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Capt. Rajesh Unni, Founder & Executive Chairman, Synergy Marine Group (Awarded:2024)

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Sapphires Of The Ocean: Best Employer Of The Year 2018
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2022



Sapphires Of The Ocean: Best Employer Of The Year 2022
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Pearls Of The Sea: Best Employer Of The Year 2022
MTM Ship Management India Pvt. Ltd.

2024



Sapphires Of The Ocean: Best Employer Of The Year 2024
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Pearls Of The Sea: Best Employer Of The Year 2024
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We look forward to your continued love and support!



PLEASE NOTE: URGENT OPENINGS FOR RATINGS - LNG

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Mr. Ajit Yeshwantrao
President, Maritime Seafarers
Union (India)

From the Shores of India to the World's Oceans

Happy Republic Day

to our seafarers—
whose commitment and resilience reflect the
true spirit of our Republic



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Seajob Rings in the New Year with a New Vision



Ms. Amy Roni Abraham,
COO, Sea Line Group

Sejob marked the beginning of the New Year on 10th January 2026 with a vibrant celebration that brought together key stakeholders from the shipping and maritime community. The evening reflected not just celebration, but also a strong sense of purpose, collaboration, and optimism for the year ahead—setting the stage for the much-anticipated Seajob Indian Anchor Awards 2026.

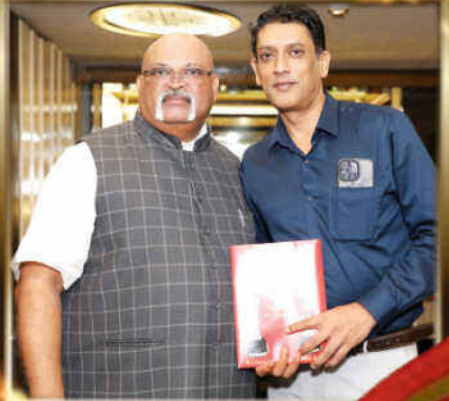
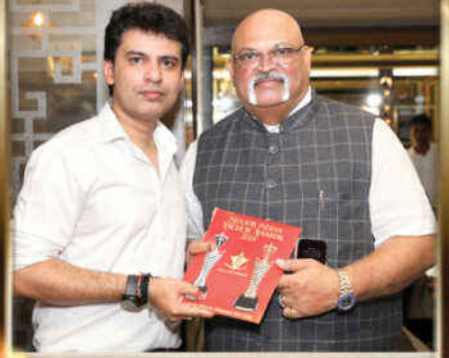
Mr. Roni Abraham, Founder and MD along with Mrs. Grace Roni, CEO extended a heartfelt welcome to the guests, marking the beginning of an engaging and memorable evening. Addressing the gathering, Ms. Amy Abraham, Chief Operating Officer, shared the company's vision and growth journey. She emphasized Seajob's commitment to serve the seafaring community by continuously upgrading its services to align with evolving industry needs and technological advancements. Highlighting the platform's growing impact, she proudly announced that Seajob now hosts over 90,470+ Active Candidates and 3,85,622+ Registered Candidates, a testament to the trust placed in

the brand by the maritime fraternity. Reflecting on the evolution of the Seajob Indian Anchor Awards, she introduced the 2026 theme, "It's Here Where Dreams Set Sail," promising a larger and more impactful celebration.

A key highlight of the evening was the announcement of an exclusive early sponsorship forum, allowing partners to block preferred sponsorship categories well in advance—Ensuring Priority Selection, Enhanced Visibility, & Strategic Promotional Planning. The response from the shipping community was overwhelming, with strong interest shown toward early sponsorship opportunities—reinforcing that a good beginning will always bring the best for the industry. The evening concluded on a high note with energetic performances and celebrations, as the maritime industry sails confidently into the New Year.



Mr. Roni Abraham,
Founder & MD, Sea Line Group





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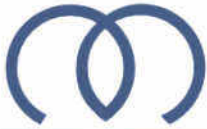
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Contact Persons - Officers:

Ms. Daisy Fernandes - 8657950693

Mr. Mahesh Sanga - 8828800717



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Happy Republic Day

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Ratings: 9289427676 / 8291821227

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Contact Person: Ms. Ritu Pandey -

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

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Afsha Fatima
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Sneha Pawar
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DELHI REGION

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Mayank Gogia
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- Chief Engineer
- Second Engineer
- Electrical Officer

Ms.Manju

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fleet5@admiralmarine.com

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- Second Engineer

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+91 7397 281 999

cochin@admiralmarine.com

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(1 yr Exp) - Male
- Recruitment Executive
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Mr.Rajesh

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ADMIRAL MARINE SERVICES ALL
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RPSL-CHN-022 DOI: 07/04/2016 DOE: 21/04/2026

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HAPPY REPUBLIC DAY



26th January, 2026

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

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- ✦ ETO

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Eastaway (India) Private Limited

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

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**HAPPY
REPUBLIC DAY**

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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:

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

- Accelerated Promotions to desiring seafarers based on good performance.
- Fleet of 24 Bulk carriers consisting of Capesize, Ultramax and Handymax Bulk carriers.
- All vessels are fitted with ME Engines & using state-of-art PMS system.
- Free high - speed internet for all seafarers.
- Family carriage for officers.
- Outstanding support structure by in-house Technical and Commercial Managers.
- Multi-national crew complement.
- In-house catering for good quality of food.

TOP URGENT REQUIREMENTS - BULK CARRIER

Master, Chief Officer & 3rd Officer
Chief Engineer, 2nd Engineer,
3rd Engineer & Juniors Engineer
AB & Fitter

REVISED SALARY!

Send your CV on:

crewing@tominishipping.com

Rejoining
Bonus for
Officer & Ratings
w.e.f. 1st October
2024

CONTACT US!

Tomini Shipping Pvt. Ltd. (Mumbai)

Capt. Randeep Bhatta (General Manager)

Saif Khan (For Officer): +91 22 49795601 / +91 9136470200

Gyanraj Kaslingum: +91 22 4979 5602 / +91 9136996747 (For Ratings)

Vignesh Ambekar: +91 9136901621 (For Ratings)

Add: 901, Lodha Supremus, Saki Vihar Road, Andheri (East), Mumbai - 400072 (India).

Email: crewing@tominishipping.com | www.tominishipping.com



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The Maritime Standard Awards - 2024

Best Dry Bulk Shipping Company of the Year

The Annual Global Economic Awards - 2023

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The Sustainable Shipping Award

Maritime Standard Awards - 2023

Best Employer for Dry Cargo Fleet

Seajob Indian Anchor Awards - 2022

Bulk Shipping Company of the Year

Maritime Standard Awards - 2022

Ship Operator of the Year

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

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Republic
Day**

**To all the seafarers and
their families!**

URGENT REQUIREMENTS:

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+DCes) |
| • Third Officer | • Fourth Engineer | • Fitter |
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**Below is the link to our Company
mobile app, for seafarers to download -**

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NauticFleet Private Limited

Office No 907, B Wing, Mittal Commercial,
Hasan Pada Road, Marol, Andheri East,
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Telephone : +91 22 40022698/99

E-mail : recruitment@nauticfleet.com

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NYK SHIPMANAGEMENT (INDIA) PVT. LTD.

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

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ENTHUSIASTIC & EXPERIENCED OFFICERS**

CONTAINER (14K TEU Experience)

• Chief Engineer • 1st Asst. Engineer

PCC

• Chief Officer (with exp.)
• 2nd Officer (with higher license)
• Chief Engineer • 1st Asst. Engineer

GANTRY CRANE (Open Hatch General Cargo Vessel)

• Chief Officer • Chief Engineer
• 1st Asst. Engineer

LPG

• 2nd Asst. Engineer (with higher license)
• ETO



WE OFFER

- ▶ Our ships are being installed with ultra high speed internet.
- ▶ Allowances & Incentives: IGF, Chem Ship, Gas Ship, Flag & Trade Specific, Training Subsidy And Rejoining Bonus.
- ▶ Long term employment and career progression with timely onboard promotions & shore job opportunities.
- ▶ Opportunity to work in diversified young fleet with latest technology.
 - ▶ High virtualising allowance.
 - ▶ Telemedical and Mental Wellness support.
- ▶ Family carriage and onboard family medical insurance.
 - ▶ Medical benefits for Top 4 Officers and ETOs (+ 2 kids - aged over 30 days and below 19 years)

SHORE JOBS - SEAWOODS, NAVI MUMBAI

PMS Executive

Job Description: PMS Support Executive for database building & attending ship queries.

Qualification: Diploma with basic knowledge on ERP (Enterprise Resource Planning) & SQL

(Structured query language). Working exp. on Marine background PMS is preferred. Data analytics & Power BI knowledge will be added advantage.

Senior Executive – Finance

Job Description: Manage end-to-end accounting processes. Assist in year-end closing, finalization of financial statement and tax audit. Maintain the fixed asset register in accounting software.

Eligibility Criteria: Seeking an Accounts Payable

& General Accounting expert with 3+ years of exp. UG: Bachelors / Masters Degree in Commerce, Finance, or Accounting. Must possess strong communication skills & proficiency in Excel/Pivots.

(Join us and demonstrate your ability to manage deadlines and work independently)

Simulator Operation Officer, Maritime Training Dept.

Job Description: Operate and maintain Ship Handling Simulator, Engine Room Simulator, & other training simulators as required. Coordinate with vessels for supply, monitoring, & recovery of onboard training tools (Currently OLP). Maintain records & handle invoicing related to the onboard training tool. Assist in updating & distribution of ECDIS

Training Tool (iPLUS ECDIS Tool) to fleet vessels. Maintain records of ECDIS proficiency test results. Perform other ad-hoc duties as assigned by the department.

Job Requirements: Bachelor's degree or equivalent preferably with IT knowledge. Preferably with onboard exp. as crew, cadet, or junior officer.

LMS Administrator & Content Designer (IT Support Staff)

Job Description: Dealing with technical issues in the launching & post-launching of eLearning in NiBiKi. CLMS or any other platform decided by the Company. Making / upgrading new eLearning modules. Software licensing requirement to create eLearning modules. Handling & assisting for day-to-day in-house training software problem/issues. Handling and assisting for day-to-day trainee's registration/enrolment/Monitoring training progress to eLearning platform. Caretaker of eTOM (e-Training Operational Manual). Any other ad-hoc duties as assigned from time to time.

Job Requirements: Hands-on experience with Learning Management Systems (LMS) administration and troubleshooting. Proficiency in Articulate 360, including its AI capabilities, as well as expertise in Photoshop, is strongly recommended. Proficiency in graphic design tools for creating training materials. Familiarity with e-learning standards (SCORM, xAPI). Computer literate and proficient in MS office application. Experience as an IT support engineer is preferred. Good communication skill and team building ability.

Manning Operations Executive - KOLKATA OFFICE – URGENT

Job Description: Crew joining arrangements & related documentation. Medical examinations & uniform coordination. Preparation and management of contracts and statutory

documents. Sign-On / Sign-Off planning & execution. Continuous follow-up on mandatory trainings, document renewals, & close communication with seafarers

On board Vacancies (Seafarers):

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

CONTACT US:

NEW OFFICE ADDRESS

NYK SHIPMANAGEMENT (INDIA) PVT. LTD.
Level 10, Tower 1, Seawoods Grand Central,
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Contact: Capt. Purendu Nansi,
Capt. Anthony Rodrigues, Mr. Swapnil Rane,
Capt. Mahesh Jadhav, Mr. Tejas Bhoweer

DELHI OFFICE

Contact: Mr. Vinay Kumar
Mob: 98100 65413

CHENNAI OFFICE

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

KOLKATA OFFICE

Contact: Ms. Debashree Roy
Mob: 91+ 9836109255
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Only for Shore based Vacancies: Share your CV -
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Only Shortlisted Candidates Will Be Contacted.

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



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CAR CARRIER (WITH US VISA)

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

KAMSARMAX BULK (WITH US VISA)

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■ 2ND OFFICER ■ 2ND ENGINEER ■ 3RD ENGINEER
■ ELECTRICAL OFFICER ■ BOSUN ■ ABLE SEAMAN

VLCC/OIL-CHEM TANKER VESSEL - FOREIGN PRINCIPLES

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

VLCC VESSEL - FOREIGN PRINCIPLES

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

PRODUCT TANKER - FOREIGN PRINCIPLES

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

OIL-CHEM TANKER - FOREIGN PRINCIPLES

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

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9321276981 - CVs FOR TOP 4 RANKS - TANKER
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BULK:

9372802575 - CVs FOR TOP 4 RANKS - BULK + CONTAINER
9321276989 - CVs FOR BULK

CONTAINER:

9321276984 - CVs FOR CONTAINER
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WE DO NOT HAVE ANY AGENTS IN INDIA.

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CAPT. MANOJ GANDHI APPOINTED CHAIRMAN OF SEASPAN CREW MANAGEMENT INDIA PVT. LTD.

Capt. Manoj Gandhi's journey from the early days of his maritime career to the helm of a globally respected organization is a testament to dedication, leadership, and an unwavering commitment to seafarers. Beginning as a cadet at TS Rajendra, he graduated with distinction and earned his Master (FG) certificate in August 1984. On 1st January 1988, he assumed command of a product tanker, marking the start of an illustrious command career at sea.

His 23-year tenure with Wallem Ship Management Ltd. was a defining chapter of Capt. Gandhi's professional life, where he rose from Master to Vice President – Fleet Personnel Operations. This period highlighted his operational expertise, people-centric leadership, and ability to balance organizational goals with the welfare and development of seafarers, earning him widespread respect across the maritime fraternity.

Over the past decade, Capt. Manoj Gandhi has been a key figure within the Seaspan Group, playing a pivotal role in strengthening crew management operations and nurturing a culture built on trust, professionalism, and excellence. Under his stewardship, Seaspan Crew Management India Private Limited (SCMIPL) has evolved into a globally admired organization and now prepares to transition to its new identity as Seaspan Ship Management India Private Limited.

To commemorate his elevation as the first Chairman of SCMIPL, Mrs. Manju Gandhi and Capt. Manoj Gandhi hosted an elegant Dinner Reception on 9th January, 2026 at ITC Maratha, Mumbai. The gathering brought together industry leaders, colleagues, and well-wishers to celebrate a remarkable journey and to raise a toast to continued success for SCMIPL and the wider Seaspan family.



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WORK WITH SEASPAN

- Seaspan technology continues to be a leader in the industry, setting high environmental goals
- Our fleet of Dual Fuel Vessels with Membrane & Type B Tanks sets us up for a strong future
- MAN 'ME-GI Mark 2' Main engines, a step further than present generation of main engines
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Chief Officer
3rd Officer
Chief Engineer
2nd Engineer
4th Engineer
ETO

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Happy
Republic Day



ESM welcomes women
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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 15-20 months rank experience on Aframax Tanker equipped with Framo Pumping System.
- **Chief Engineer & Second Engineer** with 15-20 months rank experience on Aframax Dual Fuel Tankers, holding Advance IGF Certificate.
- **Chief Engineer** with 15-20 months rank experience on Crude Tankers with ME Engines.

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/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.

GAS TANKERS – LNG CARRIERS

- **Chief Engineer, Second Engineer, Third Engineer, Fourth Engineer** holding Steam COC.



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912267551700

CONTAINERS

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- **Master, Chief Officer, Third 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.

ONSHORE POSITIONS

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

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RPSL-MUM-162065
VALID FROM: 14.09.2021
VALID TILL: 14.09.2026

**HAPPY
REPUBLIC DAY**

REQUIREMENTS:

**PRODUCT TANKERS
(JAPANESE PRINCIPALS)**

- » Chief Officer » 2nd Engineer
(with min. 24 - 36 months rank exp.)
- ♦ Contract Duration: 3 Months
- ♦ Salary: Best In The Industry
- » 2nd Officer » 3rd Officer
(with 12 months rank exp.)
- » ETO with COC
(Contract Duration: 5 Months)

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- » Chief Engineer (3 Nos.)

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TOTAL MARINE (INDIA) PVT. LTD.

RPSL-MUM-500, Issued Date: 12.01.2023, Valid Till: 12.01.2028

WE ARE HIRING FOLLOWING PERSONNEL FOR OUR VESSELS:

**AHTS DP2 VESSEL / NON DP VESSEL /
OFFSHORE VESSEL**

- » MASTER SDPO
- » CHIEF OFFICER SDPO
- » SECOND OFFICER DPO

- » CHIEF ENGINEER DPVM
- » SECOND ENGINEER DPVM
- » THIRD ENGINEER DPVM
- » ELECTRICAL OFFICER DPVM

Master & Chief Officer must have anchor handling and towing experience.

SHORE VACANCIES

**We are hiring following personnel for
our expanding fleet:**

- ♦ Crew Operation Executive x 01 - Preferred experience of Offshore and Bulk Carrier vessel.
- ♦ Sourcing Executive x 01 - Preferred experience of Bulk Carrier vessel.

Interested candidates can apply by sending their resumes on below credentials:
Email : personnel@totalmarines.com;
Tel : +91 22 27571205 | Fax : +91 22 27571186

Address :
1004, The Great Eastern Summit,
B Wing, 10th floor, Plot 66, Sector 15, CBD Belapur, Navi Mumbai - 400614.

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

HAPPY REPUBLIC DAY

**TOP URGENT REQUIREMENT NON-DP AHTS VESSEL -
QATAR OPERATIONS**

**MASTER, CHIEF OFFICER, SECOND OFFICER, CHIEF ENGINEER,
SECOND ENGINEER, THIRD ENGINEER**

(Officers holding Indian NCV CoC with limitation up to 6000 GRT may apply OR
Officers holding Unlimited CoC may also apply. Minimum 1 year rank
experience on similar type of vessels is mandatory)

**TOP URGENT REQUIREMENTS FOR DP-2 AWB / PIPELAY BARGE /
HEAVY LIFT VESSEL OPERATING IN INDIAN & FOREIGN WATERS**

**MASTER, CHIEF OFFICER, SECOND OFFICER, THIRD OFFICER,
CHIEF ENGINEER, SECOND ENGINEER, THIRD ENGINEER, FOURTH ENGINEER,
ETO (III/6), ELECTRICIAN, BOSUN, AB, OILER, COOK AND THRUSTER MECHANIC**

(Officers with Indian (FG/NCV) COC only can apply; All Officers
must have prior two- years rank experience on similar vessel types.)

TOP URGENT REQUIREMENTS FOR CONTAINER

**MASTER, CHIEF OFFICER, SECOND OFFICER, THIRD OFFICER,
CHIEF ENGINEER, SECOND ENGINEER, THIRD ENGINEER, FOURTH ENGINEER,
ETO, BOSUN, FITTER, AB (II/5) AND OILER (III/5)**

(Officers holding IND/UK/SINGAPORE CoC may apply and
must have prior one - year rank experience on similar vessel type.)

ADDRESS:
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SAFINA

SHIP MANAGEMENT PVT. LTD.

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Issue date 28-11-2023, Valid till 28-11-2028.



HAPPY REPUBLIC DAY FROM SAFINA SHIP MANAGEMENT PVT. LTD.

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For Offshore Vessels (ANY COC / IND-COP)**

Rank	CDC/WK/ COP/COC	Salary Matrix (\$)	Rank	COP/COC	Salary (\$)
Bosun	IND/IND	1500	CO/2E	IND	4500
AB	IND/IND	900	20/3E	IND	2500
Oiler	IND/IND	900	Radio Op	GMDSS (IND)	2550
Cook	IND/IND	1000	Rigger	As per experience	
Ch Cook Cum Baker	IND/IND	1200	Skipper	INLAND	As per Experience
Asst. Cook/ GS	IND/IND	600	Cr OP	Sparrow Stage-3	6250
Rigger	IND/IND	As per experience	ETO	IND	9000
**Welder Fitter	As per experience		**Aluminum Fabricator	As per Experience	
Electrician	IND/IND	1500	Camp Boss	As per Experience	

**AB/OILER/ Cook & G.S for Immediate joining -
Walk-in with your CVs & original documents on the address below.**

Note :- Salary based on experience and knowledge (offshore experience must).
** Ship Workshop experience required.

Mail to - crew@safina.co.in / ops@safina.co.in

Contact - Office 15, Grow More Tower, Sector-02, Kharghar, Navi Mumbai.
Call - 022-62013948 / Mr. Shailesh - 9167621367 / Ms. Rana - 8169118234

SEAANDJOB

FORTNIGHTLY NEWS

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EDITOR

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AMY R. A

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To The Readers ...

The Gift of Being Understood

In a world that moves fast and listens little, being understood has become a rare and powerful gift. Some people love for a moment; some people leave in a moment. What often decides who stays and who walks away is not love but understanding. To be understood is to feel seen without explanation, accepted without defense, and valued beyond appearances.

Why does being understood matter so deeply to us, sometimes even more than being loved? Because everything eventually touches the ego. When someone truly understands us, they listen with patience, respond with empathy, and allow space for growth. Understanding brings creativity, improvement, and development—not just in relationships, but in life itself. Love without understanding can feel hollow, but understanding naturally gives rise to respect and connection.

When someone understands your intentions, fears, and inner world, they respond differently. Communication becomes softer, clearer, and more meaningful. You don't feel the need to constantly justify yourself. This is why communication is not just about speaking, it is about how someone receives what is said. A thoughtful response can heal anxiety, while a careless one can lengthen distance.

Misunderstanding, on the other hand, is painfully common. It costs time, patience, and emotional energy. Gaps are created because

some people cannot accept defeat or admit that they don't understand. Showing confusion feels like weakness to them. Yet the brain only truly works when it is pushed—when we question, reflect, and try to understand perspectives beyond our own. Avoiding that effort leads to broken relationships and missed opportunities.

Understanding also plays a vital role in growth and innovation. A different approach, a willingness to see small things deeply, is what makes an individual stand out. To break the shell, you have to be different. Initiating something new is hard. Our Awards (SEAJOB INDIAN ANCHOR AWARDS)—now entering the fourth season, show that growth and understanding are intertwined. Every season carries its own struggles and lessons: the patience of sowing, the uncertainty of waiting, the courage to endure, and finally, the joy of recognition. These awards are not just about celebrating achievement, but about understanding the effort, resilience, and unseen sacrifices behind every success. They reflect the belief that when people and ideas are truly understood, excellence naturally finds its moment to shine.

In the end, being understood is not a luxury but a necessity. When understanding leads, connection deepens, growth follows, and every season of effort finally finds its meaning.

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)

January begins with clear drive, helping you move forward on plans that once felt unsure. Career matters respond well to initiative, while sustained attention enhances outcomes. Relationships improve through openness and mutual regard, especially when intentions are stated early. Financial stability grows through planning instead of speculation. Vitality increases with balanced schedules and proper rest. The year ahead encourages leadership, and progress shaped by courage and steadiness. Confidence builds as objectives align; long-term achievement is within reach. The coming months bring measured gains and renewed self-belief.

Taurus (Apr 21 – May 21)

This phase supports steady and realistic steps toward lasting security and success. Professional life benefits from consistency and patience rather than haste. Financial choices improve when values are reassessed carefully. Relationships feel reassuring when honest dialogue is given room. Health strengthens through simple habits that restore equilibrium and stamina. Creative energy flows through familiar comforts and daily rituals. The year ahead highlights reliability, emotional comfort, and gradual progress rooted in self-trust. By respecting your rhythm, you shape a future that feels secure, rewarding, and emotionally satisfying.

Gemini (May 22 – June 21)

The new year sharpens awareness and renews curiosity, urging you to explore fresh perspectives from different dimensions. Clear communication shapes career advancement, especially when listening equals speaking. Finances remain balanced with sensible judgment. Social ties and networking feel energetic, opening useful pathways. Travel opportunities may arise. Learning new skills restores motivation. The months ahead favor knowledge and confidence. By remaining observant and engaged, you step into growth, assurance, and meaningful prospects. This forward motion establishes an encouraging tone for the year ahead. Progress lies before you.

Cancer (June 22 – July 22)

Inner stability and reflection shape the start of this year. Professional aims advance when ambition aligns with personal principles, seek harmony when you take new decisions. Family bonds deepen as patience replaces pressure. Financial security strengthens through preparation instead of impulse. Emotional care and rest support creativity, offering peace and reassurance. The year ahead brings resilience, stronger foundations, and purposeful development across personal and work life. By respecting your limits, you build a future grounded in trust, harmony, and lasting satisfaction. Cooperative efforts at work show positive results.

Leo (July 23 – Aug 23)

This period emphasizes structure and accountability while nurturing calm self-assurance. Career progress grows through dedication and thoughtful preparation. Relationships flourish when shared responsibility and genuine understanding are embraced. Financial organization offers reassurance and stability. Physical well-being improves through disciplined routines. Creative strength increases gradually when effort outweighs perfection. The year ahead favors responsibility, endurance, and confidence, bringing recognition earned through dependability and intent. Your consistent advancement lays the groundwork for enduring success.

Virgo (Aug 24 – Sept 23)

A hopeful outlook helps you fine-tune objectives with realism and patience, easing pressure into progress. Career matters benefit from careful strategy over urgency, while teamwork improves through clear limits and expectations. Personal connections feel lighter with adaptability and kindness. Health responds well to modest, regular practices instead of extremes. Financial focus turns toward long-term balance, making this a suitable phase for considering new investments. This month reminds you that growth requires dedication, not flawlessness. Try a habit tracker to ensure you are on track with your goals. The year ahead favors clarity, confidence, and reliable progress shaped by insight and experience, especially in matters of professional expertise. By valuing effort and learning, you advance steadily. Your talent for planning, adjusting, and refining supports a future that feels effective, balanced, and deeply satisfying.

Scorpio (Oct 24 – Nov 22)

Current energies emphasize renewal through awareness and deliberate adjustment. Career focus sharpens as distractions fall away, and supportive friendships remain aligned with your best interests. Emotional transparency deepens connection and trust. Financial discipline restores control and reduces worry for the months ahead. Creative or spiritual practices bring perspective and balance. Health improves when mental well-being is prioritized, and new physical routines may appeal. The year ahead encourages transformation, strength, and self-command. By welcoming change with composure, you shape a future defined by depth, and intention.

Sagittarius (Nov 23 – Dec 21)

This fresh chapter encourages thoughtful review and purposeful planning after reflection on the past year. Professional aims gain strength through organization paired with vision. Finances improve through structure and the possibility of additional income streams. Relationships benefit from shared positivity and openness. Physical energy steadies with balanced activity and rest. Educational opportunities spark enthusiasm, especially in technology or financial fields, boosting confidence through growth. The year ahead supports expansion with clarity, inviting discovery, progress, and enduring fulfillment through mindful action.

Capricorn (Dec 22 – Jan 20)

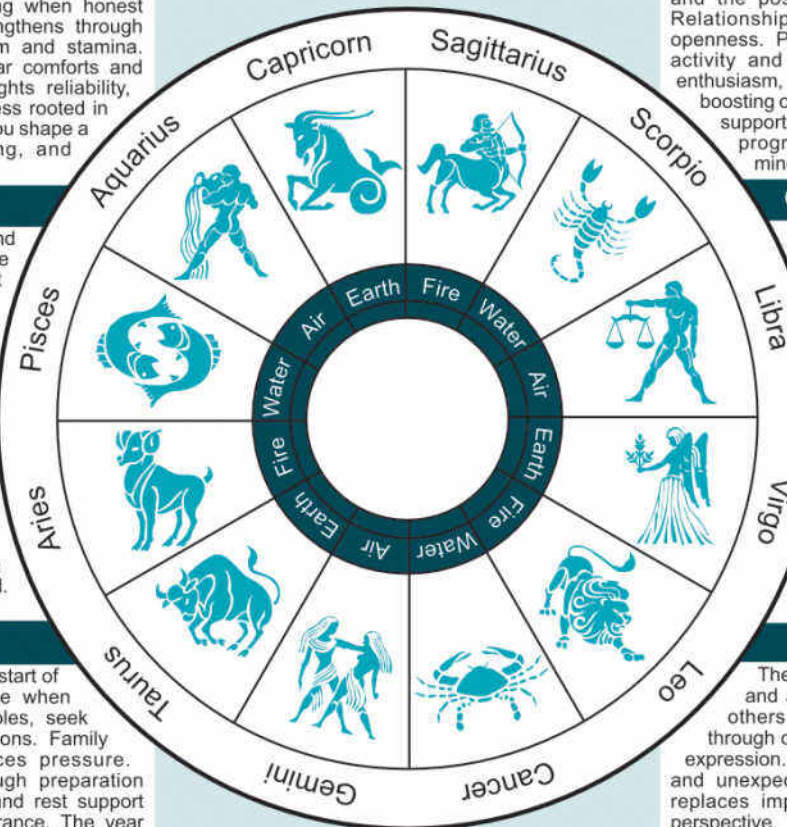
A subtle guiding influence strengthens resolve and clarifies long-range objectives, urging patient leadership. Career momentum builds when order and discipline shape choices. Financial decisions made wisely enhance stability and reassurance. Personal bonds thrive through loyalty and emotional reliability. Health improves with simple habits. The year ahead emphasizes measured success and durable security. By remaining aligned with your principles, you create achievements that feel earned, and respected, establishing a strong base for the months to follow. Remember that as long as your dedication is unwavering, success will follow through.

Aquarius (Jan 21 – Feb 18)

The coming year unlocks inventive thinking and alternative approaches, revealing options others overlook. Career development grows through collaboration, creativity, and authentic self-expression. Social circles widen, bringing motivation and unexpected opportunities. Financially, strategy replaces impulse. Time alone renews insight and perspective. The year ahead supports advancement, originality, and meaningful contribution, especially in social spheres. By trusting your ideas and acting ethically, you shape a future defined by independence, progress, and positive influence, allowing ambition and freedom to move forward together.

Pisces (Feb 19 – Mar 20)

This phase invites you to translate vision into action, blending imagination with grounded effort. Emotional insight guides professional choices and builds assurance. Relationships deepen through compassion, patience, and sincerity. Financial clarity strengthens with careful attention to expenditure. Creative or spiritual practices restore balance within. The year ahead favors emotional fulfillment, artistic growth, and clearer purpose. By honoring intuition while staying practical, you move toward a life shaped by meaning, security, and true contentment, allowing aspirations to develop into something lasting and genuinely rewarding.



Libra (Sept 23 – Oct 23)

Cosmic influences support decisive action and emotional sincerity now. Career movement depends on trusting your instincts rather than external validation. Partnerships thrive when boundaries are clear and respect is mutual. Financial steadiness improves when fairness toward yourself is prioritized. Inner harmony develops through reflection and creative pursuits, perhaps revisiting artistic interests. Well-being strengthens as tension eases. The year ahead offers balance through confidence, meaningful bonds, and emotional growth. Take extra effort to ensure that your communication isn't muddled with misunderstandings. By choosing truth over approval, you establish security and lasting contentment. This period highlights your strength in judgment, integrity, and purposeful choice, guiding you toward a calmer, more fulfilling path. Trust the Universe—it supports you fully and dedicatedly.

(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.)



NAVIGATING THE UNCHARTED



WHY PEOPLE STAY SILENT AND HOW WE CAN CHANGE THAT

Imagine walking down a busy street and seeing someone collapse. You pause. Others pause too. Seconds pass. No one moves. This uncomfortable pause captures the heart of the bystander effect—a psychological phenomenon where people are less likely to help someone in need when others are present.

In simple terms, the bystander effect isn't about cruelty or lack of compassion. It's about hesitation. It's about the quiet inner dialogue that says, "Someone else will handle it," or "What if I'm wrong?" What's important to understand is this: the bystander effect happens to normal, kind, well-meaning people. It happens to students, professionals, friends, and strangers alike. Most people don't ignore others because they don't care; they hesitate because they're human.

The Famous Case That Changed Psychology Forever

The world first paid serious attention to the bystander effect in 1964, after the murder of Kitty Genovese in New York City. Reports claimed that dozens of people witnessed or heard parts of the attack, yet no one intervened or called the police in time. The story shocked the public. How could so many people see something terrible and do nothing? While later investigations revealed that some details were exaggerated, the case still raised a haunting question: Why didn't more people help?

Psychologists John Darley and Bibb Latané were compelled to find answers. Their research revealed that the presence of others often reduces the likelihood of intervention. The more witnesses there are, the less responsible each person feels. This single case didn't just change psychology—it changed how we understand human behavior in groups. It showed that silence doesn't always mean indifference. Sometimes, it means uncertainty multiplied by numbers.

The Psychology Behind Standing Still

Why do people freeze instead of act? The reasons are subtle but powerful:

• Diffusion of responsibility

When many people are present, responsibility gets spread thin. Everyone assumes someone else will step in.

• Fear of embarrassment

People worry about misreading the situation. What if it's not serious? What if I overreact and look foolish?

• Following the crowd

Humans take cues from others. If no one else is reacting, we assume doing nothing is the "correct" response.

• Not wanting to be "that person"

Standing out can feel risky. Many people fear being judged, mocked, or criticized for speaking up.

Together, these forces quietly encourage inaction—even when our instincts tell us something isn't right.

The Bystander Effect in Everyday Life

The bystander effect isn't limited to extreme emergencies. It shows up in everyday moments often when it matters most.

- You see someone being harassed on public transport but stare at your phone instead.

- You scroll past cruel comments or online bullying, telling yourself it's "not your problem."

- Someone in a group is constantly excluded or mocked, and no one says anything.

- A friend or classmate is clearly struggling, but you assume others are checking on them.

These moments may seem small, but they accumulate. Silence, over time, can feel just as loud as cruelty to the person on the receiving end. This is where the bystander effect becomes deeply personal not a theory, but a daily choice.

Bystander Effect





NAVIGATING THE UNCHARTED



The World's Biggest Crowd

Social media, the World's Biggest Crowd has created the largest audience humanity has ever known and with it, the strongest bystander effect.

Online, people watch instead of help because the crowd feels endless. With thousands of viewers, it's easy to think your voice doesn't matter. Comment sections have become modern bystander spaces, where harm happens publicly and responsibility feels invisible. There's also a difference between "liking" something and "supporting" someone. A heart emoji doesn't stop harassment. Silence in the face of hate can unintentionally support it.

The digital world may feel distant, but the emotional impact is real and so is the power to intervene.

Breaking the Cycle

The most powerful truth about the bystander effect is this: it only takes one person to break it. When one person speaks up, others often follow. Courage is contagious. A single voice can shift the atmosphere, turning a silent crowd into an active one.

Small actions matter because they interrupt harm in simple but powerful ways. Reporting harmful behavior such as informing HR when a colleague is being bullied, can stop ongoing abuse. Checking in privately, like messaging a friend who seems withdrawn, may give them the courage to open up.

Saying "That's not okay" when someone makes an offensive joke at work can immediately change the tone of the conversation. Offering help instead of assuming it's coming such as calling emergency services when someone collapses in public, can save precious time. These small choices show care, set boundaries, and often inspire others to act too.

You don't have to be loud or confrontational. You just have to be present. Often, people are waiting for permission to act and your action gives it to them.

From Bystander to Upstander

Becoming an upstander doesn't mean putting yourself in danger or acting like a hero. It means choosing empathy over comfort, even in environments where silence feels easier. For seafarers especially, working in close quarters, under pressure, and far from shore—the bystander effect can quietly take root.

When people live and work together for long periods, it's easy to ignore uncomfortable situations to "keep the peace." But real safety and teamwork depend on speaking up.

One of the most important steps is recognizing when something isn't right. Whether it's harassment, unsafe practices, bullying, or a colleague clearly struggling mentally or emotionally, awareness is the first responsibility. Acting doesn't always mean confrontation. It can be as simple as checking in privately, asking if someone is okay, or offering support.

Another powerful step is sharing responsibility. Onboard a vessel, safety is collective. Reporting concerns to a senior officer, safety representative, or using established reporting channels is not betrayal—it's professionalism. When responsibility is clearly directed, action is more likely to happen.

Safe intervention is key. If stepping in directly feels risky, involve others, document concerns, or seek guidance from leadership. Small actions like interrupting harmful behavior, refusing to participate in mocking or exclusion, or standing beside someone who is being targeted, can change the atmosphere.

Being an upstander at sea builds trust, strengthens crew morale, and reinforces a culture where everyone looks out for one another. In isolated environments, one voice of empathy can make all the difference, thoroughly. By valuing diverse perspectives, leaders transform conformity into collaboration.

What Would You Do If Everyone Else Stayed Silent?

The bystander effect asks us an uncomfortable question—not about others, but about ourselves. If everyone else stayed silent, would you speak up? If no one moved, would you take a step?

These moments test our values more than our intentions. It's easy to believe we would act until we are actually standing there, unsure, afraid of being wrong, or worried about the consequences.

Change doesn't begin with crowds. It begins with individuals willing to act despite uncertainty and discomfort. Speaking up may feel small, but for the person experiencing harm, it can feel life-changing. It can mean safety, dignity, or simply being seen.

The next time you witness harm, remember: your voice might be the one someone is waiting for. Even a single action—asking a question, offering support, or refusing to stay silent can shift the moment. And sometimes, one voice is enough to remind everyone else of their own.



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



SHIPPING NEWS

LIFE CYCLE ASSESSMENT FINDS SIGNIFICANT EMISSIONS SAVINGS POTENTIAL ACROSS THE ONBOARD CARBON CAPTURE VALUE CHAIN

The Global Centre for Maritime Decarbonisation (GCMD) has published an LCA of the Greenhouse Gas (GHG) emissions from Project CAPTURED—the world's first ship-to-ship offloading of onboard captured and liquefied CO₂ (LCO₂) with downstream utilisation, completed in June 2025.

Verified by DNV, the LCA quantifies GHG emissions and savings across the pilot's entire carbon value chain, tracing CO₂ captured and liquefied on an ocean-going container vessel to ship-to-ship and ship-to-truck transfers, overland transport, and its utilisation at an industrial facility. There, the CO₂ was used as a feedstock to recycle steel slag into Post-Carbonated Slag (PCS) and produce Precipitated Calcium Carbonate (PCC) through carbon mineralisation, a process in which captured CO₂ is chemically converted into stable carbonates, fixing carbon long term.

OCCS as a mid-term decarbonisation pathway – and why LCA matters

Onboard Carbon Capture And Storage (OCCS) is increasingly recognised as a promising mid-term pathway to reduce emissions from vessels that continue to rely on conventional fuels.

By capturing CO₂ from exhaust gases, OCCS can significantly reduce onboard fuel-combustion tank-to-wake emissions. However, its true contribution to decarbonisation must be evaluated across the entire carbon value chain, including its final utilisation and/ or permanent storage. An LCA quantifies these full-chain GHG impacts transparently and systematically, evaluating that emissions savings achieved onboard are not offset by upstream or downstream burdens.

Scenarios evaluated

The study presents a detailed LCA of the carbon value chain demonstrated in Project CAPTURED. Building on this baseline, the study also examined two hypothetical scenarios, one in which the inefficiencies associated with the first-time pilot are addressed and another in which captured CO₂ is permanently sequestered in an offshore reservoir.

In the utilisation scenarios, producing PCC with captured CO₂ displaces conventional carbon-intensive production methods, while the use of PCS replaces standard sintering materials in steelmaking, resulting in a reduction of emissions that would have otherwise been released avoided emissions.

GHG emissions savings demonstrated

Project CAPTURED, with OCCS operating at a 10.7% capture rate, demonstrated 7.9% GHG emissions savings across the entire carbon value chain. This corresponds to 0.84 tonnes of CO₂ savings

realised per tonne of CO₂ captured and offloaded from the vessel.

These savings were achieved despite several operational constraints, including the absence of a waste heat recovery system onboard that increased the fuel penalty, long-distance overland truck transport, as well as CO₂ venting during offloading and handling. When these inefficiencies are addressed, GHG emissions savings increase markedly to 17.8%, equivalent to approximately two tonnes of CO₂ avoided per tonne of CO₂ captured and offloaded from the vessel.

CO₂ utilisation can avoid more GHG emissions than permanent storage

The study finds that the specific CO₂ mineralisation pathway in this pilot outperforms permanent storage. At comparable capture rates of 40%, mineralising CO₂ yields 34% GHG emissions savings, compared with 21% if CO₂ were sequestered in an offshore reservoir. When the value chain is optimised, this gap widens further, with the total GHG emissions savings rising to 68-71% depending on whether the PCS produced is used in steel sintering or in concrete production.

This comparison reveals that CO₂ utilisation by carbon mineralisation can deliver greater overall climate benefits than permanent storage when captured CO₂ is durably fixed over extended periods, defined under the EU ETS as 100 years or more, and as in the case of PCC that is used in construction.

Current GHG accounting frameworks understate the benefits of CO₂ utilisation

At present, the IMO's GHG accounting frameworks—including its Data Collection System, Carbon Intensity Indicator, and LCA guidelines—do not recognise or account for avoided emissions from when highly emissive conventional products are displaced by captured CO₂-derived counterparts.

As a result, the environmental benefits of CO₂ utilisation pathways risk being systematically underestimated in formal reporting, despite their potential to avoid more emissions across the wider value chain.

Professor Lynn Loo, CEO of GCMD, said, "Project CAPTURED shows that onboard carbon capture, when thoughtfully integrated with utilisation pathways, can deliver real emissions reductions today while we continue to scale up low- and zero-carbon fuels. It also highlights how we measure and account for those reductions matter. If our frameworks continue to ignore avoided emissions and displaced carbon, we risk disincentivising investments in solutions that can meaningfully bend the emissions curve."

RUSSIA RECLAIMS ITS DARK FLEET AS VENEZUELA TANKERS COME UNDER ATTACK

Runaway Venezuela-trading tanker Bella 1 (IMO 9230880) painted a Russian flag on its hull, changed its name, and reflagged to Russia mid-voyage to avoid capture by the U.S. Coast Guard in the Atlantic Ocean.

But Bella 1, now known as Marinera, is not alone. The very large crude carrier is joining a growing fleet of Western-sanctioned tankers seeking protection under Russia's national flag.

Over the past six months, a dozen or more of the darkest tankers operating globally have switched from open registries to Russia.

This trend accelerated in December as the flag state emerged as a critical shield against drone strikes and vessel seizures.

Windward identified two additional Western-sanctioned tankers currently in Venezuelan waters that reflagged to Russia over the past 12 days to prevent U.S. naval interception.

Hyperion (IMO 9322968) departed Venezuela on 1st January, flying the Russian flag, while Premier (IMO 9577082) signaled via AIS that it had changed its flag from Gambia to Russia on 22nd December. The vessel remains at José Terminal in Venezuela.

Stateless Tankers and the Legal Basis for Seizure

Gambia removed both Hyperion and Premier, along with another 70 sanctioned dark fleet tankers, from its registry in late November after declaring their maritime certificates fraudulent. This action left the vessels falsely flagged and effectively stateless.

Under international maritime conventions, stateless vessels can be boarded in international waters.

This legal framework was used by the U.S. to seize two other tankers, Skipper and Centuries.

Both Hyperion and Premier discharged cargoes of Russian naphtha at José Terminal in mid-December and had effectively been stranded there since.

Drone Attacks Accelerate Reflagging to Russia

High-profile reflagging to Russia has also followed Ukrainian drone attacks on falsely flagged tankers in the Black Sea.

Prometey (IMO 9832559), formerly known as Virat, was reported sold to undisclosed Russian interests in maritime databases in mid-December, after it was struck by Ukrainian drones in the Black Sea.

The vessel subsequently reflagged to Russia from Gambia, where it had been falsely flagged. Virat was one of three falsely flagged tankers targeted by Ukrainian drones.

These attacks appear to have prompted swift action by other anonymous owners. The Benin-flagged tanker Danshul (IMO 9589750) was reported sold to Russian interests just days later while waiting in the Sea of Marmara for its Bosphorus transit. Benin is considered a fraudulent registry.

By the time the Western-sanctioned tanker entered the Bosphorus Strait on December 29, it had a freshly painted Cyrillic name, Strateg, and was flying the Russian flag.

From Open Registries to State-Backed Protection

Until recently, Russia played only a limited role in the dark fleet, aside from a small number of tankers owned by Russian-based companies such as Sovcomflot.

A defining feature of the sanctions-evasion fleet built over the past six years was its reliance on open registries, with anonymous owners cycling through permissive jurisdictions.

Gabon, the Cook Islands, Barbados, Palau, Gambia, Sierra Leone, San Marino, and Guinea-Bissau were among the lesser-known registries targeted.

These registries were privately operated companies contracted by governments with limited maritime experience and minimal oversight capacity.

Offering weak technical and regulatory supervision, these registries were widely used by vessels shipping Russian, Venezuelan, and Iranian oil.

As hundreds of tankers trading with Russia and Iran were sanctioned over the past 18 months, these flag states came under growing pressure to clean up their registries.

Tankers then turned to approximately 18 fraudulent registries that the International Maritime Organization determined did not exist, rendering the vessels falsely flagged and stateless. By August, at least two-thirds of sanctioned crude tankers were falsely flagged.

A Shift Toward State Protection

With the legal vulnerabilities of stateless tankers now being exploited by both Ukraine and the U.S., Russia appears to be reconsidering how it manages its maritime logistics chain to keep oil flows moving.

The reflagging of sanctioned tankers to Russia was first observed as early as August. Windward tracked the reflagging of Novator (IMO 9297357) that month, making it the first sanctioned tanker without clear Russian ownership to switch to the national registry.

Others soon followed, including Lider (IMO 9321706). The Suezmax tanker reflagged to Russia in November after being among 60 vessels declared fraudulently flagged by the Comoros registry during a governance cleanup.

Developments over the past two weeks indicate a clear shift from opportunistic flag hopping to deliberate, state-backed protection.

Russia is folding the most exposed elements of its dark fleet into its national flag, shielding its oil supply chain from interception and attack on the high seas.

EVERGREEN CONFIRMS FLEETWIDE ROLLOUT OF INMARSAT NEXUSWAVE

Taiwan's largest container line standardises on Inmarsat's high-speed, bonded, secure-by-design, connectivity service to enhance crew experience and accelerate digitalisation.

Evergreen Marine, one of the world's leading container shipping companies, has become the first Taiwanese operator to upgrade its fleet to NexusWave bonded connectivity solution from Inmarsat Maritime, a Viasat company. The commitment reinforces a long-standing partnership and accelerates the company's 'Evergreen IT' modernisation programme. Following successful trials, Evergreen is transitioning to NexusWave to enhance crew welfare, strengthen cybersecurity, and provide seamless, high-performance connectivity for its vessels and seafarers.

Building on Evergreen's years of experience with Fleet Xpress, the upgrade to NexusWave introduces bonded, multi-network connectivity with fast speed, unlimited data and always-on performance. The crew will experience a home-like internet experience, while ship operations benefit from a scalable platform

for predictive analytics, real-time reefer monitoring, and fully integrated IoT across the fleet. The solution is secure-by-design and engineered to scale with demand, leveraging the ViaSat-3 ultra-high-capacity network to support Evergreen's growth plans.

Evergreen Marine said, "Evergreen's fleetwide adoption of Inmarsat NexusWave reflects our commitment to the welfare of our seafarers and operational excellence, while also providing the platform to continue innovating for customers. We are confident that NexusWave, as a bonded, scalable, and secure connectivity solution, will support the digitalisation and future growth of our fleet."

Gert-Jan Panken, Vice President Maritime, Viasat, commented, "Evergreen is setting a clear standard for modern, data-driven shipping. By moving to NexusWave fleetwide, the company gains a single, managed connectivity solution for crew and vessel operations, backed by global coverage and secure infrastructure. We are proud to deepen our partnership and provide a platform that scales with Evergreen's ambitions today and well into the future."

VEGA REEDEREI DIGITISES FLEET SAFETY AND CUTS REPORTING EFFORT BY UP TO 80 PERCENT WITH KAIKO SYSTEMS

European ship operator Vega Reederei has revealed a significant reduction in time spent on reporting and administration tasks by up to 80 percent following the adoption of leading maritime operation platform Kaiko Systems across its fleet.

Following the sale of its container feeder and bulk carrier fleet, ship owner and management company Vega Reederei has embarked on a new chapter – designing and ordering a series of modern, diesel-electric coasters built for efficiency, sustainability, and future regulatory demands.

As part of this fleet renewal, Vega made a decisive move to modernise its Safety Management System (SMS), replacing manual, spreadsheet-based processes with a fully digital workflow powered by Kaiko Systems. Following the successful integration, Henrik König at Vega Reederei said, "With this new fleet, we decided from day one to use Kaiko Systems as our main digital checklist platform and go fully digital with ISM. Being able to request photos and videos inside the form is a big benefit. You know it's real data, taken on scene."

With the introduction of Kaiko Systems, Vega consolidated inspections, audits, and day-to-day safety routines into a single, central digital platform. Crews now complete safety rounds, operational checklists, and condition monitoring directly on scene using tablets or smartphones, capturing photo and video evidence

as part of each task. All data syncs automatically to shore, providing real-time insight into vessel condition and compliance.

Kaiko's Safety & Company Forms, Pre-PSC, and Hull & Equipment (VHM) modules give Vega's management team a live, visual overview of vessel health. Instead of reviewing static reports, managers can click through a 2D digital vessel map or fleet health dashboard to instantly identify areas that require attention.

Vega began with a short pilot on older vessels before rolling Kaiko out across its first newbuilds. Following the success of the trial, it is now also scaling Kaiko Systems across its full 14-ship newbuild programme.

For Vega's shore-based team, Kaiko has also transformed reporting from a manual, reactive process into focused oversight. Tasks that previously required several days per month now take approximately one day, allowing the team to concentrate on issues flagged by the system.

CEO and Co-Founder of Kaiko Systems, Fabian Fussek said, "Vega Reederei shows what's possible when digital safety management is embedded from the very beginning of a new fleet. By prioritising usability for crews and real-time visibility for shore teams, Vega has achieved fast adoption, higher data quality, and a measurable reduction in administrative workload – exactly the outcomes digitalisation should deliver."

KOREA'S SHIPBUILDER 'BIG 3' FOCUS ON HIGH VALUE-ADDED VESSELS AMID DECLINING ORDERS

Korea's shipbuilding 'Big 3' – HD Korea Shipbuilding & Offshore Engineering, Samsung Heavy Industries, and Hanwha Ocean – continued their strong export performance in 2025 despite the slowdown in global shipbuilding industry growth.

This was because Korean shipbuilders enjoyed indirect benefits from U.S. sanctions against China. Based on global cumulative orders in the third quarter, China's market share dropped significantly to 56.1% from 70.5% in the previous year, while Korea's share increased from 14.3% to 22.5%.

The Korea Development Bank's Overseas Economic Research Institute forecasts that total ship orders in the 2026 shipbuilding market, including Liquefied Natural Gas (LNG) carriers and container ships, will decrease by 14.6% compared to the previous year.

Freight rates are also expected to continue declining as trade disputes become prolonged following the inauguration of the Donald Trump administration in the United States. The International Maritime Organization's (IMO) one-year postponement of environmental regulations, including greenhouse gas reduction targets, is also encouraging shipowners to take a wait-and-see approach.

Accordingly, domestic shipbuilders' orders this year are also

expected to fall short of last year's levels. The Export-Import Bank projects that domestic shipbuilders' orders this year will reach only 9 million CGT (Compensated Gross Tonnage), a 5.3% decrease from last year.

Korea's shipbuilding Big 3 are focusing on 'selective orders' centered on vessel types with high added value. While the volume that Korean shipbuilders are scheduled to deliver this year is smaller than last year, the proportion of high-value cargo such as LNG carriers is high. Orders for high value-added vessels such as LNG carriers are expected to increase due to the expansion of global LNG production.

Yang Jong-seo, senior researcher at the Export-Import Bank said, "Even if orders are somewhat sluggish in 2026, there will be no major blow to shipbuilder operations," but added, "Preparation is necessary as problems could arise if the decline in newbuilding prices and insufficient order volume continues."

The IMO Marine Environment Protection Committee's (MEPC) one-year postponement of adopting 'mid-term measures for ship greenhouse gas reduction' in October last year is a burden. The IMO mid-term measures are a system that imposes fines when ships of 5,000 tons or more exceed a certain standard of fuel intensity.

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WORDS OF WISDOM!

- Listen to the wind, it talks. Listen to the silence, it speaks.
Listen to your heart, it knows.

Ojibwe Prayer



- People are in your life for a reason, a season, or a lifetime.

Mel Robbins



- In the end, it's not the years in your life that count. It's the life in your years.

Abraham Lincoln



- I do not pray for success. I ask for faithfulness.

Mother Teresa



- As a well spent day brings happy sleep, so life well used brings happy death.

Leonardo da Vinci

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Marine Insights

OCEAN CARBON REMOVAL: A NEW FRONTIER FOR MARITIME CLIMATE ACTION

As the climate crisis intensifies, humanity is urgently exploring innovative tools to reduce atmospheric carbon dioxide (CO₂) – the primary driver of global warming. Among the most compelling of these is Ocean Carbon Removal (OCR), a suite of nature-inspired and engineered approaches designed to draw down CO₂ and store it in the ocean for decades to centuries. With oceans already absorbing about 25–30% of human-released CO₂, enhancing this natural capacity could become a critical part of a holistic climate strategy. But what exactly is ocean carbon removal, why does it matter, and what challenges and opportunities lie ahead?

Ocean Carbon Removal refers to deliberate interventions in marine systems intended to increase the ocean's ability to store CO₂. Unlike reducing emissions—which remains the top priority—OCR focuses on extracting carbon already in the atmosphere or ocean and locking it away in more stable forms. These methods can be broadly grouped into:

- **Biological approaches** – enhancing natural processes like photosynthesis by phytoplankton or seaweed.
- **Chemical/Physical methods** – manipulating seawater chemistry to increase carbon uptake or enhance storage.
- **Geological techniques** – converting CO₂ into solid minerals or storing it in seabed formations.

The goal is not only to remove carbon but to do so safely, ethically, and at scales large enough to make a difference. The ocean plays a central role in Earth's carbon cycle:

- ✓ It acts as a huge carbon sink, storing roughly 38,000 gigatons of carbon—far more than the atmosphere and terrestrial biosphere combined.
- ✓ Through physical and biological processes, the ocean absorbs CO₂ from the air and transports it into deeper waters.
- ✓ Without this buffering capacity, global warming would be even more severe.

Given the ocean's size and dynamic exchange with the atmosphere, enhancing its carbon storage potential presents a powerful opportunity. Some estimates suggest that responsibly implemented OCR could remove hundreds of millions to billions of tons of CO₂ annually by mid-century

(pending technological development and investment).

■ Key Ocean Carbon Removal Approaches:

1. Seaweed Cultivation and Carbon Export: Floating seaweeds like kelp grow rapidly and absorb CO₂ through photosynthesis. Some OCR proposals involve cultivating vast offshore seaweed farms and then transporting and sinking biomass into deep ocean zones where decomposition rates are slow. This could effectively transfer carbon out of the short-term biological cycle.

Pros: Uses natural processes, potential economic co-benefits (biofuels, fertilizers).

Cons: Logistically complex, uncertain long-term carbon storage, ecological impacts unknown.

2. Ocean Alkalinity Enhancement: This approach involves adding alkaline materials (e.g., crushed limestone) to seawater to increase its capacity to absorb CO₂ and convert dissolved carbon into more stable forms like bicarbonate ions.

Pros: Large theoretical potential, could reduce ocean acidification.

Cons: Mining and grinding minerals have environmental and energy costs; requires careful impact assessment.

3. Ocean Fertilization: By adding nutrients like iron to certain ocean regions, this method aims to stimulate phytoplankton blooms, which absorb CO₂. When these organisms die, some carbon may sink to the deep ocean.

Pros: Enhances natural carbon export pathways.

Cons: Results have been inconsistent in field trials; could disrupt marine food webs or cause oxygen depletion.

4. Direct Ocean Capture Technologies: Similar to direct air capture (DAC) technologies, these systems chemically extract CO₂ directly from seawater. The captured carbon can then be stored geologically or converted into usable products.

Pros: Potentially more efficient than air capture due to higher CO₂ concentrations in seawater.

Cons: Emerging technology; high energy requirements and costs remain barriers.



Marine Insights

■ **Potential Climate Benefits:** Ocean Carbon Removal could contribute to climate mitigation in several ways: (i) Reducing atmospheric CO₂: By enhancing natural uptake and stable storage in deep oceans, OCR can help lower or stabilize global CO₂ levels. (ii) Complementing land-based solutions: While forests and soils are valuable carbon sinks, they face space constraints and reversal risks (fires, pests). (iii) Oceans offer vast storage potential. Alleviating ocean acidification: Some methods like alkalinity enhancement could improve ocean pH levels, benefiting marine ecosystems. (iv) Supporting climate goals: Integrating OCR into national and international climate strategies could help nations meet ambitious net-zero and carbon-negative targets. However, it's important to recognize that OCR is not a substitute for steep emissions reductions. It should be pursued as part of a broader suite of mitigation strategies.

■ **Environmental and Ethical Considerations:** Implementing ocean carbon removal responsibly requires careful evaluation of ecological, social, and legal implications. Oceans are home to incredibly diverse and interconnected ecosystems. Altering nutrient cycles or chemistry could unintentionally harm marine life (e.g., algal blooms reducing oxygen), disrupt food webs and fisheries, and impact sensitive habitats like coral reefs. Thus, rigorous environmental impact assessments and pilot studies are essential before scaling any intervention. The high seas lie beyond any single nation's jurisdiction, raising questions about who decides what methods are deployed and where. International cooperation is critical to ensure transparent, science-based governance frameworks, protection for vulnerable coastal communities and small island states; as well as equitable access to benefits and decision-making.

Several international bodies, including the United Nations Framework Convention on Climate Change (UNFCCC) and regional ocean commissions, are beginning to explore guidelines for OCR. However, comprehensive governance regimes are still in development. For ocean carbon removal to be meaningful within climate policy—such as carbon markets or national commitments—robust systems must quantify how much carbon is actually removed and stored. This involves long-term monitoring of carbon pathways, independent verification protocols and standardized reporting mechanisms. Without reliable MRV, it would be difficult to compare or reward OCR efforts with other forms of mitigation.

■ **Challenges and Uncertainties:** Despite its promise, Ocean Carbon Removal faces significant challenges. Many OCR approaches are still in early research stages.

Predictions about their efficiency or ecological impacts often rely on models, not long-term field data.

Scaling technologies like direct ocean capture or mineral dissolution processes will require Significant R&D investment, Renewable energy systems to power operations and Innovation to reduce costs. Ocean interventions may be viewed skeptically by the public or environmental groups, especially if perceived as “geoengineering.” Building trust through transparency and participatory governance is crucial.

■ **To move Ocean Carbon Removal from theory to practice, the following pathways are essential:** Governments, academia, and industry must collaborate on carefully controlled pilot studies to: test effectiveness, identify ecological impacts, and inform scalable deployment strategies. Clear rules and norms are needed for site selection, risk assessment, cross-border coordination and benefit sharing. These frameworks should align with existing laws like the United Nations Convention on the Law of the Sea (UNCLOS) and emerging climate agreements. OCR efforts that also support biodiversity, fisheries sustainability, or coastal livelihoods can garner broader support. Integrating environmental safeguards from the start will reduce unintended harm. Transparent communication with coastal communities, indigenous peoples, fishers and ocean industries as well as civil society is essential to ensure OCR is pursued ethically and with social license.

■ Conclusion

Ocean Carbon Removal represents a bold new frontier in climate action—one that harnesses the ocean's vast potential to help stabilize the climate system. While not a silver bullet, it offers a complementary tool alongside emissions reductions, renewable energy transitions, and land-based carbon removal. Realizing its promise will require robust science, responsible governance, technological innovation, and deep global cooperation. As research accelerates and pilot projects expand over the next decade, OCR could emerge as a vital part of our collective response to the climate emergency. But the overarching principle remains clear: protecting the climate starts with cutting emissions. Ocean Carbon Removal should be pursued not as an excuse to delay action but as a responsible investment in our planet's future.

(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.)



Health Zone



WHAT SUSTAINABLE EATING LOOKS LIKE IN 2026

In 2026, sustainable eating is no longer a fringe lifestyle choice reserved for environmentalists or health enthusiasts. It has become a mainstream conversation—shaped by climate realities, rising food costs, evolving consumer awareness, and a deeper understanding of how what we eat affects not only our bodies, but the planet and the people who grow our food.



Sustainable eating isn't about perfection or rigid rules. It's about making better choices more often—choices that support personal health, environmental balance, and social equity. It is practical, culturally flexible, and increasingly accessible. Most importantly, it recognizes that food is not just fuel; it is a system.

Understanding the Concept of Sustainable Eating

At its core, sustainable eating is defined as following dietary patterns that promote overall health and wellbeing while placing minimal pressure on the environment. These diets are affordable, safe, equitable, and culturally acceptable ensuring that sustainability isn't a privilege, but a shared responsibility.

In 2026, this definition has expanded beyond calories and nutrients. It includes carbon footprints, water usage, soil health, biodiversity, labor conditions, and food waste. Sustainable eating acknowledges that every meal carries a story from the soil it grew in to the hands that harvested it and the resources used to transport it.

Rather than asking, "Is this food healthy?" people now also ask, "Where did it come from? How was it produced? Who benefits from my purchase?"

The Evolution of Sustainable Eating

A decade ago, sustainable eating was often reduced to simple labels like "organic" or "vegan." In 2026, the picture is more refined. People understand that sustainability isn't one-size-fits-all. A locally sourced egg may sometimes be more sustainable than a heavily processed plant-based alternative shipped across continents.

What has changed most is transparency. Food brands are expected to explain their sourcing, farming practices, packaging choices, and labor standards. Cleaner labels and shorter ingredient lists are no longer marketing tactics—they're

consumer expectations.

Michael Pollan's Influence:

Few voices have shaped the sustainable food movement like Michael Pollan. His core philosophy—often summarized as "Eat food. Not too much. Mostly plants."—continues to guide how people eat.

Rather than following strict diets, sustainable eaters lean into Pollan-inspired principles:

- Prioritizing real, whole foods over ultra-processed ones
- Choosing plant-forward meals without eliminating animal products entirely
- Being mindful of portion sizes and food waste

These ideas have aged well because they are flexible. They've evolved into what many call Plant-Based 2.0.

Plant-Based 2.0: Cleaner Labels and Whole Foods

Plant-based eating looks different from the early boom of meat substitutes and heavily processed alternatives. While those products helped reduce meat consumption, many consumers now want fewer additives and more recognizable ingredients.

Plant-Based 2.0 focuses on whole foods: vegetables, legumes, whole grains, nuts, seeds, and fruits prepared simply and creatively. Instead of relying solely on imitation foods, people celebrate plants for what they are—not what they can mimic.

This shift is driven by health concerns, environmental awareness, and taste. A lentil curry, a bean-based stew, or a grain bowl made with seasonal produce feels more nourishing and sustainable than a long-ingredient frozen meal, even if both are technically plant-based.

Upcycled Ingredients and the Rise of Zero-Waste Eating

One of the most exciting food trends is the rise of upcycled ingredients. Food waste has long been one of the biggest environmental challenges, and now innovation is turning leftovers into opportunities.

Upcycled foods are made from ingredients that would otherwise be discarded—such as fruit pulp from juice production, spent grains from brewing, or imperfect produce that doesn't meet cosmetic standards. These ingredients are being transformed into snacks, flours, sauces, and even gourmet products.

Zero-waste cooking has also moved from niche blogs into everyday kitchens. People save vegetable scraps for stocks, use stale bread creatively, and repurpose leftovers instead of throwing them away. Sustainability is no longer just about what you buy—it's about how you use it.



Health Zone



Regenerative Agriculture and Climate-Positive Eating

Perhaps the most transformative shift in sustainable eating is the growing support for regenerative agriculture. Unlike conventional farming that often depletes soil and ecosystems, regenerative practices aim to restore them.

More consumers actively seek out food grown using methods that improve soil health, increase biodiversity, conserve water, and capture carbon from the atmosphere. This includes crop rotation, composting, reduced tillage, and responsible grazing.

Climate-positive eating goes beyond reducing harm, it actively supports systems that give back to the planet. Choosing regeneratively grown produce, responsibly raised animal products, and seasonal foods helps consumers become participants in environmental restoration rather than passive observers.

How to Make a Sustainable Meal in Everyday Life

Sustainable eating isn't about expensive superfoods or complicated rules. In fact, some of the most effective actions are surprisingly simple.

The classic principle of reduce, reuse, recycle applies perfectly to food. Reducing food waste is one of the easiest and most impactful steps. Planning meals, buying only what you need, storing food properly, and using leftovers creatively can dramatically cut waste.

Reusing food containers, shopping with reusable bags, and buying in bulk help reduce packaging waste. Many households have normalized these habits not out of guilt, but convenience and cost savings.

Even small choices, like eating what you order at a restaurant or choosing tap water instead of bottled, add up over time.

How to Eat a Sustainable Diet

By 2026, sustainable eating is less about restriction and more about balance. It encourages abundance—of plants, flavors, cultures, and shared meals.

Some widely embraced principles include:

- Eating more vegetables, fruits, grains, and beans as the foundation of meals
- Reducing red meat and dairy consumption without eliminating them entirely
- Choosing responsibly sourced foods whenever possible
- Avoiding excessive plastic packaging

These choices are not about moral superiority. They're about aligning daily habits with long-term wellbeing for individuals and the planet.

Accessibility, Culture, and Equity Matter

One of the most important conversations in 2026 is about making

sustainable eating accessible to everyone. A truly sustainable diet must be affordable and culturally inclusive. It must respect traditional cuisines and local food systems rather than replacing them.

Sustainable eating looks different in different regions and that's a strength, not a weakness. A lentil-based dish in one culture and a grain-and-vegetable stew in another can both be deeply sustainable when rooted in local traditions.

The goal is progress, not purity.

The Role of Technology in Sustainable Eating

Technology plays a quiet but powerful role in shaping sustainable eating habits. Mobile apps and digital tools help consumers plan meals more efficiently, reducing food waste by tracking expiration dates and suggesting recipes based on ingredients already at home. Many people now use apps that provide transparency about where food comes from, how it was produced, and its environmental impact, making sustainable choices easier and more informed.

Artificial intelligence and smart kitchen appliances also support sustainability by optimizing portion sizes and energy use while cooking. Grocery platforms increasingly highlight seasonal, locally sourced, and responsibly produced items, nudging consumers toward better options without limiting choice. Rather than replacing traditional food wisdom, technology enhances in helping the individuals align everyday eating habits with environmental responsibility, convenience, and long-term wellbeing.

The Future on Our Plates

In 2026, sustainable eating is no longer a trend—it's a mindset. It's shaped by awareness, guided by values, and practiced through everyday decisions. It recognizes that food connects us: to the land, to farmers, to communities, and to future generations.

Sustainable eating doesn't ask us to give up joy. Instead, it invites us to rediscover it—through seasonal produce, shared meals, thoughtful choices, and a renewed respect for the food that sustains us.

The future of food isn't about eating less. It's about eating better, wasting less, and choosing wisely—one meal at a time.

(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



Sitting in a bar having drinks with a friend... I casually pointed to two old drunks sitting across the bar from us and said "that's us in ten years."



He said "That's a mirror, you idiot!"

Procrastination is totally a good thing. You always have something to do tomorrow, plus you have nothing to do today.



Potatoes make French fries, chips, and vodka. It's like the other vegetables aren't even trying.



A pastor announced, "If you know your wife is controlling you, move to the left". All the men in the church moved to left except one man. The pastor was happy there was at least one strong man, and asked, "How come your wife can't control you?" The man quietly replied, "It's my wife who told me not to move".



Am I Fat?

Boomers: You Could Lose A few Pounds.

Millennials: No, You're Beautiful.

Gen Z: We Don't Body Shame, Of Course You're Not Fat!

Gen Alpha: I Know 5 Fat People and You're 4 Of them.



A guy wants a divorce. He tells the judge, "I just can't take it anymore. Every night she's out until way after midnight, just going from bar to bar."

Judge asks, "What's she doing?"

The guy answers, "Looking for me."



Drunk a little wine and did my taxes.

I'm getting back 4 million.



Visited my doctor today.

He told me my sugar was too high.

So, I came home and moved it to a lower shelf.



I never thought I'd be the kind of person who'd wake up early in the morning to exercise, and...



I was right!

Web site: We use cookies to improve performance.



Me: Same bro.

I asked my grandpa, "After 65 years, you still call grandma darling, beautiful, and honey. What's the secret?"

He said, "I forgot her name 5 years ago and I'm scared to ask her."



Husband: Do you know who listens to both sides of an argument?

Wife: Who?

Husband: The next-door neighbors.



Friend 1: Do you know how drunk you were last night?

Friend 2: No?

Friend 1: The police pulled somebody over on the television and you put your beer under the sofa.



Boss: Muthuswamy, for 30 years you have been bringing me coffee, filled to the brim, without even spilling a drop. How do you manage that over these stairs.

Muthu: Sir, before I climb up the stairs I take a big sip, as I get upstairs, I put it back.

Boss: Muthu's Farewell Party is tomorrow.





New Year Terms

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

1. TOAST
2. RENEWAL
3. LANTERN
4. UNITY
5. FESTIVITY
6. CHANGE

7. TIME
8. HOPE
9. PROSPERITY
10. CHAMPAGNE
11. CONFETTI
12. COUNTDOWN

13. JANUARY
14. TRADITION
15. CALENDAR
16. CELEBRATION
17. GOALS
18. FAMILY

19. EVENTS
20. BALLDROP
21. PARTY
22. MIDNIGHT

New Year: New Hobbies!

Hobbies To Explore In 2026

REVIEW CORNER



A new year often brings a renewed desire to grow, learn, and break free from routine. In 2026, hobbies are no longer just about passing time—they're about sharpening the mind, energizing the body, and creating balance in an increasingly digital world. Whether you enjoy strategic thinking, outdoor thrills, playful learning, or nurturing green spaces, this year offers exciting avenues to explore. Here are four hobby trends that can add meaning, skill, and joy to your everyday life in 2026.

• Gaming with Purpose: Real-Time Strategy Games

Gaming has evolved far beyond casual entertainment. Real-time strategy (RTS) games, in particular, are gaining popularity among those who enjoy problem-solving and innovation. These games require players to manage resources, plan long-term strategies, adapt quickly to changing situations, and outthink opponents in real time.

What makes RTS gaming a valuable hobby in 2026 is its mental impact. It sharpens decision-making, improves multitasking, and strengthens analytical thinking. Players learn to anticipate outcomes, balance risks, and innovate under pressure—skills that are increasingly relevant in professional and personal life. For those who prefer intellectual stimulation over fast reflexes, strategy-based gaming offers a deeply engaging and rewarding experience.

• Adventure Sports: Kitesurfing, Trapeze & Diving

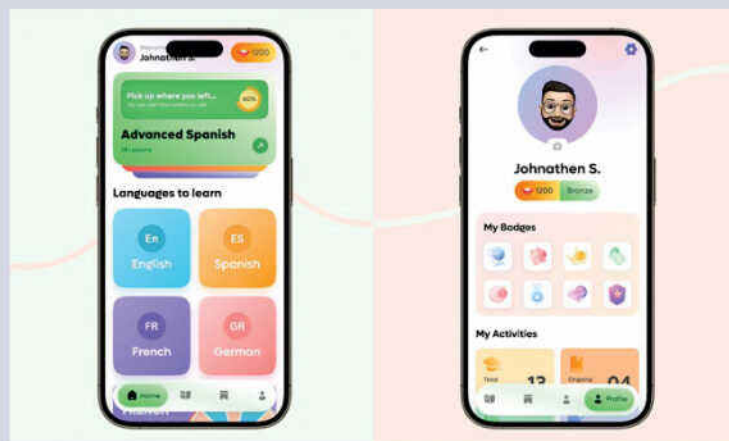
If 2026 is the year you want to feel more alive, adventure sports may be the perfect hobby. Activities like kitesurfing, trapeze training, and diving are drawing enthusiasts who crave both physical challenge and mental freedom. Kitesurfing combines wind, water, and balance, delivering an adrenaline rush while demanding focus and coordination. Trapeze training—whether recreational or fitness-based—builds core strength, flexibility, and confidence as you learn to trust your body in the air. Diving, on the other hand, offers a calmer thrill, immersing you in a world of silence, marine life, and mindful breathing.

Beyond excitement, these sports encourage discipline, courage,

and presence. They help break routine, reduce stress, and reconnect you with your physical limits in a positive, empowering way.

• Language Learning Through Gamified Experiences

Language learning in 2026 looks very different from traditional classrooms and textbooks. Gamified learning applications have transformed the process into an interactive, rewarding experience. Lessons feel more like levels, progress is tracked visually, and consistency is encouraged through challenges, streaks, and instant feedback. This approach makes learning accessible even for busy schedules. Short daily sessions keep motivation high, while interactive exercises improve pronunciation, vocabulary, and comprehension naturally. The game-like structure reduces fear of mistakes and encourages experimentation—key elements in mastering a new language. As global communication becomes more important, learning a new language through play not only builds a practical skill but also enhances cultural awareness and cognitive flexibility.



• Urban Farming, Indoor Plants & Herbs

Amid fast-paced lifestyles, many people in 2026 are turning inward—to soil, seeds, and greenery. Urban farming and indoor gardening have become popular hobbies, especially for those living in cities with limited outdoor space. Growing herbs, vegetables, or indoor plants brings a sense of calm and accomplishment. It reconnects you with natural cycles, teaches patience, and encourages mindful routines. Even a small windowsill garden can improve air quality, reduce stress, and add warmth to living spaces. This hobby also promotes sustainability. By growing your own herbs or greens, you reduce waste, eat fresher food, and develop a deeper appreciation for the effort behind what you consume daily.

A Year to Explore and Evolve

Hobbies in 2026 are about more than entertainment—they're tools for growth, balance, and self-expression. Whether you're strategizing in a virtual world, soaring through the air, learning a new language through play, or nurturing plants at home, the right hobby can reshape how you spend your time and energy. This new year, give yourself permission to explore—and let curiosity lead the way.

How To Form (And Keep) Your New Year's Resolutions in 2026?

Every January begins with optimism—and, too often, ends with unfinished goals. The problem usually isn't a lack of motivation; it's how resolutions are framed, pursued, and sustained. To make 2026 different, resolutions need to be built on the right psychology, shaped by clarity, supported by habits, and strengthened by perseverance. When these elements work together, resolutions stop being wishes and start becoming lasting change.

Start with the Right Belief About Yourself

Lasting resolutions begin with how you see your abilities. Many people abandon goals after early setbacks because they treat failure as proof that they "aren't cut out for it." Instead, approach resolutions as skills under construction. Progress grows through effort, feedback, and adjustment. When you miss a workout or slip on a deadline, don't label yourself a failure—treat it as information. Ask what didn't work and refine your approach. In 2026, success will belong to those who view challenges as part of growth, not as a stop sign.

Choose Fewer Goals—But Make Them Count

One of the biggest reasons resolutions fail is overload. Trying to improve everything at once spreads energy too thin. Instead, identify what truly matters right now. Ask yourself: If I could make progress on just one or two areas this year, which would have the biggest positive impact on my life?

By eliminating the non-essential, you protect your time, focus, and willpower. A short, meaningful list of priorities gives each resolution the space it needs to succeed. In 2026, depth will outperform breadth.

Design Resolutions Around Your Nature

Not everyone changes in the same way. Some people thrive on strict schedules; others do better with flexibility. Some need accountability from others, while some rebel against external pressure. The key to keeping resolutions is designing them to fit how you actually behave, not how you wish you behaved.

If you struggle with consistency, attach new habits to existing routines. If motivation fades quickly, build in rewards or social support. When your resolutions work with your tendencies instead of against them, discipline feels less like force and more like flow.

Focus on Systems, Not Just Outcomes

Resolutions often fail because they focus only on the end result: losing weight, saving money, learning a skill. Outcomes are motivating, but they're not controllable on a daily basis. Systems are.

Shift your attention to repeatable actions: cooking one healthy meal a day, saving a fixed amount each week, practicing for twenty minutes every morning. Systems reduce decision fatigue

and create momentum.

Expect Discomfort—and Stay Anyway

Every meaningful resolution involves difficulty. Motivation will fade. Progress will slow. This is where most people quit—not because the goal isn't important, but because the effort becomes uncomfortable.

The difference between those who succeed and those who don't is persistence during dull, hard, and unrewarding phases.

Track Progress Without Obsessing

Monitoring progress keeps resolutions alive, but perfectionism kills them. Use simple tracking methods—checklists, weekly reviews, brief reflections—to stay aware without becoming discouraged. Celebrate consistency, not flawlessness. Missing a day is normal; missing the habit for weeks is a choice.

In 2026, resilience will come from restarting quickly rather than demanding perfection.

Tie Resolutions to Identity

The strongest resolutions are linked to who you believe you are becoming. Instead of saying, "I want to read more," think, "I am becoming someone who learns daily." Identity-based goals encourage long-term commitment because each action reinforces your self-image.

When behavior aligns with identity, consistency feels natural. You don't just do the resolution—you become the kind of person who lives it.

Make 2026 a Year of Follow-Through

Keeping New Year's resolutions isn't about willpower alone. It's about mindset, focus, habit design, and perseverance. Choose fewer goals, design them wisely, expect challenges, and stay committed through discomfort. In 2026, let your resolutions be practical, personal, and persistent. Not because change is easy—but because it's worth staying the course.



NEWS UPDATE FOR ONBOARD CREW



500% TARIFFS AHEAD FOR INDIA & CHINA?

TRUMP CLEARS RUSSIA SANCTIONS BILL; WHAT IT MEANS

US President Donald Trump has approved a new bill that allows massive duties on countries that import Russian petroleum products. The bill, 'Sanctioning Russia Act of 2025' threatens at least 500% tariffs on countries that "knowingly engage in the exchange." US senator Lindsey Graham said that the bill, which is now headed for bipartisan approval aims to punish nations "who buy cheap Russian oil," a move that could directly impact India's energy imports and further strain its trade ties with Washington.

The proposed legislation sets out sweeping punitive measures that would be triggered if the US President finds that Russian government or a person acting at Russia's direction refuses to negotiate a peace agreement with Ukraine. The measures will also be revoked in case a negotiated peace agreement is violated, another invasion of Ukraine or involved with overthrowing is initiated, dismantling, or seeking to subvert the Ukrainian government.

The bill states that Trump "must increase the rate of duty on all goods and services imported into the United States from countries that knowingly engage in the exchange of Russian-origin uranium and petroleum products to at least 500% relative to the value of such goods and services."

In his post on X, Graham said, "After a very productive meeting today with President Trump on a variety of issues, he greenlit the bipartisan Russia sanctions bill that I have been working on for months with Senator Blumenthal and many others." Explaining the crucial timing of the bill, the executive further added, "Ukraine is making concessions for peace and Putin is all talk, continuing to kill the innocent."

"This bill will allow President Trump to punish those countries who buy cheap Russian oil fueling Putin's war machine. This bill would give President Trump tremendous leverage against countries like China, India and Brazil to incentivize them to stop buying the cheap Russian oil that provides the financing for Putin's bloodbath against Ukraine."

Graham said that India was urging Washington to roll back steep tariffs imposed in August 2025, over the same issue. Graham claimed that India's ambassador to the US, Vinay Mohan Kwatra, met him to highlight New Delhi's reduced purchases of Russian oil and to seek relief from the additional 25% duties.

Speaking to reporters aboard Air Force One alongside Trump, the senator said, "I was at the Indian Ambassador's house, and all he wanted to talk about was how India is buying less Russian oil. And he asked me to tell the President to relieve the 25% tariff." The tariffs were imposed in August, with the US arguing that India's energy trade with Russia was indirectly supporting Moscow's war effort in Ukraine. With the extra levy, total duties on certain Indian goods rose to 50%.

Trump has openly acknowledged that the tariffs have strained ties with Prime Minister Narendra Modi. Addressing the House GOP Member Retreat, he said PM Modi was unhappy with the trade measures but pointed to a reduction in oil imports from Russia. "He's not that happy with me because, you know, they're paying a lot of tariffs now because they're not doing the oil, but they've now reduced it very substantially, as you know, from Russia," Trump said.

The US President has repeatedly warned India that tariffs could be increased further if it does not "help on the Russian oil issue," directly linking trade pressure to the Russia-Ukraine conflict.

India, however, has maintained a firm stance, rejecting Trump's earlier claim that PM Modi had assured him New Delhi would stop buying Russian oil, clarifying that no such conversation took place. As Washington moves closer to advancing the sanctions bill, the proposed legislation could raise fresh uncertainty for India.

At the same time, Trump has positioned himself as a potential broker in the Russia-Ukraine war, holding talks with both Russian President Vladimir Putin and Ukrainian President Volodymyr Zelenskyy, though without any concrete breakthrough so far.

CAUGHT ON CAM: US IMMIGRATION OFFICER SHOOTS WOMAN AT POINT-BLANK RANGE IN MINNEAPOLIS - HOW IT UNFOLDED

An ICE officer in its major immigration crackdown fatally shot a woman driving an SUV through her car window in South Minneapolis. US President Donald Trump called the incident "horrible thing to watch" and said that the woman was "a professional agitator."

The deadly confrontation escalated the intensity of situation in what was already heated-up immigration raid on Minnesota and its immigrants by Donald Trump administration. The administration confirmed the shooting and also informed that the woman was a rioter who in her vehicle attempted to run over law enforcement officers.

A video of the incident immediately surfaced widely over social media, showing a Honda SUV apparently blocking unmarked law enforcement vehicles as they attempt to drive down a street that was covered with snow.

The driver, identified by local media as 37-year-old Renee Nicole Good, tried to drive away as officers approached and attempted to open her door, prompting one agent to fire three shots as the vehicle pulled off.

In the video, an officer is heard ordering the driver to get out of the car and attempting to open the door, after which the driver slowly reverses and then moves forward as if trying to flee. An officer positioned at the front fires three shots, and the SUV travels a short distance at point-blank before crashing into a parked car.

Trump, who has ordered nationwide anti-immigration raids, accused the woman of trying to "viciously" run over the agent. Trump reacted to the event, taking to his Truth Social, he wrote: "I have just viewed the clip of the event which took place in Minneapolis, Minnesota. It is a horrible thing to watch. The woman screaming was, obviously, a professional agitator,"



and the woman driving the car was very disorderly, obstructing and resisting, who then violently, willfully, and viciously ran over the ICE Officer, who seems to have shot her in self-defense. Based on the attached clip, it is hard to believe he is alive, but is now recovering in the hospital.

He further added in the post, "The situation is being studied, in its entirety, but the reason these incidents are happening is because the Radical Left is threatening, assaulting, and targeting our Law Enforcement Officers and ICE Agents on a daily basis. They are just trying to do the job of MAKING AMERICA SAFE. We need to stand by and protect our Law Enforcement Officers from this Radical Left Movement of Violence and Hate!"

ICE's federal agents have played a central role in the Trump administration's immigration enforcement and deportation push, despite objections from some local officials.

Last summer, the department of homeland security (DHS) launched an aggressive recruitment drive to add 10,000 ICE agents to its existing force of about 6,000, drawing criticism that newly deployed officers lacked adequate training.

DHS secretary Kristi Noem said "any loss of life is a tragedy" but described the incident as "domestic terrorism," alleging that Good had been stalking and obstructing ICE operations throughout the

day. She said Good later "weaponized her vehicle." The incident took place during protests against immigration enforcement in southern Minneapolis, in the midwestern state of Minnesota.

DHS, which oversees ICE, said in a post on X that the woman had attempted to run over an officer, who then fired what it described as "defensive shots."

What is happening in Minneapolis?

The administration deployed hundreds of agents to the city in what officials described as the largest crackdown since a Minnesota welfare fraud case drew national attention. Minneapolis mayor Jacob Frey said he was aware of the shooting involving an ICE agent and called for federal immigration officers to leave the city "immediately."

"The presence of federal immigration enforcement agents is causing chaos in our city," Frey said in a statement on social media. "We're demanding ICE leave the city immediately. We stand rock solid with our immigrant and refugee communities."

Minnesota Governor Tim Walz, who withdrew from the governor's race following the welfare controversy, said his office was working to "gather information on an ICE-related shooting this morning."

SEWAGE IN DRINKING WATER IN GREATER NOIDA: SEVERAL FALL ILL WITH VOMITING, DIARRHOEA; RESIDENTS FEAR INDORE-LIKE TRAGEDY

Dozens of residents, including children, have complained of vomiting, diarrhea and fever after sewage got mixed with the drinking water supply in Greater Noida's Sector Delta 1. Teams from GNIDA and the health department inspected the area, repaired the leak and distributed medicines, ORS, glucose and anti-inflammatory antacids. The authority also collected water samples from the area for tests.

Residents fear an Indore-like tragedy that claimed multiple lives and left over a hundred hospitalized, and have demanded better monitoring, citing repeated leakages in its three-decade-old pipelines and substandard quality of supply water.

Leak plugged & sample sent for test, says GNIDA

GNIDA assistant manager (water dept) Manoj Choudhary said that a dilapidated section of a water pipeline in Block C was found leaking and was repaired immediately. He said inspections were also carried out in other parts of the sector, where two additional leaking pipelines were identified and replaced. "We checked the quality of water supply post repairs in the evening, and found it to be normal," he said.

Dr Narayan Kishore, CMS, CHC Kasna, confirmed that they received information from RWA members, following which a medical camp was set up. "Around 30 people visited the doctors, of them five to six were given medicines, while others were advised ORS.

The situation is under control, and if required, we will organize another camp," he said.

Pramod Bhati, RWA president of Sector Delta 1, claimed that so far, about 12 people have taken ill, including some children aged between 12 and 15 years. "Almost all are residents of Block C, where the pipeline ruptured, and they have complained of vomiting, fever and loose motions," Bhati said.

He claimed that this was the third water pipeline damage reported in a sector that houses around 20,000 people across its six blocks, A to F. "A similar leakage was reported in Block F."

Rukmani Singh (42), a resident of Block C, who has been suffering from a stomach infection, said, "I felt uneasy at first and immediately suspected the water. Soon after, I had loose motions and became very weak," she said.

Her condition has improved slightly, but she has been on medication after her husband took her to a private doctor. Four of her neighbours, Vinod Kumar, Surendra Sharma and Vijay Thakur, all in their late 40s, and Drati Sharma (12), developed similar symptoms.

According to residents, blocked sewer lines in the area had been diverted into a drain, allowing sewage to seep into a leaking water supply pipeline that runs through the same channel.

Rishipal Bhati, a resident of Sector Delta 1, said that while Greater Noida is being projected as an industrial and investment hub, basic civic amenities continue to lag.

"Instead of repairing the blocked sewer line, it was diverted into a drain. The uncovered manhole allowed dirty water to seep into an old, leaking water pipeline, contaminating the drinking supply. How would anyone feel knowing the water they drink and bathe in is mixed with feces? We pay our bills, yet are forced to use contaminated water," said Deepak Kumar Bhati, convenor of the sector's RWA.

Choudhary urged residents to report any water or sewer leakages, assuring priority repairs.

He said water department teams are working continuously to maintain supply lines and that pipeline replacement proposals were being prepared, primarily for older sectors or areas facing persistent problems.

IRAN UNREST: TENS OF THOUSANDS ON STREETS; 27 KILLED IN CLASHES WITH FORCES WHAT'S UNFOLDING

Iranian security forces fired tear gas to disperse demonstrators at Tehran's Grand Bazaar, more than two dozen people have been killed in a crackdown on the most significant protests to hit the Islamic Republic in three years.

The demonstrations were sparked by anger over the rising cost of living, with the Iranian rial falling again to a fresh record low against the dollar. At least 27 protesters have been killed since the unrest began, including five minors under the age of 18. Iranian authorities say members of the security forces have also been killed, including a policeman shot dead.

The protest wave began on December 28 with a shutdown by merchants at the Tehran bazaar, a key economic hub, and has since spread to other parts of the country, particularly western regions home to Kurdish and Lor minorities. It marks the most serious challenge to the leadership since the 2022-2023 nationwide protests triggered by the death in custody of Mahsa Amini.

"Sporadic gatherings" around the bazaar during shutdown, with police dispersing protesters who scattered into nearby alleyways, were reported.

Social media footage showed demonstrators chanting slogans such as "Pahlavi will return" and "Seyyed Ali will be overthrown," references to the pre-1979 monarchy and to Supreme Leader Ayatollah Ali Khamenei.

Videos showed crowds shouting "freedom" and "shameless" before security forces fired tear gas, sending protesters fleeing as smoke filled the area. "Some" arrests were made, without providing figures.

With protests entering a tenth day, a footage showed large crowds marching in Abdanan in western Iran, chanting: "This is the last message, the entire regime is the target."

While the unrest has not yet reached the scale of the 2022-2023 movement or the mass protests that followed disputed elections in 2009, it comes amid a deepening economic crisis and months after a 12-day war with Israel, posing a fresh test for the leadership of 86-year-old Khamenei.

President Masoud Pezeshkian's government has announced modest monthly payments to ease economic hardship, but the judiciary has warned there will be no leniency for what it calls "rioters." Official media have acknowledged at least 13 deaths since the protests began, including security personnel.

IHR said more than 1,000 people have been arrested nationwide and accused security forces of killing at least six protesters in a single incident in Ilam province. It also alleged authorities raided hospitals in Ilam and Tehran to detain injured protesters, claims echoed by Amnesty International, which said such actions showed how far authorities were willing to go to "crush dissent."

Pezeshkian has ordered an investigation into events in Ilam province, according to his office. It was reported that a policeman was killed in Malekshahi after being hit by a bullet fired by "rioters."

Meanwhile, the rial slid to around 1.47 million to the dollar on the informal market, according to currency tracking websites, deepening the economic pressures that first drove traders into the streets.

DELHI DEMOLITION DRIVE: DRONES, VIDEOS TO HELP IDENTIFY THOSE INVOLVED IN STONE-PELTING; CCTV, BODYCAM FOOTAGE LEAD TO 5 ARRESTS

A demolition drive by MCD to remove alleged illegal constructions around Faiz-e-Ilahi Mosque in central Delhi's Turkman Gate area led to stone-pelting and clashes, due to which cops fired tear gas to control the situation. Five policemen were injured in the clashes.

Several videos of the incident went viral, showing a mob pelting stones while security personnel tried to control the crowd. Five police personnel sustained injuries.

Five people were arrested for pelting stones at police and security personnel after CCTV and bodycam footage was scanned. The accused - Kashif, Mohd Kaif, Mohammad Areeb, Adnan, and Sameer - are residents of Chandni Mahal and Daryaganj.

A senior officer said that before the demolition, discussions were held with local residents, who were informed about the need to comply with a court order.

However when MCD began the demolition drive with around 17 bulldozers pressed into service, a crowd of around 150 gathered at the site and shortly after that 30-35 individuals allegedly started throwing stones at cops. According to the FIR, a police team reached the site and set up barricades.

Drones, videos to help identify those involved in stone pelting

When 30-35 people gathered at the spot, the station house officer used a megaphone to announce that BNSS Section 163 (power to issue orders in urgent cases of nuisance or apprehended danger)

was in effect and instructed them to disperse. However, the crowd did not comply, broke barricades, and allegedly began pelting stones. During the chaos, one person snatched the megaphone and damaged it.

Several cops, including the SHO, sustained injuries in the ensuing stone-pelting.

In response, police used force to disperse the crowd, after which the demolition drive resumed. "The situation was swiftly brought under control using measured force, restoring normalcy without further escalation," police said.

"We also deployed drones equipped with cameras, and multiple videos circulating on social media are being reviewed to identify other suspects in the case," police said.

DCP (central) Nidhin Valsan stated that a case was registered under several sections of BNS, including Section 221 (obstructing a public servant), Section 132 (assault to deter a public servant), Section 121 (causing hurt to a public servant), Section 191 (rioting), Section 223(A) (disobedience of an official order), and Section 36 (common intention). Additionally, charges were filed under Section 3 of PDPP Act, 1984. A special team led by an ACP-rank officer and including an inspector and four SIS will investigate the stone-pelting.

Police said the accused themselves recorded the video and circulated it, asking people to join.



Mr. Ajit Yeshwantrao,
President,
Maritime Seafarers
Union (India)

MARITIME SEAFARERS UNION (INDIA) ADVOCATES FOR ENHANCED SAFETY AND MENTAL WELL-BEING OF SEAFARERS AT SEA

The Maritime Seafarers Union (India) is officially calling for a renewed global and national focus on the safety and holistic well-being of the Seafarers who serve as the backbone of global trade. As maritime challenges become increasingly complex, the Union emphasizes that a seafarer's safety is not merely a regulatory requirement but a fundamental human right.

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"Our seafarers are the unsung heroes of the global economy. Their well-being is directly linked to the security of global supply chains. We are committed to ensuring that every Indian seafarer returns home safely, not just physically but mentally resilient", said Mr. Ajit Yeshwantrao, President Maritime Seafarers Union (India).





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Mr. Gaurav Tiwari:
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gaurav.t@synergymanning.com

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

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- + **ETO FOR TANKERS**
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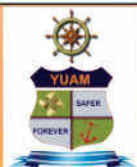
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YUAM Crew Management Private Limited

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

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- ▶ **Chief Officer** – Minimum 12 months in rank
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- ▶ **Third Officer** – Minimum 12 months in rank
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(For Aframax & Suezmax only)
- ▶ **Chief Engineer** – Minimum 40 months in rank
- ▶ **Second Engineer** – Minimum 12 months in rank
- ▶ **Cargo Engineer** – Minimum 12 months in rank
(For LNG & VLEC only)
- ▶ **Third Engineer** – Minimum 18 months in rank
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- ▶ **ETO** – Minimum 12 months in rank

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Pacific Basin

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

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2ND ENGINEER, 3RD ENGINEER, 4TH ENGINEER,
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- Third Officer - Oil Tanker (Aframax)
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RPSL-MUM-1022, Valid till 19th June 2029

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



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RPSL-MUM-295 | Valid From: 07.03.2024 | Valid Till: 07.03.2029
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URGENT REQUIREMENTS:

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Master, CO, CE, 2E, 3E, 4E, ETO
Pumpman, Bosun, AB, Oiler,
Engine Fitter, Cook

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

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

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



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 Officers
- ▶ Second Officers
- ▶ Third Officers
- ▶ Electrical Officers
- ▶ Jr. Officers / Jr. Engineers (Holding COC)
- ▶ Chief Engineers
- ▶ Second Engineers
- ▶ Third Engineers
- ▶ Pumpman
- ▶ Fitter
- ▶ Oiler
- ▶ Bosun
- ▶ 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.

Unit - 601/A, Supreme Chambers Condominium, 6th Floor, 17/18, Shah Industrial Estate, Veera Desai Road, 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 : 20.08.2024 | DOE: 20.08.2029

Log on to : www.seajob.net



APOLLO CREW MANAGEMENT INDIA PVT. LTD.

RPSL/CHN/003 | Expiry Date: 23rd Dec. 2026

Apollo is an ownership-based management company, headquartered in Singapore, operating Japanese Principals' growing fleet of Oil/Chem Tankers, Gas Carriers and Bulk Carriers.

VACANCIES

OIL - CHEMICAL TANKERS / BULK CARRIERS / GAS CARRIERS

(with Indian / UK / Singapore COC + Advance Tanker Course + valid DCE for type of tanker)

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

**HAPPY
REPUBLIC DAY**



**VACANCY FOR
MARINE & TECH SUPERINTENDENT
(OIL/CHEM AND GAS)
FOR MUMBAI, KOCHI AND VIZAG OFFICES.**

CONTACT US:

Bhavik Shah: +91 8655790576 Vishakha Koli : +91 8450952419

Suraj Johnson: +91 8655643356

Email Id- recruitment@apollomaritimegroup.com

Mumbai Office

1402, Morya Grand, Off New Link
Road, Andheri West,
Mumbai - 400053, India.
☎ +91 22 44552391

Kochi Office

11th Floor, Q1 Mall by Nippon Q1,
Palarivattom, Vennala, Ernakulam,
Kerala - 682028, India.
☎ +91 484 4606391

Vizag Office

Door 28-2-47, 1st Floor,
Daspalla Centre, Suryabagh,
Visakhapatnam - 530020, India.
☎ +91 9136623887

WE DO NOT HAVE ANY AGENTS OR REPRESENTATIVES

KALYUG

Training Services Pvt. Ltd.

FLAG CHANGE

- ◆ VESSEL REGISTRATION

ALL FLAG STATE DOCUMENTS

- | | |
|-----------------|---------------------|
| ◆ PANAMA | ◆ LIBERIAN |
| ◆ COOK ISLANDS | ◆ HONDURAS |
| ◆ PALAU | ◆ ST. KITTS & NEVIS |
| ◆ DJIBOUTI FLAG | ◆ GABON FLAG |

DEVELOPMENT COURSES

- ◆ BTM ◆ BRM ◆ FRAMO ◆ ECDIS ◆ SOC
- ◆ STEERING TEST FOR RATINGS
- ◆ MARLINS TEST FOR RATINGS
- ◆ CREW SAFETY COURSE ◆ ERM
- ◆ ELECTRICAL PRACTICE

COC RENEWAL AND UPGRADATION

- ◆ PANAMA COC ◆ LIBERIAN COC
- ◆ HONDURAS COC ◆ COOK ISLANDS COC

KALYUG TRAINING SERVICES PVT. LTD.

Shelton Sapphire, 807, 8th Floor, Plot No. 18/19, Sector 15, CBD Belapur, Navi Mumbai - 400614.

Tel: 9076477042 / 8850152547 | Email: info@kalyugtraining.com | Web: www.kalyugtraining.com

Log on to : www.seajob.net



ALTITUDE MARINE SERVICES PVT. LTD.

RPSL No : MUM-162183 | Valid from 28.08.2023 | Valid till 28.08.2028



SAFETY AT WORK



EXCELLENT WAGES



TIMELY RELIEF



BRIGHT PROMOTIONAL PROSPECTS



FAMILY CARRIAGE



SHORE JOB OPPORTUNITIES

**We Invite Candidates To Apply For
The Following Positions On Bulk Carriers,
LPG Carriers, Containers, Tankers & Offshore Vessels:**

- ◆ MASTER ◆ CHIEF ENGINEER ◆ CHIEF OFFICER
- ◆ SECOND ENGINEER ◆ SECOND OFFICER
- ◆ THIRD ENGINEER ◆ THIRD OFFICER
- ◆ FOURTH ENGINEER ◆ ETO ◆ GAS ENGINEER

RATINGS:

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

SHORE JOB:

We require the below position for our esteemed company.

► **SOURCING EXECUTIVE**

Job Location : Navi Mumbai & Chennai

Freshers can also apply.

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

Head Office in Mumbai:

509-510, Kamdhenu Commerz,
Plot No. 2, Sector 14, Kharghar,
Navi Mumbai - 410210,
Maharashtra, India.
Tel: +91-22-4826 0382,
Mr. Robish Satapathy
(GM Recruitment) +91 8097578913

Branch Office in Chennai:

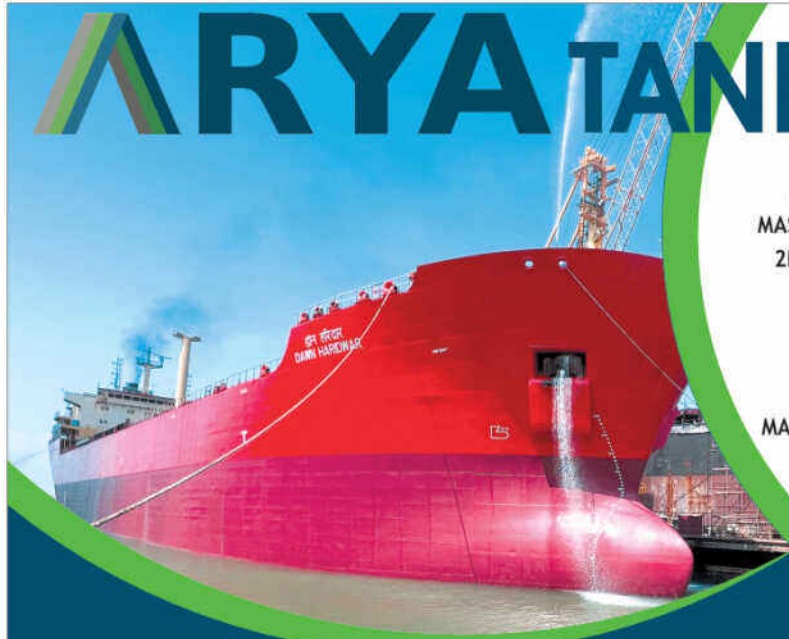
No. 20 / 3&4, Indra Devi Complex,
2nd Floor, Gopalakrishnan Street,
T Nagar, Chennai - 600017,
Tamil Nadu, India.
Mr. Asokavarthanan Karuppiah
Mob: +91 9597746669 /
Landline No.: +91-44-31445815

Branch Office in Delhi NCR:

No. 519, Fifth Floor,
Satya - The Hive, Sector 102,
Gurgaon - 122017,
Haryana, India.
Capt. Jaideep Yadav
Mob: +91 9825272925

Website: www.altitudemarine.net

ARYA TANKERS PVT. LTD.



URGENT REQUIREMENTS FOR OUR OIL/CHEMICAL TANKERS

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

URGENT REQUIREMENTS FOR OUR OIL PRODUCT TANKERS

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

Mob: +91 9967635368

We are a complete ownership company operating Indian flag oil tanker vessels with a highly dedicated team of experienced professionals that operate and manage our own vessels. Looking for highly motivated, intelligent & hard working seafarers with long term career prospects.

As per DG circular 'Circular 8 of 2007, No. 33(1)CR/2000/Vol.-V, Dated:21.09.2007' Indian Shipowners are not required to be registered under M.S. (Recruitment and Placement of Seafarers) for placing them on their own vessels, provided they engage them directly through their own Office.

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

Website: www.arya.in

REGISTERED OFFICE:

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

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

"WE DO DIRECT RECRUITMENT; WE DO NOT HAVE ANY AGENT IN INDIA."

Log on to : www.seajob.net



Blackhull

MARITIME SERVICES PRIVATE LIMITED

RPS License No : MUM - 486 | Issue Date : 30-05-2016 & Valid Till : 02-05-2026 | CIN : U74120MH2016PTC273272 | ISO 9001:2015 Certified by IRQS | MLC 2006



HAPPY Republic DAY

*We salute our seafarers who uphold the nation's
values across the world's oceans
with courage and pride.*

✉ info@blackhullmaritime.com ☎ 9930040351, 9920040351, 9987540351 🌐 www.blackhullmaritime.com

📍 OFFICE NO. 1201, CBD 61 FOUR, PLOT NO. - 12, SECTOR - 15, CBD BELAPUR, NAVI MUMBAI - 400614.

We do not have any agents or brokers acting on behalf of our company. Please be aware of fraudulent job offers that misuse our name. If you encounter any such scams, report them to us immediately. Your safety and trust are our top priorities.



Wilhelmsen

Ship Management

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

BECOME A PART OF OUR EXPANDING CAR CARRIER & GAS FLEET.

REQUIREMENTS FOR OIL/CHEM TANKER

- FITTER • ETO (With US Visa)

REQUIREMENTS FOR BULK CARRIERS

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

REQUIREMENTS FOR LPG (PREFERRED WITH US VISA)

- MASTER • CHIEF ENGINEER • CHIEF OFFICER
- 2ND ENGINEER • ETO • FITTER

REQUIREMENTS FOR PCTC / CAR CARRIER

- MASTER • CHIEF ENGINEER
- CHIEF OFFICER • 2ND ENGINEER

REQUIREMENTS FOR SELF-UNLOADER

- CHIEF ENGINEER (with US Visa)
- ETO (with COC & US Visa)
- AB (with US Visa)

HAPPY REPUBLIC DAY



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

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BENEFITS

- » Family Carriage Facility
- » Family Medical Benefits for all Officers & Ratings as Applicable
- » Excellent Inhouse Training
- » Highest Health, Safety, and Environment Management
- » Long-term Career Prospects
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***Rank Experience Needed For All.**

For Suitable Career Opportunities,
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CONTACT DETAILS-MUMBAI

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

Email: wsm-bom-recruitment@wilhelmsen.com

Website: www.wilhelmsen.com



MARLOW NAVIGATION INDIA PVT. LTD.

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

REQUIREMENTS:

- » **Supramax Bulklers**
All Engineers, preferably with ME B/C experience
- » **Oil/Chem Tanker**
Chief Engineer, Chief Officer
- » **RO RO Vessels**
Chief Engineer, 2nd Engineer & ETO
- » **All Officers and Ratings for Bulk Carriers**
- » **All Officers and Ratings for Container Vessels**

CONTACT US

Registered Office:

7th Floor, Sunrise Tower,
Plot no. C-10, Central Road, MIDC,
Opp. Rolta Office, Andheri (E),
Mumbai - 400093.

Tel : +91 22 66982200 / 62318300

Fax : +91 22 66982210

Branch Office:

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

Email:

hrsea.mni@marlowgroup.com

Website:

www.marlow-navigation.com



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

GL BUS MEDICARE

DG SHIPPING APPROVED

Wishing All Seafarers
And Their Families!

HAPPY REPUBLIC DAY



📍 MUMBAI

📍 CHENNAI

📍 VALSAD

📍 PATNA

📍 LUCKNOW

Address: No 3 - 8, Shubam Center II, Cardinal Gracias Road, Chakala, Andheri East Mumbai 400099

Contact No: 022-41206874 / 75 | **Email Id:** admin@globusmedicare.com | **Website:** www.globusmedicare.com

Log on to : www.seajob.net



RPSL-MUM-200

Issue Date: 02.11.2011 | Valid Till: 07.01.2027

WE INVITE CANDIDATES TO JOIN OUR EXISTING GAS TANKER

- ▶ Master
- ▶ Chief Officer
- ▶ 2nd Officer
- ▶ 3rd Officer
- ▶ Chief Engineer
- ▶ 2nd Engineer
- ▶ 3rd Engineer
- ▶ Gas Engineer
- ▶ ETO

BENEFITS:

- ▶ Timely Relief / Option For Back-To-Back Contract.
- ▶ Amongst The Best Wages In The Industry.
- ▶ Free Internet / Wi-Fi Access For All Crew.
- ▶ Company Environment With Strong Emphasis On Safety & Transparency.
- ▶ Competitive Wages As Per Experience.
- ▶ Long Term Employment With Bright Promotional Prospects.

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

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

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

WE DO NOT HAVE ANY AGENTS & BRANCHES IN INDIA.



Follow us on:

f tangarshipmanagementpvt.ltd.
in tangarshipmanagementpvt.ltd.

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

Wishing all seafarers
and their families
Happy
Republic Day



NJØRD
Maritime First

Building Trust with Seafarers since 1996

Our principal
partners & Associates:



CONTAINER OPENINGS

- ➡ MASTER
- ➡ CO
- ➡ CE
- ➡ 2E
- ➡ 2O
- ➡ 3E
- ➡ 3O
- ➡ 4E
- ➡ ETO (III/6)
- ➡ ETR (III/7)
- ➡ REEFERMAN
- ➡ Dual fuel crew and engineers
(For dual fuel container for the
second largest container owner)

We are exclusively
Recruiting for

**FEMALE
CANDIDATES**

Requirements for: SUEZMAX TANKER

- ➡ MST (Min 24 months exp)
- ➡ CE (Min 24 months rank exp)
- ➡ COFF (Min 12 - 24 months exp)
- ➡ 2 ENG (Min 12 - 24 months exp)
- ➡ 4 OFF (Deck Cadet Background with
crude oil exp)
- ➡ 4 ENG (Min 6 - 12 months rank exp)
- ➡ ETO (With COC)

TYPES OF VESSELS

- Crude Oil Tanker
- Dual Fuel Large Container Vessel - 9000 to 23000 TEUs



Capt. (Dr). G. Ramaswamy
CEO - Njordships India

RPSL-CHN-059 | DOI-29-11-2021 | DOE-29-11-2026

BENEFITS

- Competitive Salary Packages
- Timely Payments
- Onboard Internet Access
- Stable and Long-Term Employment
- Career Growth
- Global Fleet (Tankers and Containers)
- Full MLC Compliance
- 24/7 Crew Support and much more.



➡ PLEASE SEND YOUR RESUME AT



Recruitment@njordships.com



www.njordships.com

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

ADDRESS: Akshaya shanti First floor, Unit No 101,
Door No: 27/44, Anna salai, Chennai - 600002



d'Amico Ship Ishima India Pvt. Ltd.

RPSL-MUM-030

Issue date: 20.04.2021

Valid till: 20.04.2026

MASSA MEMBER

URGENT REQUIREMENTS

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

- ♦ Master (with 20-24 months Tanker experience)
- ♦ Chief Officer (12 months Tanker experience)
- ♦ Chief Engineer (with ME Electronic Engine experience)
- ♦ 2nd Engineer (Rank Experience of 12 Months Tanker experience)
- ♦ 3rd Engineer (with 12 months Rank experience holding valid documents and management level DCE Oil / Chemical)
- ♦ Third Officer (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
- ♦ AB (preferably with Tanker experience)
- ♦ Chief Cook (with Italian experience)

WE URGENTLY REQUIRE FOR OUR BULK FLEET VESSEL

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

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

WE HAVE NO AGENTS IN INDIA.



FLEET PERFORMANCE ANALYST, MUMBAI

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

Contact - recruit.in@damicoishima.com

TECHNICAL SUPERINTENDENT, MUMBAI

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

Contact - recruit.in@damicoishima.com

MARINE SUPERINTENDENT

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

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

Job Profile:

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

Contact - recruit.in@damicoishima.com

Unlimited Internet access to all onboard

- Excellent promotional prospects. ♦ Family Carriage for all Officer Ranks. ♦ Joining and repatriation flights (hometown).
- Attractive salary package. ♦ Value-Added Training / Courses, Hotel Accommodation & Company's guest house facility available for all Officers. ♦ Long-term employment.
- Well maintained diverse fleet. ♦ Flag State expenses for all Officers borne by the company. ♦ Defined career path culminating into shore based placement.

One of the Youngest Fleet.

CONTACT US:

MUMBAI OFFICE:

A- 202 / 203, City Point, J. B. Nagar, Andheri Kurla Road, Andheri (East), Mumbai - 400059.

Tel: +91 22 40372222 / 40502100

Email: mumbai@damicoishima.com

Please forward your CV on:

mumbai@damicoishima.com, hrsea@damicoishima.com

Contact No.:

Upendra (Deck): +91-9167077056

Roopal (Engine): +91-9930407137

Asvea (Ratings): 91-9167772141

DELHI OFFICE:

JA 912 & 914, 9th Floor, DLF Tower A, Jasola District Centre, New Delhi - 110025.

Tel: +91-11-41658541 / 46075160

Email: delhi@damicoishima.com

Please forward your CV on:

delhi@damicoishima.com

Website: www.damicoishima.com



ALBA MARINE SERVICES PVT. LTD.

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

URGENT REQUIREMENTS FOR OUR EXPANDING FLEET OF BULK CARRIERS:

- > MASTER
- > CHIEF OFFICER
- > CHIEF ENGINEER
- > 2nd ENGINEER
- > 2nd OFFICER
- > 3rd ENGINEER
- > 3rd OFFICER
- > ETO
- > AB
- > OILER
- > FITTER
- > CHIEF COOK

NAVIGATE YOUR SAILING
CAREER WITH OUR
FAST-GROWING FLEET.

WE MANAGE A FLEET
OF OVER 40 BULK
CARRIERS ON THE WHOLE,
FROM PANAMAX TO
CAPESIZE VESSELS.



INTERESTED CANDIDATES

PLEASE SHARE YOUR CV ON: crewing@albamarine.in

OFFICE LANDLINE: +91 22 69317900

CONTACT NO: ANIKET- 8828060588 / SNEHAL- 7715993995

YOGITA- 8828011486 / SANDHYA- 7710043784

ADDRESS: E-308 & 309, Level 5, Floor 3, Tower 2, L&T Seawoods Grand Central,
Sector 40, Nerul, Navi Mumbai, Maharashtra 400706.

WEBSITE: www.albamarine.in



Log on to : www.seajob.net



EXMAR

SHIP MANAGEMENT

RPSL-MUM-078

Valid From: 28/12/2021 | Valid Till: 28/12/2026

*"We Value Your Energy"***WE OFFER:**

- ✓ Hometown Repatriation For All Officers (To & Fro).
- ✓ On Board Internet Facility.
- ✓ Bright Promotional Prospects.
- ✓ Wages And Terms At Par With The Best In The Industry.
- ✓ Health Insurance For Seafarers And Family.
- ✓ Timely Relief.



Require Various Ranks For LPG Tanker and Foreign Offshore Units.

*Female Seafarers Are Also Welcome***Exmar Shipmanagement India Pvt. Ltd.**501, Powai Plaza Premises, Hiranandani Gardens,
Powai, Mumbai - 400076.

Tel: +91-22-66424444

Apply in person or send your application by
email to: apply@exmar.in

Visit our website:

www.exmarshipmanagement.com**WE HAVE NO AGENTS ACTING ON BEHALF OF THE COMPANY. BE AWARE OF THE FRAUDULENT JOB OFFERS.****ATLANTAS**
SHIP MANAGEMENT**ATLANTAS**
CREW MANAGEMENT PVT. LTD.Together We Can! We Believe and Follow!
For the Seafarers! with the Seafarers!

Requirements in Ownership Company!

01

Chemical Tankers (YARD DELIVERY TAKEOVERS) 2026 Built : ME - C Engine / ME - B EngineMaster (Matrix 18 Months) - Chief Engineer (Matrix 18 Months) - Chief Officer (Matrix 18 Months)
2nd Engineer (Matrix 18 Months) - ETO (Minimum 24 Months Experience) - AB, OLR, EFTR, PPM, CCK (Matrix 24 Months)

02

Bulk Carrier (YARD DELIVERY TAKEOVERS) 2026 Built : ME - C Engine / ME - B EngineMaster (Matrix 18 Months) - Chief Engineer (Matrix 18 Months) - Chief Officer (Matrix 18 Months)
2nd Engineer (Matrix 18 Months) - ETO (Minimum 24 Months Experience) - AB, OLR, EFTR, CCK (Matrix 24 Months)

03

DP 1, 2 & 3 VesselsMaster (Matrix 18 Months) - Chief Engineer (Matrix 18 Months) - Chief Officer (Matrix 18 Months)
2nd Engineer (Matrix 18 Months) - ETO (Minimum 24 Months Experience) - AB, OLR, EFTR, CCK (Matrix 24 Months)Send in your **CV** and join **Atlantis** in delivering excellence on the seas.Direct registration on
our recruitment portal
www.aships.co.uk/jobportal

Benefits

- Competitive Wages and Benefits
- Bonuses
- Performance Bonus, Rejoining Bonus, Extended Contract Bonus, Old Ship Allowance, Standby Wages.
- Timely Relief and Assignments • Internet Access • Family Insurance

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

We do not have any agents acting on behalf of the company Be aware of fraudulent job offer using our name.

+91 226 253 0800
seajobs@aships.co.ukWhatsApp CV's on
+91 740 043 3800The Affaires CHS Ltd, Office No. 1404, Plot no. 9, Sector - 17,
Palm Beach Road, Sanpada, Navi Mumbai - 400705Log on to : www.seajob.net

MSI**MSI SHIPPING SERVICES INDIA PVT. LTD.**

(IMC SHIP MANAGEMENT PTE. LTD., SINGAPORE)

RPSL NO. MUM-146

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

URGENT REQUIREMENTS:**EXPERIENCED STAFF
WITH RELEVANT VESSEL EXPERIENCE****DIVING SUPPORT VESSEL OPERATING ON
INDIAN COASTAL (OFFICERS WITH NCV)****MASTER
CHIEF OFFICER
SECOND OFFICER
THIRD OFFICER****CHIEF ENGINEER
SECOND ENGINEER
THIRD ENGINEER****FOR HARBOUR TUG***(Requirements For Operating On West Coast Of India)***CHIEF ENGINEER**
With Class I CoC (Indian)
For Short Contract
SECOND ENGINEER
With Class IV CoC (Indian)**KINDLY CONTACT IMMEDIATELY /
FORWARD RESUME****AT MUMBAI:**Capt. L. Sequeira, Mr. Naresh Kumar
605, 6th Floor, Remi Commercio, Shah Industrial Estate,
Off Veera Desai Rd., Andheri (W), Mumbai - 400 053.
Tel: 022-69308000 | E-mail: msiindia@msiships.com**AT GURUGRAM:**Mr. Abhishek Pahwa
Unit No 104-C & 104-D, 1st Floor, Block B, Unitech Business Park
South City- 1, Sector - 41, Gurugram, Haryana - 122 003.
E-mail: abhishek@msiships.com**WE HAVE NO AGENTS IN INDIA.***Dr. Ashish Chaudhari's***MARINE MEDICAL SERVICES**
*One Stop Solution for all Maritime Health Needs***MARINE MEDICAL SERVICES**TM*One Stop Solution for all Maritime Health Needs.....***NABL Accreditation for Medical Testing Laboratory****NABL Accreditation for Drugs of Abuse Testing Laboratory***25 Years of Excellence
in "Maritime Occupational Health Facilities"***SEAFARERS MEDICAL EXAMINATIONS**

- ✦ Pre-Sea Medical Examinations
- ✦ Periodic Medical Examinations
- ✦ Pre-Employment Medical Examinations (PEME)
- ✦ Post-Employment Medical Examinations
- ✦ Ships Flag State Medical Requirements
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CONTACT:**Dr. Ashish Chaudhari - +91 9820189028**

Email: marinemedical@gmail.com /

info@marinemedicalservices.in

Website: www.marinemedicalservices.in

FORT CLINIC:209, 210, 211 Mint Chamber,
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- > Dredger Engineer (Grade I / Grade II)
- > 2nd Engineer / CL-IV Engineer
- > Engine Driver
- > Tube Operator

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- > 2nd Engineer
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RPSL-MUM-162114
Valid Till: 22/09/2027

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- > AB

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- > Chief Engineer
- > 2nd Engineer
- > AB

Container

- > 2nd Engineer

Offshore (Crew Boat)

- > All Ranks



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CONTACT

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

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

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

Mr. Umesh: +91 8104418969
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- THIRD OFFICER
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- SECOND ASSISTANT ENGINEER
- THIRD ASSISTANT ENGINEER
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- MASTER FG DPO / NCV
- CE CEO
- CO FG DPO / NCV
- 2E (CL IV FG With 24 Months Rank Exp. / SEO With 12 Months Rank Exp.)
- 20 FG / NCV
- 3E CL IV FG

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

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

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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

We Are Hiring Following Personnel For Our AHTS In Cochin:

- MASTER FG / NCV
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- CO FG / NCV
- 2E CL II Indian FG COC (Fresher Can Apply)
- 20 FG / NCV
- 3E CL IV FG

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

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- CO FG COC (With Handling and Towing Exp.)
- 2E CL II COC
- 20 FG COC
- 3E CL IV COC
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- OILER (With Indian COP)



HAPPY REPUBLIC DAY

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Contact Persons

Top 4 & ETO - 87549 57322

Officers & Engineers - 75300 44252

Ratings - 99445 28339

Emergency - 93844 05435

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

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