meals have been replaced with quick meals consumed in cars or at fast-food outlets.

b. Globalization: Fast-food chains have expanded globally, leading to the spread of Western fast-food culture to different countries. This globalization has both positive and negative cultural implications, as local food traditions may be influenced or overshadowed by fast-food offerings.

c. Busy Lifestyles: The rise of fast food corresponds to the increasing pace of modern life, with people seeking quick solutions for their food needs amidst busy schedules and work commitments.

d. Social Gatherings: Fast-food outlets often serve as casual meeting places for friends and families, contributing to social interactions and leisure activities.

e. Impact on Traditional Food: The prevalence of fast food can impact traditional food industries and culinary heritage, potentially leading to a loss of cultural diversity in food choices.

While fast food culture offers convenience and accessibility, it is essential to strike a balance and promote the importance of balanced, nutritious diets, cultural diversity in food choices, and sustainable eating practices. Encouraging healthier eating habits, supporting local food traditions, and raising awareness about the environmental and health impacts of fast food are crucial steps in shaping a more sustainable and health-conscious food culture.

What Are the Alternatives to Fast Food for Individuals Seeking Healthier Food Choices?

Offering alternative food choices to fast food can help steer individuals toward more nutritious options. Some alternatives to fast food include:

a. Home-Cooked Meals: Encouraging home-cooked meals using fresh ingredients allows individuals to control the nutritional content of their food.

b. Meal Prepping: Planning and preparing meals in advance can save time and promote healthier eating, reducing the reliance on fast food for convenience.

c. Healthy Fast-Casual Restaurants: Some fast-casual restaurants focus on providing healthier options, incorporating fresh ingredients and balanced meals into their menus.

d. Plant-Based Options: Increasing the availability of plant-based fast-food alternatives offers a more sustainable and nutritious choice for consumers.

e. Snack Swaps: Replacing fast-food snacks with healthier options like fruits, nuts, or yogurt can contribute to better overall nutrition.

Conclusion

Fast food's impact on health and society is significant. Healthy eating initiatives, personal responsibility, and sustainable practices are crucial for a healthier future. Collaborative efforts can shape a more balanced food culture, reducing negative effects and promoting well-being.

(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.)



SMYL

ZONE



A family takes a trip to Disney World. After seven exhausting days, they head home.

As they drive away, the son waves out the window and says, "Goodbye, Mickey."

The daughter waves and says, "Goodbye, Minnie."

Dad waves and cries, "Goodbye, money."



Passing through his son's college town late one night, a father decides to drop in and visit his kid. The father knocks on the fraternity house door. No one answers. He knocks louder, but still no answer. He begins to bang angrily on the door. Finally, a head pops out of a window on the second floor.

"You need something, pal?" a frat brother asks from the window.

"Yes, does Billy Powers live here?" the father asks.

"Yeah," says the frat brother, "just dump him on the steps and we'll grab him in the morning."



A dad was trying to teach his kid about the evils of drinking. He put one worm in a glass of water and another worm in a glass of whiskey. The worm in the water survived, but the worm in the whiskey curled up and died almost immediately.

"All right, kid" the father began, "what does this little experiment prove to you about drinking?"

"Well," the kid replied thoughtfully, "it proves that if a person drinks alcohol he probably won't get worms."



Two boys are arguing when the teacher enters the classroom.

The teacher says, "What are you two arguing about?"

One boy answered, "We found a ten-dollar bill and decided whoever tells the biggest lie gets to keep it."

"You two should be ashamed of yourselves," said the teacher.

"When I was your age, I didn't even know what a lie was." The boys looked at each other and handed the ten dollars to the teacher.



A guy calls 911 in a panic. "My wife is having a baby! Her contractions are only one minute apart!"

"Calm down," the 911 operator says.

"Is this her first child?"

"No, you idiot!" the guy shouts.

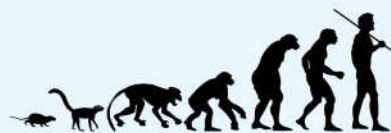
"This is her husband!"



A little girl asks her mother, "How did the human race appear?" The mother answers, "Well, God made Adam and Eve and then they had kids. So all mankind was made."

Two days later the little girl asks her father the exact same question. The father answers, "Many years ago, there were monkeys from which the entire human race evolved."

The confused little girl returns to her mother and says, "Mom, you told me the human race was created by God, and Dad said man developed from monkeys. Why do you have different stories?" The mother answers, "Well, I was referring to my side of the family and your dad was talking about his side."



A church pastor is invited to dinner at the house of a parishioner. The pastor sits at the table with the family.

The mom requests her daughter, age six, say grace before the meal.

She sits in silence. "It's okay, dear," the mother calms her.

"You can do it. Just repeat what you heard Daddy say before breakfast this morning." The little girl folds her hands, bows her head, and says in a loud voice, "Oh Christ, why did you invite the pastor over for dinner tonight?"



A teacher asks her class about their favorite after-school snacks.

"Andrew," the teacher calls to the new student in the back of the room, "what's your favorite after school snack?"

"Nuts," he replies.

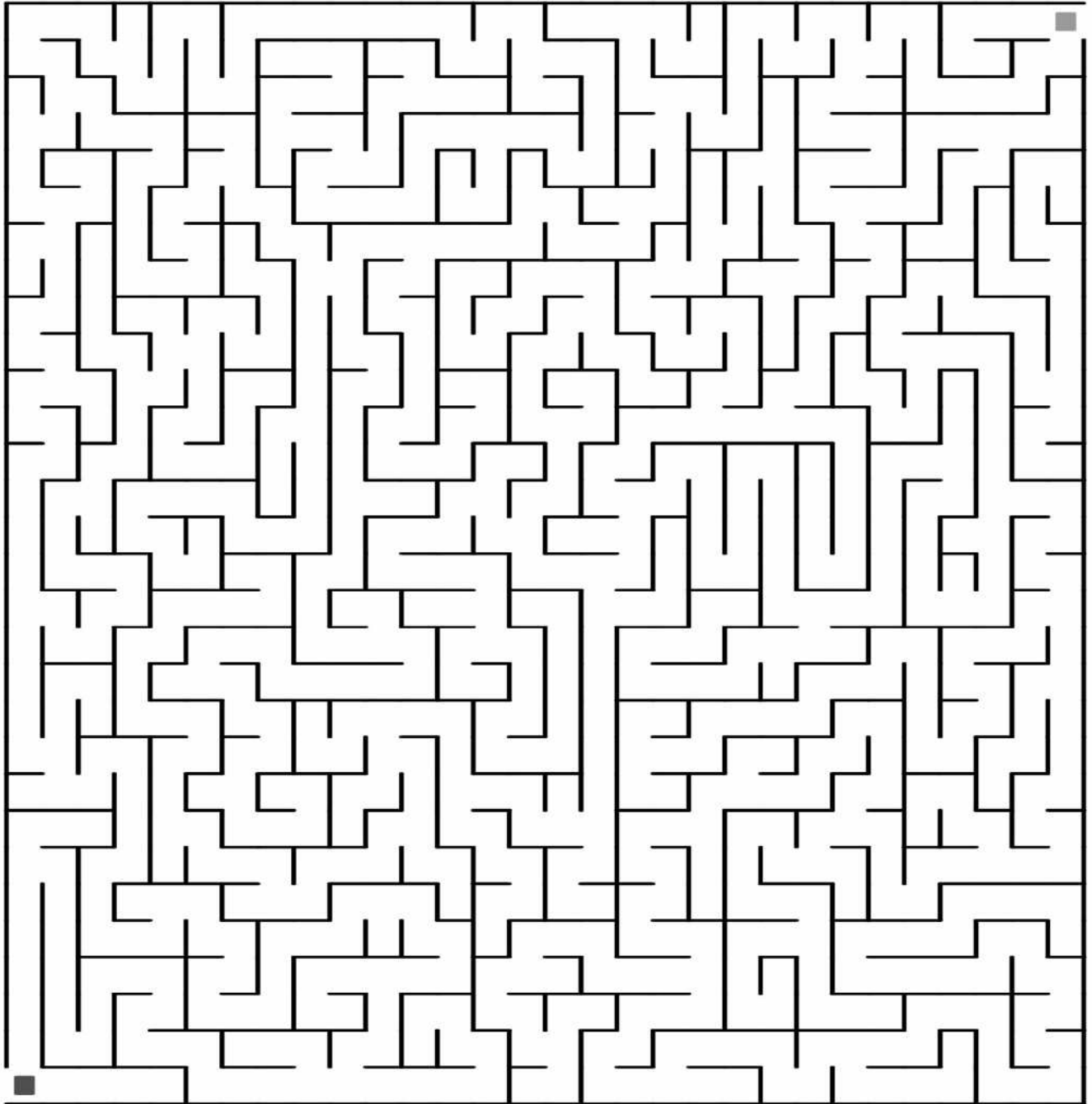
"Very good," the teacher said. "What kind of nuts? Peanuts? Pine nuts?"

The boy shakes his head and answers, "Doughnuts."





START WITH UNITY



END WITH HARMONY

Celebrating India's Republic Day Journey



SHIPPING NEWS

3 WAYS UNIQUE PARTNERSHIPS ARE DECARBONIZING SHIPPING.

Shipping remains one of the hardest industries to decarbonize, but at the same time, it serves a critical role in facilitating global trade, moving over 80% of internationally traded goods.

It is also one of the founding sectors of the First Movers Coalition (FMC), a collective of leading industry players from seven hard-to-abate sectors working to aggregate their purchasing power, prompt more investments in zero-emission solutions, and send out a signal to scale their production. Under the FMC, 16 companies within shipping have committed to having 5% of their deep-sea shipping powered by zero-emission fuels by 2030 or to move at least 10% of the volume of their goods on such vessels by 2030, increasing to 100% by 2040. If these commitments are met, it will remove an estimated 4.2 million tonnes per year in GHG emissions by 2030.

Partnership is key to tackling climate progress. Here's how FMC members are working together in unique ways, shedding light on how collaboration can break down barriers to scaling zero-emission solutions.

1. Scaling deployment of zero-emissions shipping fuels

The maritime transport industry is focused on the importance of sustainable and low-carbon energy, with decarbonization being a top priority. Zero-emissions ammonia, produced from low-carbon hydrogen, is emerging as one of the next-generation fuels because it does not emit CO₂ when burned.

To scale its distribution, Yara Clean Ammonia, the world's largest trader and distributor of ammonia, and Höegh Autoliners, a leading global ocean transportation provider, have agreed on a future supply deal for clean ammonia. Last spring, the two companies signed a letter of intent regarding clean ammonia supply and distribution using Höegh's Aurora-Class PCTC vessels.

The 12 vessels are equipped to operate on zero-carbon ammonia and methanol and will be some of the most environmentally friendly car carriers ever built. They will come into operation starting in 2024 and will support Yara in its efforts to slash more than 30% of its emissions by 2030.

This effort demonstrates the potential for clean ammonia as a future maritime fuel and its significant role in addressing global maritime transportation emission challenges. Tapping the global distribution and infrastructure these companies provide is key to accelerating emerging markets and unlocking green value chains. Magnus Krogh Ankarstrand, President of Yara Clean Ammonia, said "Building clean ammonia value chains is critical to facilitate the transition to zero-emission fuels by enabling the hydrogen economy."

2. Research that keeps zero-emission solutions and infrastructure on track

Partnership has made the research possible that can help businesses scale action. In May 2023, the Western Australia-East Asia Iron Ore Green Corridor Consortium released the results of a special study on the feasibility of deploying ships powered by clean ammonia on current iron ore trade routes between West Australia and East Asia. The consortium, a collaboration between the Global Maritime Forum, BHP, Rio Tinto, Oldendorff Carriers, Star Bulk Carriers, and a number of value chain partners (e.g., potential clean ammonia producers), found that more than 20 vessels could sail along the corridor on zero-emission ammonia, reaching 5% adoption by 2050. An estimated 360 vessels could sail this corridor by 2050.

The study drives home that the key technologies, such as suitable engines, are on track for development, enabling the deployment by bulk carriers such as Rio Tinto (one of the largest bulk carriers in the world) in the near term.

Such research helps to keep a range of stakeholders informed and on track for what's needed next. "While there is no silver bullet," said Rio Tinto's Head of Commercial Operations, Laure Baratgin, "we believe that industry collaboration and a supportive, global regulatory environment are key to unlocking shipping's access to zero-emission solutions."

3. Demand and collective action through procurement

Collaborative procurement can help create much-needed markets for sustainable fuels. A number of examples show how the shipping industry is making this happen.

The Zero Emission Maritime Buyers Alliance (ZEMBA), initiated by the Aspen Institute, recently partnered with world-leading cargo owners to launch an RFP with hopes of attracting bids from suppliers of zero-emission ocean transport through signaling strong demand.

Amazon, a Founding Member of the FMC, has been instrumental in getting the ZEMBA RFP off the ground. With a goal of reducing its scope 3 emissions, the company is supporting joint efforts under ZEMBA to ship 600,000 TEUs (Twenty-Foot Equivalent Units) on zero-emission vessels over a time span of three years, which will result in close to 1 million metric tonnes of carbon emissions reduction.

Support of the ZEMBA zero-emission fuels tender, said Amazon's Head of Climate, Sustainability, and Environmental Policy, Teresa Christopher, will provide clean fuels in the short-term while sparking industry-wide progress on the timeline needed. "Early adoption matters."

Powerful signals through procurement are first and foremost also evident through individual FMC member actions. Maersk ordered the world's first dual-fuel green methanol vessel back in 2021 and the vessel recently embarked on its maiden voyage, travelling a distance of 21,500km from South Korea to Denmark.



Green methanol can be derived from biomass or green hydrogen and can reduce emissions from vessels by up to 95% in comparison to traditional bunker fuels.

Maersk has just announced an agreement to purchase 500,000 tonnes of green methanol a year to power its dual fuel vessels with production envisioned to commence in 2026. The company has also announced orders of 26 additional dual-fuel methanol-enabled vessels to be delivered between 2026 and 2027, with the aim of cutting its GHG emissions by an estimated 450,000 tons of lifecycle CO₂ equivalent per year. Expansion of its zero-emission fleet will support Maersk's goal to decarbonize the transport of 25% of its ocean cargo by 2030.

Morten Bo Christiansen, Senior Vice President, Head of Energy Transition, A.P. Møller-Maersk, said: "Maersk is demonstrating its purchasing power by ordering zero-emission vessels and fuels in

order to meet our target of net-zero emissions by 2040."

Looking ahead

To accelerate the pace of progress, FMC members are engaging in programmatic activities that enable strategic action to scale and deploy zero-emission solutions in the run-up to 2030. For example, a new focus on surfacing supply through the establishment of a supplier database is set to be launched during the World Economic Forum Annual Meeting in 2024. This database will be key because it will feature vetted suppliers of near-zero-emission products and services within the FMC scope to support member procurement efforts across all seven sectors.

This effort is complemented by a series of scoping workshops held in key emerging economies at the forefront of supplying clean fuels and technologies, with the goal of bridging gaps as 2030 approaches.

TANKERS: NEW YEAR BRINGS NEW CHALLENGES FOR TANKER OWNERS

After the latest Red Sea crisis, which shows no signs of de-escalation. In its latest weekly report, shipbroker Gibson said that "the end of last year was marked by a significant increase in attacks on ocean-going vessels in the Red Sea, with several prominent shipping companies announcing temporary pauses in their transits through the region. At the same time, we have also seen new international sanctions against Russia, which among other things saw an increase in due diligence requirements for companies subject to the G7 price cap. The hastily assembled multinational naval military operation to protect commercial trade transiting through the Red Sea could improve the security situation in the region over time, yet the latest news that Iran is deploying a warship to the Red Sea reminds us of the risk of further escalation and potentially extreme disruptions to global trade. In contrast, the latest round of international sanctions against Russia could see some owners abandoning Russian trade, boosting tonnage availability in the mainstream market, although much here depends on the Urals price and willingness of counterparties to abide by the new rules".

According to Gibson, "fresh OPEC+ production cuts represent another downside risk to crude tankers; however, global oil demand is projected to grow by 1.1 mbd in 2024 and this demand needs to be met from somewhere. Although consumption in advanced economies, mainly the US and Europe, is projected to decline by 270kbd, demand in developing countries is expected to increase by 1.32 mbd. China accounts for the bulk of the increase, with the country's anticipated consumption growing by 0.72 mbd, where growth in naphtha and LPG demand accounts for 70% of the total. Overall, non-OECD Asia's refining runs are projected to increase by 0.5 mbd next year, suggesting healthy growth in regional crude imports".

"Where will that crude come from? The growth in US crude production beat market expectations in 2023 and further gains are on the cards this year. The latest IEA report suggests the country's production could increase by 0.59 mbd this year. This, coupled with expectations of declining demand, which could apply downward pressure on refining runs, means incremental growth in crude exports. Strong gains are also projected in Latin American crude output, driven by Brazil and Guyana. Overall, regional crude production is projected to increase by 0.52 mbd YoY. There is also some potential for a modest increase in Venezuela's exports in the early part of 2024, although the longer-term trend is uncertain, depending on the outcome of Venezuela's elections. With Middle East exports constrained, increases in America's crude outflows are set to lead to incremental growth in long-haul trade to Asia, which will be further reinforced by an expected decline in US and European demand. This will mainly aid

VLCC's demand. Increases in Suezmax and Aframax demand are likely to be capped by Russian production cuts, although winter-related delays and disruptions traditionally fuel volatility during Q1. Later in the year, the long-awaited expansion of the Trans Mountain pipeline to West Coast Canada could generate a notable increase in Aframax demand, if the pipeline start-up date is not delayed yet again", the shipbroker said.

Gibson added that "growth in trade is also expected in the product tanker market this year, as recently commissioned refineries in the Middle East reach full-scale operations, with regional runs projected to increase by 0.6 mbd YoY and more products likely to head into Europe. Although manufacturing in Europe is underperforming, regional gasoil stocks as evidenced in ARA inventories are under downward pressure, following expended autumn refining maintenance. A further decline in European refining runs is projected in Q1 2024, with even bigger spring maintenance planned. Another factor that could support increased volatility is arbitrage opportunities if these become widely open as seen in 2H 2022 and early 2023. An element of support is also coming from restrictions in the Panama Canal with these restrictions unlikely to materially ease until Q2, tighter MR supply and higher LPG prices relative to naphtha are likely this quarter".

Meanwhile, "supply-side constraints are also expected to aid tanker markets, with deliveries highly limited in 2024. Environmental regulations, such as EEXI and CII will also impact on trading patterns, constraining fleet capacity and reducing trading flexibility. The same IMO regulations could facilitate the further exit of aging tonnage from the mainstream trade, although it remains to be seen whether the latest EU sanctions will lead to a slowdown in secondhand tonnage sales into Russian trade", Gibson noted.

"In terms of downside risks, the pending start-up of the 600kbd Dangote refinery threatens WAF crude exports and CPP imports, with 4 cargoes of West African crude already delivered into Dangote in December. Although it is still unclear when the refinery will be fully operational, even a gradual ramp-up of operations will slowly eat into tanker demand. Another downside risk is the accelerating economic turmoil in Europe, with regional CPP imports at risk. Furthermore, any hard landing in China's economic growth could slow crude imports. Although in this scenario Chinese CPP exports will be supported, much here depends on the volume of product export quotas, dictated by the government. To sum it all up, strong tanker fundamentals are seen as we head into the new year, but geopolitical and economic events are the key "known unknowns" in terms of upside and downside risks. And of course, there always are "unknown unknowns", Gibson concluded.

EU ETS: IMPORTANT COMPLIANCE CLARIFICATIONS

As of 1st January 2024, vessels over 5,000 GT operating within EU waters are subject to the EU's Emission Trading System (ETS). A recent implementation regulation has clarified how a shipowner may transfer responsibility for compliance but some important questions still remain.

Launched in 2005, the EU's Emission Trading System is a "cap and trade" scheme where carbon emitters in certain sectors have to purchase allowances to cover their emissions during the relevant trading period. The number of allowances at any one time is fixed, but they generally reduce each year, so that emissions covered by the scheme gradually decrease. Allowances can be bought and sold within the scheme, depending on who has a surplus and who has higher emissions. The key features of the EU ETS's application to shipping include:

- Application to all vessels over 5,000 GT trading within EU waters, irrespective of flag.
- Start date of 1st January 2024.
- A phased-in implementation, with 40% of emissions covered in 2024, 70% in 2025 and 100% in 2026.
- All emissions from voyages within the EU must be completely covered by the scheme, whereas EU in-bound/out-bound voyage emissions must be covered at 50%.
- The system covers carbon dioxide, methane, and nitrous oxide.
- 30 September is the deadline for surrendering allowances for the previous calendar year for example, 30 September 2025 is the deadline for 2024 emissions.
- Non-compliance can lead to penalties and expulsion orders.

Clarification of compliance responsibility

The EU ETS places responsibility for compliance on the "shipping company" which is defined in the ETS Directive as:

"the shipowner or any other organization or person, such as the manager or the bareboat charterer, that has assumed the responsibility for the operation of the ship from the shipowner and that, on assuming such responsibility, has agreed to take over all the duties and responsibilities imposed by the International Management Code for the Safe Operation of Ships and for Pollution Prevention"

Unfortunately, this definition raised a series of questions about how far parties could contract to transfer their responsibility, and what would happen when an agreement dealt with some but not all of the definition's requirements.

This has now been clarified by the publication of the EU Implementing Regulation, which makes it clear that the "shipowner" remains responsible, subject to certain exceptions. "and the obligation to surrender allowances under Article 3gb and 12 of that Directive (the 'ETS obligations'), Member States shall ensure that this organization or person has been duly mandated by the shipowner to comply with the ETS obligations."

The effect of the additional wording is that even where a party other than the shipowner has agreed to assume responsibility for the ship including those imposed by the ISM Code, that will not be enough to make them the "shipping company" unless there is an express agreement to transfer the ETS obligations to a different

"shipping company" that meets the specified requirements. Importantly, this will apply even where the vessel has been bareboat chartered out.

Most bareboat charter parties will require the charterer to deal with all matters relating to trading costs and regulatory compliance, so bareboat charterers need to ensure that a suitable mandate has been provided by the shipowners.

It should be noted that the wording of the Implementing Regulation suggests that the mandate can only be granted by the shipowner himself to one single other organization or person, i.e. multiple mandates are not possible. An organization or person who has been mandated by the shipowner does not appear to have the right to make a further mandate under the regulations. As such, if the bareboat charterers wish to have their technical managers be responsible for ETS compliance, they may have to request that shipowners specify and mandate this clearly.

How to transfer responsibility

To transfer ETS responsibility to another party the shipowner must provide its Administering Authority with a document signed by both the shipowner and the shipping company "clearly indicating that it [the shipping company] has been duly mandated by the shipowner to comply with the ETS obligations." (Implementing Mandate Art. 1(2)).

Amongst other things, the mandate document must:

1. Be signed by both the Ship Owner and the Shipping Company.
2. Be in English or an official language of the Member State.
3. Be an original or a certified/legalized true copy.
4. Identify the name and IMO registered owner identification numbers of the shipowner and shipping company.
5. Contains information on the shipowner's contact person.
6. Specify the start date for the mandate.
7. Contain the IMO numbers for each ship that the mandate applies to.

We suggest that parties consider the mandate wording carefully so that it can be terminated or updated at the end of the charter, whether at the end of its term or early termination.

Remaining uncertainties

The Implementation Regulation only states that the mandate should specify the start date for the mandate. It does not say if the mandate can have an expiry date, or if it can be effective for a limited period, i.e. whether it automatically reverts to the shipowner on expiry.

The wording of the Implementing Regulation is also limited in what it says about how changes to responsibility are to be notified to the Administering Authority. Under Art 2, the shipowner should update the Administering Authority when there are changes to the list of ships that it is responsible for. The current wording suggests that only a shipowner can file an update to the Administering Authority, and it is unclear how or whether a mandated shipping company can terminate its mandate and revert the responsibility for ETS compliance to the shipowner. This may cause concerns for some mandated shipping companies.



There is also uncertainty as to what happens if there is a dispute amongst the relevant parties – does the mandate for ETS compliance continue pending the resolution of the dispute? If bareboat owners dispute bareboat charterers' early termination of the charterparty are the mandated bareboat charterers still responsible until bareboat owners file an update with the Administering Authority? If a shipowner has granted the mandate to bareboat charterers' technical managers, and there is a dispute between bareboat charterers and their technical managers the owners would not wish to get involved in this dispute but will have

problems if the technical managers fail to act as per their mandate.

Our advice

In summary, the Implementing Regulation of the EU ETS does provide some useful answers to questions about the responsibility for compliance, but some important issues remain unanswered. There are draft ETS mandate wordings in circulation in the industry, but we suggest parties check carefully before signing, to make sure they cover all the points required.

DENMARK ANNOUNCES ALLIANCE ON GREEN FUELS IN INDIA.

Denmark has announced its Green Fuels Alliance India (GFAI) initiative in a bid to boost collaborative efforts between the two countries in the sustainable energy solutions sector and advance their joint global goal towards carbon neutrality. Led by the Danish Embassy and the Consulate General of Denmark in India, the new alliance is a strategic initiative poised to play a pivotal role in advancing the Green Fuels sector, including Green Hydrogen, by fostering innovation, collaboration, and partnerships between Danish industries and their counterparts in India.

GFAI's primary objective is to promote sustainable energy growth in India by establishing an ecosystem that encourages collaboration among businesses, government entities, research institutions, and financial stakeholders from both the Indian and Danish sectors. Nine pioneering Danish organizations have already committed to the GFAI initiative as founding members including Maersk, Topsoe, Umwelt Energy, Mash Makes, European Sustainable Solutions, Novozymes, Danfoss, Brdr. Christensen and Hydrogen Denmark. Meanwhile, the GFAI Advisory Board Members include the India Hydrogen Alliance, the Energy Consortium at the Indian Institute of Technology Madras, the Danish Energy Agency and the State of Green.

The GFAI announcement comes at an opportune moment in history as India massively pushes towards achieving carbon neutrality by 2070. Meanwhile, Denmark has topped the global Climate Performance Ranking 2024 and is also on the path to achieving carbon neutrality by 2050.

The GFAI is demonstrative of activities under the Green Strategic Partnership (GSP) signed in 2020 between India and Denmark that seek to meet the partner countries' ambitious climate targets. Ambassador of Denmark to India, H.E. Freddy Svane, is hopeful that such an international collaboration has the potential to greatly aid the global green transition. "Our planet needs action. The Tamil Nadu investors summit is happening at this very important junction. Danish companies bring skills to the green transition globally. Happy to see the special efforts through the Green Strategic Partnership to inspire India in her endeavors of greening its development. The Green Fuels Alliance India is powering initiatives within the energy transition. May our joint contributions be significant and inspirational," he said.

Key features of the GFAI include:

- Featuring a Steering Committee comprised of Danish businesses and coordinated by the Secretariat at the Danish Consulate in Bangalore.
- Advisory Board comprising industry experts and thought leaders that will ensure the initiatives remain innovative and aligned with industry trends.
- Inspired by Collaborative Initiatives such as the India-Denmark

Energy Partnership, the Nation Green Hydrogen Mission, and joint R&D efforts on Green Fuels, including Green Hydrogen

Maersk's 2040 Net-Zero Ambitions

Maersk has set a Net-Zero greenhouse gas emissions target for 2040 across the entire business and has also set tangible and ambitious near-term targets for 2030 to ensure significant progress. Every year, 100,000 vessels powered by 300 million tonnes of fossil fuel move 11 billion tonnes of goods around the world. This makes shipping accountable for around 1,076 million tonnes of CO₂ emissions annually around 3% of global greenhouse gas emissions. Maersk is committed to playing its part in getting shipping to NetZero by switching to green fuel powering its vessels and remains committed to only ordering newly built vessels that can sail on green fuels.

Maersk introduced the world's first dual-fuel vessel that can run on green methanol in 2023, and the world's largest vessel to run on green fuel, a 16,000-TEU (Twenty Feet Equivalent containers) vessel, will be added to service in February 2024. Maersk has secured sufficient green methanol to cover this vessel's maiden voyage and continues to work diligently on 2024-25 sourcing solutions for its methanol-enabled vessel fleet. In addition to these two vessels, there are 23 more that have been ordered and will be added to the fleet as and when they are built.

Mr. Tejs Laustsen Jensen, CEO of Hydrogen Denmark, a cluster organization for green fuels in Denmark on the Advisory Board of GFAI said, "Hydrogen Denmark is thrilled to be on the steering committee and part of the Green Fuels Alliance India. The alliance represents a powerful collaboration between nations, bridging expertise and resources to accelerate the adoption of the green energy solutions that are going to power the societies of tomorrow. It is an essential topic, and not least one, where India and Denmark have a lot to gain from each other and as two global frontrunners not least have a lot to contribute to the global decarbonization efforts."

Jillian Evanko, President and CEO, of Chart Industries (NYSE: GTLS) and Founding Member, of India Hydrogen Alliance (IH2A) said, "We look forward to working with the Danish Government and Industry to support offtake and trade in Hydrogen, Hydrogen Derivates and e-fuels. Maritime transport decarbonization is a key use case for green hydrogen and we look forward to supporting this initiative that hopes to accelerate large offtake volumes of hydrogen derivatives and e-fuels from and in India. Long-term offtake agreements are important to create the hydrogen economy in India." As green fuels gain prominence in India, GFAI will actively facilitate knowledge sharing, business opportunities, and strategic and financing partnerships between Indian and Danish actors in the field of green fuels, including Green Hydrogen.

REVIEW CORNER



Origami, the ancient Japanese art of paper folding, encapsulates a harmonious blend of creativity, precision, and mindfulness. Originating from the words 'ori,' meaning 'fold,' and 'kami,' meaning 'paper,' this timeless practice has transcended generations, captivating minds worldwide with its simplicity and elegance. While it might seem like a mere pastime involving folding paper into intricate shapes, origami embodies a profound philosophy and a rich cultural heritage that extends far beyond its physical manifestations.

History and Origins



The roots of origami can be traced back to ancient Japan, evolving over centuries. Initially practiced by the Japanese elite, origami gradually became a popular form of entertainment among the masses during the Edo period (1603-1868). It was during this era that origami started to take on a more artistic and symbolic significance, reflecting the aesthetics and values of Japanese culture.

The Craftsmanship and Technique

At its core, origami involves the precise folding of paper to create various forms, from simple shapes to highly complex designs, without using scissors or glue. Traditionally, origami utilizes square-shaped paper, and the folds follow a set of specific instructions known as diagrams or crease patterns. The process demands patience, dexterity, and a keen eye for detail as even the slightest deviation in a fold can significantly alter the result.

Mindfulness and Creativity

Beyond its technical aspects, origami embodies a meditative quality, fostering mindfulness and concentration. Engaging in the repetitive yet deliberate motions of folding promotes a sense of calmness and focus, akin to a form of moving meditation. This meditative aspect has led to the integration of origami into therapeutic practices, aiding in stress



relief and cognitive development.

Moreover, origami sparks creativity by encouraging practitioners to

The Art Of Origami

explore new designs and innovate within the constraints of a single sheet of paper. This fusion of structure and imagination allows for the creation of diverse forms, from animals and plants to geometric shapes and complex sculptures.

Symbolism and Cultural Significance

Origami carries profound symbolism deeply rooted in Japanese culture. Cranes, for instance, hold significant importance as a symbol of hope, longevity, and good fortune. The story of the Thousand Origami Cranes, or Senbazuru, illustrates the belief that folding a thousand cranes would grant the folder a wish or bring good luck, emphasizing perseverance, dedication, and unity.



Evolution in Modern Context

In the contemporary era, origami has transcended its cultural origins, becoming a global phenomenon embraced by artists, mathematicians, scientists, and educators alike. Its influence extends beyond the realm of art, finding applications in various fields, including architecture, engineering, space exploration, and even medical technology. Researchers have drawn inspiration from origami to design innovative solutions such as foldable structures, medical implants, and solar panels.



Embracing Origami Today

The accessibility of origami has expanded significantly with the proliferation of tutorials, workshops, and online resources. It serves as an educational tool in schools, fostering creativity and spatial reasoning in children while providing a recreational outlet for people of all ages.



Engaging in origami can offer numerous benefits beyond the creation of intricate paper sculptures. It serves as a gateway to cultural appreciation, a medium for self-expression, and a means to develop patience, problem-solving skills, and spatial awareness.

Conclusion

The art of origami, with its blend of artistic expression, mathematical precision, and cultural significance, stands as a testament to the beauty of simplicity and the depth of human creativity. Its journey from ancient Japanese tradition to a global phenomenon showcases its enduring appeal and adaptability. Beyond the mere act of folding paper, origami fosters a sense of mindfulness, creativity, and interconnectedness—a timeless art form that continues to inspire and captivate individuals across the world.

The History Of Classic Comedy

Classic comedy, with its ability to transcend time and cultural barriers, stands as a testament to the enduring power of humor. Spanning centuries, classic comedy has evolved, reflecting societal changes, cultural nuances, and the human condition. From ancient civilizations to modern-day entertainment, the history of classic comedy is a rich tapestry woven with laughter, wit, and satire.

Ancient Roots

The origins of classic comedy can be traced back to ancient civilizations, where humor served as a form of entertainment and social commentary. In ancient Greece, comedy was a significant aspect of theatrical performances during the festivals of Dionysia. Playwrights like Aristophanes crafted comedic plays that mocked politicians, intellectuals, and societal norms of the time. These performances often employed satire, farce, and slapstick humor to address political, social, and moral issues, providing both entertainment and a platform for societal critique.

Commedia dell'arte and Renaissance Comedy



During the Renaissance period in Europe, Commedia dell'arte emerged in Italy, marking a significant milestone in the evolution of comedy. This form of improvised theater featured stock characters with exaggerated traits and masks, engaging audiences with their comedic antics and physical humor. Commedia dell'arte laid the groundwork for future comedic styles, influencing theatrical productions across Europe.

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Shakespearean Comedy



In Elizabethan England, William Shakespeare's comedic works became iconic classics. His plays, such as "A Midsummer Night's Dream," "Twelfth Night," and "Much Ado About Nothing," showcased intricate plots, witty wordplay, mistaken identities, and humorous situations. Shakespeare's comedic genius lay in his ability to interweave humor with profound insights into human nature, love, and societal norms, creating timeless masterpieces that continue to be celebrated.

intricate plots, witty wordplay, mistaken identities, and humorous situations. Shakespeare's comedic genius lay in his ability to interweave humor with profound insights into human nature, love, and societal norms, creating timeless masterpieces that continue to be celebrated.

Contemporary Classic Comedy

In the modern era, classic comedy continues to thrive, adapting to changing tastes and technological advancements. Stand-up comedians like Richard Pryor, George Carlin, and Joan Rivers pushed the boundaries of comedy, using humor to confront societal taboos and issues.

Moreover, the rise of the internet and streaming platforms has provided a global stage for comedians to reach diverse audiences. Shows like

"Seinfeld," "Friends," and "The Office" have gained cult status, blending humor with relatable characters and situational comedy.

Rise of Vaudeville and Music Hall Comedy



As entertainment evolved, the 19th and early 20th centuries witnessed the rise of vaudeville and music hall comedy. These venues showcased a variety of comedic acts, including stand-up comedians, slapstick routines, musical performances, and sketch comedy. Personalities like Charlie Chaplin, Buster Keaton, and Laurel and Hardy became synonymous with physical comedy, captivating audiences with their silent film antics and visual gags.

Golden Age of Radio and Television Comedy

The advent of radio and television marked a new era for classic comedy, reaching wider audiences and revolutionizing the way humor was delivered.



Radio shows like "The Jack Benny Program" and "Fibber McGee and Molly" brought comedic storytelling into people's homes, relying on clever dialogue and sound effects to evoke laughter.

Television further popularized classic comedy with shows like "I Love Lucy," featuring Lucille Ball's comedic prowess and physical comedy, and "The Honeymooners," showcasing relatable characters in humorous domestic situations. These shows set the stage for the sitcom format, influencing generations of comedic storytelling.

Conclusion

The history of classic comedy is a testament to its enduring appeal and evolution through the ages. From ancient theatrical performances to contemporary sitcoms and stand-up specials, comedy has continuously adapted to entertain, provoke thought, and reflect the ever-changing landscape of human experience.

Through satire, wit, slapstick, and clever wordplay, classic comedy transcends barriers, unites audiences, and offers a timeless refuge in laughter. Its ability to provoke joy, introspection, and connection ensures that classic comedy remains an integral part of our cultural heritage, echoing the universal truth that laughter truly is the best medicine.



Guest Column

Mrs. Sandhya Pillai

- Founding Partner - VMT Legal



Subrogation In Marine Insurance

Subrogation is the right of the insurer on payment of loss to stand in the place of the assured and avail himself of his rights and remedies. It is immaterial whether this loss suffered by the assured be a partial or a total loss. The difference being that in case of a partial loss, the insurer assumes all the rights and remedies of the assured in respect of the cargo insured but not the title to the cargo whilst in the case of total loss of cargo the insurers are also entitled to take over the property in the goods, namely salvage. The English Marine Insurance Act, 1906 states "Where the insurer pays for a total loss, either of the whole, or in the case of goods of any apportionable part, of the subject matter insured, he thereupon becomes entitled to take over the interest of the assured in whatever may remain of the subject matter paid for, and he is thereby subrogated to all the rights and remedies of the assured in and in respect of that subject matter as from the time of the casualty causing the loss." The usual practice is to have letters of subrogation executed by the assured laying out the rights of the insurer and additionally binding the assured to lend his name to any proceedings that the insurer might take against the parties liable for the loss.

In one case, the insured abandoned the vessel and notice of abandonment was accepted by the insurer. The insurer paid the entire claim that, was a valued policy. Later, the assured recovered the entire amount and more. The question before the Court was whether the insurer was entitled to the additional amount received or was his claim limited to the loss paid? It was decided that the insurer was not entitled to the excess amount recovered. (The Livingstone, 130 Fed Rep. 746 (C.C.A. Second Cir.)).

It is also to be noted that the insurer on subrogated rights will also have an entitlement to the freight not earned before the completion of the voyage but not on freight earned prior to the incident.

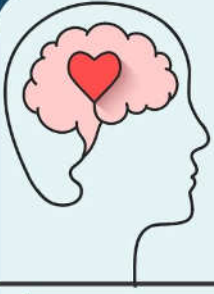
In case of an increased value policy, the position may differ in that if the original policy does not provide expressly or impliedly for additional insurance, then the increased value insurer cannot claim for salvage if the original insurer has laid claim to it. Wheat was shipped on the S.S. Glenorchy

from Port Arthur to Montreal. The seller insured the cargo and also bought increased value insurance that was above the c.i.f. cost. On the loss of the cargo, both insurers presumed that they had subrogated rights. However, the Court was of the opinion that the latter insurer had no right to recover for any increase in value beyond that at the time and place of shipment. In short, the latter insurer, so far as it had insured an increase in value, was not entitled to recovery as they did not possess a right of recovery. The rationale was that the original insurer covered risk against damage and entitled to recover the value as such. However, the insurer that insured for increased value covered profits that may have been earned, and hence it would be impossible for both insurers to share by subrogation his right to recover for cargo damage alone.

It is generally concluded that an insurer will not have any subrogated rights against a co-assured. Of course, one has to look at individual contracts to draw a conclusion, but in cargo insurance it is mostly understood that no subrogated rights will lie against a co-assured.

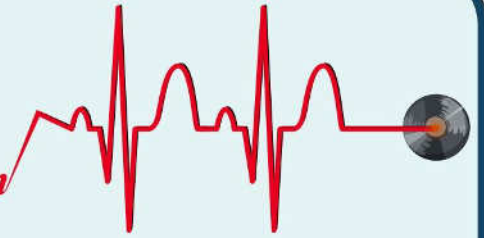
The legal costs and expenses incurred by an assured before settlement of the claim is recoverable under the Institute cargo clauses. It provides that insurers will reimburse the assured for any charges properly and reasonably incurred in pursuance of the duty in order to ensure that rights against carriers and bailees are properly preserved and exercised. Where insurers take over from the assured, they will be responsible for all costs. The Act makes it clear that the insurers have subrogated rights only on payment of the claim and not prior. If the assured deems it fit to commence proceedings during the pendency of the claim, he has to make sure that the rights of the assured is protected. The assured may not simply make a settlement that recovers the uninsured portion to the prejudice of the insurer. In circumstances wherein the assured is not inclined to cooperate or is in breach of his subrogation obligations, the insurer has no option but to join the assured in proceedings against the third party to enforce their rights of subrogation.

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



M.I.N.D

Mindset Importance Network Direction



POSITIVE PARENTING

Parents play a vital role in a child's development. Unfortunately, no one teaches us how to be parents, and we often learn by observing or seeking guidance from elders or experienced individuals. While this information can be extremely helpful, sometimes we might inadvertently learn or adopt unhealthy parenting styles that could hinder a child's development or lead to maladaptive behaviors in adulthood.

Therefore, positive parenting plays a pivotal role in shaping a child's development and overall well-being. What is positive parenting? Well, positive parenting simply means fostering a nurturing, supportive environment that prioritizes a child's emotional, psychological, and social growth. On the other hand, toxic parenting means having a rigid, limiting, and conflicting environment for the child which may lead to enduring, detrimental effects on a child's life, hindering their ability to thrive.

Positive parenting champions communication as a cornerstone. It emphasizes open, honest, and respectful dialogue between parents and children, fostering trust and allowing children to express themselves without fear of judgment. This robust communication platform becomes instrumental in nurturing healthy relationships and aiding children in developing vital communication skills crucial for their personal and professional lives.

A key principle of positive parenting is the use of positive reinforcement. Instead of solely focusing on disciplining negative behaviors, this approach accentuates acknowledging and rewarding positive actions. By doing so, children cultivate a strong sense of self-esteem, motivation, and a desire to continue making constructive choices.

Boundaries and expectations are set clearly in positive parenting, coupled with an empathetic understanding of a child's emotions. Parents guide and support their children through challenges, avoiding punitive measures. This approach helps children learn the value of boundaries while feeling understood and supported, laying the groundwork for healthy emotional regulation.

Furthermore, positive parenting places great emphasis on parents modeling desirable behaviors. Children learn by observing their parents' actions, making parental behavior a crucial factor in shaping a child's character and values. By exhibiting the behaviors and values they wish to instill in their children, parents play a fundamental role in their children's moral and social development.

In contrast, toxic parenting behaviors exhibit characteristics detrimental to a child's well-being. Harsh or inconsistent discipline instills fear instead of understanding, hindering a child's emotional development and sense of security. This approach impedes a child's ability to learn and grow in a nurturing environment.

Neglect, whether emotional or physical, leaves deep emotional scars. Emotional neglect, where parents fail to provide adequate support or affection, can make a child feel unworthy or unloved. Physical neglect, involving the failure to meet a child's basic needs, poses serious threats to their health and overall development.

Overbearing control and constant criticism stifle a child's autonomy and self-esteem. This form of parenting restricts a child's ability to make decisions, learn from their mistakes, and develop vital problem-solving skills, resulting in heightened anxiety and reduced self-confidence.

Parental favoritism or comparing siblings fosters unhealthy sibling dynamics and damages a child's sense of fairness and self-worth. Such behaviors breed resentment, rivalry, and emotional scars, creating strained family relationships that may persist into adulthood.

Exposing children to conflicts or toxic environments within the household, such as domestic violence or substance abuse, has long-

lasting repercussions on a child's emotional stability and perception of healthy relationships. These experiences often lead to trauma, hindering a child's ability to form and maintain healthy relationships in the future.

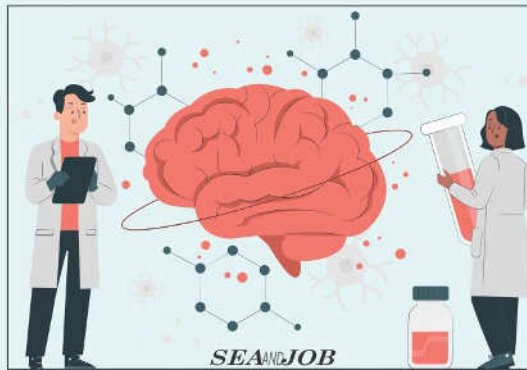
Recognizing the impact of toxic parenting behaviors is crucial for parents aiming to create a nurturing and supportive environment conducive to a child's growth and well-being. Addressing and rectifying these behaviors pave the way for a more positive familial dynamic, nurturing a child's emotional, psychological, and social development in a secure and supportive

atmosphere. Ultimately, positive parenting becomes a catalyst for a child's holistic growth, fostering a foundation for their success and happiness in life.

In India, toxic or unhealthy parenting styles have unfortunately become somewhat normalized over the past decade. Many people perceive these styles as beneficial for a child's upbringing. However, the reality is starkly different. Children raised by parents exhibiting unhealthy parenting styles often grow up with a range of negative consequences. They tend to become timid, possess lower self-esteem, lack confidence, and may even develop trauma due to their upbringing. The detrimental effects of exposure to parental conflicts are often underestimated. These experiences can severely impact a child's mental health, and the toll might even manifest in their physical well-being. Despite the normalization of such parenting behaviors, it's critical to recognize their adverse effects on a child's holistic development.

Moving forward, it's crucial to shift towards practicing positive parenting. While there isn't a definitive guidebook on how to be a perfect parent, embracing positivity in our approach to parenting can significantly impact our children's lives. Being positive and content as parents, contributes immensely to a child's development and well-being. Positive parenting isn't about giving children free rein to do as they please or condoning any behavior. Instead, it involves handling situations in healthy ways rather than resorting to unhealthy methods.

Let's take a pledge to become positive parents to our children. By doing so, we aim to create a nurturing environment that fosters their growth, emotional stability, and confidence. It's about guiding and supporting them through challenges while emphasizing positive reinforcement and healthy boundaries. Through positive parenting, we strive to contribute to the creation of a healthier and happier society for our children and future generations.



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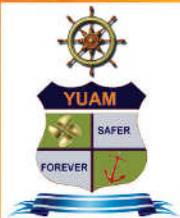
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RPSL No. : RPSL-MUM-161 | DOI - 21.02.2020 | DOE - 21.02.2025

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

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

- Chief Officer ➤ Chief Engineer ➤ Pumpman
- 2nd Officer ➤ 2nd Engineer ➤ Oiler (with COP)
- 3rd Officer ➤ 3rd Engineer ➤ AB (with COP)
- ETO

Required For Oil / Product Tankers With COPT Experience:

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

PLEASE FORWARD YOUR CVs TO:

YUAM Crew Management Private Limited

B-710, 7th Floor, Bonanza, Sahar Plaza Complex, Next to Kohinoor Continental Hotel,

Andheri- Kurla Road, Nearest Landmark : Chakala Metro Station, Andheri (E), Mumbai - 400 059

Phone No. : +91 22 4974 0300 Email : hr@yuamship.com

Happy
Republic Day

TO ALL THE SEAFARERS



Uniship Management Private Limited

RPSL No.: RPSL-MUM-313

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

Happy Republic Day

To All The
Seafarers
& Their
Families

URGENT REQUIREMENTS

FOR BULK CARRIERS

- C/O WITH EXPERIENCE OF AT LEAST 12 MONTHS ON GEARED BULK CARRIERS WITH OR WITHOUT USA VISA.
- C/E WITH EXPERIENCE OF AT LEAST 12 MONTHS ON GEARED BULK CARRIERS WITH OR WITHOUT USA VISA.
- 2/E WITH EXPERIENCE OF AT LEAST 12 MONTHS ON GEARED BULK CARRIERS WITH OR WITHOUT USA VISA.
- 4/E WITH EXPERIENCE OF AT LEAST 6-12 MONTHS ON GEARED BULK CARRIERS WITH OR WITHOUT USA VISA.

FOR TANKERS

- 2/O WITH EXPERIENCE OF AT LEAST 12 MONTHS ON AFRAMAX CRUDE OIL TANKERS WITH USA VISA.
- 3/O WITH EXPERIENCE OF AT LEAST 6-12 MONTHS ON AFRAMAX CRUDE OIL TANKERS WITH USA VISA.
- 2/E WITH EXPERIENCE OF AT LEAST 12 MONTHS ON AFRAMAX CRUDE OIL TANKERS WITH USA VISA.
- 4/E WITH EXPERIENCE OF AT LEAST 6-12 MONTHS ON AFRAMAX CRUDE OIL TANKERS WITH USA VISA.
- ETO WITH EXPERIENCE OF AT LEAST 12 MONTHS ON AFRAMAX CRUDE OIL TANKERS WITH USA VISA.

FOR PANAMAX TANKER TAKEOVER VESSEL (ME ENGINE)

- C/E WITH EXPERIENCE OF AT LEAST 24 MONTHS ON CRUDE OIL TANKERS WITH M/E ENGINE EXPERIENCE.
- C/O WITH EXPERIENCE OF AT LEAST 18 MONTHS ON CRUDE OIL TANKERS.
- ETO WITH EXPERIENCE OF AT LEAST 12 MONTHS ON CRUDE OIL TANKERS WITH M/E ENGINE EXPERIENCE.

REGULAR RELIEFS

AFRAMAX CRUDE TANKERS

- ALL RANKS WITH GOOD EXPERIENCE AND HOLDING USA VISA.

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

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

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

Add: 410, MEADOWS, SAHAR PLAZA COMPLEX, J. B. NAGAR, ANDHERI KURLA ROAD, ANDHERI EAST, MUMBAI - 400059

Ph (B): +91 22 6611 5000 | Ph (Ratings): +91 22 6600 5006 | Email: crewing@uniship.co.in



RPSL : MUM 201

SHAN SHIP MANAGEMENT PRIVATE LIMITED

Believe | Work | Grow
Endeavor to be Excellent

Lloyd's
Register

ATTRACTIVE BENEFITS:

- ★ Internet Facility
- ★ Timely Wages
- ★ Continuous Employment
- ★ Fast Growing Diversified Fleet of Vessels
- ★ Safety Conscious Environment



Office No 308,309,310,311, 3rd Floor,
 Space 912, Opp. Pleasant Park,
 Mira Bhayander Highway,
 Mira Road (E), Thane - 401107.
Tel.: +91 90290 03060

Email: personnel@shanshipmanagement.com

Website: www.shanshipmanagement.com

BELOW RANK REQUIREMENT

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

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

SHORE JOB OPPORTUNITIES

Required Urgently

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

Required Urgently Safety & Quality Manager.

Please send your resume:

personnel@shanshipmanagement.com

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



SUNTECH

Crew Management Pvt. Ltd.

Formerly known as Navig8 Shipmanagement Services Pvt. Ltd.

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

- | | |
|-----------------------|-----------------------------------|
| › Masters | › Chief Engineers |
| › Chief Officers | › Second Engineers |
| › Second Officers | › Third Engineers |
| › Third Officers | › Pumpman |
| › Electrical Officers | › Fitter |
| › Jr. Officers / | › Oiler |
| Jr. Engineers | › Bosun |
| (Holding COC) | › Able Seaman |
| | › Chief Cook (Having |
| | Multi Cuisine Cooking Experience) |

WE CARE

For Our **ENVIRONMENT!** For Our **PEOPLE!**

In Keeping With Gender Diversity

WE ARE HIRING!

Indian National Female Seafarers

**Deck / Engine Cadets, Jr. Officers To Be A Part Of
 Our Growing Fleet.**



Contact us for joining new Fleet of Tankers in a Professional Environment.

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 Andheri West, Mumbai – 400053. Tel : +91- 22- 6606 0000 Fax : +91-22-67041011 Email : fleetpersonnel@suntech-maritime.com
 Website : www.suntech-maritime.com

License No. RPSL – MUM – 320 | DOI : 21.08.2019 | DOE: 21.08.2024

Log on to : www.seajob.net

Eastaway

A member of X-Press feeders' group

Welcome to a very fast expanding fleet.
16 yard deliveries taken in last 1 year.
Another 9 planned for 2024 including
8 Dual fuel vessels of size 950 – 1250 TEUs.



Happy Republic Day To All The Seafarers

URGENT REQUIREMENTS FOR:

- ❖ MASTER
- ❖ CHIEF OFFICER
- ❖ SECOND OFFICER
- ❖ THIRD OFFICER
- ❖ CHIEF ENGINEER
- ❖ SECOND ENGINEER
- ❖ THIRD ENGINEER
- ❖ FOURTH ENGINEER

ETO - COC Holders

(Extra Allowance For Crane Ships)

BOSUN, COOK, AB & OILER With COP

Candidates Should Have Container Experience.



Awarded the Best Employer Container Fleet at

SEAJOB INDIAN ANCHOR AWARDS 2022

COMPANY BENEFITS:-

1. Quick placement
2. Insurance for INDIAN officers and their immediate family
3. WI-FI on board for all ranks
4. Wages on time before month end and to market standards

Eastaway (India) Private Limited

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

WE HAVE MOVED

ADDRESS: 215 Atrium, B/C - Wing, Unit No. 915,
Andheri Kurla Road, Andheri East, Mumbai - 400093.

BOARD LINE: +91 22 6802 0000

MOBILE: +91 99200 75887 / 86579 17013 (For Officers)

+91 76780 28220 (For Ratings)

EMAIL: seajobs@eastaway.com WEBSITE: www.eastaway.com

WE HAVE NO AGENTS ACTING ON BEHALF OF THE COMPANY. BEWARE OF FAKE OFFERS AND REPORT TO US IMMEDIATELY IF ANY.



EXMAR SHIPMANAGEMENT INDIA PVT. LTD.

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



We Simply Offer "Excellence With Care"

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CAPE SIZE BULK CARRIER

- > Chief Officer
- > Second Officer
- > Third Officer
- > ETO (With COC)
- > AB
- > Fitter (With W/K)
- > Chief Engineer
- > Second Engineer
- > Third Engineer
- > Bosun
- > Oiler
- > Chief Cook

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

URGENTLY REQUIRED FOR FULLY REF LPG CARRIERS

- > Chief Engineer
- > Second Engineer
- > Chief Officer
- > Third Officer

Apply in person or send your
application by email to:

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Visit our website:

www.exmarshipmanagement.be

Exmar Shipmanagement India Pvt. Ltd.

501, Powai Plaza Premises, Hiranandani Gardens,

Powai, Mumbai - 400076 Tel: 022 - 66424444

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WE OFFER

- Hometown repatriation for all Officers (To & Fro)
- On board Internet facility
- Bright promotion prospects
- Wages and terms at par with the best in the industry
- Health insurance for seafarers and family
- Timely relief

Log on to : www.seajob.net

URGENTLY REQUIRED BELOW RANKS FOR HANDYMAX BULK CARRIERS / LOG CARRIERS

- Master
- Chief Officer
- 3rd Officer
- AB

(Candidates with USA C1/D visa preferred)

Require Following Ranks Urgently For Car Carriers

- 2nd Officer • 3rd Officer • 2nd Engineer • 3rd Engineer
- 4th Engineer • Electrical Officer • Cook

Dockendale Ship Management (India) Pvt. Ltd.

MUMBAI OFFICE: Unit No. 10, 3rd Floor, Technopolis Knowledge Park,
Mahakali Caves Road, Chakala, Andheri (E), Mumbai - 400 093
Tel: 91-22- 68510299 / 48 (for Officers) / 91-22- 68510299 / 52 (for Ratings)

Email: careers@dockendale.net

HEAD OFFICE: Gold and Diamond Park, Building #4, Suit 226, Sheikh Zayed Road,
P. O. Box 262206, Dubai, UAE. Tel: +97143415701, Fax: +97143415904

COCHIN LIAISON OFFICE: Mr. Lakshman Kumar: S-08, 6th Floor, Centre A,
Alapatt Heritage Building, M.G Road, North End, Kochi - 682035
Tel: 91-484-4148111 / Email: lks@dockendale.net

MANNING LICENSE NO. RPSL-MUM-191, Valid From: 12.11.2020, Valid Till: 12.11.2025

We have no agents in India



DI MARINE

www.dimarine.in



Yak Marine Pvt. Ltd. (RPSL No. 300)

HAPPY REPUBLIC DAY

ALL FLAG DOCUMENTATION

PANAMA COC UPGRADATION & RENEWAL

COOK ISLANDS COC

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LIBERIAN COC

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Ms. Dimple Kukreja : +91 9819275002 / 9819842497

Email: dimarine2023@gmail.com / yakdocs@gmail.com



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In 3 Working Days

Honduras

Marshall Island



Requirement for

OIL & CHEMICAL TANKER (MR/AFRA) Master

Chief Officer / 2nd Officer
Chief Engineer / 2nd Engineer
Elect. Officer / Pumpman / AB & Oiler

!! PANAMA COURSES !!

Panama Advance Tanker Course
Panama STCW & STSDSD
Panama Watchkeeping
Panama BTOC
Panama COP

Urgent Requirement for Joining

Bitumen Tanker, Oil/Chem Tankers
Deck Cadet / TME
Able Seaman / Oiler
OS / Wiper

We Welcome Walk-in Interview Of All Seafarers

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Nautical Marine Management Services Pvt. Ltd.



To all the Seafarers & their Families



Top Urgent

For Foreign Flag VLGC Vessels

Chief Officer - 12 M. to 18 M. Rank Exp.
3rd Engineer - 12 M. Rank Exp.
ETO - 24 M. Rank Exp.

For Foreign Flag Bunker / Bitumen Tanker Vessels

Master / Chief Engineer - 24 M. Rank Exp. /
Chief Officer / 3rd Officer / 2nd Engineer /
3rd Engineer - 12 M. Rank Exp.

Attractive Benefits:

- Long Term Employment/ On time wages
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- wages best as per the industry standards
- Internet facility on board
- Travel Allowance

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Master - 36 M. Rank Exp.
Chief Officer - 12 M. to 18 M. Rank Exp.
3rd Engineer / 4th Engineer 12 M. Rank Exp.
ETO - 36 M. Rank Exp.

Ratings - Bunker/Bitumen

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

Send Your Updated Resume : application@nauticalglobal.com

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

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

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RPSL/MUM-037/DOE-06-04-2026

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IMMEDIATE HIRING

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- CHIEF ENGINEER
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- 3RD ENGINEER
- 3RD OFFICER
- BOSUN (with US visa and Log carrier experience)
- FITTERS (with US visa and E/R Watch keeping)

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- HIGHER LICENSE BONUS
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INDIAN CUISINE

SCORPIO MARINE MANAGEMENT (INDIA) PVT. LTD.

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Tel.: +91-22-61060200 (RATINGS)

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

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

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

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



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www.pacificbasin.com

Log on to : www.seajob.net



d'Amico Ship Ishima India Pvt. Ltd.

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ONE OF THE YOUNGEST FLEET WITH AN AVERAGE AGE OF 5 YEARS

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

**JUNIOR OFFICER WAGES
REVISE FROM 1ST OCT 2023**

CONTACT US

MUMBAI OFFICE:

A-201 / 202 / 203,
Citi Point, J. B. Nagar,
Andheri Kurla Road,
Andheri (East), Mumbai - 400059
Tel: +91-22-40372221 / 22,
+91-22-40502100
Fax: +91-22-28234987

Email:
mumbai@damicoishima.com
Please forward your CV on:
crew.in@damicoishima.com,
hrsea@damicoishima.com,
crewing@damicoishima.com

DELHI OFFICE:

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

Website: www.damicoishima.com

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

26th January

Happy
Republic Day



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

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

WE NEED FOLLOWING RANKS FOR ONE OF OUR CRUISE VESSEL WITH PASSENGER VESSEL EXPERIENCE

►► 1st ENGINEER ►► 2nd ENGINEER ►► 3rd ENGINEER
►► STOREKEEPER INVENTORY ►► STOREKEEPER ADMINISTRATION
►► FITTER ►► ASSISTANT FITTER ►► IT TECHNICIAN
►► ELECTRICIAN [With COC (III/6) or ETR (III/7)]
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- Flag State expenses for all Officers borne by the company

- Well maintained diverse fleet
- Long term employment
- Defined career path culminating into shore based placement

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Master / Chief Officer / 2nd Officer / 3rd Officer / Chief Engineer /
2nd Engineer / 3rd Engineer / 4th Engineer / Electrical Officer

BUYER, MUMBAI

- Establish and maintain relationships with the Vessels and External Vendors.
- To maintain record of the Stock List in the custody of the freight forwarders or other vendors.
- To arrange dispatch of Stores / Spares.
- Work with Purchasing Manager on maintaining the performance of external vendors.
- Bachelor Degree with minimum 2 years' of purchasing experience in Ship Owner / Manager Company.

Contact - recruit.in@damicoishima.com

TECHNICAL SUPERINTENDENT, MUMBAI

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

Contact - recruit.in@damicoishima.com

MARINE OFFICER - SQE ASSURANCE & VETTING CLEARANCE, MUMBAI

- For administrative jobs to support Marine Superintendents & Line Manager.
- Graduate with proficiency in computers.
- Experience and background of working ashore in Marine office.
- Should have proficiency in maintenance & up keeping of documentation and records.
- Preference for candidates whose has on board sailing experience in Junior ranks (Deck).
- At least 2 years of experience in similar position.
- Preference for 3rd / 2nd mate rank experience candidates having current experience for Vetting clearance and HSEQ assurance.

Contact - Bhalla.a@damicoship.com, recruit.in@damicoishima.com



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LNG CARRIER (With Steam License)

Chief Engineer, Second Engineer,
Third Engineer, Fourth Engineer

LNG CARRIER / FSRU

Master, Chief Officer, Second Officer,
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LPG CARRIER Chief Officer

PRODUCT / LR TANKER

Chief Officer (With Framo Experience)



Northern Marine

Contact Us

Call us on: +91 22 6751 5200 | 6751 5276 | Cell: 99202 01884

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301/302, Delphi 'B' Wing, Orchard Avenue, Hiranandani Business Park,

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

www.nmg-stena.com

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

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Make a change for the Better!!

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all seafarers & their families**

**Happy
Republic
Day**



Required Chief Engineer, 2nd Engineer & ETO for ME & RT FLEX Engine

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Patna - Tel: +91 612 3504766/67/68 Email : patna@msccs.com

Cochin - Tel: +91 484 4039010/9011 Email : cochin@msccs.com

Kolkata - Tel: +91 33 40393402/03/08 Email : kolkata@msccs.com

RPSL No. – MUM – 052, Valid till 11/11/2026

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

SHANE MARINE SERVICES PVT. LTD.

Shane Marine
Beyond the Ocean

RPSL-CHN-061 | Valid from 21/10/2022 | Valid Till 21/10/2027

The Way To Grow With Us

REQUIRE FOR OUR EXPANDING FLEET

PRODUCT (OIL / CHEMICAL)

Chief Officer / 2nd Officer / 3rd Officer
Promotional Chief Engineer / 2nd Engineer
4th Engineer / Electrical Officer

BULK CARRIER

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

GENERAL CARGO VESSEL

Electrical Officer

RATINGS

Able Bodied Seamen (3 months contract on tankers) /
Motorman / Deck & Engine Fitter / Chief Cook /
Oiler (3 months contract on tankers)

APPLY NOW

E-MAIL: personnel@shanemarine.com

CONTACT US:

FLEET MANAGER - SANDIP KHANIVADEKAR - MUMBAI : +91 91522 67612
WHATSAPP : +91 86556 41019 (24*7)

ADDRESS:

Shane Marine Services Private Limited
Door No: 13/420/56T3, Fifth Floor, Tower 3, Alfa Horizon, Goshree Road,
Opposite ICTT, Vallarpadam, Ernakulam, Kerala - 682504



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- + Long term employment with bright promotion prospects

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Managers of a modern fleet of Bulk Carriers

www.chellship.com

License No. RPSL-MUM-022

Valid Till: 25.05.2026

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• Bigger Benefits

• Better Working Conditions

• Beneficial Gratuity Scheme

**Ship Owner of the year award for consecutive years 2021 & 2022
by Mission to Seafarers as voted by Seafarers**

Loyalty Bonus

For Top 4 Ranks

04 On / 02 Off Contracts

For Top 4 Ranks

Gratuity Scheme

For Top 4 Ranks

Newer Ships

Present average age of
fleet is 5 years

**Substantial Wages Revision
w.e.f 01.08.2023**

WE OFFER

- New and Modern Bulk Carrier in fleet
- Excellent PSC Inspections record
- Good promotion prospects
- Regular on-board training and shore based training
- New Vessel Deliveries Planned
- Family carriage facility and airfare reimbursement
- Company guest house for outstation Officers
- Timely Relief

BULK CARRIER

Requirement for following ranks

- Third Officer (Top Urgent)
- Chief Engineer (Top Urgent)
- Fourth Engineer (Top Urgent)
- Electrical Officer (Top Urgent)
- Able Seaman ➤ Ordinary Seaman
- Fitter (Top Urgent)
- Chief Cook



Contact Details

Mr. Satish Kadam

Capt. Sheriff D'Costa / Capt. Mahendra Kedare

Mr. Gopal Dubey (For Ratings Only)

CHELLARAM SHIPPING PRIVATE LIMITED

3rd Floor, Gazdar House, 629-A, J.Shankar Sheth Road,
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100% PLACEMENT**

MARINE ENGINEERING TRAINING INSTITUTE

(METI)



- 1 Year Pre-sea Training for Graduate Engineers (GME). Batch starts – January and August.
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The Institute has been conducting courses in Marine Engineering Training from the Year 1993 onwards. Vigyana Sagar, the new premises of METI was inaugurated by the Hon'ble Prime Minister of India on 14th Feb 2021. M/s Lloyds Register (LR), a leading independent rating agency designated by Director General of Shipping, Government of India, for Benchmarking Maritime Training Institutions, has rated the Institute as Grade A1. This grading certifies the outstanding ability of the Institute to meet the requirement of the course.

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2/O, 3/O, Jr. Officer	Ms. Shikha Sharma - 7710010159 shikhasharma@sishipping.com	3/E, 4/E, Jr. Engineer, Pumpman, Fitters	Mr. Alston J Fernandes 7208911344 alston@sishipping.com
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Contact Address:- PIC: Mr. Sydney Lobo / Capt. Sanjay Gomes, Seven Islands Shipping Ltd., Suite 3A, 3B & 4, Level 8, B Wing, Times Square, Andheri Kurla Road, Mumbai - 400 059 India. Tel No: 91 22- 4225 4225 Email: Manning@sishipping.com Website: www.sishipping.com



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RPSL-MUM-162046 | Issued Date : 02/11/2020 | Validity Date : 02/11/2025

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CONTAINER

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

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ETO

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- ♦ AB
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- ♦ 2nd Engineer
- ♦ 3rd Engineer
- ♦ ETO
- ♦ Fitter
- ♦ Oiler

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DECK CADETS RATINGS AND OFFICERS ENROLMENT FOR APRIL-2024 BATCH HAS STARTED

BENEFITS:

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

Course Duration:
36 weeks
Start date:
Last week of April 2024.
Module 1:
3 months at Fosta Marine in Belapur, India.
Module 2:
6 months on Campus at South Shields Marine School, UK.

Services we provide:
Career Counselling, Noe application, College enrolment, Visa application, Pre departure guidance.
Last acceptance date:
16th February 2024.

CONTACT US FOR MORE INFORMATION:
MUMBAI (HEAD OFFICE)
907/908 B Wing Sagar Tech Plaza, Sakinaka Junction, Andheri East- 400072.
PIC: Tejal Naik : 7208652633
Reena Bhalekar : 8879773104

HOLY ANGEL MARINE SERVICES PVT. LTD.
D.O.I: 04.01.2018 / D.O.E: 29.09.2027 RPSL NO. CHN/045

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➔ MASTER	➔ CHIEF ENGINEER
➔ CHIEF OFFICER	➔ SECOND ENGINEER
➔ SECOND OFFICER	➔ THIRD ENGINEER
➔ THIRD OFFICER	➔ FOURTH ENGINEER
➔ BOSUN	➔ ETO
➔ DECK FITTER	➔ ENGINE FITTER
➔ A/B	➔ OILER

As Per Market Salary Trading Area: Persian Gulf

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

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

Happy Birthday
May you sail through all the obstacles and challenges to success.
Happy Birthday to you
3/O Amit Kumar, 3/O Musavir Abubakar
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Corporate Office:
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Ph: 0461 4000038

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

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- Electrical Officer with COC
- Qualified Officers / Engineers: Seafarers with Basic and Advanced IGF COP
- Ratings: Able Seaman with COP | Motorman with COP | Chief Cook with MLC COC | Pumpman - Fitter

Bulk Carriers and ULCC Vessels of 14,000 TEU

- Deck Officers: Master | Chief Officer | First Officer | Third Officer
- Engineers: Chief Engineer | Second Engineer | Third Engineer | Fourth Engineer (Require previous experience in handling ME and RT Flex engines)
- Electrical Officer with COC
- Ratings: Able Seaman with COP | Motorman with COP | Chief Cook with MLC COC | Pumpman - Fitter

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LOCATE OFFICES



ELEGANT MARINE SERVICES PRIVATE LIMITED

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