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From Relaxation to Recreation:  
Enduring  
Commitment of  
NUSI to  
Seafarer Welfare

4 5 →

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## FROM RELAXATION TO RECREATION : ENDURING COMMITMENT OF NUSI TO SEAFARER WELFARE

Life at sea demands resilience, discipline, and sacrifice. Months away from home, long working hours, and the pressures of navigating global waters take a toll not only physically but mentally. Recognizing these realities, the National Union of Seafarers of India (NUSI) has consistently worked toward creating meaningful welfare initiatives that support seafarers and their families — both ratings and officers, members and non-members alike.

One shining example of this commitment is the NUSI Holiday Homes and Sanatorium at Valvan, nestled in the picturesque hill station of Lonavala. Surrounded by lush greenery, rolling hills, mist-covered mornings, and the tranquil waters of the Valvan Dam area, this retreat offers more than just accommodation — it offers renewal. The gentle rustle of trees, cool mountain breeze, and scenic walking paths create an environment where one can truly disconnect from the relentless rhythm of the sea and reconnect with family and self.

### A Sanctuary Close to Nature

Set amidst landscaped gardens and natural surroundings, the property blends comfort with serenity. Vibrant seasonal flowers, shaded sit-out areas, and open spaces provide the perfect setting for early morning walks, evening conversations, and quiet reflection. Children run freely across safe green lawns, while adults enjoy the calmness that only nature can provide.

The peaceful landscape allows seafarers to decompress after demanding voyages. For many, the sound of birds replacing engine noise and the sight of misty hills replacing endless horizons become symbols of healing and balance.

### Comfort that Reflects Care

Responding to requests for upgraded facilities, NUSI undertook extensive renovation work to bring accommodations up to top hotel standards. Modern furnishings, improved amenities, enhanced room services, and thoughtfully designed interiors now provide greater comfort and convenience. The aim is simple — to ensure every seafarer and family member feels valued and cared for.

Equally important is the emphasis on hygienic and quality food served within the premises. Freshly prepared meals, maintaining high standards of cleanliness and nutrition, ensure that families can dine with confidence and comfort. Both accommodation and food services are provided at highly subsidized rates, reflecting the welfare-oriented approach of NUSI. The objective is not commercial profit, but accessible comfort — enabling



seafarers from all ranks to enjoy quality facilities without financial strain.

These improvements are not merely cosmetic. They reflect the understanding of NUSI that quality rest, nutritious food, and dignified living conditions contribute significantly to mental well-being and overall morale.

### Recreation with Purpose

In 2023, NUSI further strengthened its welfare initiatives by introducing the NUSI Indoor Sports Complex. Equipped with billiards, table tennis, carrom, chess, and other indoor games, the complex serves as a hub of healthy recreation and social interaction.

The initiative was launched with special emphasis on supporting mental wellness. Recreational engagement helps relieve stress, fosters camaraderie among seafarers from different vessels and regions, and promotes positive family bonding. Friendly matches over a game of table tennis or a quiet game of chess often become moments of laughter, connection, and relaxation.

Adding to the recreational appeal, the facility features a well-maintained swimming pool where families can unwind together. The vibrant children's playground has become one of the most cherished areas of the property. While designed for young visitors, it often witnesses adults rediscovering their childhood joy — a reminder that the adventurous spirit of a seafarer never truly fades.

For officers and professionals who may need to stay connected, a modern business center ensures that relaxation and responsibility can coexist seamlessly.

Beyond recreation and family stays, the NUSI Holiday Homes at Lonavala also serve as an ideal venue for seminars, workshops, training programmes, conferences, and official meetings. The peaceful environment, away from the distractions of city life, creates the perfect setting for learning, professional interaction, and knowledge exchange. Equipped with suitable spaces and essential facilities, the property enables NUSI and maritime stakeholders to conduct welfare sessions, skill development programmes, and awareness initiatives in a comfortable and focused atmosphere. This further reinforces the commitment of NUSI not only to the physical and mental well-being of seafarers, but also to their professional growth and collective advancement.

### Expanding the Vision: Goa Branch Development

The welfare vision of NUSI extends beyond Lonavala. At its branch office in Khareband, Goa, infrastructure expansion is underway. With Goa being one of India's most sought-after coastal destinations, the construction of additional rooms will enable more seafarers and their families to enjoy quality accommodation in a serene seaside environment.

This expansion ensures that whether in the hills of Lonavala or along the coastal beauty of Goa, seafarers have access to comfortable, hygienic, reliable, and welcoming facilities at subsidized rates.

### A Home Away from Home

The welfare initiatives of NUSI are rooted in a simple yet powerful belief: those who dedicate their lives to keeping global trade moving deserve spaces that restore, uplift, and honour their contribution.

The NUSI Holiday Homes and expanding branch facilities are not just buildings — they are symbols of gratitude. They represent a commitment to serving the welfare, comfort, and dignity of seafarers across India.

Whether a proud NUSI member or a seafarer exploring the facilities for the first time, every visitor is welcomed into an environment built on care, respect, solidarity, and affordability.

Because beyond the uniform, beyond the vessel, beyond the voyage — every seafarer deserves not just rest, but a true home away from home.

Seafarers interested in availing the Holiday Home facilities, may send their booking requests via email to [booking@nusiitf.org](mailto:booking@nusiitf.org)





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Ms. Daisy Fernandes - 8657950693

Mr. Mahesh Sanga - 8828800717

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- ▶ Third Engineer

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

#### VLCC Tanker:

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

#### Bulk Carrier:

- ▶ **Master / Chief Officer**
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RPSL-CHN-022 DOI: 07/04/2016 DOE: 21/04/2026

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- J/O & J/E
- EO/ETO/TREO
- Pumpman
- Able Seaman
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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 ■ 3RD OFFICER

### FEEDER CONTAINER

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

### KAMSARMAX BULK (WITH US VISA)

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

### HANDYMAX BULK

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

### VLCC/OIL-CHEM TANKER - FOREIGN PRINCIPLES

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

### VLCC/AFRAMAX TANKER - FOREIGN PRINCIPLES

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

### VLAC VESSEL - FOREIGN PRINCIPLES

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

### PRODUCT TANKER - FOREIGN PRINCIPLES

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

### OIL-CHEM TANKER - FOREIGN PRINCIPLES

- 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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8850817031 - JR. OFFICERS  
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#### BULK / CONTAINER / PCTC:

9321277003 - TOP 4 & JR. OFFICERS & RATINGS  
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**WEBSITE:** [www.ag-maritime.com](http://www.ag-maritime.com)

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# CREW WANTED

We are looking for candidates for the following positions:

#### Officers:

- **Master** for Oil/Chemical, Bulk Carrier, Product, VLGC/LPG, LNG, Container
- **Chief Officer** for Oil/Chemical, Bulk Carrier, Product, LPG, LNG, Container
- **Chief Engineer** for Oil/Chemical, Bulk, Container (ME/RT Flex Exp. preferred)
- **Second Engineer** for Oil/Chemical, Bulk, Container (ME Exp. preferred), LPG, LNG
- **ETO** for Oil/Chemical, Bulk, Container (ME/RT Flex Exp. preferred), LPG, LNG

#### Ratings:

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For further details contact one of **BSM's Crew Service Centres:**

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T: +91 44 408 008 01 / +91 988 406 9907  
rajiv.kunnekat@bs-shipmanagement.com

#### Kochi

T: +91 484 451 67 51 / +91 98 952 786 22  
ranganathan.ms@bs-shipmanagement.com

#### Goa

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sanjay.misra@bs-shipmanagement.com

#### Colombo

T: +94 11 237 2853  
nuwanpriya.sugunapala@bs-shipmanagement.com

#### Kolkata

T: +91 33 4073 2607 / +91 99 039 820 61  
amit.dutt@bs-shipmanagement.com

#### Patna

T: +91 99 343 002 74  
madhup.chandrashekhar@bs-shipmanagement.com

#### Delhi

T: +91 11 416 409 66 / +91 88 002 196 35  
munish.kanwar@bs-shipmanagement.com

#### Mumbai

T: +91 22 40 017 302  
mukesh.kumar@bs-shipmanagement.com

#### For ratings:

+91 22 400 174 981 / +91 88 284 288 98  
pravin.chavan@bs-shipmanagement.com

#### Scan to apply:

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# Eastaway

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Eastaway owns a diverse global fleet of over 60 container vessels, ranging upto 7000 TEUs. In addition, 14 Dual Fuel Methanol Container New - Build Ships are being delivered from May 2024 onwards in the next 24 months.



## URGENT REQUIREMENTS FOR:

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

(with previous experience in applied rank)

### Eastaway (India) Private Limited

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

#### CALL/WHATSAPP:

Sr. Officers - +91 7678028220

Jr. Officers - +91 7710887767

Ratings - +91 7738375635

EMAIL: seajobs@eastaway.com

WEBSITE: www.eastaway.com



#### ADDRESS:

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

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### BULK CARRIERS

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

- **Master & Chief Officer** with minimum 12 months experience in specific 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

- **Master** with 15-20 months rank experience on VLCC.
- **Chief Officer** with 15-20 months rank experience on LR Tanker equipped with Framo pump system.
- **Chief Officer** with 15-20 months rank experience on Aframax Tanker with Basic IGF COP certification.
- **Chief Engineer & Second Engineer** with 15-20 months rank experience on Aframax Dual Fuel tankers, Holding valid Advance IGF COP & has experience on WinGD W7X62DF Engines.
- **Chief Engineer** with 15-20 months rank experience on VLCC & Suezmax tankers with ME Engine.

### 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

IMMEDIATE VACANCIES FOR OUR RAPIDLY EXPANDING FLEET OF CONTAINER VESSELS INCLUDING NEW YARD DELIVERIES AND TAKEOVERS

- **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.

### 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. Minimum experience 1-2 years. Freshers may also apply. Second Engineer (2E) with Bulk carrier experience may also apply.
- **Marine Superintendent - Mumbai/Chandigarh/Kolkata**  
Candidate should have sailed onboard a Gas tanker (LPG) as Master. Minimum experience 1-2 years. Freshers may also apply.

### SIMS FACULTY

- **Marine Engineering Faculty for SIMS - Mumbai**  
Candidate should be a Graduate Marine Engineer, MEO Class 1 certified and sailed onboard a merchant vessel as Chief Engineer. Sailing experience on ME engines will be preferred.

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# MOL Tankship Management Pte. Ltd. (Singapore)



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

## URGENT REQUIREMENTS ON VLCC FOR FOLLOWING RANKS:

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

### Attractive Benefits:

- Expanding diversified fleet of state-of-the-art vessels.
- Family Carriage allowed on all vessels.
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- **Master** (minimum 24 months rank exp.)
- **Chief Officer** (minimum 12 months rank exp.)
- **Second Officer** (minimum 6 months rank exp. & holding Superior Certificate)
- **Third Officer** (minimum 6 months rank exp.)
- **Chief Engineer** (minimum 24 months rank exp.)
- **1st Assistant Engineer** (minimum 12 months rank exp.)
- **2nd Assistant Engineer** (minimum 6 months rank exp. & holding Superior Certificate)
- **3rd Assistant Engineer** (minimum 6 months rank exp.)
- **Gas Engineer** (minimum 12 months rank exp.)

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

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# **PIL (INDIA) PRIVATE LIMITED**

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



## WE CARE:

**Seafarers Of Sri Lankan Nationality can also apply.**

## URGENT OPENINGS FOR OUR CONTAINER VESSELS:

- ▶ Master
- ▶ Chief Officer
- ▶ Third Officer
- ▶ Chief Engineer
- ▶ Second Engineer
- ▶ Electrical Engineer & Electrical Cadets with COC.

Ratings:  
▶ Chief Cook with COC



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- ▶ **Deputy Head of Manning:**  
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### Interested Candidates Please Contact Us At

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# UDYA SHIPPING SERVICES PVT. LTD.

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

## 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:

B-204/205, SAI SANGAM, PLOT NO -85, SECTOR -15, CBD BELAPUR, NAVI MUMBAI-400614.

TELEPHONE: 022-4162 6363 (100 LINES) / Fax: 022-2756 0096

E-MAIL: [resume.udyashipping@gmail.com](mailto:resume.udyashipping@gmail.com) / WEBSITE: [www.udyashipping.com](http://www.udyashipping.com)

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# HERMES SHIP MANAGEMENT PVT. LTD.

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

An ISO 9001 : 2015 Company

## WE ARE HIRING FOLLOWING PERSONNEL FOR OUR VESSELS:

### BULK CARRIER - PANAMAX, HANDYSIZE, & CAPE SIZE

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

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

### BULK CARRIER

- ▶ MASTER
  - ▶ CHIEF ENGINEER
  - ▶ ETO
- (with valid US visa for Gearless Bulk Carrier)

## DEMOLITION ALL TYPES OF VESSELS – ALL RANKS CAN APPLY.

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

- ▶ MASTER SDPO
- ▶ CHIEF OFFICER SDPO
- ▶ NWKO
- ▶ CHIEF ENGINEER
- ▶ SECOND ENGINEER
- ▶ ETO

• Should hold experience on same size and type of vessels. • Should have 2-3 contracts' sailing experience in rank. • Should hold FG/NCV COC, any COC acceptable.

### SHORE VACANCIES

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

- ◆ Crew Operation Executive x 01 - Preferred experience of Offshore and Bulk Carrier vessel.
- ◆ Marine Superintendent X 01 - Preferred experience of Offshore vessel.
- ◆ Sourcing Executive x 01 - Preferred experience of Bulk Carrier vessel.
- ◆ Sourcing Executive x 01 - Preferred experience of Offshore vessel.
- ◆ Technical Superintendent x 01 - Preferred experience of Offshore vessel.
- ◆ Technical Superintendent x 01 - Preferred experience of Bulk Carrier vessel.
- ◆ HR & Admin x 01 - Preferred experience of 1 Year.
- ◆ Reception x 01 - Preferred experience of 1 Year.

(Preferably residing in Navi Mumbai/Mumbai)

Interested candidates can apply by sending their resumes on below credentials:  
 Email : [info@hsmpl.com](mailto:info@hsmpl.com) | Tel : +91 22 6690 0900 / 0901 | Fax : +91 22 67216997  
 Address : 1001/1002, Great Eastern Summit, B-Wing, 10th fl., Plot-66, Sector-15, CBD Belapur, Navi Mumbai – 400614.

Please contact us directly, we do not have any agents or brokers acting on behalf of our company. Be aware of any fraudulent job offers, who are misusing our name.

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# SAFINA SHIP MANAGEMENT PVT. LTD.

License No. RPSL - MUM 162194

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

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Rank	CDC/WK/COP/COC	Salary Matrix (\$)	Rank	COP/COC	Salary (\$)
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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	

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

# Swaraj Marine Services Private Limited



### Urgent Openings For The Following :

#### Oil Tanker / Bulk Carrier

- \* GP Rating (TR OS / TR WIPER)
- \* Deck Cadet \* Engine Cadet
- \* Able Seaman \* Bosun \* GS
- \* Oiler \* Cook \* OS with Watchkeeping
- \* Wiper with Watchkeeping

#### Require following with Tanker Experience: (More than 20,000 GRT)

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

#### Shore Job

- \* Crew Manager (with Shipping Experience)

### CONTACT DETAILS

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

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

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

# SEAANDJOB

FORTNIGHTLY NEWS

Printed by RONI ABRAHAM Published by RONI ABRAHAM on behalf of SEA LINE GROUP and Printed at SBM PRINTERS, C-130, Ansa Industrial Estate, Saki Vihar Road, Sakinaka, Andheri(E), Mumbai- 400 072 and Published at 501, Dilkap Centre, Sakinaka-Kurla Road, Next to Akruti Orchid Park, Sakinaka, Andheri (East), Mumbai-400072. Editor RONI ABRAHAM

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# To The Readers ...

## A Mole Within...

**W**hen we hear the phrase 'a mole within', we imagine a spy, someone planted inside an organization, secretly passing information to the enemy. But the metaphor does not end there. Sometimes the mole is not a person, it is a pattern. The one that leaks our courage to fear, the one that secretly passes our dreams to doubt. It is the insider that lives in our mind, disguised as logic, disguised as caution. It whispers, "What if you fail?" It advises, "Wait for the right time." It distracts you with other people's journeys so that you never begin your own. Just like a mole inside an organization, it operates quietly. It gains trust. It sounds reasonable and slowly, it sabotages progress from within.

You create yourself. No one else can do that for you. No applause builds your discipline. No criticism defines your destiny. The world will always have opinions, but it is you who must decide whether those opinions become anchors or fuel. Opportunity rarely announces itself loudly. It comes once, sometimes dressed as risk, sometimes posing as uncertainty and in that moment, your internal mole becomes active. It files reports of fear, exaggerates consequences, and highlights possible embarrassment. You then have two choices: step forward and risk defeat, or step back and guarantee regret. But what if defeat is simply proof that you dared?

Look at the entrepreneurs, innovators, and leaders of the past as well as of our times. They were not given certainty; they were given doubt. They were not protected from criticism; they were tested by it. And yet, they built anyway. Today, Seajob has made headlines in

the maritime industry as India's No.1 shipping job portal, connecting seafarers across the globe. Achievements like this are not born out of comfort. They are born from someone deciding not to doubt their own confidence.

It is easy to taunt someone else's business when you do not have one to manage yourself, easy to criticize when you carry no responsibility. But creation changes perspective. The one who builds understands time, investment, and sacrifice. Most importantly, the creator guards their mind, because when you are building something meaningful, you cannot afford internal betrayal. Those who constantly interfere in others' journeys often do so because their own internal mole has already won.

Instead of nurturing their own vision, they monitor someone else's. This is not judgment; it is a wake-up call. If you find yourself criticizing, ask what you could be creating instead? If you are doubting, ask what would happen if you tried anyway? If you are afraid of defeat, remember that at least you will gain experience. The mole within you may never fully disappear. Doubt is human. Fear is natural. But it does not have to lead. And we must relentlessly expose it and challenge it.

*God Bless You  
Roni Abraham  
Editor*



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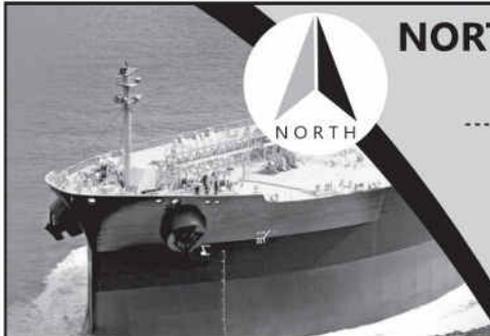
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## WORDS OF WISDOM!

● Life isn't about finding yourself. Life is about creating yourself.

▶ George Bernard Shaw

● Doubt kills more dreams than failure ever will.

▶ Suzy Kassem

● The happiness of your life depends on the quality of your thoughts.

▶ Marcus Aurelius

● Everything you've ever wanted is on the other side of fear.

▶ George Addair

● Perfection is not attainable, but if we chase perfection we can catch excellence.

▶ Vince Lombardi



# SHIPPING NEWS

## MSC SHIPPING TO IMPOSE EMERGENCY FUEL SURCHARGE ON MEDITERRANEAN ROUTES

**M**SC Shipping (private company) will implement an emergency fuel surcharge on all cargo shipped from the Mediterranean and Black Sea to the Indian Sub-Continent, Red Sea and East Africa, the shipping company announced.

The emergency fuel surcharge will take effect on March 16 and remain in place until further notice. The charges will vary depending on the destination and cargo type.

For shipments from the Mediterranean and Black Sea to the Red Sea, MSC will charge \$30 per twenty-foot equivalent unit for dry

cargo and \$50 per twenty-foot equivalent unit for refrigerated cargo.

Cargo bound for East Africa from the Mediterranean and Black Sea will incur charges of \$60 per twenty-foot equivalent unit for dry containers and \$90 per twenty-foot equivalent unit for refrigerated containers.

Shipments to the Indian Sub-Continent from the Mediterranean and Black Sea will be subject to a surcharge of \$40 per twenty-foot equivalent unit for dry cargo and \$60 per twenty-foot equivalent unit for refrigerated cargo.

## KALMAR STRADDLE CARRIERS CHOSEN TO STRENGTHEN TRAINING CAPACITY AT OCHA IN ANTWERP

Kalmar has concluded an agreement to supply Opleidingscentrum voor Havenarbeiders (OCHA) – the training centre for port workers located in Antwerp, Belgium with two Kalmar hybrid straddle carriers. The order was booked in Kalmar's Q1 2026 order intake, with delivery scheduled for Q4 2026.

OCHA's straddle carrier programme comprises one week on simulators followed by two weeks on real machines, after which drivers are ready to commence real port operations. The fleet at OCHA already includes five Kalmar straddle carriers. OCHA has been training straddle carrier drivers using Kalmar equipment since 2003, and the new machines will help the organisation further strengthen its training capacity.

Geert De Bondt, Operations Supervisor OCHA, "Our large-scale

training facility has a special focus on crane and straddle carrier operations, and high-quality, reliable equipment is a vital tool in the delivery of our programmes. We have developed a very close relationship with Kalmar during more than 20 years of collaboration and we are looking forward to welcoming the new straddle carriers into our fleet."

Damien Cols, Director Global Customers, Kalmar, "As a leading global equipment supplier we are well aware of the importance of comprehensive training in supporting safe and efficient cargo handling. We are pleased that OCHA has again selected Kalmar equipment for its high-quality training programmes, which provide port workers with vital hands-on experience and help them to develop and maintain the skills they need in their daily work."

## ABS AND HD HYUNDAI TO ADVANCE NUCLEAR-POWERED ELECTRIC PROPULSION SYSTEMS FOR CONTAINER SHIPS

ABS, HD Korea Shipbuilding & Offshore Engineering (HD KSOE) and HD Hyundai Samho Heavy Industries (HD HSHI) signed a Joint Development Project (JDP) for the "Conceptual Design of a Nuclear-Powered Electric Propulsion System."

The agreement forms a framework to assess the technical feasibility of a nuclear-powered electric propulsion system specific to a 16K TEU container ship.

"This project represents an important step in exploring the potential of a nuclear-powered electric propulsion system for container vessels. By combining HD Hyundai's shipbuilding expertise with ABS' deep engineering experience in maritime safety, we aim to evaluate technologies that can support safer, more efficient and lower-emission operations for the next generation of propulsion solutions," said Matthew Mueller, ABS Vice President, North Pacific Business Development.

Kwon Byung-hun, Head of the Electrification Center at HD KSOE said, "In response to the growing demand for eco-friendly ships, we are continuously pursuing the development of electric propulsion systems using nuclear energy—a carbon-free energy source. We will expand our R&D efforts to strengthen our technological competitiveness in nuclear-linked electric propulsion."

Under the agreement, HD KSOE and HD HSHI will develop the basic design, electrical component specifications and arrangement plans for a nuclear-powered electric propulsion system tailored for container ships.

As the marine and offshore industries refocus on nuclear energy, ABS has worked to support its application at sea as well as a series of advanced development projects with leading companies.

## TANKER CHARTERERS CANCEL VOYAGES, DEFER DEALS; OWNERS SEEK ROUTES OUTSIDE GULF

Trading companies and oil importers have deferred chartering for several tankers in the Persian Gulf and released those previously hired, prompting owners to seek employment elsewhere to maintain cash flow, several Asia-based shipping brokers, owners and charterers told Platts, part of S&P Global Energy.

At least half a dozen Long Range (LR) tankers were released in the last 24 hours after being previously chartered for spot voyages in the Persian Gulf, and three more fixtures may fail anytime now, according to a UAE-based chartering executive with a commodities trading company.

Platts assessed the benchmark Persian Gulf-Japan LR1 route down w35 day over day at w350 on March 5.

A monthly average of more than 100 LR1s and LR2s each load for long-haul voyages in the Persian Gulf and West Coast India combined, or a total of around half a dozen LR1s and LR2s daily, according to estimates of several brokers based in East Asia.

The trade disruption amid war in the Persian Gulf has led owners to make lower offers for their ships in the spot market, according to the UAE-based chartering executive.

According to market sources, these ships are now either unable to enter the Persian Gulf due to the raging war or are already there but unlikely to leave anytime soon.

Some of these tankers have already loaded cargo at Persian Gulf ports but are now waiting for the first available opportunity to move out through the Strait of Hormuz, said a chartering source in North Asia, whose company is facing this situation.

A chartering executive in East Asia said that his company was scheduled to charter an LR tanker for March 23 naphtha loading in Kuwait, but has postponed it because "it will be of no consequence."

Tankers for loading most of these oil products are chartered one to three weeks in advance. Ships hired in mid-February were positioning themselves in various Persian Gulf ports the previous weekend, when the conflict broke out, according to market participants.

AIS signals show that seven ships navigated the Strait of Hormuz on March 3 compared with nine on March 2, 26 on March 1, and

91 on Feb. 28. A daily average of 135 ships crossed the Strait in February, Platts reported earlier.

### Ships revise voyage routes

Many clean tankers planning to ballast to the Persian Gulf to pick up their next cargo are altering their plans and instead heading toward North Asia or West Coast India, according to Asia-based market participants.

One such LR2 tanker, a Trafigura-relet, the Palamas, was heard to be placed on subjects at w235 by BP for March 9 loading on the Sikka-Australia route. Potentially, such tankers could have earned double the amount they are earning now had the Strait of Hormuz been open, shipping sources said.

Two LR1s are returning to West Africa and an MR, which was sailing from Durban to Persian Gulf, turned back in Mozambique, and is now heading to Cape Town, they said.

During the Iran-Israel conflict in June 2025, ships commanded risk premiums and freight rates surged, as shipping lanes remained open and war risk insurance was available, several shipping sources said.

This time, however, restricted traffic through the Strait of Hormuz has prevented owners from capitalizing on higher freight, curbing their earnings prospects, sources said.

### Insurance can be game-changer

Insurance companies may offer new war risk coverage for ships transiting the Strait of Hormuz and Gulf of Oman at higher premiums in the coming days, according to two Asia-based tanker owners and a shipping broker.

Once the insurance is available for both cargoes and ships, traffic in the Persian Gulf is expected to recover, the broker said.

However, normalization remains unlikely as many trading and shipping companies are listed on stock exchanges and compliance teams continue to restrict Persian Gulf transit. Even with insurance available, crew safety concerns persist, an executive with a technical ship management company said.

Several insurance companies canceled existing war risk cover after the Middle East conflict erupted over the weekend, citing the need to reassess risk, according to the executive.

## KCC: CLEANBU VESSEL FIXED ON TWO-YEAR TIME CHARTER

A subsidiary of Klaveness Combination Carriers ASA has secured a two-year time charter for MV Bass (built 2021).

The main terms of the time charter with a leading player in the global energy industry were concluded in mid-February and will commence in May 2026.

CEO Engebret Dahm comments, "The concluded time charter enables KCC to capture value in the current strong product tanker market. We are pleased to further strengthen and expand our established relationship with this leading charterer. The remaining seven CLEANBU vessels will continue operating in KCC's core combination trades."

# YOUR FORECAST

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



- BY RANI

## Aries (Mar 21 – Apr 20)

A positive outlook strengthens determination, & supports strategic progress toward professional goals. Career efforts benefit from persistence and thoughtful planning that is done in advance. Bear in mind that without persistence of sticking to the agenda, all planning will be fruitless. Relationships improve through honest communication and enlivening shared moments of joy. Financial awareness grows as you continue to work on a healthy relationship with your finances. Abundance is found in places of stillness. The time ahead supports confident leadership, measurable achievement, and steady momentum built on courage & resilience.

## Taurus (Apr 21 – May 21)

You're set to find stability through consistent effort and decisions taken mindfully. Professional aspects of your life will bloom when you approach everything patiently. In financial matters, try to look at the bigger picture and plan long-term. Relationships feel secure when emotional honesty is prioritized. Health improves through balanced routines and a keen focus on nutrition. You're set to feel more energetic, as you balance effort with rest. Creativity develops through commitment to the trade, structure and innovation are not mutually exclusive. Fortune favors security, and gradual prosperity, all shaped by perseverance.

## Gemini (May 22 – June 21)

This time beckons you to sharpen communication and strengthen focus on practical goals. Career discussions benefit from preparation and a vigor for adaptability. Social connections feel purposeful and productive, informal gatherings may bring much awaited sense of belonging. Financial organization brings clarity and purpose to all aspects of your life. Learning opportunities renew enthusiasm, as you move towards your goals. Mental balance spurs on efficiency at work. Creative ideas gain traction when you begin to connect the dots. Versatility, confidence, and expanding opportunities are in the cards for you, for the time to come.

## Cancer (June 22 – July 22)

Whatever you're seeking will be found through emotional grounding and steady organization of your thoughts and feelings. Career responsibilities feel manageable when approached calmly and with a clear sense of where you're headed. Family matters improve through empathy and patience, reconnecting with loved ones can be a big energy and morale booster. Financial stability grows with thorough preparation. Restore the harmony between your body's need for rest and your mind's tendency to overwork itself. This period strengthens maturity and self-trust. The stars bring resilience, deeper security, and steady personal growth in your life.

## Leo (July 23 – Aug 23)

Thoughtfulness in leadership comes from discipline and balance in your ambitions. Professional goals advance through preparation, especially the pursuit of excellence. Relationships improve when cooperation replaces control. Financial matters will remain stable through this period, use this time to accumulate more information on lucrative outlets. Health strengthens through consistent routines and consultation with experts. Creative confidence grows steadily, offering reassurance and catharsis. This phase calls for deep focus and a recalibration of your responsibility. The stars reward maturity, patience, and recognition for your consistent efforts.

## Virgo (Aug 24 – Sept 23)

The universe encourages you to restore balance by aligning your ambitions with your deepest values. Career growth becomes stronger when you move forward with confidence and avoid unnecessary doubt. Relationships flourish through honesty, fairness, and shared effort from both sides. Financial stability grows when you practice careful planning and make thoughtful spending decisions. Inner peace develops through creative reflection, quiet moments, and mindful awareness. Your health improves when emotional balance becomes a true priority in daily life. This period invites maturity, clarity, and wiser choices in every area. The coming year holds the promise of meaningful partnerships, renewed confidence, and a clearer sense of direction. By respecting your own needs and establishing healthy boundaries, you create lasting harmony, deeper trust, and a stronger sense of fulfillment in both personal and professional life.

## Scorpio (Oct 24 – Nov 22)

Emotional clarity and strategic insight are on the cards as you navigate a novel sense of determinism in your professional life. Career ambitions always gain direction through determination and a reassessment of your goals and plans. Relationships deepen when you allocate time for the ones you love where you can communicate without distraction. You'll find financial discipline empowering while you look at more outlets. Motivation will be restored in both your personal and professional life. Health benefits from work-life balance. This period supports controlled transformation. The time ahead favors strength, resilience, and purposeful evolution.

## Sagittarius (Nov 23 – Dec 21)

A practical vision and structured effort are the only things you need to follow your dreams. All career choices during this time will benefit from dedication and thorough planning. Financial matters will be on the rise for you, but caution will always be a good companion. Relationships thrive when you have shared goals together. Physical energy increases with work-life balance, adopting new creative hobbies will help you achieve goals. Learning inspires renewed direction in your professional life especially towards promotions. This phase supports intentional growth. Look out for opportunity, expansion, & meaningful achievement.

## Capricorn (Dec 22 – Jan 20)

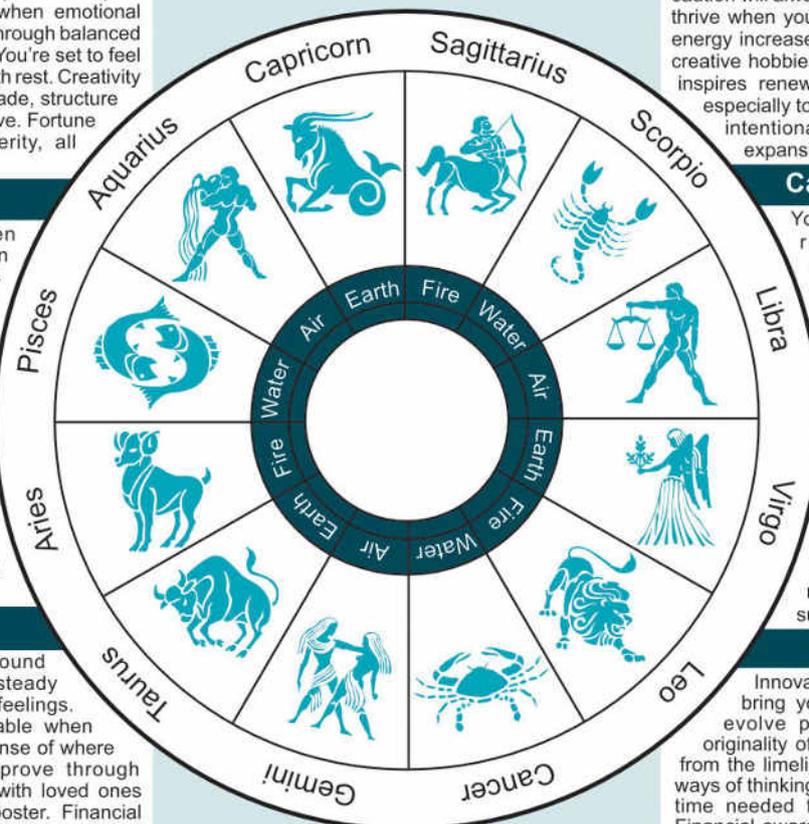
Your determination during this time reinforces long-term focus and responsible action. Career efforts show measurable advancement through disciplined routines. This is a good time to make long term investments. Your reliability and openness will win confidence in relationships. Romantic relationships will flourish as you become more empathetic. Take a moment to rethink your wellness approach. Health improves not just through your habits, but also through your mindset. This time will bring fruition to your perseverance and patience over a long time. Get ready for recognition, stability, and tangible success built on your dedication.

## Aquarius (Jan 21 – Feb 18)

Innovation supported by practical execution will bring you closer to your goals. Career paths evolve positively through collaboration and originality of thinking. While you prefer to be away from the limelight, social interactions can inspire new ways of thinking. Strike a balance between solitude and time needed for the relationships you hold close. Financial awareness improves through organization of your resources. This period supports thoughtful advancement in both personal and professional matters. The time to come will encourage authenticity, creativity, and purposeful contribution that will take you towards prosperity.

## Pisces (Feb 19 – Mar 20)

Emotional clarity and grounded decisions will bring you reprieve from any anxiety you might be harboring. Career choices benefit from intuition paired with a practical approach. Relationships deepen through compassion and understanding of the people who support you. Financial confidence grows when you practice moderation in your spendings. Creative expression will bring catharsis and revelations of what you've been secretly craving. This phase supports alignment of all spiritual energies. The future promises fulfillment, growth, and emotional strength. Believe in the power of your consciousness, you are stronger than you know.



## Libra (Sept 23 – Oct 23)

This time encourages you to reassess priorities and refine your approach with thoughtful precision. Professional matters benefit from structured planning and realistic pacing, helping you maintain steady momentum. Team efforts improve when you communicate clearly and release unnecessary control. Personal relationships feel more balanced as you practice patience and active listening. Health strengthens through consistent habits that support both productivity and rest. Financial awareness grows when you review commitments carefully and adjust responsibly. This phase reminds you that growth is shaped through refinement and adaptability. The year ahead continues to favor resilience, confidence, and steady achievement. By trusting your analytical strengths and remaining flexible, you build lasting progress. Your reliability, insight, and disciplined mindset will guide you toward accomplishments that feel meaningful, stable, and deeply rewarding.

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



# Marine Insights

## CYBERSECURITY RISKS IN SMART GREEN SHIPS

The maritime industry is in the middle of a technological leap. New “smart green” ships combine advanced automation, electrified propulsion, Internet-of-Things (IoT) sensors, and data-driven optimization to cut fuel use and emissions while reducing crew workload. But the same connectivity and software that deliver efficiency also open new attack surfaces: a cyber incident at sea can endanger lives, the environment, and global supply chains. This article surveys the principal cybersecurity risks for smart green ships, explains how attackers might exploit them, and outlines practical mitigations shipowners and designers must adopt today.

### Why Smart + Green = More Cyber Risk

Modern green ship systems center on integrated networks: propulsion and power-management systems, battery management, route-optimization engines, condition-based maintenance sensors, bridge automation, and cloud-connected fleet-management platforms. These operational technology (OT) systems were traditionally isolated; in smart ships they are intentionally connected to IT systems for remote monitoring, predictive analytics, and shore-based control. That convergence of IT meeting OT, plus remote access and third-party cloud services multiplies potential points of compromise and the consequences of an intrusion.

Regulators and industry bodies have recognized this new baseline: the global maritime regulator has issued formal guidance on maritime cyber risk management to help shipowners assess and mitigate those risks.

### Main Threat Vectors For Smart Green Ships

**1. Compromise of navigation and positioning (GPS spoofing/jamming):** Smart ships often depend on GNSS (GPS, Galileo, Beidou) for precise navigation and timing, and on advanced autopilot and electronic chart systems for automated maneuvers. Attackers can spoof or jam GNSS signals, feeding false position/time data to onboard systems and causing dangerous deviations or collisions. There are documented maritime incidents and analyses showing coordinated GNSS interference affecting multiple vessels.

**2. Ransomware and supply-chain attacks:** Shore-side IT

compromises can cascade to ships, a notable industry example is the 2017 global NotPetya campaign that severely disrupted a major carrier and its logistics operations, demonstrating the enormous economic and operational impacts of malware on maritime companies. That incident remains a cautionary tale about how enterprise IT breaches can paralyze shipping operations.

**3. OT protocol exploits and insecure legacy systems:** Many shipboard control systems run proprietary or legacy protocols and operating systems not designed with modern cybersecurity. Attackers who gain network access can manipulate engine controls, battery management systems, alarm thresholds, or fuel-saving controllers, potentially causing propulsion failure, fires, or environmental damage.

**4. Poorly secured remote access and telematics:** Remote diagnostic tools, shore-based optimization, and vendor access channels are often implemented for convenience. If authentication, segmentation, or logging are weak, attackers can use these channels as stepping stones from the internet into safety-critical systems.

**5. Data integrity attacks on decision-support systems:** Route optimization, weather routing, and fuel-management algorithms depend on accurate sensor data. False or manipulated inputs (sensor spoofing, man-in-the-middle) can re-route ships into danger, defeat emissions-reduction strategies, or create costly operational errors.

**6. Third-party and cloud risks:** Smart green ships rely heavily on cloud analytics, remote updates, and vendor-supplied modules. A compromised vendor update or cloud service can distribute malware or bad configurations to an entire fleet.



**MARITIME CYBERSECURITY**



# Marine Insights

## Why The Consequences Are Different (and Worse)

A cyber incident on a smart green ship can produce physical harm: collisions, groundings, engine failure, or fires. It can cause pollution if control of fuel systems or ballast is lost. Because of tight schedules, a single disabled ship can cascade through supply chains, causing major economic loss. Finally, public safety and reputational damage can be severe, regulators and insurers are increasingly treating cyber risk as a core safety risk, not merely an IT issue. Industry guidance emphasizes that maritime cyber risk management must be part of safety management systems.

## Practical Mitigations (What To Do Now)

### • Design security in from day one (secure-by-design):

New ship projects must apply security requirements to hardware, software, and supply chains. Security-by-design reduces costly retrofits and prevents insecure components from entering fleet ecosystems. Industry associations recommend that new builds adopt unified requirements and IACS standards.

### • Network segmentation and strict access controls:

Separate bridge and OT networks from crew and guest Wi-Fi and from shore-accessible IT. Enforce multi-factor authentication, least-privilege access, and vendor-access windows tied to robust logging.

### • Continuous monitoring and anomaly detection:

Implement hull-to-cloud monitoring that looks for anomalous commands, unusual traffic patterns, and sensor inconsistencies. For autonomous or semi-autonomous functions, add cross-checks (e.g., inertial navigation fallback) so systems can detect GNSS anomalies and fail safely.

### • Robust patch and update management:

Create signed-update processes, test patches in isolated environments, and limit automatic updates to safety-tested windows. Ensure vendors follow secure software lifecycle practices.

### • Incident response and drills that include cyber-physical scenarios.

Playbooks should include coordinated cyber-physical responses: isolating affected systems, switching to manual control, notifying port authorities, and preserving forensic data. Regular tabletop and full-scale drills help crews respond under stress.

### • Supply chain due diligence and third-party audits:

Vet vendors for secure development practices, require contractual security obligations, and monitor for compromise indicators at the vendor or cloud provider level.

### • Regulatory alignment and reporting:

Follow IMO/flag-state rules and align shipboard cyber risk management with the Safety Management System (SMS). Keep documentation, training records, and risk assessments up to date to meet inspections and insurer expectations.

## The Future: Autonomous, Electric, And More Connected, And What That Means

As ships become more autonomous and electrified, the attack surface grows: battery-management systems and high-voltage power electronics create new safety-critical targets; automation increases reliance on sensor fusion and machine learning that can be fooled by adversarial inputs. Academic and defense studies emphasize the need for continuous, model-based cyber risk assessment tailored to autonomous sea craft.

## Conclusion

Smart green ships offer big gains in emissions reduction and operational efficiency, but those gains come with new responsibilities. Cybersecurity is no longer an IT add-on, it must be integrated into ship design, operations, procurement, and regulation. By combining secure-by-design practices, rigorous network segmentation, continuous monitoring, and coordinated incident response, shipowners and operators can reap the environmental and economic benefits of the green transition while keeping crews, cargo, and the seas safe.

(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.)



# SMYL ZONE



**T**wo biggest challenges that our world is facing:

1. Natural Stupidity
2. Artificial Intelligence



**H**usband: The nerve of that doctor. Saying I'm so old that he referred me to an archaeologist.

**Wife:** Audiologist, dear. You can't hear.



**B**oss: I'm going on a trip abroad for two weeks. Do you want anything?

**Staff:** No, that's enough.



**I** recently took a pole and found out that 100% of the people in the tent were angry when it collapsed.



**A** person goes to the doctor with his 5-year son.

**Person:** Doctor, my son has swallowed a key, so we came to you.

**Doctor:** When did he swallow the key?

**Person:** 10 days back.

**Doctor:** And you are coming to me now, After 10 days? Why?

**Person:** We had a duplicate key, but today that got lost too.



**I** was stopped by the police around 2 am this morning. The officer asked me where I was going at that time. I replied, "I'm on my way to a lecture about alcohol abuse and the effects it has on the human body, as well as the dangers of smoking and staying out late."

The officer replied, "Oh really and who is giving that lecture at this time of night?"

"My Mom."



**I** signed up for a zoom workout that was too advanced for me, so when the instructor said to "Do a plank, and then bring your knee to the opposite elbow," I did a modified version, where I turned off my computer, and made pancakes.



**W**ife: If I had known you were this poor, I wouldn't have married you!

**Husband:** When I was telling you that you are the only thing I have in this world, what were you thinking?



**T**he best singer in the world is a mosquito.

Whether someone likes its song or not, everyone has to clap.



**I** just saw some idiot at the gym put a water bottle in the pringles holder on the treadmill.



**I** had a problem with my computer yesterday, so I called Eric, the 11-year-old kid next door.

Eric clicked a couple of buttons and solved the problem.

As he was walking away, I called after him, "So, what was wrong?"

He replied, "It was an ID ten T error."

I didn't want to appear stupid, but nonetheless asked, "An, ID ten T error? What's that?"

Eric grinned, "Haven't you ever heard of an ID ten T error before?" "No," I replied.

"Write it down," he said, "and I think you'll figure it out."

So I wrote down, "ID10T."

Well played Eric, you little brat.

**T**eacher: Use the word 'sugar' in a sentence.

**Student:** The tea is too sweet.

**Teacher:** Where is the word 'sugar' in that sentence?

**Student:** It's in the tea.





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

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Contact: Mr. Vinay Kumar

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Ensure compliance with IMO DCS, EU MRV, EU ETS, FuelEU Maritime, UK MRV, and related environmental regulations. Manage data reporting on THETIS MRV and Class NK portals. Coordinate with Fleet, Vessels, Owners, and Class NK for voyage data, verifications, and evidence collection. Monitor CII ratings, apply correction factors, and support annual emission reporting. Support EUA management including logging, monitoring, and coordination with Trading/Owners. Maintain documentation: SEEMP, Monitoring Plans, FuelEU MP, emission records, and compliance reports. Assist in audits, verification processes, and address data discrepancies. Support initiatives related to EEXI, EPL, Biofuels, and energy-saving measures. Provide regular compliance updates and reports to internal teams and Owners.

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Rank experience

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- **CHIEF OFFICER**
- **2ND OFFICER**
- **CHIEF ENGINEER**
- **1ST ASSISTANT ENGINEER**
- **GAS ENGINEER**
- **2ND ASSISTANT ENGINEER**

### RATINGS

LNG Vessel In-rank Experience & Preferable with US Visa

- Able Body Seaman
- Oiler • Wiper

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#### Contact for Ratings (Mumbai office)

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## Celebrating Excellence, Safety, And Innovation: d'Amico Ship Ishima India Pvt. Ltd. Two-day Seminar



The d'Amico Ship Ishima India Pvt. Ltd. recently organized a comprehensive two-day professional seminar that brought together senior officers, industry experts, and their families for an engaging and enriching experience. The event stood as a testament to the company's unwavering commitment to operational excellence, crew welfare, and continuous learning.

### A Dignified Beginning

The seminar commenced on a solemn and inspiring note with an opening address by Director Capt. K. S. Budwal, setting the tone for the sessions ahead. This was followed by the traditional lighting of the lamp by the dignitaries, symbolically marking the formal inauguration of the event.

Mr. Salvatore d'Amico, from the top management Group Fleet Management Department, speaking on behalf of the owners, addressed the gathering. He emphasized the central role of seafarers and their safety in the d'Amico Group's philosophy. His address underlined the organization's people-first approach and its dedication to nurturing a culture of care and professionalism.





### Insightful Technical and Regulatory Sessions

The first day featured a series of informative presentations designed to enhance operational awareness and technical competence.

A Port State Control (PSC) update by Class ABS was presented by Mr. Navuduri Vamsi Krishna, offering valuable insights into inspection trends and compliance requirements. This was followed by a presentation from Liberian Flag State by Mr. Ramendra Kumar Pandey, focusing on flag state regulations and administrative processes.

Mr. Simon Macleod delivered an overview of P&I North Standard, helping participants better understand protection and indemnity cover and risk management.

The session on marine biofuels, led by Md. Jafir, explored FAME, HVO bio-oil, and methods for identifying off-spec fuels—an especially relevant topic in today's evolving energy landscape.

Chemical and gas handling procedures were presented by industry veteran Mr. Pradeep Kumar from Drew Marine, while DigiMoor Software and third-party navigational assessments were covered by Capt. Arjun and Capt. Sachin Sikka from Synergetic Shipping Technologies Pvt Ltd. The Ishima Technical Team, led by Mr. Deependra Singh and Mr. Sandeep Rathod, conducted an informative session on crane and grab maintenance, reinforcing the importance of equipment reliability.

The day concluded with an open speech and interactive Q&A session, encouraging participants to share perspectives and seek clarifications.

### An Evening of Recognition and Celebration

The first day culminated in a magnificent gala dinner, where Mr. Salvatore d'Amico and Capt. Domenico Savio Taiano from the Group HSQE Department addressed the gathering of senior officers and their families. The evening celebrated dedication and loyalty, with awards presented to best-performing ships and individuals who have served the organization for over a decade. The ceremony reinforced the strong sense of community within the d'Amico family.

### A Purposeful Second Day

The second day began with an address by Capt. Taiano, setting a professional and forward-looking tone. Mr. Paolo Vaccaro and Mr. Simone Sbröllini from d'Amico Operations department led the 4th Edition of the Global Contest, encouraging better understanding of cargo related requirements, teamwork and analytical thinking.

Mr. Vinod presented on fleet ICT upgrades, focusing on connectivity, crew welfare, and cyber security awareness. Alessandro Mura spoke on the evolution of training practices, highlighting modern methodologies and digital tools.



A joint presentation on fleet performance and regulatory compliance, supported by data integrity and FRIDA2 systems, was delivered by Ms. Arya VP and Mr. Simone Berrettoni, showcasing how technology supports operational transparency and efficiency.

Capt. Taiano and Capt. Manpreet Gandhi followed with “Where We Stand,” outlining the company’s achievements and strategic roadmap.

This was complemented by sessions on near-miss reporting, non-compliance identification, and incident analysis, led by Capt. Ankur Mittal, Capt. Ashwin D’Mello, Capt. Venster D’Lima, Capt. Amandeep, and Capt. Saqib Syed.

Further enriching the day were presentations such as “Pinch the Bite,” risk assessment processes, and the concluding motivational session, “Don’t Shiver but Deliver,” delivered by Capt. Ankur Mittal, Capt. Ashwin D’Mello and Capt. Siddharth Kandoth. These sessions combined technical rigor with leadership development and personal accountability.

### Engaging and Interactive Learning

All presentations were marked by dynamic audio-visual support, confident oratory, and interactive elements. Many sessions incorporated games and contests, keeping participants fully engaged and fostering a spirit of healthy competition. The lively atmosphere ensured that learning remained both effective and enjoyable.

### A Strong Commitment to Seafarers’ Welfare

The seminar clearly reflected the deep dedication of the d’Amico Group towards its seafarers and their families. Through meticulous planning, expert-led sessions, and thoughtful recognition, the organization demonstrated its commitment to safety, professional growth, and holistic well-being.

By investing in knowledge-sharing, innovation, and community building, d’Amico Ship Ishima India Pvt. Ltd. once again reaffirmed its position as a responsible and progressive maritime organization—one that values its people as its greatest strength and continues to steer confidently toward a safer and more sustainable future.



# IN CONVERSATION WITH...



**Mr. Salvatore d'Amico**

## 1. Can you tell us something about yourself?

**Mr. Salvatore d'Amico:** I'm 41, and ships have been part of my life for as long as I can remember. As a child, I was so fascinated by vessels that instead of paintings, I had the general arrangement plan of the Cello de Europa hanging in my room. It was a remarkable ship for its time, featuring a special crane, a covered swimming pool, and even a lift details that felt extraordinary back then.

I first visited ships when I was around eight to ten years old, often

accompanying my father, and even earlier I had been on several vessels with him when they arrived in Italy. One of my fondest memories is being told I could skip school to join him on a ship visit, that's where it all began.

Around the age of 14, I started building small models at home and developing a more hands-on interest. Soon after, my father encouraged me to see life differently, and I boarded the Cello de Genoa in Puerto Carpeño, Venezuela, for my first Atlantic crossing as a deck boy.

## 2. How do Officers' Seminars contribute to a sense of unity fraternity among the crew at d'Amico?

**Mr. Salvatore d'Amico:** It's not only about the officers; it's about the entire crew. As companies grow larger, there's a risk of losing the human connection with seafarers, and that human element is what truly sets us apart. I've always believed the crew is our most important asset. It's not about the terms we use, but about how people are treated. We strive to treat our seafarers with respect and care, expecting the same in return. It's very much like a family, and this mutual respect has been the standard we've upheld for over 30 years.

## 3. What is the retention rate of officers and ratings at d'Amico? Can you tell us the benefits for seafarers who continue to work with d'Amico year after year?

**Mr. Salvatore d'Amico:** One of the most important developments in recent years has been the growth of our ship management structure in Mumbai. We have been present here for over 23 years, but in the past, we relied heavily on external agencies. Over the last seven to eight years, just before COVID, we began building our own ship management operations, which have continued to grow steadily. This has been a key step for retention, especially for officers. While some seafarers still wish to spend their entire careers at sea and we fully support that many are no longer willing to do so. By offering a smooth transition to shore-based roles in their home country, we allow them to stay close to their families while bringing their valuable sea-going experience into the



**Capt. Kulwant Singh Budwal**

office. This continuity benefits both our people and the company, and it has become a major incentive for seafarers to continue working with d'Amico year after year.



**Capt. Domenico Savio Taiano**

## 4. What are the new developments taking place at d'Amico?

**Mr. Salvatore d'Amico:** One of our key developments is the introduction of ten new buildings currently under construction. These vessels are highly modern, not only in terms of eco-friendliness, which has become standard in the industry but also in how they are designed around the people who work on board. Drawing on decades of operational experience, the ships have been customized to be as user-friendly and comfortable as possible.

At d'Amico, seafarer well-being has always been a priority. Since 1997, all our new vessels have been equipped with private bathrooms for both officers and ratings, along with high-quality common spaces to enhance life on board. Our focus on people has continued to grow year after year. While ESG has recently gained popularity, for us it simply meant formalizing practices we had already adopted long ago.

We are also investing in the future workforce, including a cadetship program in Liberia that will train 20 cadets. With a global shortage of skilled seafarers, flexibility has become essential, a lesson reinforced by COVID. Our ability to combine scale, adaptability, and a people-first approach remains one of d'Amico's strongest competitive advantages.

## 5. Can you tell us about your inhouse training programs?

**Capt. K. S. Budwal:** We run a robust in-house training program that requires candidates to complete several additional courses beyond mandatory requirements. While the process can be demanding, it is essential to ensure they are fully prepared before returning on board.

**Mr. Salvatore d'Amico:** If seafarers fall behind during shore-based training, they will struggle once they are on board, so we cannot compromise on this. Training opportunities in India are well supported by both state and private institutions, but we have also invested significantly elsewhere. In Italy, our family established the ITS Fondazione G. Caboto, an academy dedicated to training the seafarers of the future. The goal is not to educate seafarers in the same way we did 30 or 40 years ago, but to act as a career accelerator, preparing young professionals for 10 to 15 years at sea before transitioning to shore-based roles. Today, this transition requires not only sea experience but also strong managerial skills, and specialized academies like ours play a crucial role in developing that capability.

## 6. What is the greatest challenge you find in the shipping industry today?

**Mr. Salvatore d'Amico:** One of the greatest challenges in shipping today is compliance. The growing complexity and fragmentation of regulations driven more by regional rules than global standards, creates significant difficulties, particularly for seafarers on board. This regulatory overlap increases the risk of mistakes and adds unnecessary pressure on crews. To make the industry more attractive again, there should be greater reliance on the IMO, with coastal states aligning their requirements to global standards rather than introducing local or regional variations. Otherwise, regulatory fragmentation risks distorting the market. Alongside this, the industry faces a shortage of seafarers, not in terms of numbers, but in terms of people with the right attitude. Skilled personnel can still be found, but what is becoming increasingly difficult is finding individuals who combine competence with the mindset needed to succeed in today's shipping environment.

## 7. What are the emergency steps being taken to ensure safety of seafarers onboard?

**Capt. Domenico Savio Taiano:** Safety starts with thorough training, which remains our top priority. We ensure that all officers and ratings are properly qualified before joining a vessel. In addition, we have detailed, well-analyzed procedures in place to address any potential emergency on board. Dedicated emergency response teams are also available to provide immediate support whenever required. Above all, the safety and well-being of our seafarers is our primary concern.

**Mr. Salvatore d'Amico:** Today, vessels are significantly safer than they were in the past. From an operational perspective, a career at sea carries fewer onboard risks than it once did. However, new challenges have emerged, such as piracy-related kidnappings, political instability, and the criminalization of seafarers. In terms of onboard safety culture, ships are safer largely because of stricter procedures and regulations. While the ISM Code was introduced only in 1997, safety awareness has

since become far more structured. At the same time, today's seafarers face different distractions, which is why procedures have become more detailed to ensure focus, discipline, and ultimately that everyone returns home safely.

## 8. What is the procedure for recruiting seafarers and what is your take on Indian Seafarers?

**Capt. K. S. Budwal:** Our recruitment process involves multiple screening stages to carefully shortlist candidates. While the required qualifications are essential, our primary focus is on attitude, how individuals have progressed in their careers, their commitment to the industry, and the way they approach their responsibilities. Ultimately, we look for seafarers who demonstrate the right mindset alongside professional competence.

## 9. What are your plans for the future?

**Mr. Salvatore d'Amico:** d'Amico has been and will continue to be a leader in the transportation of liquid and bulk commodities, and potentially more. Our family envisions remaining in the shipping business for many generations. What sets d'Amico apart is our focus on balancing growth with the adoption of advanced, reliable technologies ensuring long-term success. Since we are here for the long term, we also take our environmental responsibility very seriously. We aim to preserve and improve the resources we inherited from previous generations for the benefit of the next. That is why, through our ESG initiatives, we carefully select projects focused on ocean cleanup and environmental sustainability, particularly in regions where awareness of the sea's value as a resource still needs to grow.

## 10. What message would you like to give to our seafarers?

**Mr. Salvatore d'Amico:** My message to seafarers is simple, if you are looking not just for a company, but for a family that puts people at the center and treats your family as its own, then there is only one way and that's d'Amico.

**SEA AND JOB**



# d'Amico Ship Ishima India Pvt. Ltd.

RPSL-MUM-030

Issue date: 20.04.2021

Valid till: 20.04.2026

(MASSA MEMBER)

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- 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.

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- Experience:** Min. 1 year sailing exp. as sea-going Master Mariner in Chemical / Oil / Gas Tankers.
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- 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.
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# Green Technologies You Didn't Know Exist

As climate concerns intensify and industries race toward net-zero goals, innovation is no longer limited to solar panels and electric vehicles. Across the globe, scientists, engineers, and startups are developing breakthrough green technologies that quietly redefine how we live, build, and consume. From power-generating windows to ocean plastic highways, here are four sustainable innovations you may not have heard about but soon will.

## 1. Solar Glass: Energy-Generating Windows & Doors

Solar glass, also known as transparent photovoltaic glass, can turn every skyscraper into a powerhouse. Solar glass integrates photovoltaic cells directly into windows, facades, and even doors. Companies are developing transparent solar coatings that allow visible light to pass through while capturing ultraviolet and infrared light to generate power. Meanwhile, many have installed solar glass in buildings across Europe and the United States. This technology transforms buildings into vertical power plants. Instead of consuming massive energy for lighting and cooling, glass-clad towers can offset a significant portion of their electricity use. As cities grow denser and rooftop space becomes limited, solar glass offers a seamless, aesthetic solution for renewable energy integration, without altering building design.

## 2. Sustainable Smart Technology

AI-driven systems now optimize energy use in homes, offices, and even entire cities.

For instance, smart thermostats learn user behavior and adjust heating and cooling to reduce waste. Intelligent lighting systems automatically dim when natural sunlight is sufficient. In agriculture, smart irrigation tools use sensors to deliver water precisely when and where crops need it, minimizing water loss. Tech leaders have made energy-efficient homes mainstream, while grid-level AI platforms help cities balance renewable energy supply with demand in real time. The result? Lower carbon emissions, reduced utility bills, and more efficient infrastructure. Sustainable smart technology represents the fusion of digital intelligence and

environmental responsibility, proving that sometimes, the smartest solution is also the greenest.



## 3. Bioplastics: Reimagining Packaging

Traditional plastics, derived from petroleum, can take hundreds of years to decompose. Bioplastics, however, are changing that narrative. Made from renewable sources like corn starch, sugarcane, algae, or even food waste, bioplastics can be biodegradable or compostable under the right conditions. Materials such as PLA (polylactic acid) are increasingly used in food containers, cutlery, and packaging. Entrepreneurial scientists are pioneering seaweed-based packaging that dissolves naturally, while major consumer brands are gradually adopting plant-based alternatives. Although challenges remain, including cost and large-scale composting infrastructure, bioplastics signal a powerful shift toward circular economy principles. Instead of producing waste that lingers for centuries, industries can design materials that safely return to the earth.

## 4. Repurposing Plastic Litter in the Ocean to Build Infrastructure

An estimated millions of tons of plastic enter the oceans each year. But what if that waste could become a construction resource? Organizations are removing plastic debris from marine environments and exploring ways to recycle it into durable products. Some companies now convert recovered ocean plastic into construction materials. Recycled plastic roads, already piloted in parts of Europe and Asia, are more durable and water-resistant than conventional asphalt. It's a powerful example of turning an environmental crisis into an opportunity for sustainable innovation.

## The Future Is Closer Than You Think

Green technology is no longer futuristic, it's practical, scalable, and increasingly accessible. From windows that power skyscrapers to highways built from ocean waste, these innovations demonstrate how creativity and sustainability can work hand in hand. As governments, businesses, and individuals embrace these advancements, the transition toward a cleaner, smarter, and more resilient world accelerates. The next time you walk past a glass building or unwrap eco-friendly packaging, you might just be looking at the future of our planet.



# NAVIGATING THE UNCHARTED



## THE POWER OF EXPECTATION

The Rosenthal Effect, also known as the Pygmalion Effect, is all about how our expectations shape other people's performance. Imagine you're a teacher and you expect one of your students to do really well. Without even realizing it, you start treating them differently, maybe with more attention or encouragement. As a result, that student ends up performing better, just because you believed in them. On the flip side, if you expect someone to fail, your behavior might cause them to perform worse. This concept shows how powerful our beliefs are and how they can influence the people around us. It's not magic, just the impact of positive or negative expectations shaping outcomes. So, the Rosenthal Effect is a reminder that how we see others can often become the reality we create for them. Cool, right? It's all about how belief and behavior go hand-in-hand.

### Who Discovered It?

The Rosenthal Effect was made famous by psychologist Robert Rosenthal. In the 1960s, he conducted a groundbreaking experiment with schoolchildren. He told teachers that certain students were "gifted" (even though they weren't). As expected, those students' performances soared, proving how expectations could truly shape outcomes.



### Here's how it went down:

First, researchers went into a school and gave all the students an IQ test. The results were then handed to the teachers, but here's the catch—the researchers told the teachers that certain students were "intellectual bloomers," meaning they were expected to make significant academic progress over the year.

Now, the twist: those students weren't actually chosen for any particular reason. They were picked at random. The teachers had no idea that the

"bloomers" were just a group of regular kids. But, since the teachers believed these students were special, they unconsciously treated them differently.

After one year, the results were clear. The "intellectual bloomers" showed greater IQ gains and better academic performance than the rest of the class. How? It wasn't magic; it was the way the teachers interacted with them. Teachers gave these students more attention, provided more challenging work, offered more encouragement, waited longer for answers, and delivered more detailed feedback. All of this created a positive learning environment that allowed those students to perform better, simply because their teachers believed they would.

This experiment proved how expectations can shape reality, especially in educational settings. It's a perfect example of how powerful belief can be, not just for students but for anyone in any environment. The Rosenthal Effect is all about making the invisible power of belief visible.

### The Psychological Mechanism

The Rosenthal Effect works like a psychological loop, known as a self-fulfilling prophecy, where expectations shape reality. Here's how it works in simple steps:

- **Expectation:** It starts with someone in authority like a teacher or boss, who has an expectation about someone else's abilities or potential.
- **Behavior Change:** Because of that belief, the authority figure unknowingly acts differently toward the person. They might give more attention, offer encouragement, or challenge them more.
- **Internalization:** The person receiving this treatment picks up on these cues. They start to believe they are capable of what's expected of them.
- **Behavior Shift:** This new belief influences how they act, making them more likely to put in the effort or perform better.
- **Expectation Fulfilled:** As a result, the person's performance improves, and the original expectation becomes true, creating a cycle that reinforces the initial belief.

This process shows how powerful expectations can be. The person's belief in their abilities, sparked by others' behavior, directly impacts their success. It's a reminder that belief has real-world consequences, for better or worse. The Rosenthal Effect proves that expectations can shape our actions and outcomes in profound ways.

### Where It Happens in Real Life

The Rosenthal Effect isn't just something that happens in psychology labs; it's a force that shapes real life every day. It plays a role in various environments like schools, workplaces, sports fields, homes, and even relationships. Here's how it works in the real world:



# NAVIGATING THE UNCHARTED



## ● Education

In schools, the Rosenthal Effect is particularly powerful. Teachers who expect high performance from their students tend to create a classroom environment that fosters growth. When teachers show more attention, offer encouragement, and challenge their students, those students are more likely to improve. The belief in their potential becomes the fuel that drives them toward success.

## ● Workplace

Managers who believe in their employees' abilities can significantly boost workplace performance. When managers set high expectations, employees feel more motivated and confident in their skills. They take on more challenges, work harder, and perform at a higher level—often exceeding even their own expectations.

## ● Sports

Coaches who believe in their athletes can make a huge difference. When a coach expects an athlete to perform at their best, they provide extra support and feedback, pushing the athlete to reach new heights. The athlete internalizes these expectations, leading to better focus, effort, and ultimately, improved performance.

## ● Parenting

Parents' expectations shape a child's confidence, ambition, and even future success. When parents have high expectations and encourage their children to believe in themselves, children are more likely to develop the self-confidence needed to pursue their goals and excel.

## ● Relationships

In relationships, expectations play a huge role in how partners behave. If one partner believes in the other's abilities or shows high expectations, it can boost the other's self-worth, inspiring them to rise to those expectations.

In each of these areas, expectations act as a powerful force, driving people to perform better and achieve more. It's a reminder that how we see others has a profound impact on how they see themselves. Expecting the best often brings out the best.

## Why This Is Powerful

The Rosenthal Effect is incredibly powerful because it reveals how deeply our beliefs, perceptions, and expectations can shape real-world outcomes. Let's break down why this concept holds so much weight:

### ● Beliefs Shape Outcomes

At its core, the Rosenthal Effect is all about the impact of beliefs. When someone believes in a person's potential, whether it's a teacher, boss, or parent, they unknowingly create an environment that fosters success. These beliefs influence how we treat others, and that treatment directly affects their performance. It's a perfect example of the idea that what we expect often becomes reality. Positive beliefs lead to positive outcomes, while negative expectations can create self-fulfilling prophecies of failure.

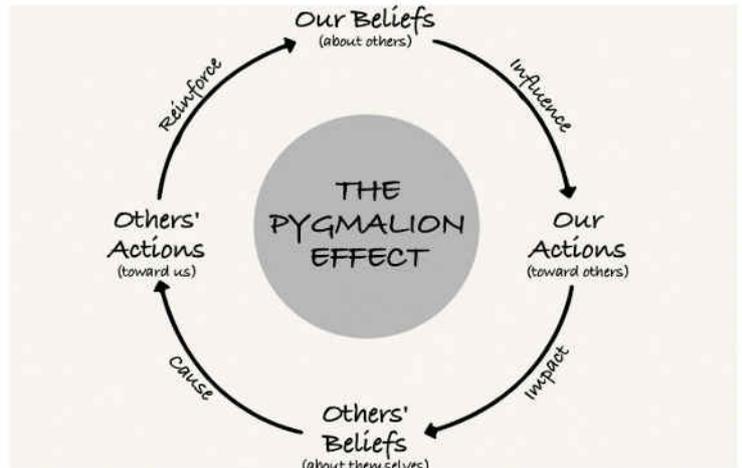
### ● Social Perception Affects Performance

Our perceptions of others don't just influence how we interact with them, they also shape how they see themselves. People are highly attuned to social cues. When someone is consistently treated as capable, smart, or

talented, they internalize those perceptions and adjust their behavior accordingly. On the flip side, if they're perceived as underperforming, they might subconsciously begin to mirror those expectations. This means social perception isn't just about how we see others, it directly impacts their self-image and their ability to perform.

### ● Confidence Can Be Externally Created

One of the most striking aspects of the Rosenthal Effect is the role of confidence. The idea that confidence isn't always an internal trait but something that can be nurtured externally is a game changer. Teachers, coaches, and leaders have the power to shape someone's self-belief by simply showing that they expect them to succeed. When individuals receive positive feedback and encouragement, they start believing in themselves and performing at higher levels. Confidence, it turns out, can be cultivated by others as much as it comes from within.



## How You Can Use It

You can harness the Rosenthal Effect intentionally to boost performance in yourself and others.

### ● With others:

Expect improvement, communicate belief, provide opportunities, and encourage growth. Your positive expectations can inspire those around you to rise to the occasion.

### ● With yourself:

Set high expectations and surround yourself with people who believe in you. Their confidence can fuel your own. Avoid negative labeling and focus on your potential. By believing in your abilities, you can create the environment that drives success just like teachers, coaches, and leaders do for those they support.

## Conclusion

The Rosenthal Effect shows that expectations shape outcomes in profound ways. Whether you're guiding others or influencing yourself, believing in potential can drive growth and success. By consciously setting high expectations, you unlock the power of belief and create opportunities for improvement.

(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.)

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## NEWS UPDATE FOR ONBOARD CREW



### UK TO OFFER UP TO £40,000 TO FAILED ASYLUM-SEEKERS TO LEAVE COUNTRY

Families of failed asylum-seekers will be offered up to £40,000 (approximately Rs. 49 lakh) to leave the UK under a trial scheme announced by home secretary Shabana Mahmood, who is of PoK origin.

Mahmood, who unveiled the scheme during her address at an event organized by a think-tank, said failed asylum-seekers would be offered £10,000 (Rs 12 lakh) each to leave the country voluntarily, capped at £40,000 per family.

If they refuse, they would be forcibly removed and children will not be exempt, she said. The pilot scheme, inspired by Denmark, is targeting 150 families living in taxpayer-funded hotel accommodation. The families were notified and given seven days to decide whether to accept the payment or face forcible removal.

Speaking at an event organized by the Institute for Public Policy Research, a center-left think tank, Mahmood said: "Today, keeping a family of three in asylum hotel accommodation costs £158,000 per year. Should these incentives prove effective, they will represent a significant saving to the taxpayer. Today, over 100,000 people live in asylum accommodation, paid for by the taxpayer. This includes both those awaiting an asylum claim or an

appeal and thousands who have failed their claims. Last year alone, £4 billion was spent on asylum accommodation." Mahmood also announced that the UK govt was making refugee status temporary, with their need for protection being reviewed every 2.5 years. "If they don't need it, they will be sent home. Asylum-seekers who break the law, illegally work or who can support themselves will have their accommodation and financial support removed," she said.

The home secretary also announced opening of new legal safe routes for asylum-seekers to come to the UK, including a student refugee route and a work route. Zia Yusuf, shadow home secretary of Reform UK, said: "Britain needs mass deportations, not huge cash rewards for illegals." Conservative shadow home secretary Chris Philp said: "Offering £40,000 to failed asylum-seekers (who are mostly illegal immigrants) to leave the country will only reward and incentivize illegal immigration." Over 100 Labor MPs are against the new proposals, terming them too draconian.

The UK government already runs a voluntary returns program, under which asylum-seekers who choose to leave the UK can receive up to £3,000 in financial support.

### COULD NORTH KOREA GET ITS FIRST FEMALE SUPREME LEADER?

For most of the world, North Korea remains a sealed stage. Apart from routine missile launches, grand military parades and the carefully filtered images released by state media, the inner workings of Pyongyang's ruling elite remain deeply opaque.

Rarely does a single photograph disrupt that familiar script. But recently, one did.

On New Year's Day in 2026, inside the grand Kumsusan Palace of the Sun, where the embalmed bodies of Kim Il Sung and Kim Jong Il lie in state, Kim Jong Un stood beneath chandeliers and marble arches for a customary tribute.

On the surface, it appeared to be just another carefully choreographed moment from one of the world's most secretive regimes. Yet something about the image stood out. Standing beside him was a young girl. She was not trailing behind or positioned discreetly at the edge of the frame. She stood shoulder to shoulder with North Korea's supreme leader calm, composed and confident. The placement looked deliberate. Is Kim Ju Ae being prepared to become North Korea's next leader?

#### The rise of Kim Ju Ae

The girl at the center of the frame is no longer just the regime's "beloved daughter". Increasingly, she is being presented as its possible future. South Korea's National Intelligence Service recently told lawmakers that Kim Ju Ae appears increasingly likely to be designated as North Korea's successor. According to intelligence officials, her public appearances alongside Kim Jong Un are carefully orchestrated and politically meaningful.

Her introduction to the world came suddenly. In November 2022, Kim Ju Ae made her first public appearance at a long-range missile

launch site. Wearing a white puffer jacket, she was photographed holding her father's hand in front of an intercontinental ballistic missile. Since then, her appearances have steadily expanded. She has accompanied her father to missile tests, large military parades and key industrial projects, including factory openings and defense-related events.

In North Korea, where public visibility is tightly controlled, such appearances are rarely accidental. Each event has gradually moved her from the margins to the center of the regime's imagery.

#### The sacred bloodline of Mount Paektu

Succession in North Korea does not follow elections, political parties or constitutional debates, Instead legitimacy flows through what the regime calls the "Paektu Bloodline." Mount Paektu, the snow-covered volcano on North Korea's northern border, sits at the heart of the country's political mythology.

According to state propaganda, the mountain is the birthplace of the revolution and the sacred origin of the Kim family's authority.

Kim Jong II, the country's second leader, is officially said to have been born in a secret guerrilla camp on the mountain's slopes, although historians widely believe he was actually born in a Soviet military camp in Russia. Regardless of the historical truth, the symbolism remains powerful.

In the North Korean narrative, loyalty to the state is inseparable from loyalty to the Paektu bloodline. The right to rule is not earned or elected. It is inherited.

#### The aunt in the shadows

Yet succession inside dynasties is rarely simple and Pyongyang is no different. Soon after consolidating power in 2011,



Kim Jong Un ordered the execution of his uncle Jang Song Thaek, once one of the regime's most powerful figures. The purge was widely interpreted as a brutal move to eliminate a potential rival.

For three generations, leadership has followed a clear patriarchal line: father to son. From Kim Il Sung to Kim Jong Il, and then to Kim Jong Un, the transition has always remained within the male line of the family. A female successor would be unprecedented.

That is where another powerful figure enters the equation: Kim Yo Jong. Kim Jong Un's younger sister has spent years building influence within the regime. She has issued official statements attacking foreign governments, threatened South Korea and was widely believed to have orchestrated the demolition of the inter-Korean liaison office in 2020.

For much of the past decade, she has functioned as one of her brother's most trusted lieutenants, and in many ways, his political voice. If Kim Ju Ae is being positioned as heir while still a minor, governance would likely require an experienced adult figure to run the machinery of state.

Kim Yo Jong is widely viewed as the most plausible candidate. But the question remains whether a woman who has spent years consolidating power would willingly step aside for her young niece.

#### Why now?

The urgency surrounding the succession question may also be linked to Kim Jong Un's health. At 42, the North Korean leader has long been reported by foreign intelligence agencies to struggle with severe obesity, diabetes and high blood pressure, conditions that also plagued his father and grandfather. Neither of them lived past their late sixties.

While reliable medical information about Kim is scarce, speculation about his health periodically surfaces in intelligence assessments and diplomatic circles.

If the regime believes there is even a remote possibility of an

unexpected leadership vacuum, it may be trying to secure the dynasty's continuity in advance. By bringing Ju Ae into the public spotlight early, Kim could be attempting to establish her legitimacy while he still has the authority to enforce it.

#### The economic backdrop

Behind the carefully choreographed imagery, North Korea's economic reality remains fragile. Years of international sanctions tied to Pyongyang's nuclear and missile programs have restricted trade, curtailed access to global finance and deterred foreign investment.

China remains the country's primary economic lifeline, providing fuel, food and industrial inputs that keep the system functioning. Even modest fluctuations in that relationship can ripple across North Korea's tightly controlled markets.

Independent assessments suggest the country allocates an enormous share of its resources to military spending often estimated at more than a quarter of its economic output, to sustain its expanding nuclear and ballistic missile programs.

Meanwhile, many ordinary citizens rely heavily on informal black markets, known as Jangmadang, to obtain basic goods. Yet despite the economic strain, the regime continues to prioritize military development and strategic deterrence.

#### The question that remains

For now, no official declaration has been made about succession. But Kim Ju Ae's increasingly prominent role in state imagery has altered the conversation around North Korea's future leadership.

In a country where symbolism is rarely accidental, the image of a teenage girl standing beside the supreme leader and attending key events of the country may carry deeper political meaning than it appears.

Whether Kim Ju Ae ultimately inherits the throne, or whether other power centres within the Kim family assert themselves, remains uncertain. What is clear is that the next chapter of the Paektu dynasty may already be quietly unfolding.

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## TRUMP BLAMES IRAN FOR BOMBING SCHOOL THAT KILLED 160; STUMBLES WHEN ASKED ABOUT TOMAHAWK MISSILE

**U**S President Donald Trump said he does not "know enough" about reports that a Tomahawk cruise missile may have struck a school in Iran.

The comments came after a reporter questioned how Iran could have used the missile when it is widely known to be operated by the US military in the current conflict. "The Tomahawk, which is one of the most powerful weapons around, is used by and sold by other countries," Trump said.

"Iran also has some Tomahawks... I just don't know enough about it. I think it's something that I was told is under investigation."

The controversy centers on an explosion that hit an elementary school in the southern Iranian city of Minab on February 28, the same day large-scale strikes began across Iran.

Iranian authorities say the attack killed more than 150 people, many of them children, and have blamed the United States and Israel. Washington has rejected the accusation and says the incident is under investigation.

A report had authenticated video released by Iran's semi-official Mehr News Agency showing what appeared to be a Tomahawk

missile striking a structure near the school. According to the report, the only military using Tomahawk missiles in the present war is the United States.

The footage reportedly shows dust and smoke rising from the direction of the school shortly after a series of explosions near a nearby military facility. The strike occurred near facilities linked to Iran's Islamic Revolutionary Guard Corps, including a naval base and a medical clinic. US military briefings had earlier confirmed that American forces targeted naval sites near the strategic Strait of Hormuz on the same day.

Iranian President Masoud Pezeshkian has accused the US and Israel of attacking the school, while state media aired images of funerals and coffins draped in Iranian flags, some bearing photographs of children.

US Secretary of State Marco Rubio said Washington would not intentionally target a school and confirmed the Pentagon was examining the incident.

"The United States would not deliberately target a school. Our objectives are missiles and the ability to launch them," Rubio said.



# Health Zone



## FOOD INTOLERANCE AND DIGESTIVE DISTRESS

Let's be real, we've all had that moment. You eat something delicious, maybe cheesy pasta, a thick milkshake, or a slice of chocolate cake and a few hours later your stomach starts plotting revenge. Bloating. Gas. Maybe even a sprint to the bathroom.

If this sounds familiar, you might be dealing with food intolerance, not a food allergy. And yes! there's a big difference.

In this deep dive, we're unpacking what food intolerance actually is, why your digestive system sometimes refuses to cooperate, how it differs from food allergies, and what you can actually do about it, without living in fear of your next meal.

### • What Is Food Intolerance?

Food intolerance happens when your digestive system struggles to break down certain foods. It's not dramatic. It's not life-threatening. But it is uncomfortable and sometimes straight-up inconvenient.

When you have a food intolerance, your body lacks something it needs (usually an enzyme) to properly digest a specific food. So instead of smooth digestion, you get digestive chaos: gas, diarrhea, bloating, nausea, and stomach pain.

### • What is Food Allergy?

Food allergy happens when your immune system mistakenly identifies a certain food as a threat. It's not about digestion. It's about defense. And unlike food intolerance, it can be serious sometimes even life-threatening.

When you have a food allergy, your immune system reacts to a specific food protein as if it were harmful. This triggers an allergic reaction that can affect your skin, stomach, breathing, or even your heart. Instead of digestive discomfort, you get immune chaos: hives, swelling, vomiting, difficulty breathing, dizziness, or in severe cases, anaphylaxis.

### • The Most Common Types of Food Intolerance

Some food intolerances are way more common than others. Let's break down the big ones.

#### 1. Lactose Intolerance:

This is the most common food intolerance worldwide. Lactose is a sugar found in milk and dairy products. To digest it, your body needs an enzyme called lactase. If you don't produce enough lactase, lactose sits in your gut undigested and that's when the bloating and gas party begins.

**Common triggers:** Milk, Ice cream, Cheese, and Yogurt (depending on type)

**Symptoms often include:** Bloating, Gas, Diarrhea, Stomach cramps

Good news? Lactose intolerance doesn't mean you must swear off dairy forever. Many people can tolerate small amounts, and lactose-free options are widely available.

#### 2. Histamine Intolerance:

Histamine is a natural chemical found in many foods. Normally, your body breaks it down using an enzyme called Diamine Oxidase (DAO). If you don't produce enough DAO, histamine builds up instead of breaking down properly and that's when symptoms start showing up.

**Common triggers:** Aged cheese, pineapples, bananas, avocados, chocolate, red wine, and some white wines

**Symptoms often include:** Headaches or migraines, flushing, digestive upset, bloating

It's less talked about, but it's increasingly recognized as a real source of unexplained symptoms for many people.



SEAANDJOB

#### 3. Gluten Sensitivity:

Gluten is a protein found in wheat, rye, and barley. Now let's clear something up: gluten sensitivity is not the same as celiac disease. Celiac disease is an autoimmune disorder where gluten damages the small intestine. Gluten sensitivity, on the other hand, means your body struggles to handle gluten properly but without the autoimmune damage.

**Common triggers:** Wheat-based bread, pasta, baked goods, rye products, and barley-containing foods.

**Symptoms often include:** Bloating, diarrhea, brain fog, fatigue, stomach pain.

If you suspect gluten issues, it's important to get tested for celiac disease first before cutting gluten entirely.



# Health Zone



## • Why Does Food Intolerance Happen?

The most common cause? Enzyme deficiency.

Your digestive system relies on enzymes to break down food into absorbable nutrients. If you're low on a specific enzyme, certain foods become harder to process.

**For example:** No lactase → lactose intolerance, Low diamine oxidase → histamine intolerance

If your gut lining is inflamed or damaged, digestion becomes less efficient and food intolerances may show up more often.

## • How Is Food Intolerance Managed?

Here's the good news: food intolerance is manageable.

### 1. Modify — Don't Always Eliminate

Many people don't need to completely remove the trigger food. Reducing portion sizes often helps.

**For example:** Small amounts of dairy might be fine. A little gluten might not cause severe symptoms (if it's not celiac disease). It's about finding your tolerance threshold.

### 2. Use Enzyme Supplements

If you're lactose intolerant, lactase supplements can help. You can: Take lactase pills before eating dairy, or add lactase drops to milk. These break down lactose before it causes trouble.

### 3. Choose Alternatives

Modern grocery stores are a blessing: Lactose-free milk, Plant-based dairy options, Gluten-free products and Low-histamine food plans. You don't have to sacrifice taste; you just have to adjust strategically.

### 4. When Should You See a Doctor?

Digestive discomfort is common. But certain symptoms deserve medical attention. Call your healthcare provider if you experience:

- » Extreme abdominal pain
- » Severe or persistent diarrhea
- » Unexplained weight loss
- » A severe reaction to food
- » Symptoms that disrupt your daily life

Especially if symptoms are intense or worsening, don't self-diagnose everything as "just intolerance."

## • Food Intolerance in Children vs Adults

Food intolerance hits different depending on your age. In kids, it can show up as tummy aches, crankiness, eczema, or random bathroom drama, sometimes even after a simple stomach bug.

In adults, it's more like chronic bloating, brain fog, or "why does pasta hate me now?" energy. The wild part? Some intolerances are temporary in children but develop gradually in adulthood. Different stages, same gut chaos, just with different vibes and symptoms.

## • Myths about Food Intolerance:

Let's clear the air, food intolerance is surrounded by myths. First, not every bloated stomach means you're "gluten intolerant." Sometimes it's just overeating or stress. Second, food intolerance isn't fake or "all in your head." The symptoms are real, even if they're not life-threatening.

Another big myth? You have to cut the trigger food forever. Many people can tolerate small amounts without issues. And those trendy online sensitivity tests? Not all of them are scientifically reliable. Bottom line: don't self-diagnose based on social media. Get proper guidance, listen to your body, and make informed changes, not fear-based ones.



## Conclusion:

Listen to Your Gut (Literally). Food intolerance is your digestive system's way of saying, "I can't process this properly." It's not an allergy. It's not an immune attack. It's not life-threatening.

But it is real. Understanding the difference between intolerance and allergy is crucial. Recognizing symptoms early can save you months of confusion. And making small, strategic changes to your diet can dramatically improve how you feel.

At the end of the day, food is supposed to fuel you not fight you. So, if your stomach keeps staging protests after certain meals, don't ignore it. Pay attention. Adjust. Experiment safely. Because when your gut is happy, everything feels easier, from your energy levels to your mood to your everyday life.

And honestly? That's the kind of glow-up we all deserve.

(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.)



# IME(I) MUMBAI TECHNICAL SEMINAR AND ANNUAL MEET 2026

On 27 February 2026, the Institute of Marine Engineers (India) (IME(I)) Mumbai Branch hosted its much-anticipated Annual Meet and Technical Seminar, bringing together maritime professionals, policymakers, industry leaders, and technical experts. The event served as an important platform for dialogue on evolving regulations, technological innovation, sustainability, and the future of India's maritime sector. Centered around the theme "Compliance without Complexity," the seminar explored how regulatory frameworks and technological solutions can work together to create a more efficient and sustainable maritime industry.

The event began with a welcome address by Mr. Sanjeev V. Mehra, Honorary Chairman of the IME(I) Mumbai Branch. Setting the tone for the day, he emphasized the need for collaboration between regulators, industry stakeholders, and technical experts to navigate the rapidly changing maritime landscape. With shipping facing increased environmental responsibilities and regulatory expectations, he highlighted the importance of practical solutions that simplify compliance while supporting industry growth.

The keynote address was delivered by Shri Pradeep Sudhakar K., Chief Ship Surveyor and Joint Director General (Technical) at the Directorate General of Shipping. Speaking on the seminar's theme, he outlined how regulatory frameworks can be designed to ensure safety and environmental protection without imposing unnecessary complexity on operators. His address underscored the balance between strict regulatory oversight and operational practicality—an issue increasingly relevant as global maritime regulations continue to evolve.

One of the most significant sessions of the seminar focused on recent legislative developments in India's maritime sector. Shri Ash Mohomad, Deputy Director General of Shipping, delivered an insightful presentation on five new maritime acts passed by the Indian Parliament in 2025. Among these were the Merchant Shipping Act 2025, the Coastal Shipping Act 2025, the Bills of Lading Act 2025, and the Carriage of Goods by Sea Act 2025. These legislative updates are expected to modernize India's maritime regulatory framework, strengthen compliance mechanisms, and align national regulations more closely with international standards. He highlighted how these reforms aim to enhance transparency, improve operational efficiency, and reinforce India's position as a major maritime nation.

Sustainability and fuel management were the focus of another compelling presentation by Ms. Ritu Chaudhri, Director of Enmarol Petroleum India Private Limited. Her session provided a practical overview of fuel additives and their role in improving fuel efficiency and reducing emissions. She introduced a comprehensive fuel treatment guide and discussed innovative solutions to support the decarbonization of shipping. In particular, she advocated the adoption of advanced combustion catalyst technologies that help optimize fuel combustion, reduce environmental impact, and enhance engine performance. Her insights addressed one of the most pressing challenges in modern shipping, balancing operational efficiency with environmental responsibility.

The seminar also explored India's leadership in ship recycling. Shri Gopikrishna Chockalingam, Engineer and Ship Surveyor-cum-Deputy Director General (Technical), presented a detailed overview of ship recycling practices and regulatory frameworks in India. Notably, India has emerged as a global leader in this sector, with several modern ship recycling yards operating under strict environmental and safety standards. He discussed the importance of regulatory compliance, the role of international conventions such as the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, and the development of a comprehensive ship recycling portal designed to streamline technical processes related to shipbuilding and repair. He also elaborated on the Ship Recycling Credit Note scheme, explaining its eligibility criteria, core features, and mechanisms for transfer, holding, and trading.

Shipbuilding initiatives and financial frameworks in India formed another

key theme of the seminar. Shri Ankur Anal, Junior Ship Surveyor-cum-Assistant Director General (Technical) at the Directorate General of Shipping, outlined the government's policy framework for shipbuilding and ship repair. His presentation examined India's existing commercial tonnage, the distribution of shipyards across the country, and the strategic roadmap for future growth. Central to this strategy are four key pillars aimed at strengthening domestic shipbuilding capacity. He also discussed financial incentives, including the Shipbuilding Financial Assistance Scheme and the Maritime Development Fund, as well as government procurement plans and potential locations for greenfield shipyards. These initiatives collectively aim to position India as a competitive global hub for ship construction and maritime infrastructure.

A highlight of the event was an industry panel session hosted by StormGeo. The panel featured Shri Petter Andersen, Vice President Shipping; Shri Antoni Therattil, General Manager (Operations) for MENA and APAC; and Shri Espen Martinsen, Chief Commercial Officer. The discussion emphasized how digital tools and real-time data analytics are transforming vessel operations. Topics included decarbonization strategies for port calls in India, real-time vessel performance monitoring, and fleet optimization technologies designed to enhance safety, efficiency, and regulatory compliance.

StormGeo representatives also highlighted their Fleet Performance Advisory Service, which provides vessel performance gap analysis and delivers actionable insights for ship operators. The session further explored weather risk management, global monitoring systems, and cyclone tracking technologies—services that have become essential for safe and efficient maritime operations. With over two decades of experience in maritime weather intelligence, StormGeo demonstrated how integrated data platforms can significantly improve operational decision-making.

An engaging panel discussion followed, moderated by Shri Ankeet Shetty, Sales Manager at Danelec. The panel brought together prominent industry experts including Shri Espen Martinsen of StormGeo, Shri Shishir Kumar from The Shipping Corporation of India Ltd., Shri Sudipto Mukherjee of The Great Eastern Shipping Co. Ltd., and Shri Anupam Gangrade from Anglo-Eastern Maritime Services. Through a series of thought-provoking questions, the panel examined how smart performance monitoring systems can simplify compliance while improving operational transparency and sustainability. The discussion provided valuable perspectives on the challenges and opportunities facing modern shipping companies as they navigate complex regulatory requirements.

In recognition of their contributions, all guest speakers, panelists, and sponsors were felicitated with commemorative mementos. Following the technical sessions, the prestigious Omkarnath and Chinni Wazir Award was presented to Mr. Naresh Nanda by Shri Omkarnath Wazir, honoring his distinguished service and achievements in the maritime field.

The formal vote of thanks was delivered by Mr. Sunayan Santani, Honorary Secretary of the IME(I) Mumbai Branch, who acknowledged the efforts of organizers, speakers, sponsors, and participants in making the seminar a success.

The evening then transitioned into the Annual Meet, with the Chief Guest Shri Shyam Jagannathan, IAS, Director General of Shipping, addressing the gathering. The event also marked the unveiling of the IME(I) Souvenir Booklet by senior members. Another notable initiative was the launch of a Maritime Calendar, designed to coordinate major industry events and enable maritime organizations to plan their engagements more effectively throughout the year.

The day concluded on a celebratory note with raffle draws and networking, bringing together professionals from across the maritime ecosystem. With insightful discussions, forward-looking ideas, and a strong spirit of collaboration, the IME(I) Annual Dinner and Technical Seminar 2026 reaffirmed its role as a vital forum for shaping the future of India's maritime industry.



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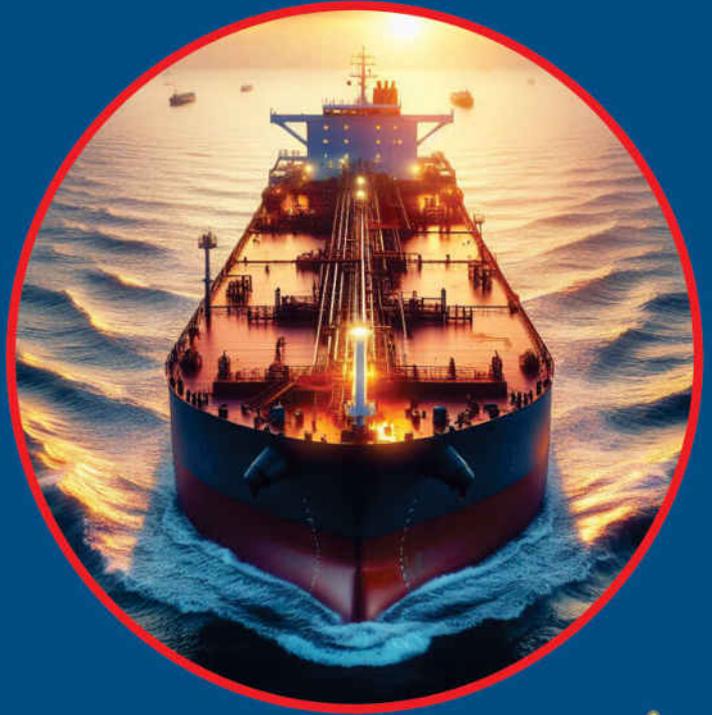
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RPSL-CHN-018, Valid till 29th Sep 2030



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(भारत सरकार का उद्यम)



(A GOVERNMENT OF INDIA ENTERPRISE)  
Category I Miniratna Company



MARINE ENGINEERING TRAINING INSTITUTE (METI)

### Invites applications for ONE YEAR PRE-SEA GME COURSE

(Approved by Director General of Shipping, Govt. of India)

Eligibility:	B.Tech (Mech/Naval Arch/Marine) ≥60%
Max age:	28 yrs as on 01/09/2026
Preferred age for Sponsorship:	<24 yrs as on 01/09/2026
No of seats:	120
Batch start date:	September 2026
Passport:	Compulsory
Last date of application:	30/06/2026*
Entrance exam:	Online, April to June 2026
*Companies may start their individual recruitment process earlier	
Collateral free education loan facility by IDBI Bank	



100% placement opportunity

#### Collaboration with:



Tie up with IDBI Bank for Educational Loan\*



Contact: Vigyana Sagar, Girinagar, Kochi - 682 020

Ph: 0484-4011596, 8129823739

E-Mail: metihod@cochinshipyard.in

For more details and application visit:

https://www.cslmeti.in



- Excellent Infrastructure
- Qualified, Experienced and Committed Professionals as Faculty
- Established Systems & Procedures
- We are committed to enhance the Marine Human Resource Base

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



**Work with an Ownership Company**

MSC offers the best terms & conditions, internet on board, Indian food, one of the best round the year medical insurance scheme in the industry and a safe environment to work.

**Make a change for the Better!!**

**JOIN MERCHANT NAVY**

MSC CREWING SERVICES PVT. LTD. INDIA is the holder of many prestigious awards within the shipping industry for more than a Decade in the category of **Best Ship Manager / Caring Company of the Year / Green Company of the Year & Best Foreign Employer for Indian Seafarers**

Registration Starts  
23<sup>rd</sup> March 2026  
to 22<sup>nd</sup> April 2026

Exam Dates  
27<sup>th</sup> / 28<sup>th</sup> / 29<sup>th</sup> / 30<sup>th</sup> April  
1<sup>st</sup> / 2<sup>nd</sup> / 3<sup>rd</sup> May 2026

**MSC WILL BE CONDUCTING  
DECK CADET (DNS & BSC-NS) & B.TECH MARINE ONLINE EXAM -YEAR 2026**

**IMU CET exam - 24th May 2026  
Last date to register for IMU -CET - 24th Apr 2026**

Applications will be open for both MALE & FEMALE Candidates.  
The written exam will be conducted ONLINE WITH REMOTE PROCTORING.  
Eligibility - 12<sup>th</sup> PCM marks NOT LESS than 65% & in English 50%.  
Both eyesight 6/6 without visual aids (For Deck Cadet) & No colour blindness  
Candidates awaiting 12<sup>th</sup> result can apply.  
Age criteria as mentioned on website.

**For more information: Please visit our website:  
<https://www.msccs.com/india/cadets/>**

**Required C/E, 2/E, ETO for ME / RT FLEX Engine & Gas Engineer for LNG dual fuel class vessels**

**Required Master, C/O for large container vessels 9000 to 24000 TEU**

**Required 2/O, 3/O, 3/E & 4/E for container vessels**



**TRUST, RELIABILITY, STABILITY & GROWTH**

For further details please call us on our toll free number 1800 209 2555 or simply walk into

**MSC CREWING SERVICES PVT. LTD.**

Regd. Off: MSC House, 2nd & 3rd Floor, Andheri-Kurla Road, Andheri (East), Mumbai- 400059. (INDIA)  
Tel : +91-22-6752 2555 | Fax : +91-22-6752 2525 | Website: [www.msccs.com](http://www.msccs.com) | Email: [IN001-Jobs@msc.com](mailto:IN001-Jobs@msc.com)  
CIN No: U63090MH2005PTC151320

- |  |   |
|--|---|
| New Delhi - Tel: +91 11 43017707/08/09 | Email: <a href="mailto:in001-delhi@msc.com">in001-delhi@msc.com</a>     |
| Chennai - Tel: +91 44 40155305/06/07   | Email: <a href="mailto:in001-chennai@msc.com">in001-chennai@msc.com</a> |
| Patna - Tel: +91 612 3504766/67/68     | Email: <a href="mailto:in001-patna@msc.com">in001-patna@msc.com</a>     |
| Cochin - Tel: +91 484 4039010/9011     | Email: <a href="mailto:in001-cochin@msc.com">in001-cochin@msc.com</a>   |
| Kolkata - Tel: +91 33 40393402/03/08   | Email: <a href="mailto:in001-kolkata@msc.com">in001-kolkata@msc.com</a> |

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

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



**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.**

**SHORE JOB:**

- TECHNICAL PURCHASER
- FLEET PERSONNEL OFFICER (Must have crewing operations experience)

*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](mailto:apply@exmar.in)

Visit our website:  
[www.exmarshipmanagement.com](http://www.exmarshipmanagement.com)

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



# AUBURN INSTITUTE OF MARITIME TRAINING

## WE ARE AUTHORISED FILLING AGENTS FOR VARIOUS FLAG ENDORSEMENTS

- PANAMA FLAG ENDORSEMENTS
- LIBERIA FLAG ENDORSEMENTS
- ST. KITTS & NEVIS
- MARSHALL ISLANDS
- TANZANIA
- GABON
- CAMEROON
- ESWATINI MARITIME
- GUINEA - BISSAU
- COOK ISLANDS
- SAN MARINO
- HONDURAS
- DJIBOUTI
- COMOROS
- BARBADOS
- HONG KONG
- GAMBIA
- MALAWI
- ANTIGUA & BARBUDA
- VANUATU
- SIERRA LEONE
- BENIN

- ◆ VALUE-ADDED COURSES
- ◆ ALL TYPES OF ECDIS

Kindly send your inquiries to: [info@auburninstitute.com](mailto:info@auburninstitute.com) / [vetrikumar@auburnships.com](mailto:vetrikumar@auburnships.com)  
 Phone No.: 022 6819 3965  
 WhatsApp: +91 98404 54510 / +91 98704 26846



## AUBURN SHIPMANAGEMENT PRIVATE LIMITED

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

### URGENT REQUIREMENTS OF OFFICERS AND CREW FOR BULK CARRIER VESSELS (PANAMAX / CAPE SIZE) AND CRUDE OIL TANKER:

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

*Candidates must have 2-3 contracts' rank experience on similar type of ship. Any National COC is acceptable. Salary as per market standards.*

Interested candidates please share CVs to : [manning@auburnships.com](mailto:manning@auburnships.com)

Please directly contact us on: +91 77383 90219  
 We do not have any agency services.

ADDRESS: F 305, Tower 2 L&T Seawoods Grand Central, Nerul West, Seawoods, Navi Mumbai, Maharashtra 400706.



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

## SHAN SHIP MANAGEMENT PRIVATE LIMITED

Believe | Work | Grow  
 Endeavor to be Excellent



### ATTRACTIVE BENEFITS:

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



Office No. 804, 805, 806 and 811, 08th Floor,  
 Fortune Emporio, Near Sunshine Hotel, Mira Road East,  
 Thane, Maharashtra 401107, India.

Tel.: +91 90290 03060

Email: [personnel@shanshipmanagement.com](mailto:personnel@shanshipmanagement.com)

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

### FOLLOWING RANK REQUIREMENTS:

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

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

**URGENT HIRING**  
**LPG & LNG Experienced Crew**

SHORE JOB OPPORTUNITIES  
 URGENT REQUIREMENTS:

**Technical Superintendent:**

Sailing Experience as 2E or CE in Oil Tankers

Please send your resume:

[personnel@shanshipmanagement.com](mailto:personnel@shanshipmanagement.com)

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

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



# MARLOW NAVIGATION INDIA PVT. LTD.

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

## REQUIREMENTS:

- » **Supramax Bulkers:**  
Master, Chief officer, Chief Engineer, 2nd Engineer
- » **Oil/Chem Tankers:**  
Chief Engineer, Chief Officer, 2nd Engineer
- » **All Officers and Engineers for RORO Vessels.**
- » **All Officers and Engineers for Bulk Carriers.**
- » **All Officers and Engineers for Container Vessels.**



## CONTACT US

### 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.**



## Building Trust with Seafarers

**Since 1996**

### Requirements for: CONTAINERS

- Master
- CO
- CE
- 2E with (Min 8 -12 months experience)
- ETO ( III/6)
- REEFERMAN

### Requirements for: SUEZMAX TANKER

- CO (Min 8 -12 months experience)
- CE (Min 24 months rank exp)
- 2 ENG (Min 12 - 24 months exp)
- 3 OFF (Min 06 - 12 months exp)
- 4 ENG (Min 6 - 12 months rank exp)
- ETO (With COC)

Looking for **female candidates** for all ranks to takeover for containers

### 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



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

Our principal partners & Associates:



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



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

📍 Akshaya Shanti first floor, Unit No 101, Door No: 27/44,  
Anna salai, Chennai - 600 002.

**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 COAST****MASTER  
(NCV)****CHIEF ENGINEER  
(CLASS I)****CHIEF OFFICER  
(NCV)****SECOND ENGINEER  
(CLASS IV WITH EXPERIENCE)****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)**SHORE JOB - JAMNAGAR****TECHNICAL SUPERINTENDENT**  
with Indian COC**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.****Goodwood**  
A DHT Company**QUALITY | SAFETY | SECURITY | ENVIRONMENTAL PROTECTION**Established with the Vision to be the forerunner in  
providing Ship Management Solutions.

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

**FOR OUR EXPANDING POOL OF  
VLCCs / SUEZMAXs****URGENTLY REQUIRE : MASTER / CHIEF ENGINEER / 2ND ENGINEER /  
3RD ENGINEER / 4TH ENGINEER WITH DUAL FUEL VLCC EXPERIENCE.**We Invite Candidates with adequate experience  
to apply for the following positions**+ MASTER / CHIEF ENGINEER**  
(minimum 12 months rank experience)**+ 2ND OFFICERS / 3RD OFFICERS**  
(minimum 12 months rank experience)**+ JUNIOR OFFICERS**  
(minimum 12 months rank experience)**+ ETO FOR TANKERS**  
(with Adequate rank experience, and COC)**+ CHIEF OFFICER  
2ND ENGINEER**  
(minimum 12 months rank experience)**+ 3RD ENGINEERS / 4TH ENGINEERS**  
(minimum 12 months rank experience)**"US VISA MANDATORY FOR ALL RANKS"****RATINGS:****BOSUN, AB, PUMPMAN,  
FITTERS & CHIEF COOK**  
(with minimum 2 years  
of rank experience)

For employment prospects with us please contact our wholly owned subsidiary India (Manning Office)

GOODWOOD MARINE SERVICES PVT. LTD.

Solaris One, Unit 905, 9th Floor, N.S. Phadke Marg, Andheri (East), Mumbai 400 069 - India.

Tel : +91 22 6720 0400 | Fax : +91 22 6720 0404 | Email: application@goodwoodship.com | Website: www.goodwoodship.com

GOODWOOD SHIP MANAGEMENT PTE. LTD.

20 Science Park Road, #02-34/36

Teletch Park, Singapore 117674.

Tel : +65 6500 4040, Fax : +65 6500 4050

**WE DO NOT HAVE ANY OTHER BRANCH OFFICE, EMAIL DOMAIN, CONTACT NUMBER OR WEBSITE OTHER THAN THOSE MENTIONED ABOVE, FOR JOB APPLICATION.**Log on to : [www.seajob.net](http://www.seajob.net)

# SHANE MARINE SERVICES PVT. LTD.

*Shane Marine*  
Beyond the Ocean

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

The Way To Grow With Us

## WE REQUIRE FOR OUR EXPANDING FLEET

### PRODUCT (OIL / CHEMICAL)

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

### BULK CARRIER

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

### GENERAL CARGO VESSEL

Electrical Officer

### CONTAINER VESSEL

Chief Engineer / 2nd Engineer  
(Experience on 4-stroke engines)

### MR TANKERS (vessel age is 5 years old)

3rd Officer / Electrical Officer  
(US visa and 12 months rank experience is mandatory)

### RATINGS

Able Bodied Seaman / Motorman / Deck & Engine Fitter / Chief Cook / Oiler

### APPLY NOW

E-MAIL: [personnel@shanemarine.com](mailto:personnel@shanemarine.com)

### CONTACT US:

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

### REGISTERED OFFICE

Shane Marine Services Private Limited  
Door No: 13/420/5GT3/5HT3, Fifth Floor, Tower 3, Alfa Horizon, Goshree Road,  
Opposite ICTT, Vallarpadam, Ernakulam, Kerala - 682504, India.

### BRANCH OFFICE

Western Edge II, B-Wing, 301, Opp. Magathane Depot, Borivali (East), Mumbai - 400066.



## OPENING ON AN URGENT BASIS FOR PRODUCT TANKER: 2nd Engineer

- + As an equal opportunity employer, we welcome and consider applications from all qualified candidates.
- + Long term employment with bright promotional prospects.

To know more visit: <https://www.shanemarine.com/>



## 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 Officer
- ◆ 2nd Officer
- ◆ 3rd Officer
- ◆ Chief Engineer
- ◆ 2nd Engineer
- ◆ 3rd Engineer
- ◆ 4th Engineer
- ◆ ETO (With COC)

**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](mailto: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

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

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All Facilities Under One Roof

- Pathology ➤ X Ray
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Contact No: 022-41206874 / 75 | Email Id: admin@globusmedicare.com | Website: www.globusmedicare.com



STEAMSHIP

# 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](http://www.seajob.net)

# WORK WITH SEASPAN

- Seaspans 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
- The 'EGR (Exhaust Gas Recirculation)' as well as 'SCR (Selective Catalytic Reactors)' as means to bring down NOx emissions to Tier III levels

- COPEs Company e-learning training platform completed from the comfort of your home
- Gender friendly accommodation facilities
- Female Engagement Champions across offices worldwide
- Quality growth
- Low LTIF & High retention
- Wages in top Quartile, and consistent operational excellence



# JOIN OUR GROWING COMMUNITY

## IMMEDIATE VACANCIES FOR:

- Master
- Chief Officer
- 3rd Officer
- Chief Engineer
- 2nd Engineer
- 4th Engineer
- ETO
- Fitter
- Reefer Assistant

## Embracing Equality

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

**seaspans**  
safe | reliable | economical

License no RPSL-MUM-014 | Valid until February 15, 2026  
(CIN no U 78100 MH 2005 PTC 152233)

ADDRESS: Seaspans Crew Management India Private Limited, 501, Kamla Executive Park, Andheri (E), Mumbai 400 059, India  
TEL: Chennai: +91-9884450085 Cochin: +91-9633110085 Mumbai: +91-22-40666200 | EMAIL: jobs@seaspanscrew.com

[seaspanscorp.com](http://seaspanscorp.com)

f /SeaspansCorp in /Seaspans-Corporation



# K MARINE SHIP MANAGEMENT

*We make seas safer*

Fast Growing Fleet of Young Vessels with Excellent Vessel-shore CO-ORDINATION



## "K" STEAMSHIP AGENCIES PVT. LTD.

RPSL-MUM-065 / Date of Expiry 01 Sept 2026  
Godrej Coliseum, 5th Floor, 3-C Wing,  
Everard Nagar, Sion (East), Mumbai,  
Maharashtra - 400022.  
Tel: +91 22 6153 8100  
Email: ksms@ksmsindia.com;  
manning@ksmsindia.com  
Web: www.ksteamship.com

NEW OFFICE ADDRESS wef 1st April 2024

## K LINE SHIP MANAGEMENT (INDIA) PVT. LTD.

Marathon Futurex, Mafatlal Mills Compound,  
Unit No. 1001, 10th Floor, 'C' Wing, N. M. Joshi Marg,  
Lower Parel (E), Mumbai - 400013.  
Email: all.users@klsmumbai.com

## We Offer

- \* Ownership Company
- \* Unlimited Internet Access
- \* Re-joining, Loyalty & Seniority Bonus
- \* Long Term Prospects with Excellent shore Opportunities
- \* Home Town Repatriation / Accommodation in metros for overnight transits
- \* Family Medical Insurance Scheme
- \* Highly Safety Standards onboard with Excellent Vetting record
- \* Timely Relief And Assignments
- \* 24 X 7 Medical support onboard by MedSea

**IMMEDIATE VACANCIES FOR:**  
**AFRAMAX, VLCC, LPG AND LNG VESSELS**

**CHIEF OFFICER**  
**2ND OFFICER**  
**3RD OFFICER**  
**2ND ENGINEER**  
**3RD ENGINEER**  
**ETO**  
**RATINGS....**



## NOTICE

Be aware of fraudulent Job offers from criminals, misusing our name. We and our Manning Agents never charge any money for selection / joining.

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

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



# YUAM Crew Management Private Limited

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

## WE HAVE THE FOLLOWING REQUIREMENTS FOR LNG & LPG (VLEC – Very Large Ethane Carrier)

- ▶ Master – Minimum 40 months in rank
- ▶ Chief Officer – Minimum 12 months in rank
- ▶ Second Officer – Minimum 18 months in rank
- ▶ Third Officer – Minimum 12 months in rank
- ▶ Chief Engineer – Minimum 40 months in rank
- ▶ Second Engineer – Minimum 12 months in rank
- ▶ Cargo Engineer – Minimum 12 months in rank
- ▶ Third Engineer – Minimum 18 months in rank
- ▶ Fourth Engineer – Minimum 12 months in rank
- ▶ ETO – Minimum 12 months in rank

## REQUIREMENTS FOR CHEMICAL TANKER:

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

## GENERAL REQUIREMENTS (ALL VESSELS)

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

**PLEASE FORWARD YOUR CVs TO : YUAM Crew Management Private Limited**

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**(with advanced oil COP)**

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- SECOND ENGINEER
- ELECTRICAL OFFICER

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ISO 14001  
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### CONTACT DETAILS:

501, The Eagle's Flight, 263,  
Suren Road, Near W.E.H. Metro Stn.,  
Andheri (East), Mumbai - 400093.

TEL : 91-22-26845850 / 80 / 48 / 68

FAX : 022-26845299

EMAIL : starship@andromeda-india.com

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

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2/O, 3/O, Jr. officer	Ms. Shikha Mehra - 7710010159 shikhamehra@sishipping.com	3/E, 4/E, Jr. Engg, Pumpman, Fitters	Mr. Alston - 7208911344 alston@sishipping.com
Back Up All Ranks	Mr. Dilip Pandit - 8655797742 dilippandit@sishipping.com	Oiler, AB, OS, Cook	Mr. Yogesh Gawde - 8655686476 yogeshgawde@sishipping.com

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**CONTACT PIC:** Mr. Sydney Lobo / Capt. Vaibhav D. Gaikwad | +91-22-4225-4225 | manning@sishipping.com | www.sishipping.com

Address: Seven Islands Shipping Ltd., Suite 3A, 3B & 4, Level 8, B Wing, Times Square, Andheri Kurla Road, Mumbai - 400059.



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

### URGENT REQUIREMENTS:

#### CRUDE OIL TANKER (COPT)

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

#### BUNKER TANKER

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

#### OIL/CHEMICAL TANKER

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

#### INDIAN COASTAL TUG

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

#### AFRAMAX TANKER

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

#### BULK CARRIER

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

#### CONTAINER

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

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**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 Tel No.: 022- 4606 9061 / 4606 9062

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## RATINGS:

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Mr. Rabish 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:**  
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Satya - The Hive, Sector 102,  
Gurugram - 122017,  
Haryana, India.  
Capt. Jaideep Yadav  
Mob: +91 9825272925

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



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## Ship Management

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

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- ETO (With US Visa) • AB • FITTER
- MOTORMAN

### REQUIREMENTS FOR BULK CARRIERS

- CHIEF ENGINEER (with ME experience)
- SECOND ENGINEER
- ETO (with COC and US Visa)
- FITTER (with 6G certificate)

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

- MASTER • CHIEF ENGINEER • CHIEF OFFICER
- 3RD ENGINEER • ETO • AB • FITTER • COOK

### \*Rank Experience Needed For All.

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- CHIEF OFFICER • 2ND ENGINEER

### REQUIREMENTS FOR SELF-UNLOADER

- CHIEF ENGINEER (with US Visa)
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- AB (with US Visa)

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- » Family Carriage Facility
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S.NO	ID	COURSE	Duration	S.NO	ID	COURSE	Duration
<b>ENGINE ROOM SIMULATOR</b>				<b>BASIC MODULAR COURSES</b>			
1	3241	Diesel Engine Combustion Gas Simulator MEO Class I	3 Days	19	5311	Basic Training for Ships using Fuels covered within IGF code - (BIGF)	4 Days
2	3221	Engine Room Simulator - (Management level) MEO Class II	5 Days	20	3123	High Voltage Safety And Switch Gear - (Operational Level)	1 Day
3	3121	Engine Room Simulator - (Operational level) MEO Class IV	3 Days	21	6101	Basic Safety Training [ BST= EFA+FPFF+PST+PSSR ]	12 Days
<b>NAVIGATION SIMULATOR</b>				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 (BTLG)	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
<b>COMPETENCY COURSES</b>				<b>ADVANCED MODULAR COURSE</b>			
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
<b>REFRESHER COURSES</b>							
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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- » Fourth Engineer (with Advance IGF Course/CoP)

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- » Second Engineer  
(With Sulzer RT-Flex/ME Engine Experience)
- » ETO  
(With Sulzer RT-Flex/ME Engine Experience)

## LNG CARRIER

- » Master
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(With XDF/MEGI/MEGA Experience)
- » Second Engineer  
(With XDF/MEGI/MEGA Experience)
- » Gas Engineer (With CL-II CoC )
- » ETO (With XDF/MEGI/MEGA Experience preferred)

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Address: 301/302, Delphi 'B' Wing, Orchard Avenue, Hiranandani Business Park,  
Powai, Mumbai - 400076.  
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[www.nmg-stena.com](http://www.nmg-stena.com)



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**NORTHERN MARINE MANAGEMENT INDIA DOES NOT UTILISE EXTERNAL AGENTS OR HAVE OTHER OFFICES AND WE DO NOT CHARGE ANY FEES FOR EMPLOYMENT.**



**CASPIA SHIP MANAGEMENT PVT. LTD.**  
RPSL-MUM-162206 | Valid from 16/02/2024 Till 16/02/2029



### WE REQUIRE

#### LPG/VLGC

➤ 3rd Engineer

#### Crude Oil Tanker

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

#### Oil/Chem Tanker

➤ Chief Officer  
➤ Chief Engineer  
➤ 2nd Engineer  
➤ AB

#### Container

➤ 2nd Engineer

#### Offshore (Crew Boat)

➤ All Ranks

#### CONTACT

Ms. Mansi: +91 8169460864 (Engine Crew)  
Ms. Rity: +91 8169776094 (Engine Crew)  
Ms. Priyanka: +91 8169460851 (Deck Crew)  
Mr. Umesh: +91 8104418969 (Deck Crew)

✉ [cv@caspiaship.com](mailto:cv@caspiaship.com)

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

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

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- Chief Officer (NCV / FG) /  
Dredger Mate (Grade I / II) /  
NWKO (with 2 years exp.)
- Chief Engineer (NCV SEO / CEO)
- Dredger Engineer (Grade I / Grade II)
- 2nd Engineer / CL-IV Engineer
- Engine Driver
- Tube Operator

#### For Harbour Tugs

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

» Officers holding Indian CoC may apply.

» Candidates looking for change or promotions are also welcome.

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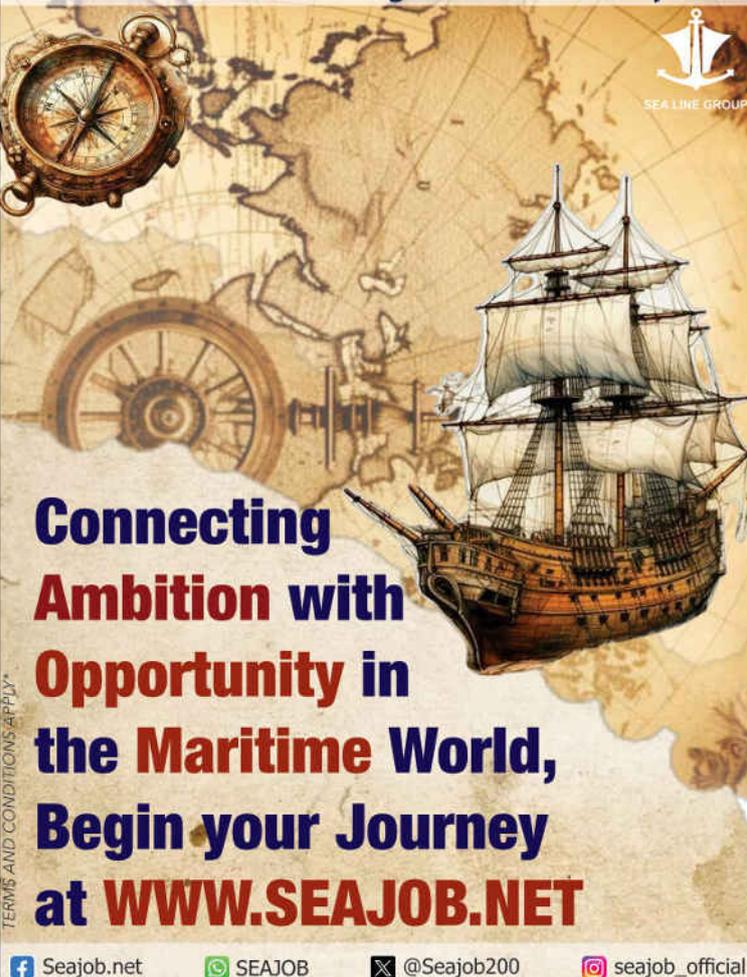
[crew.osl@adani.com](mailto:crew.osl@adani.com)

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**ICOON MARINE PRIVATE LTD.**  
RPSL-MUM-162131 | DOI: 12/01/2023 | DOE: 12/01/2028

**WE ARE HIRING**

**HANDYSIZE OIL  
TANKER VESSELS**

- ◆ Chief Officer
- ◆ Chief Engineer
- ◆ Second Engineer
- ◆ Third Engineer

**White COC and Rank  
experience compulsory.**

Interested candidates can email their resumes on [icoon@icoonmarine.com](mailto:icoon@icoonmarine.com)

**Contact Details:**  
Please send your resume on our below contact numbers:  
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(WhatsApp only)



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## HOLY ANGEL MARINE SERVICES PVT. LTD.

D.O.I: 04.01.2018 / D.O.E: 29.09.2027 **RPSL/CHN/045**

### URGENT REQUIREMENT FOR SUEZMAX / PANAMAX TANKER VESSEL

» <b>MASTER</b>	» <b>CHIEF ENGINEER</b>
» <b>CHIEF OFFICER</b>	» <b>SECOND ENGINEER</b>
» <b>SECOND OFFICER</b>	» <b>THIRD ENGINEER</b>
» <b>THIRD OFFICER</b>	» <b>FOURTH ENGINEER</b>
» <b>PUMPMAN</b>	» <b>ETO (With COC / ETR)</b>
» <b>A/B (With Indian COP)</b>	» <b>OILER (With Indian COP)</b>

**Preferred COC:** INDIAN / UK / AUSTRALIA / NEW ZEALAND / SINGAPORE / MALAYSIA / UAE / SOUTH KOREA / SWEDEN / IRAN

**Salary as per market / Trading Area: Persian Gulf**

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

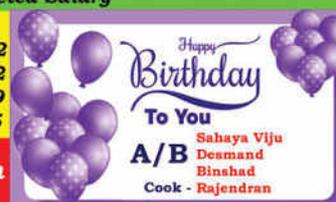
**Contact Persons**

Top 4 & ETO	- 87549 57322
Officers & Engineers	- 75300 44252
Ratings	- 99445 28339
Emergency	- 93844 05435

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

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

**Branch Office**  
Key Tech Park, 7th Floor ,Off. No - 704,  
B Wing, Oshiwara of S.V.Road,  
Jogeshwari West, Mumbai - 400102  
Ph: 022 - 4667788



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

## TRITON MARITIME PVT. LTD.

Mumbai (Parekh Group)



**We Are Hiring Following Personnel For Our DP2 PSV Vessels (Similar Type Of Vessel Exp. Reqd.):**

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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

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

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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

**We Are Hiring Following Personnel For Our AHTS In Cochin:**

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

ALL RATINGS SHOULD APPLY. VALID PCC REQUIRED.

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

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

Share Your CV At [crewing@triton-maritime.com](mailto:crewing@triton-maritime.com)  
Contact No.: +91 8600842570 / 9820952983



**Police Clearance Certificate Or Pass Cancellation Mandatory.**

**WE HAVE NO AGENTS.**



## ELVIS SHIP MANAGEMENT LLP

RPSL-MUM-162114  
Valid Till: 22/09/2027

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**REQUIREMENT OF FULL COMPLEMENT OFFICERS AND CREW RATINGS FOR AROUND 180,000 m<sup>3</sup> AND 74,000 m<sup>3</sup> CAPACITY LNG CARRIER**

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**VLGC / LPG:**  
Master, Chief Officer, 2nd Engineer, 3rd Engineer, 4th Engineer, Gas Engineer, Deck and Engine Ratings.

**SHORE JOB REQUIREMENTS:**

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

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## XT Ships Management India Pvt. Ltd.

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**CHEMICAL TANKERS**

- CHIEF OFFICER
- THIRD OFFICER
- SECOND ASSISTANT ENGINEER
- THIRD ASSISTANT ENGINEER
- ELECTRICAL OFFICER
- PUMPMAN
- ABLE SEAMAN
- ORDINARY SEAMAN

[www.asm-maritime.com](http://www.asm-maritime.com)



**CONTAINERS / BULK**

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**Any experienced Chemical Tanker Ratings who wish to join the company, please apply by email to [jobs@xtindia.com](mailto:jobs@xtindia.com).**

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

MUMBAI OFFICE: Unit F-5, 4th Floor, Pinnacle Business Park, Mahakali Caves Road, Andheri East, Mumbai – 400093. TEL: +91 22 68732600 | FAX: 68732601 | EMAIL ID: [jobs@xtindia.com](mailto:jobs@xtindia.com).

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



# CENMAR MARITIME AGENCIES (INDIA) PVT. LTD.

RPSL-MUM-045 Issue Date: 16.12.2025 Expiry Date: 16.12.2030

**EXCLUSIVELY FOR OWNERS OF CRUDE OIL & PRODUCT TANKER (AFRAMAX / SUEZMAX)**

## URGENT REQUIREMENTS:

### AFRAMAX TANKER

- ▶ CHIEF OFFICER
- ▶ SECOND ENGINEER
- ▶ ETO

### SUEZMAX TANKER

- ▶ CHIEF OFFICER
- ▶ SECOND ENGINEER

### OIL/CHEMICAL TANKER

- ▶ CHIEF ENGINEER
- ▶ SECOND ENGINEER
- ▶ ETO

### CRUDE TANKER

- ▶ SECOND ENGINEER
- ▶ ETO

### BENEFITS

- ✓ Bright Promotional Prospects.
- ✓ Excellent Ownership Working Conditions.
- ✓ Long Term Career Prospects Assured.
- ✓ Support of Shore Personnel / Operators.
- ✓ Rejoining Bonus / Standby Wages for All Ranks.
- ✓ Home Town Repatriation.
- ✓ Value-Added Courses Sponsored by the Company.
- ✓ Exclusive In-House Training on LCHS.
- ✓ Health Insurance Coverage.



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

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

### Address:

**B Wing, 108 / 109, 1st Floor, Kanakia Wall Street, Chakala, Andheri-Kurla Road, Andheri East, Mumbai - 400 093.**

**Tel : +91-22-47805090**

**Ph : +91-91529 40478**