OLYMPIA SHIP MANAGEMENT

SEAJOB INDIAN ANCHOR AWARDS 2026



MR. RONI ABRAHAM
(Founder & MD)

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" It takes a great deal of courage for companies to come forward and place themselves before seafarers to be voted for by them. It is self-evident that the nominees believe in their potential and the value they bring to the seafaring community. This, in itself, is a testament to the fact that they are among the best brands in the Indian maritime industry. What a commitment! "



MRS. GRACE RONI
(CEO)



MS. AMY ABRAHAM
(COO)

SEAJOB INDIAN ANCHOR AWARDS 2026 CELEBRATES EXCELLENCE ACROSS THE MARITIME INDUSTRY

An evening of recognition, celebration and cultural splendour brings together over 175 RPSL companies and distinguished members of India's maritime fraternity.

The maritime fraternity came together on 14 November 2026 for the much-anticipated SEAJOB Indian Anchor Awards 2026, an evening dedicated to recognising excellence, leadership and outstanding contributions across the Indian maritime industry. Organised by Sea Line Group, the awards brought together leading shipping companies, industry veterans, maritime professionals and seafarers to celebrate the people and organisations shaping the future of the sector. With more than 175 RPSL companies in attendance, the event stood as a testament to the strong relationships and collective spirit that define India's maritime community. The event began as Mrs. Grace Roni addressed the gathering, sharing the vision behind the awards and the importance of recognising the people and organisations contributing to the growth of the maritime fraternity. Leadership excellence was celebrated, with Capt. Sanjay Prashar, Founder and CEO of VR Maritime Services Pvt. Ltd., receiving the Leader of the Year – Male award. The award was bestowed on the merit of his immense popularity amongst seafarers who voted for him.

LEADER OF THE YEAR 2026



CAPT. SANJAY PRASHAR
(CEO & Founder)
VR MARITIME SERVICES PRIVATE LIMITED



MS. AISHWARYA GUPTA PILANKAR
(Managing Director)
NAUTICAL MARINE MANAGEMENT SERVICES PVT. LTD.

For the ceremonial lighting of the lamp distinguished dignitaries, including Mr. Emrullah Kula, Owner (Turkey), EMC Marine; Mr. Tejpal Gangwar, Founder and CEO, Olympia Ship Management Pvt. Ltd.; Mr. Pradeep Bajpai, MD – Shipping, Tomini Group (Dubai); joined the ceremony. An important highlight was the unveiling of the official SEAJOB Indian Anchor Awards 2026 souvenir. The publication documented the event's journey, industry partnerships and achievements, recognising the organisations and individuals who continue to strengthen the maritime sector.

Seajob Brings Keralam In Mumbai

This year's celebrations embraced the vibrant cultural heritage of Keralam, reflecting India's unity in diversity through its traditions, art forms and cultural expressions. A traditional Ganesh Vandana was performed, accompanied by a spectacular Kalaripayattu presentation by Thadickal from Kottayam, Puthupally, under the leadership of Gurukkal Dr. Baiju Varghese. The performances offered a glimpse into the rich heritage of Keralam, setting an energetic and spiritually uplifting tone for the celebrations. The cultural showcase continued with the graceful classical dance form of Mohiniyattam, followed by a captivating Kathakali performance, bringing the region's artistic traditions to the forefront.

Celebrating A Journey Built On Connections

The evening also provided an opportunity to reflect on the journey of Sea Line Group. Founded by Marine Engineer Mr. Roni Abraham, the organisation began its journey in 2004 with the launch of www.seajob.net, a dedicated employment platform for seafarers. In 2007, it further expanded its presence with the launch of Sea and Job Magazine, which has since established a strong presence among RPSL-holding companies. With 96% of active seafarers registered on seajob.net and more than 175 RPSL companies regularly advertising through its platforms, Sea Line Group continues to strengthen its commitment to connecting maritime professionals with opportunities. Its recently initiated roadshows further extend this mission by creating opportunities for direct engagement with seafarers across India's metropolitan cities.

About The Trophy

The trophy's base represents a steadfast rock on the ocean floor, resilient even in the fiercest storms. Its riser symbolizes the waves rising from the depth, which ultimately calms as they reach the surface—a reflection of growth and stability from the very foundation. At the pinnacle of the trophy sits the crest, proudly bearing the logo of Sea Line Group, a company that has weathered every challenge, thanks to the unwavering support of our patrons, souvenir sponsors, and industry partners. Sea Line Group remains buoyed by the opportunities the sea provides and the continued backing of the maritime industry.

Recognising The Sapphires Of The Ocean And Pearls Of The Sea

The highlight of the evening was the presentation of awards across multiple categories, recognising excellence in ship management, crew management, employment practices, leadership and corporate responsibility.

The first awards segment, **Sapphires of the Ocean**, recognised companies for their outstanding contributions across different vessel categories and areas of maritime operations. AG. Maritime Pvt. Ltd. received the Best Employer of the Year award, while Pacific Basin Shipping (HK) Limited was recognised as Best Employer for Dry Cargo Fleet. Nautilus Shipping India Pvt. Ltd. received the award for Best Employer for Container Fleet, and MMS Maritime (India) Pvt. Ltd. was recognised in the Gas Tanker (LPG/LNG) category. Other notable winners included VR Maritime Services Pvt. Ltd. for Best Employer for Offshore Fleet; Olympia Ship Management Pvt. Ltd. for Best Employer for Oil Tanker Fleet; and Andromeda Shipping (India) Pvt. Ltd. for the Seafarers' Choice Award.

Seaspan Crew Management India Pvt. Ltd. received recognition for its CSR activities, while Anglo-Eastern Ship Management (India) Pvt. Ltd. was recognised for having the maximum variety of vessel types. Eastaway (India) Pvt. Ltd. received the Best Green Fleet Employer award, and Nautical Marine Management Services Pvt. Ltd. was recognised as Best Employer for VLCC. Ocean One Ship Management received the award for Best Employer for MR and Small Tankers, while The Great Eastern Shipping Company Ltd. was recognised as Best Employer of the Year (Indian Flag). Altitude Marine Services Pvt. Ltd. received the Emerging Company of the Year award, Nauticfleet Pvt. Ltd. was recognised as the Fastest-Growing Company of the Year, and Ocean Sparkle Ltd. received the award for Best Employer for Towage and Terminal Operations.

Ms. Aishwarya Gupta Pilankar, Managing Director of Nautical Marine Management Services Pvt. Ltd., was honoured as Leader of the Year – Female, recognising her contribution and leadership in the maritime industry.

The second major company awards segment, **Pearls of the Sea**, continued the celebrations by recognising organisations for their achievements and contributions. Tomini Shipping Pvt. Ltd. received the Best Employer of the Year award, while Norbulk Crewing Services Pvt. Ltd. was recognised for Dry Cargo Fleet and PIL (India) Pvt. Ltd. for Container Fleet. NYK Shipmanagement (India) Pvt. Ltd. received the award for Best Employer for Gas Tanker Fleet, while D'Amico Ship Ishima India Pvt. Ltd. was recognised in the Chemical Tanker category. Other winners included Teekay Shipping (India) Pvt. Ltd. for Best Employer for Oil Tanker Fleet; Blackhull Maritime Services Pvt. Ltd. for the Seafarers' Choice Award; and Maersk Fleet and Procurement India Pvt. Ltd. for CSR Activities. Cenmar Maritime Agencies (India) Pvt. Ltd. received the award for Best Employer for MR and Small Tankers, while Gem Manning Services Pvt. Ltd. and Caspia Ship Management Pvt. Ltd. were recognised as Emerging Company of the Year and Fastest-Growing Company of the Year, respectively.

Recognising Industry Partners and Contributions

Beyond the competitive award categories, the Recognition Awards honoured organisations whose contributions and support have helped strengthen the maritime ecosystem. Globus Medicare was recognised as the Medical Partner, while Air Arena Tours and Travels Pvt. Ltd. received recognition as the Tours and Travels Partner. ONESEA Ship Management Pvt. Ltd. was acknowledged as a Rising Emerging Shipping Company.

The Most Viewed Company on seajob.net recognition was presented to Dynacom Tankers Management Pvt. Ltd., Alba Marine Services Pvt. Ltd., Zodiac Maritime Agencies (India) Pvt. Ltd., Tangar Ship Management Pvt. Ltd., Aayansh Shipping Services Pvt. Ltd., BW Maritime Pte. Ltd. and Seaarland Management Services Pvt. Ltd.

Honouring the People Behind Every Successful Voyage

One of the most significant segments of the evening was the presentation of the Seafarer of the Year Awards, dedicated to the professionals whose courage, discipline and commitment keep global trade moving. Recognising that seafarers often spend months away from their families while navigating challenging conditions at sea, the awards celebrated their dedication and professional excellence.

The recipients included Capt. Pavlo Kliuiev, Master, Eastaway (India) Pvt. Ltd.; Capt. Saimon Fernandes, Master, Maritec Tanker Management Pvt. Ltd.; and Mr. Sanjaykumar Durlabhbhai Bharti, AB, Seaarland Management Services Pvt. Ltd. Further recipients included Mr. Imatyaj Yakub Patankar, ETO, Tomini Shipping Pvt. Ltd.; Capt. Mukesh Kumar, Master, VR Maritime Services Pvt. Ltd.; Capt. Akhil Bartaria, Master, D'Amico Ship Ishima India Pvt. Ltd.; and Capt. Savio Joseph Martis, Master, Andromeda Shipping (India) Pvt. Ltd. The recognition continued with Mr. Alam Perwez, Fitter, Andromeda Shipping (India) Pvt. Ltd.; Mr. Rohan Ruparelia, Chief Officer, Nautical Marine Management Services Pvt. Ltd.; and Capt. Ram Bahadur, Master, Nautical Marine Management Services Pvt. Ltd.

These awards served as a reminder that the maritime industry is built not only on vessels, infrastructure and technology, but also on the dedication of the people who work tirelessly behind every successful voyage.

A Celebration Made Possible By Industry Support

The SEAJOB Indian Anchor Awards 2026 also acknowledged the valuable support of its souvenir sponsors and industry partners.

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AN EVENING TO REMEMBER

As the evening drew to a close, Ms. Amy Abraham delivered the closing address, expressing gratitude to the dignitaries, sponsors, partners, award presenters, performers, organisers and members of the maritime fraternity who contributed to making the celebration memorable.

The celebrations concluded on a high note, with Crystal Fire taking the stage for a musical performance, followed by the banquet and continued celebrations.

More than an awards ceremony, the SEAJOB Indian Anchor Awards 2026 was a celebration of the people, partnerships and shared aspirations that keep the maritime industry moving forward. By placing seafarers and their choices at the heart of the recognition process, the awards reaffirmed their commitment to acknowledging excellence from the perspective of the very community the industry serves.

As Sea Line Group continues its journey of connecting and empowering maritime professionals, the Seajob Indian Anchor Awards remain an important platform for recognising achievements, encouraging progress and strengthening the bonds that unite the maritime fraternity.

SAPPHIRES OF THE OCEAN



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COMPANY WITH MAX. ALL TYPES OF VESSELS - ANGLO-EASTERN SHIP MANAGEMENT (INDIA) PVT. LTD.
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PEARLS OF THE SEA



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(Capt. Shrikant T. & Team)



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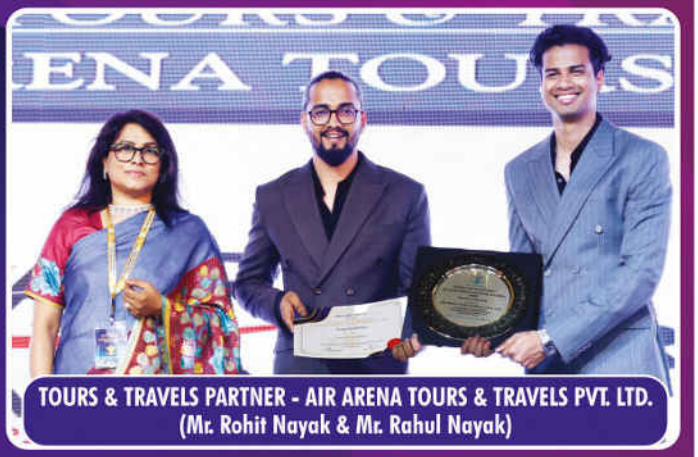


FASTEST-GROWING COMPANY OF THE YEAR - CASPIA SHIP MANAGEMENT PRIVATE LIMITED
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RECOGNITION AWARDS



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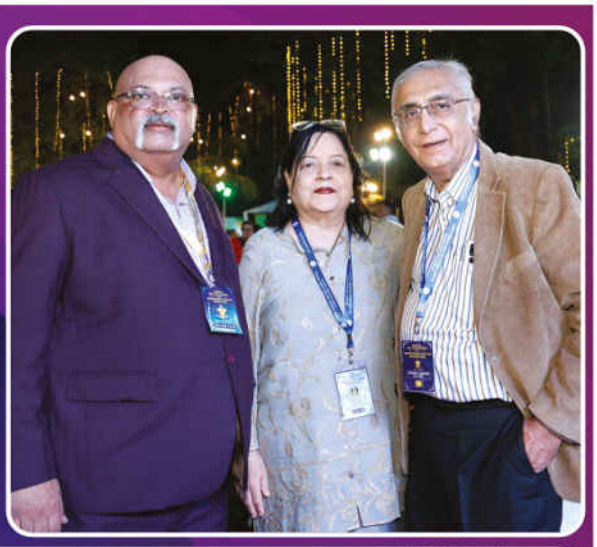





































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(Deputy General Manager) +91 83779 09271

Mayank Gogia
(Sr Recruitment Officer) +91 81710 87014

PATNA REGION
FOR OFFICERS :
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RPSL–MUM-191. **Valid from**: 12.11.2025 **Valid till** 12.11.2030

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

GAS TANKERS – LNG CARRIERS

IMMEDIATE VACANCIES FOR OUR EXPANDING FLEET OF LNG CARRIERS

- ***Master & Chief Officer*** *with minimum 36 months' rank experience.*
- ***Chief Engineer & Second Engineer*** *with Steam and Motor Licenses, and minimum 12 months of rank experience.*
- ***Gas Engineer & 3rd Engineer (Steam COC mandatory)*** *with minimum 6 months' experience required on a Steam LNG vessel.*
- ***ETO (with COC & any LNG experience preferred)*** *with minimum 6 months' experience required on any LNG vessel.*
- ***Able Seaman, Ordinary Seaman & Motorman*** *with minimum 12-15 months rank experience & with similar type of vessel mentioned.*

DUAL FUEL – AFRAMAX TANKERS

- ***Master & Chief Officer*** *with minimum 12 months experience holding advance IGF COP.*
- ***Chief Engineer & Second Engineer*** *with minimum12 months rank experience holding advance IGF COP & should have experience on WinGD W7X62DF Engines).*
- ***ETO*** *with a minimum of 12 months' experience, holding a Basic IGF COP, and experience with ME engines.*
- ***Able Seaman, Ordinary Seaman & Motorman*** *with minimum 12-15 months rank experience & with similar type of vessel mentioned.*

GAS TANKERS – VLGC/LPG CARRIERS

- ***Master*** *with a minimum of 24 months' rank experience.*
- ***Chief Officer*** *with minimum 36 months rank experience.*
- ***ETO (COC mandatory)*** *with minimum 20 months rank experience. Must have sailed independently on gas tanker with ME engine experience.*
- ***Able Seaman, Ordinary Seaman & Motorman*** *with minimum 12-15 months rank experience & with similar type of vessel mentioned.*

VLCC / SUEZMAX

- ***Master, Chief Engineer, Chief Officer & Second Engineer*** *with minimum 12 months rank experience.*
- ***Chief Officer*** *with Framo pump experience on Product Tanker with minimum 15 months rank experience.*
- ***Chief Engineer & Second Engineer*** *with ME engine experience with minimum 12 months rank experience*
- ***Third Officer*** *with 6–12 months of rank experience.*
- ***ETO/ Electrician*** *with minimum 12 months of rank experience. Must have sailed independently, with or without COC.*
- ***Able Seaman, Ordinary Seaman, Motorman & Pumpman*** *with minimum 12–15 months' rank experience with experience on the similar type of vessel mentioned.*

OIL / CHEMICAL TANKERS

- ***Master, Chief Officer, Chief Engineer*** *with experience handling Bitumen and Liquid Pitch cargoes.*
- ***Third Officer*** *with minimum 6–12 months of rank experience.*
- ***ETO, Electrician*** *with minimum 12 months of rank experience. Must have sailed independently with or without COC.*
- ***Able Seaman, Ordinary Seaman & Motorman*** *with minimum 12-15 months rank experience & with similar type of vessel mentioned.*

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Contact No: +912267551777/
+912267551700

CONTAINERS

IMMEDIATE VACANCIES FOR OUR RAPIDLY EXPANDING FLEET OF CONTAINER VESSELS

- ***Master, Chief Officer, Trainee ETO***
- ***Chief Engineer & Second Engineer*** *required with M/E experience. Minimum 12 months' rank experience is mandatory.*
- ***ETO, Electrician*** *with minimum 24 months of rank experience. Must have sailed independently on container vessels with or without COC.*
- ***Able Seaman, Ordinary Seaman & Motorman*** *– Minimum 12–15 months' rank experience with experience on the similar type of vessel mentioned.*

ONSHORE POSITIONS

- ***HSEQA Superintendent (OIL /Tanker) – Chennai/Mumbai/Kolkata***
  Candidate should have sailed as Master on oil tanker vessels.
- ***Technical Superintendent (LNG, Oil/Chemical, and Tanker) – Mumbai/ Chandigarh/Chennai/Kolkata***
  Candidate should have sailed as Chief Engineer.
- ***Marine Superintendent (LNG, LPG, and Oil/Chemical) – Mumbai/ Chandigarh/Chennai/Kolkata***
  Candidate should have sailed as Master.
- ***Fleet Personnel Superintendent – Mumbai***
  Candidate should have sailing experience as Chief Engineer or Master, with a minimum of 2–3 years of shore experience in Manning or Crewing Superintendent roles.

SIMS FACULTY

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

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

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

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RPSL NO : RPSL-MUM-220 (Date of issue: 20 July 2026. Valid till 20 July 2031)

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SHORE JOB

• Position: Senior Sourcing Executive

Vessels: PCTC & Container

Interested candidates, please share your updated CV at: - hr@ag-maritime.com

URGENT REQUIREMENTS FOR OUR EXPANDING FLEET

VLCC/OIL-CHEM TANKER VESSELS - FOREIGN PRINCIPALS	■ 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)
OIL-CHEM TANKER VESSELS - FOREIGN PRINCIPALS	■ CHIEF OFFICER – WITH 18 MONTHS EXP. ■ CHIEF ENGINEER – WITH 18 MONTHS EXP. ■ 2ND ENGINEER – WITH 18 MONTHS EXP. ■ ELECTRICAL OFFICER – WITH 12 MONTHS EXP.
VLCC/AFRAMAX TANKER VESSELS - FOREIGN PRINCIPALS	■ CHIEF OFFICER – WITH 18 MONTHS EXP. ■ 2ND ENGINEER – WITH 18 MONTHS EXP. ■ ETO – WITH 24 MONTHS EXP. (COC HOLDER ONLY) ■ PUMPMAN – WITH 36 MONTHS EXP. (WITH TASCO COURSE / US VISA) ■ FITTER – WITH 36 MONTHS EXP. (WITH TASCO COURSE / US VISA / INDIAN WK / LATHE MACHINE CERTIFICATE)
FEEDER CONTAINER	■ CHIEF ENGINEER ■ 2ND ENGINEER
KAMSARMAX BULK (WITH US VISA)	■ MASTER ■ 3RD OFFICER ■ CHIEF ENGINEER ■ 2ND ENGINEER ■ 3RD ENGINEER ■ ELECTRICAL OFFICER ■ BOSUN ■ ABLE SEAMAN ■ OILER ■ CHIEF COOK
HANDYMAX BULK	■ MASTER ■ CHIEF OFFICER ■ CHIEF ENGINEER ■ 2ND ENGINEER ■ BOSUN ■ ABLE SEAMAN ■ OILER ■ CHIEF COOK

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REQUIREMENTS FOR BITUMEN TANKERS

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

REQUIREMENTS FOR MR TANKERS

Preferred CoC: India / UK / Australia / Singapore / New Zealand

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

PROMOTIONAL CANDIDATES ARE WELCOME.

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

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



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CONTACT PERSONS

For Officers: +91 93219 88233 / +91 86554 45670 / +91 87798 59250
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Email: info@shoolinship.com / crew@shoolinship.com

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URGENT REQUIREMENTS

OIL TANKERS:
2ND OFFICERS
(min. 6 months rank exp.)
3RD OFFICERS
(min. 6 months rank exp.)
4TH ENGINEERS
(min. 6 months rank exp.)
BOSUN (with COP)
AB (with COP)
OILER (with COP)
PUMPMAN

BITUMEN TANKER:
CO
(min 6 months in rank exp.)
AB / Oiler
(With Indian COP)

OIL / CHEM TANKERS (FRAMO):
MASTER / CE / 2E
(min. 12 months rank exp.)
3RD OFFICERS
(min. 6 months rank exp.)
CO
(min. 12 months rank exp.)
3E & 4E
(min. 36 months rank exp.)
AB (with COP)
OILER (with COP)

3E & 4E with advance Oil & Chemical DCE

CONTAINER:
MASTER / CO
(min. 6 months rank exp.)
CE / 2E / 3E / 4E / ETO
(min. 6 months rank exp.)
BOSUN / AB (with COP) **/ OILER** (with COP) **/ FITTER**

GAS TANKER:
CO / CE / 2E(with good exp.)
AB / OILER (with Indian COP)
FITTER

OUR PRINCIPALS

THE FIRST PORT

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WE OFFER ATTRACTIVE TERMS & CONDITIONS:

- Container Wages at Par with Tanker Market
- Best Wages & Allowances
- Free Internet & Entertainment
- Timely Relief & Safety Onboard
- Travel & Training Support



CRUISE & RIVER CRUISE REQUIREMENTS

HOTEL / HOSPITALITY:
HOTEL DIRECTOR / F&B MANAGER
(min. 2 years cruise exp.)
EXECUTIVE CHEF / SOUS CHEF
(international cuisine exp.)
BARTENDERS / WAITERS / STEWARDS
(fluent English, hospitality exp.)
HOUSEKEEPING / CABIN STEWARDS
(grooming & service trained)
GUEST SERVICES / PURSERS
(cruise line exp. preferred)
SHORE EXCURSION / ACTIVITY STAFF
(multilingual preferred)

ENGINE (OCEAN CRUISE):
CE (min. 12 months cruise exp.)
2E / 3E / 4E (min. 6 months rank exp.)
ELECTRO-TECHNICAL OFFICER (ETO)
(HV certificate mandatory)
MOTORMAN / OILER / FITTER
(with COP & cruise exp.)

ETO with advance HV & Automation Training

RIVER CRUISE
CAPTAIN / MASTER (Inland)
(Rhine/Danube/Seine exp.)
1ST OFFICER / HELMSMAN
(with inland waterway COC)
CHIEF ENGINEER (Inland)
(MaK / MTU / Volvo Penta exp.)
2E / MOTORMAN
(river/inland exp. preferred)
DECKHAND/MATELOT
(mooring & lock operations)

CEVNI / AND certificate preferred

DECK (OCEAN CRUISE):
MASTER / STAFF CAPTAIN
(min. 12 months cruise exp.)
CO / SAFETY OFFICER
(min. 6 months rank exp.)
2O & 3O
(passenger vessel exp. preferred)
BOSUN / AB
(with COP & cruise vessel exp.)

Contact Us :

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Telephone: +91 22 69567567
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Tomini Shipping has headquarters in Dubai and is recruiting all ranks of officers & ratings for their expanding fleet of bulk carriers. With four generations of shipping experience embedded in working culture, Tomini sets itself apart from other management companies by placing safety & wellness of seafarers as top priority.

Key career benefits for working onboard include:

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

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



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Indian National Females
Jr. Officers, 3rd Officers,
Jr. Engineer & 4th Engineer

TOP URGENT REQUIREMENTS – BULK CARRIER

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

TOP URGENT SHORE VACANCIES – MUMBAI

Master Mariner
(Experienced Master Mariner with shore based crewing exp.)
Assistant Training / Crewing Executive
Freshers Preferred (2)
Travel Executive
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The Annual Global Economic Awards - 2023

The Bulk Ship Of The Year
IBJ Awards Ceremony - 2023

The Sustainable Shipping Award
Maritime Standard Awards - 2023

Best Employer for Dry Cargo Fleet
Seajob Indian Anchor Awards - 2022

Bulk Shipping Company of the Year
Maritime Standard Awards - 2022

Ship Operator of the Year
Shiptek International Awards - 2022

CONTACT US!

Tomini Shipping Pvt. Ltd. (Mumbai)
Capt. Randeep Bhalla (General Manager)
Gyanraj Kaslingum: +91 22 4979 5602 / +91 9136996747 (For Ratings)
Ms. Chandnihara Shaikh: +91 9136470200 (For Officer)
Viganesh Ambokar: +91 9136901621 (For Ratings)
Add: 901, Lodha Supremus, Saki Vihar Road, Andheri (East), Mumbai - 400072 (India).
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RPSL No: MUM-1003
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We are hiring for the following roles onboard:

Master

VLCC/ Oil-Chemical/ Parcel Chemical	12+ months of in-rank experience
PCC	• 6+ months of dual-fuel experience • Big container experience • Valid US visa

Chief Officer

PCC	• 6+ months of dual-fuel experience • Big container experience
VLCC/ Oil Chemical/ Parcel Chemical	12+ months of in-rank experience

Third Officer

VLCCs/Oil-Chemical	• 6+ months of dual-fuel experience • Big container experience
Large Container	• 6+ months of dual-fuel experience • Big container experience

Chief Engineer

VLCCs/Oil-Chemical	12+ months of in-rank experience
Bulk Carriers/PCC/ Containers	• 6+ months of dual-fuel experience • Big container experience • Valid US visa

Second Engineer

VLCCs/Oil-Chemical	12+ months of in-rank experience
Bulk Carriers/PCC/ Containers	• 6+ months of dual-fuel experience • Big container experience • Valid US visa

Third Engineer, Fourth Engineer, and ETO

VLCC/Oil-Chemical	12+ months of in-rank experience

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- Second Officer
- AB

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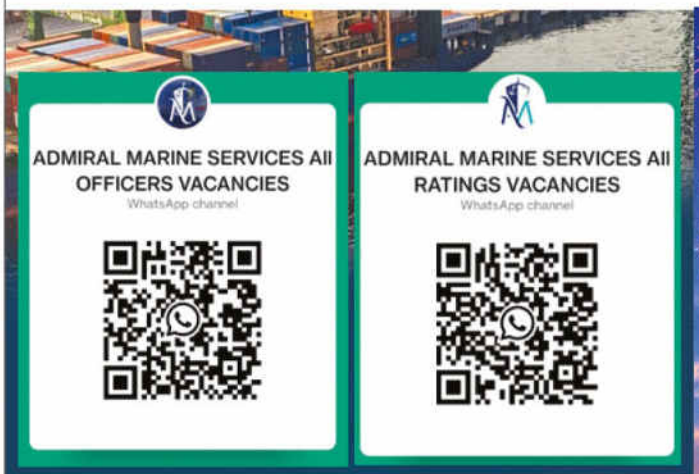
- Second Officer
  FG/NCV COC

Ms. Lathika
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SHORE OPENING

- Accounts Executive
  Fresher
- Recruitment Executive
  0-1 Year Exp
- Ticket Booking Executive
  0-1 Year Exp

Mr.Rajesh
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hr.ams@admiralmarine.com



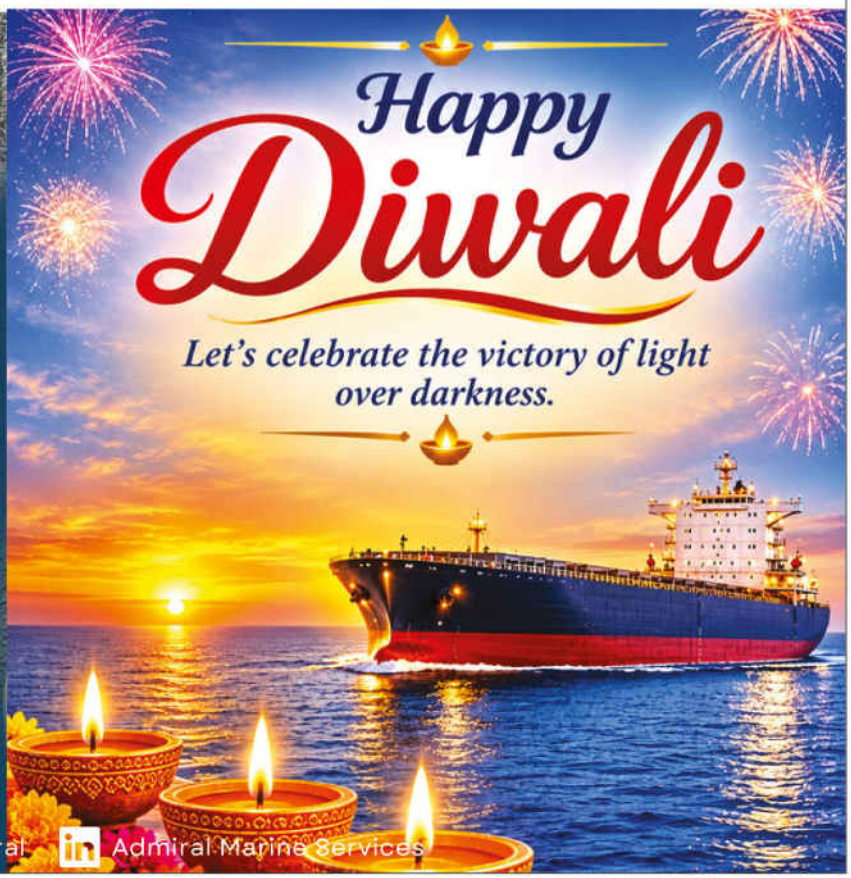
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RPSL-CHN-022 DOI: 07/04/2016 DOE: 07/04/2031

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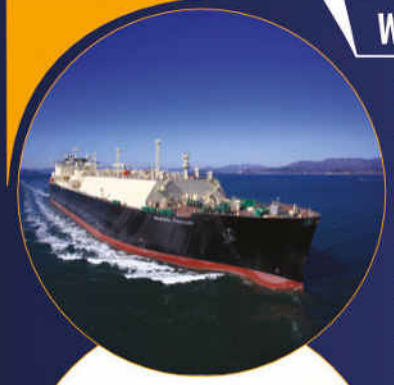
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BRINGING VALUE TO LIFE

YARD DELIVERY & VESSEL TAKE-OVER ANNOUNCEMENT

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

WE ARE EXPANDING & LOOKING FOR ENTHUSIASTIC & EXPERIENCED OFFICERS





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

VLCC
- Chief Officer (Master license preferred)
- 2nd Officer

GANTRY CRANE
(Open Hatch General Cargo Vessel)
- Master
- Chief Officer
- Chief Engineer
- 1st Asst. Engineer
- ETO

LPG
- Chief Officer
- Chief Engineer
- 1st Asst. Engineer
- 2nd Asst. Engineer

PCC
- Master
- Chief Officer
- Second Officer (Higher Licence preferred)
- Chief Engineer
- 1st Asst. Engineer

On board Vacancies (Seafarers):
Share your CV - **nyksm.s.smin-cvmumbai@nykgroup.com**
Only Shortlisted Candidates Will Be Contacted.

WE OFFER:

- Revised Wage Scale for LNG Junior Officers effective 1st April 2026
- Special Bonus Incentive for Top 4 Officers on Open Hatch Gantry Vessels
- Our ships are being installed with ultra high speed internet.
- Allowances & Incentives: IGF, Chem Ship, Gas Ship, Flag & Trade Specific, Training Subsidy And Rejoining Bonus.
- Long term employment and career progression with timely onboard promotions & shore job opportunities.
- Opportunity to work in diversified young fleet with latest technology.
- High victualling allowance.
- Telemedical and Mental Wellness support.
- Family carriage and onboard family medical insurance.
- Medical benefits for Top 4 Officers and ETOs (+ 2 kids - aged over 30 days and below 19 years)

CONTACT US:

NEW OFFICE ADDRESS
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Seawoods, Navi Mumbai 400 706, India.
Tel: +91 22 6815 6700
Contact: Capt. Srikanth T,
Capt. Anthony Rodrigues, Mr. Swapnil Rane,
Capt. Mahesh Jadhav, Mr. Tejas Bhoweer

DELHI OFFICE
Contact: Mr. Vinay Kumar
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KOLKATA OFFICE
Contact: Ms. Debashree Roy
Mob: +91 9836109255
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SHORE JOBS - SEAWOODS, NAVI MUMBAI

Purchase / Technical Coordinator.

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

Preferred Skills:
Qualification: Degree holder preferred.
Skills: Proficient in MS Office.
Attributes: Independent, meticulous, work well under pressure, proactive & adaptable to fast pace environment.
Experience: Candidate with 1-3 years of related working experience will be an added advantage. Good communication skills – spoken and written English.

System Engineer

Main Duties and Responsibilities:
- Provide first- and second-level technical support for users in shore offices, including Windows computers, Microsoft 365, printers, peripherals and common business applications.
- Coordinate troubleshooting and technical activities with shore users, service providers and vendors.
- Develop, maintain and improve simple business applications and workflows using Microsoft Power Apps, Power Automate and SharePoint.
- Assist with software development and system integration using suitable programming languages, databases and APIs where required.
- Explore and apply AI tools and automation to improve business processes, reduce manual work and enhance operational efficiency.
- Support Microsoft 365 services such as Teams, SharePoint, OneDrive and related administrative activities.
- Follow company cybersecurity requirements, including access control, password protection, phishing awareness, data confidentiality and secure handling of company information.
- Prepare and maintain technical documentation, user guides, inventories and support records.
- Provide user guidance and basic training for new or improved systems & applications.
- Participate in ICT projects, system rollouts, upgrades, troubleshooting & other assigned activities.
- Travel domestically and internationally when required for office support, project implementation, troubleshooting and other ICT activities.

Qualifications and Experience:
- Diploma or Degree in Information Technology, Computer Science, Software Engineering or a related field.
- Preferably 1 to 3 years of experience in IT support, systems support or application development. Fresh graduates with strong technical aptitudes may also be considered

Only for Shore based Vacancies:
Share your CV - **nyksm.s.smin-hr@nykgroup.com** Only Shortlisted Candidates Will Be Contacted.

PIL (INDIA) PRIVATE LIMITED

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



WE CARE:

People Centric | Pushing Boundaries | Future-Focused

Seafarers Of Sri Lankan Nationality can also apply.

URGENT OPENINGS FOR OUR CONTAINER VESSELS:

- Third Officer
- Chief Engineer
- Second Engineer
- Third Engineer
- Fourth Engineer
- Electrical Engineer

Ratings:

- Chief Cook with COC
- OS with COP

SCAN THE QR CODE

- › TIMELY RELIEF
- › ATTRACTIVE WAGES BASED ON EXPERIENCE
- › ON BOARD INTERNET / Wi-Fi FACILITY
- › SUPERIOR TICKET ALLOWANCE
- › RE-JOINING BONUS



Awarded the "BEST EMPLOYER FOR CONTAINER FLEET" at Seajob Indian Anchor Awards 2024

SHORE JOBS

Chennai Location:

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SEAANDJOB

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To The Readers ...

Ambitions Are Not Acquired But Achieved

What is your Ambition in Life? All of us have probably faced this question at some point. In response, some of us might have mentioned the career streams we wished to pursue, some might have expressed the desire to live luxury or some of us might have verbalized the wish to become a public figure.

But as we live by our Ambitions, we take little notice of the fact that our Ambitions are nothing but a strong desire to grow and achieve and this desire is very natural to humans. We often confuse Ambitions with our goals and desires while our desires are driven by our Ambition and so are our Goals. We set goals and work towards them to reach at the final destination of Ambition.

While everyone of us holds Ambition, to be able to attain it, being just Ambitious is not enough but being a master of it and challenging it rightly is. An Ambition should be a calculated judgement, which can be worked out and transformed into a reality. When we desire without considerations and calculation, we become over ambitious, which holds us back in two major ways. It is worth notifying that although Ambitions are good, they can also demoralize us because we lack the understanding that ambitions cannot be achieved in one shot. Focusing on the basics is one of the keys to hit the peak. It's a process involving progress through stages and skipping anyone of the stages will bring in failure. Ambitions are achieved step by step where each small step takes us to our goal and this is applicable in all walks of life. The secret of achievement is the survival from hurdles on the way.

Secondly, being Ambitious for an aim which is out of our reach will yield disappointment. The most striking problem with setting an unattainable ambition is that we also lose out on the opportunity to foray into something we might succeed or which may leave us more contented.

The thing with Ambitions is that we set them at utmost levels. It is good to aim high but it is even better to accept that there is no shortcut to an Ambition. Unlike a materialistic possession, an Ambition cannot be acquired but achieved, for an acquired ambition does not last long.

The magic of Ambition is that it leaves us restless, impels us forward towards better things in the future and once we earn it, what we become, remains as important as what we have achieved.

God Bless You
Roni Abraham
Editor

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Health Zone

COMMON WINTER DISEASES & PREVENTION TIPS

Winter brings crisp mornings and cozy evenings, but it can also bring respiratory infections, worsening chronic conditions and changes in mood. Cooler air, enclosed spaces and reduced sunlight can affect health. Knowing common winter concerns and how to reduce risk helps families enjoy the season.

Common Winter Diseases

1. Common Cold

The common cold is a viral infection affecting the nose and throat. Symptoms often include sneezing, a runny or blocked nose, sore throat, cough and mild tiredness. Rest, fluids and hand hygiene can ease recovery and limit spread. Antibiotics do not treat viral colds. Seek medical advice for breathing difficulty, persistent high fever, dehydration or symptoms that worsen rather than improve.

2. Flu

Influenza, commonly called flu, is a contagious respiratory illness that can cause fever, chills, body aches, headache, cough and marked fatigue. It may be more serious for older adults, young children, pregnant people and those with chronic conditions. Stay home when unwell, cover coughs and sneezes, and seek prompt medical care if symptoms are severe or the person is at higher risk.

3. Strep Throat

Strep throat is a bacterial infection caused by group A Streptococcus. It may produce a sudden sore throat, fever, painful swallowing and swollen neck glands; cough and runny nose are less typical. When diagnosed, prescribed antibiotics help treat the infection and reduce complications.

4. Ear Infection

Ear infections can occur after a cold or other respiratory infection, when fluid builds up behind the eardrum. Symptoms may include ear pain, fever, reduced hearing or irritability in children. Do not insert cotton buds or other objects into the ear. Keep the ear dry if discharge is present and follow a clinician's advice.

5. Sinusitis

Sinusitis is inflammation of the spaces around the nose, often following a cold. Congestion, facial pressure, headache, reduced sense of smell and thick nasal discharge may occur. Many cases are viral and improve with time, fluids and saline nasal rinses prepared with sterile, distilled or previously boiled and cooled water. Medical review is advisable when symptoms are severe, last more than ten days without improvement, or improve then become worse.

6. Joint Pains

Cold weather may make joint stiffness or discomfort more noticeable, particularly in people with arthritis. Gentle movement, warm clothing, warm showers and low-impact exercise may help maintain flexibility. Sudden swelling, redness, intense pain, fever or a new inability to bear weight needs medical assessment rather than being dismissed as a seasonal ache.

7. Asthma Flare-Ups

Cold, dry air and winter respiratory viruses can trigger asthma symptoms, including wheezing, coughing, chest tightness and breathlessness. Keep prescribed controller medicines available and use inhalers exactly as directed. Increasing symptoms or frequent reliever use warrants medical advice. Severe breathing difficulty, difficulty speaking or blue lips is an emergency.

8. Seasonal Depression

Shorter days and reduced daylight can affect sleep, energy and mood. Seasonal depression is more than a passing winter low: symptoms may include persistent sadness, loss of interest, oversleeping, appetite changes, difficulty concentrating and withdrawal from usual activities. Speak with a healthcare professional about treatment options. Seek urgent help if there are thoughts of self-harm.

9. Heart Attack

Winter can place additional strain on the cardiovascular system. Cold temperatures may narrow blood vessels and raise blood pressure, while exertion in cold weather can increase the heart's workload. A heart attack may cause chest pressure or pain, discomfort in the arm, back, neck or jaw, breathlessness, sweating, nausea or unusual fatigue. Call emergency services immediately if a heart attack is suspected; do not drive yourself or wait for symptoms to pass.



Health Zone

Prevention Tips: Small Habits, Stronger Health

a. Exercise Regularly

Aim for consistent physical activity suited to your health and fitness level. Walking, stretching, yoga, indoor cycling or strength exercises can support circulation, mood, mobility and sleep. Warm up before activity, dress in layers outdoors and avoid sudden strenuous exertion in very cold conditions.

b. Eat a Balanced Diet

Build meals around vegetables, fruits, whole grains, pulses, nuts and suitable sources of protein. Include foods rich in vitamins and minerals as part of a varied diet rather than relying on supplements without advice.

Limit excess salt, added sugar and highly processed foods, particularly if you are managing blood pressure, diabetes or heart disease.



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c. Wear Clothes That Keep You Warm

Layer clothing so you can adjust to changing temperatures. Cover the head, hands, feet and neck when outdoors, and choose dry, comfortable fabrics.

A scarf loosely covering the nose and mouth may help warm inhaled air for people sensitive to cold. Keep indoor spaces comfortably warm and take extra care with older adults, infants and anyone with chronic health conditions.

d. Drink Plenty of Water

Thirst may be less noticeable in winter, but hydration remains important. Drink water regularly throughout the day, and include warm drinks or soups if they help you maintain intake.

Fluids can soothe a dry throat and support normal body functions. People with medical conditions requiring fluid restriction should follow their clinician's specific guidance rather than increasing intake automatically.

e. Sleep Well

A consistent sleep schedule supports immune function, concentration and emotional wellbeing. Keep a regular bedtime and wake-up time, make the bedroom comfortable, and reduce bright screens and caffeine close to bedtime. Persistent insomnia, loud snoring or excessive daytime sleepiness deserves medical discussion.

f. Practice Good Hygiene Habits

Wash hands with soap and water, especially before eating and after coughing, sneezing or returning home. Use a tissue or your elbow to cover coughs and sneezes, avoid touching your face with unwashed hands, and improve ventilation in shared indoor spaces.

g. Be Mindful of Your Mental Health

Notice changes in mood, motivation, sleep and social habits. Make time for daylight, enjoyable activities and contact with friends or family. If low mood, anxiety or loss of interest lasts, interferes with daily life or feels overwhelming, reach out to a mental health professional or trusted healthcare provider. Support is a sign of care, not weakness.

h. Plan Annual Medical Screenings with Your Doctor

Routine check-ups can help identify risks before symptoms develop. Discuss which screenings and vaccinations are appropriate for your age, medical history and family history. Review blood pressure, blood sugar, cholesterol, medicines and any ongoing symptoms as advised. People with asthma, heart disease or other chronic conditions may need an individualized winter plan.

Families can also prepare a winter care kit with a thermometer, tissues and medicines when needed. Check indoor heating and ventilation, and avoid using charcoal or fuel-burning appliances in rooms without adequate ventilation. Older adults and people living alone may benefit from regular check-ins during cold spells.

A Healthier Winter Starts with Awareness

Winter wellness is not about avoiding every sniffle or ache; it is about building habits that protect health and recognizing when symptoms need attention. Keep warm, stay active, eat well, rest, maintain hygiene and care for your emotional wellbeing.

Most importantly, do not ignore warning signs such as severe breathlessness, chest pain, confusion or rapidly worsening illness. Timely medical care can make a critical difference.

With sensible prevention and informed choices, the colder months can be safer, healthier and more enjoyable for everyone.

*(**Disclaimer:** This article is not intended to diagnose, treat , cure, or prevent any disease. Information and statements made are for educational purposes and are not intended to replace the advice of your medical practitioner. If you have a severe medical condition, see your physician of choice.)*

SHIPPING NEWS

IMO FACES CHALLENGES IN NET-ZERO FRAMEWORK COMPLIANCE WITHOUT EMISSIONS COST

Countries are struggling to design rules to make shipping companies comply with a new bunker regulation designed to reduce greenhouse gas emissions, a senior International Bunker Industry Association official said Nov. 12, as Washington leads opposition to financial punitive measures.

International Maritime Organization member states, having failed to adopt the Net-Zero Framework as scheduled in October 2025, are due to meet again between Nov. 23 and Dec. 4 to discuss the regulation.

"People recognize that we need a GHG intensity marine fuel standard, and that is sort of generally agreed," Edmund Hughes, IBIA's representative to the UN agency, told Platts. "The sticking point is on the financial aspects."

In its current form, the framework is composed of GHG intensity thresholds for marine energy that tighten progressively over 2028-2035, and financial costs for shipping companies failing to meet the standards. But the US has fiercely opposed what it describes as "a global carbon tax" on shipping for the financial element, and a growing number of member states have proposed various revisions to the framework in bids to achieve a compromise.

"That is where we have the trouble. Because, obviously, the member states haven't been able to identify the best approach," Hughes said on the sidelines of the IBIA Annual Convention 2026.

Compliance mechanism

Countries supporting the current net-zero framework have designed the financial element to promote the use of low-carbon marine fuels, which remain much more costly than conventional, oil-based fuels due to limited availability.

October's average delivered bunker costs for 0.5%-sulfur fuel oil are $22.78 per gigajoule in Singapore, compared with $27/GJ for bioblend B24, $28.48/GJ for LNG, and $48.47/GJ for 100% sustainable methanol, according to the Platts global bunker cost calculator.

"No shipping company is going to carry on buying more expensive fuel while their competitors are not," Hughes said. "You need some way of closing that price gap."

The IBIA official said challenges lie ahead for member states on how to design an alternative compliance mechanism if the current net-zero framework is to be revised.

Most Pacific Island states and EU member states are officially still supporting the current net-zero framework while the US and Middle Eastern states remain opposed to it. Japan, China, Norway and some major flag states have presented new ideas on compliance mechanisms. "If you have a technical standard, you have to find a way to comply with it," Hughes said. "You can go through quite a few semantic gymnastics to try and get the agreement, and that's often what's done at international level in multilateral discussions."

IBIA, the world's largest trade association representing bunker industry participants, including bunker traders and fuel suppliers, has been granted consultative status with the IMO and its representatives regularly participate in IMO meetings.

"We recognize and value, as a sector, having global rules," Hughes said. "That helps in all sorts of aspects in terms of understanding what the compliance requirements are, understanding what the market needs, what we need to provide in terms of fuels, and what people want to buy."

Going forward, Hughes said IMO member states may need to coalesce around a net-zero framework in a return to its tradition of consensus building so future implementation could be ensured globally.

In April 2025, a total of 63 countries won a vote to approve the framework's current text after the US withdrew from the negotiations. Later, 57 countries won another vote to delay its adoption in October 2025.

"There was a vote... that already sent a clear signal that there was no consensus," Hughes said. "The people who win a vote might think they won, but they [actually] lost."

SAFER SHIP-TO-SHIP TRANSFERS: PRACTICAL LESSONS FOR BULK CARRIER OPERATIONS

Ship-to-ship (STS) transfer operations are an established part of dry bulk shipping, particularly where draught restrictions, limited port infrastructure or the absence of a suitable berth make direct loading or discharge impracticable. However, bringing two vessels alongside to transfer cargo introduces risks that differ considerably from conventional terminal operations.

INTERCARGO's Ship to Ship Transfer Guidelines for Bulk Carriers provides practical guidance specifically for the dry bulk sector, covering operations between bulk carriers as well as transfers involving barges, transloaders, floating cranes and transshipment units.

For Members undertaking STS operations, the publication provides a useful framework for answering three fundamental questions: Are the vessels and location suitable? Is the operation properly planned? And are the risks being effectively controlled throughout the transfer?

Plan before the vessels meet

Safe STS operations begin well before the vessels come alongside. Operators should ensure that the proposed transfer location has been assessed, taking account of factors such as water depth, under-keel clearance, traffic, weather exposure, currents, security, local requirements and the availability of tugs and emergency support.

Where an STS service provider is involved, appropriate due diligence should also be undertaken to establish that the provider has

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suitable experience, competent personnel, appropriate equipment and effective safety and emergency procedures.

A key part of the planning process is vessel compatibility. The fact that two vessels are individually capable of conducting STS operations does not necessarily mean they are suitable for operating alongside each other.

The compatibility assessment should consider matters including:

- Vessel dimensions, draught and freeboard;
- Hull configuration and projecting structures;
- Hatch positions and cargo gear operating envelopes;
- Mooring arrangements and equipment;
- Fender requirements;
- Anticipated changes in freeboard during cargo transfer;
- Cargo and ballast sequences; and
- Tug and emergency arrangements.

These considerations should then feed into a Specific STS Plan for the operation.

Establish clear operating limits

Environmental conditions can significantly affect the interaction between two vessels alongside each other.

Wind, waves, swell, current and passing traffic can influence vessel movement, fender loads and mooring forces. Importantly, there is no single environmental limit suitable for every STS operation. Vessel size, displacement, freeboard, mooring arrangements and the degree of shelter at the transfer location all influence how the vessels will respond.

The Specific STS Plan should therefore establish clear operational limits and identify when cargo operations should be suspended or the vessels separated.

The Master should retain the authority to delay, suspend or terminate the operation where conditions are considered unsafe.

Treat fendering and mooring as critical controls

Fenders and moorings form the physical connection between the vessels and require careful planning.

Fenders should be suitable for the vessels involved and the expected operating conditions, with sufficient stand-off to prevent contact between hulls or projecting structures. Their condition, certification, pressure and deployment arrangements should be verified before use.

Similarly, the mooring arrangement should be agreed before the operation and should account for changes in draught and freeboard as cargo and ballast are transferred.

Once alongside, moorings and fenders require continuous monitoring. Changes in line leads, tension, chafing, fender position or vessel movement may indicate that the original arrangement is no longer providing the intended level of protection.

Maintain control during cargo transfer

STS planning does not end once the vessels are safely alongside.

The cargo-transfer sequence should maintain adequate stability and keep shear forces and bending moments within permissible limits throughout the operation. Ballasting, draught, trim, list and changes in freeboard should be monitored as the transfer progresses.

Cargo equipment also requires particular attention. Crane outreach, grab movement, conveyors and other equipment may operate close to hatch coamings, hatch covers or the adjacent vessel. Excessive movement can result in structural damage, cargo spillage or injury. The cargo plan should therefore establish agreed transfer rates, cargo sequences, equipment limitations and stop-work criteria.

Do not overlook the human element

STS operations can place additional demands on Masters and crews already managing navigation, anchoring, cargo operations and routine shipboard responsibilities.

Operators should consider whether sufficient rested personnel are available for mooring, cargo watches, emergency duties and eventual unmooring. Roles, responsibilities, communication channels and emergency signals should be clearly understood before operations commence.

Effective communication between the vessels is particularly important. Primary and backup communication methods should be agreed and tested, together with a common working language.

Use the guidance as a working tool

One of the most useful aspects of INTERCARGO's publication is its practical material.

The guidance includes checklists covering:

- Vessel compatibility;
- Preparations before commencing STS operations;
- Preparations before mooring;
- Preparations before cargo transfer;
- Preparations before unmooring; and
- Due diligence of STS service providers.

It also contains practical information on fender selection, mooring arrangements and cargo operations.

These tools are most valuable when incorporated into the operator's existing safety management procedures and used during the planning and execution of individual operations, rather than simply retained on board as reference material.

A useful resource for Members

Bulk carrier STS operations bring together vessel compatibility, mooring, fendering, cargo handling, stability, environmental conditions and human factors within a single operation. Effective loss prevention therefore depends on considering these elements collectively rather than in isolation.

Members conducting, or considering, dry bulk STS operations are encouraged to consult INTERCARGO's Ship to Ship Transfer Guidelines for Bulk Carriers and use its practical guidance, checklists and planning tools to support their own procedures and vessel-specific risk assessments.

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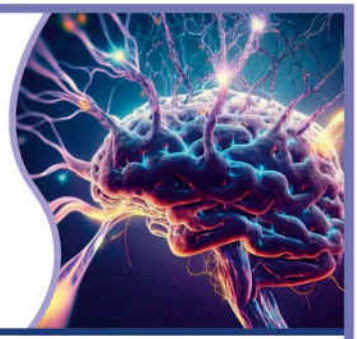
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NAVIGATING THE UNCHARTED



KINTSUGI THEORY

What the Japanese art of repairing broken pottery with gold teaches us about imperfection, healing, and the beauty of becoming whole again.

The Beauty of What Is Broken

Imagine a ceramic bowl falling to the floor and shattering into pieces. In the ordinary course of things, it might be swept away and discarded. But in Japan, an ancient craft offers a different possibility.

The broken pieces are carefully gathered, joined with lacquer, and their cracks highlighted with powdered gold. The bowl returns, not as an imitation of its former self, but as something transformed.



This art is known as kintsugi, meaning "golden joinery." More than a technique of repairing pottery, it has become a powerful metaphor for how we understand damage, recovery, and the value of imperfection.

In a world that often celebrates flawless appearances and uninterrupted success, kintsugi proposes something quietly radical: being broken does not mean being worthless.

Sometimes, what has endured damage carries a beauty that an untouched object could never possess.

A Philosophy Rooted in Imperfection

Kintsugi is closely associated with the Japanese aesthetic philosophy of wabi-sabi, which finds beauty in impermanence, irregularity, and incompleteness. Rather than treating ageing, wear, or imperfection as defects to be concealed, wabi-sabi encourages us to recognise them as part of existence.

Kintsugi gives this philosophy a tangible form. The golden lines do not hide the cracks; they draw attention to them. The repair becomes part of the object's identity, preserving the memory of its breakage while allowing it to serve a renewed purpose.

The philosophy does not suggest that damage is desirable. Instead, it challenges the assumption that beauty exists only in perfection. It reminds us that things can acquire meaning through their histories, including the difficult parts.

When Life Breaks Our Sense of Self

Human lives, much like fragile pottery, are shaped by experiences that can leave us feeling fragmented. Loss, disappointment, trauma, failed relationships, and unexpected changes can disrupt the familiar stories we tell ourselves.

We may begin to wonder whether we can ever return to the person we once were.

Kintsugi offers an alternative to this expectation. Perhaps healing does not require becoming the person we were before everything changed. Perhaps it involves learning to live as someone different, carrying the past without allowing it to define every part of the future.

The repaired bowl is not identical to its original form. Its history has become visible. Yet it remains capable of holding something precious.

Similarly, a person can experience pain and still develop new relationships, discover new purposes, and create a meaningful life. The marks of experience need not cancel out the possibility of renewal.

Healing Is Not About Hiding the Cracks

In popular culture, resilience is often portrayed as the ability to overcome adversity quickly and emerge stronger than before. Kintsugi offers a more patient understanding of recovery.

Resilience does not necessarily mean being unaffected by hardship. It can mean acknowledging what has happened, accepting support, adapting to changed circumstances, and gradually rebuilding a sense of stability.

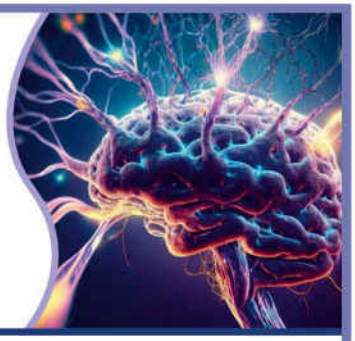
Some wounds heal quickly. Others require years of attention. Some experiences remain painful even as life moves forward.

The golden seams of kintsugi remind us that recovery need not be invisible to be real. A person does not have to conceal their vulnerability to demonstrate strength.

There is courage in admitting that something has broken. There is also courage in allowing oneself the time and care needed to begin again.



NAVIGATING THE UNCHARTED



The Golden Lines of Memory

Kintsugi has a particularly meaningful connection with memory. Our identities are shaped not only by what we remember, but by how we interpret those memories over time.

Difficult experiences can fracture our sense of continuity, making the past feel disconnected from the present. Healing may involve finding a way to acknowledge these experiences within a broader understanding of who we are.

The aim is not to erase painful memories or pretend that they never happened. Instead, it is to recognise that the past can become part of our story without becoming the whole story.

In literature, this idea appears in narratives where characters undergo loss, disillusionment, or profound change. Their journeys are rarely about returning to an untouched version of themselves.

They are about learning to inhabit a changed identity.
The cracks become part of the narrative, but they do not have to determine its ending.

A More Compassionate Way of Seeing Others

Kintsugi also offers an important lesson for our relationships and communities.

We live in societies that often reward achievement, confidence, and apparent perfection. Mistakes can invite shame, while vulnerability is sometimes treated as weakness.

People may hide their struggles for fear of being judged or excluded.

A kintsugi-inspired outlook encourages a different response: repair rather than rejection, understanding rather than humiliation, and accountability rather than concealment.

In relationships, repairing damage requires honesty, patience, and a willingness to rebuild trust. In workplaces and educational institutions, it means creating opportunities for people to learn from mistakes instead of defining them by their failures.

The metaphor reminds us that people deserve care not because they are flawless, but because they are human.

The Danger of Romanticising Pain

There is, however, an important distinction between finding meaning after suffering and claiming that suffering is necessary for growth.

Not every painful experience produces wisdom.
Not every loss can be repaired. Some wounds remain difficult, and some injustices should never have occurred in the first place.

To tell someone that their trauma has made them beautiful can unintentionally diminish their pain or impose expectations about how they should recover.

Kintsugi is most meaningful when it remains an invitation rather than an obligation. No one should be required to turn suffering into inspiration for others.

The gold belongs to the person whose life has been fractured. They alone have the right to decide what their experiences mean.

Becoming Whole in a Different Way

In many ways, this philosophy extends beyond individual healing. It challenges the way we define success, beauty, and human worth. We are often encouraged to measure life by how little we have stumbled, how quickly we recover, and how successfully we conceal our uncertainties.

Yet, a life without visible imperfections is neither a realistic nor a necessary measure of fulfilment.

Our experiences, relationships, choices, and even our failures contribute to the person we become. Accepting this does not mean surrendering to the past; it means making peace with the fact that our lives are shaped by change. It allows us to see growth not as a return to an earlier state, but as the gradual discovery of new possibilities.

Our lives are not finished objects but ongoing processes of becoming.

Kintsugi invites us to approach ourselves with patience and compassion. It asks us to stop measuring our worth against an imaginary version of perfection and begin recognising the value of what has endured.

The cracks may remain. The past may never disappear. But neither has to prevent us from creating something meaningful.

Perhaps the real art of living is not learning how never to break, but discovering how to care for the pieces and finding the courage to begin again.



(**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.)

NEWS UPDATE FOR ONBOARD CREW



TWO ARRESTED IN RAJASTHAN RAILWAY TRACK BLAST OVER SUSPECTED ISI LINKS

Two people arrested in connection with the November 3 railway track blast in Rajasthan's Sri Ganganagar district are suspected of having links with Pakistan's intelligence agency, the Inter-Services Intelligence (ISI), police said. Investigators allege that the accused had attempted to blow up the railway line twice before successfully carrying out the explosion near 50 GB village on the Anupgarh-Suratgarh railway route, close to the India-Pakistan border.

The accused, Mehakdeep Kaur (21) and Devendra Singh (23), were arrested from Gurdaspur, Punjab, on Saturday. The blast damaged two concrete railway sleepers and created a crater nearly two feet deep, although no injuries were reported. Police recovered two foreign-made pistols, 46 live cartridges and ₹ 30,000 allegedly paid to execute the attack.

According to Rajasthan ATS Additional Director General of Police Dinesh MN, preliminary investigations revealed that Kaur had been in contact with two Pakistan-based handlers through WhatsApp for approximately 15 months. Police identified one handler as Shah and the other as Chacha, who is suspected of having links with the ISI. Investigators said Kaur was the main accused, while Singh allegedly assisted her in carrying out the attack. Further investigations are underway to establish the extent of the suspected cross-border connections and the wider conspiracy.

FAMILY OF FOUR KILLED AS TRUCK OVERTURNS ONTO CAR ON DELHI-JAIPUR HIGHWAY

Four members of a family were killed after a truck carrying sacks of gram overturned onto their Hyundai i10 near Banipur Chowk in Bawal, Rewari district, on the Delhi-Jaipur National Highway late Saturday night. Their five-year-old nephew survived with head injuries.

The victims were identified as Deepak Kumar (29), his wife Divya (28), his sister Sarita and brother-in-law Nitin (40). The family was returning to Dwarka, Delhi, after visiting the Khatu Shyam temple in Rajasthan when the accident occurred around 11.30 pm. According to police, the truck reportedly went out of control near a flyover and crushed the car after overturning.

The impact left the car severely damaged, trapping all five occupants. Two people died at the scene, while the remaining victims were rushed to Bawal Civil Hospital, where doctors declared them dead. Rescue teams used a crane to lift the truck and cut through parts of the car to recover the occupants.

Police said post-mortem examinations have been completed and the bodies handed over to the families.

Investigators are examining CCTV footage to reconstruct the accident and identify the truck driver. Further investigation is underway.

US UNIVERSITIES FACE DECLINE IN INTERNATIONAL STUDENT ENROLMENT AMID TRUMP'S VISA CRACKDOWN

US universities are witnessing a decline in international student enrolment as stricter visa screening, appointment delays and uncertainty over post-graduation employment under President Donald Trump's immigration policies push students towards alternative destinations. The trend has raised concerns about the financial stability of American colleges and the country's ability to attract global talent.

Several institutions have reported significant declines. The University of Washington recorded its second consecutive annual fall in international enrolment, reaching its lowest level in at least a decade, while Ohio State University reported a nearly 13% decline, its lowest in 16 years.

Illinois Institute of Technology is also considering borrowing up to $200 million from its endowment amid falling international student numbers.

Visa appointment delays and stricter screening have further discouraged prospective students. A survey by NAFSA and Study Portals found that 50% of colleges in continental Europe reported higher undergraduate international enrolment, while 59% of Asian institutions recorded an increase in postgraduate enrolment between August and October.

Adding to the concerns, the Trump administration has proposed a $70,000 fee for each student seeking Optional Practical Training (OPT), which allows international graduates on F-1 visas to gain temporary work experience in the US. The administration has also proposed fees exceeding $100,000 for certain new H-1B visa petitions.

International students contribute significantly to university revenues, particularly through tuition fees.

Education leaders have warned that restrictive immigration policies could weaken America's academic competitiveness, economic growth and cultural diversity as students increasingly consider Europe and Asia for higher education.

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CYCLONE MURASU LIKELY TO INTENSIFY INTO SEVERE STORM, ANDHRA PRADESH COAST ON ALERT

A depression over the Bay of Bengal is expected to intensify into a cyclonic storm by the evening of November 16 and further strengthen into a severe cyclonic storm by November 17, the India Meteorological Department (IMD) said. The weather system is likely to move northwestwards towards the Andhra Pradesh coast over the following two days, raising concerns over potential heavy rainfall and adverse weather conditions.

According to the IMD, the depression was located over the southeast and adjoining southwest Bay of Bengal on November 15, approximately 780 km east-southeast of Chennai and 920 km south-southeast of Visakhapatnam. It is expected to move north-northwestwards as it gains strength over the central and west central Bay of Bengal.

Meanwhile, Andhra Pradesh Chief Minister N Chandrababu Naidu has sought urgent financial assistance from the Centre after Cyclone Murasu reportedly caused estimated damages worth ₹ 2,484.43 crore in the state. A seven-member Central team inspected nearly 60 locations across Bapatla, Palnadu, Eluru and East Godavari districts to assess damage to agricultural fields, roads, houses, irrigation infrastructure and fishing assets.

Naidu said two cyclones and El Niño conditions had contributed to widespread damage. He added that the state government had restored road connectivity, electricity and mobile networks within 24 hours and was arranging crop insurance assistance and additional ration supplies for affected families.

THIRD US AIRCRAFT CARRIER ARRIVES IN WEST ASIA AMID RISING TENSIONS WITH IRAN

The United States has deployed a third aircraft carrier strike group to West Asia as tensions with Iran continue amid uncertainty over a possible peace agreement. The USS Theodore Roosevelt entered the US Central Command's area of operations on Sunday, joining the USS George HW Bush and USS George Washington in the Arabian Sea. The three carrier groups are part of a force of more than 20 US Navy ships enforcing a blockade of Iranian ports.

Meanwhile, Iran's Deputy Foreign Minister Kazem Gharibabadi said Tehran remained in a "state of war" and was preparing for three possible scenarios involving Washington: diplomacy, an economic blockade and military aggression.

He said Iran was seeking a permanent end to the conflict, the lifting of economic restrictions, access to frozen assets and relief from sanctions.

Iranian Parliament Speaker Mohammad Bagher Ghalibaf also said an end to the conflict remained possible if the US accepted Tehran's conditions, warning that Iran would respond militarily if American strikes resumed.

Meanwhile, the Islamic Revolutionary Guard Corps (IRGC) claimed to have launched six drones towards a helicopter base in Riffa, Bahrain, describing the operation as retaliation against US military actions.

Bahrain said it had intercepted several incoming Iranian aerial attacks. The US Embassy in Manama subsequently issued a security advisory urging American citizens to remain alert amid growing regional tensions.

AMAZON LOSES 40 SATELLITES AFTER VULCAN ROCKET FAILURE, SETBACK IN STARLINK RACE

Amazon lost 40 satellites intended for its Amazon Leo internet constellation after a Vulcan rocket operated by United Launch Alliance (ULA) failed during launch on Sunday. The incident marks a setback for Jeff Bezos' efforts to compete with Elon Musk's Starlink satellite internet network.

The rocket lifted off from Cape Canaveral, Florida, at 12.40 pm local time but suffered an anomaly approximately 10 minutes into the flight, preventing it from delivering the satellites into orbit, ULA said.

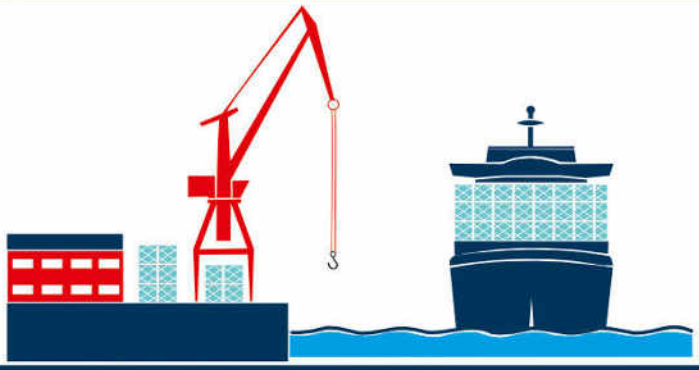
The launch was expected to carry Amazon's largest-ever batch of satellites and was the first of 38 launches the company has purchased from ULA.

Amazon plans to deploy a constellation of 3,232 satellites to provide global internet connectivity through its Amazon Leo service, with commercial operations targeted for 2026. The company has launched around 400 satellites since April 2025, but had not conducted a launch since July.

Amazon said it recognised the risks associated with space launches and expressed confidence that ULA would learn from the incident. The setback follows a successful SpaceX Starship test flight, during which the company deployed 26 Starlink satellites. Meanwhile, Bezos' Blue Origin has also faced delays after its New Glenn rocket was grounded following an explosion during testing in May.

Amazon is additionally relying on European launch provider Arianespace, which is scheduled to carry 36 of its satellites aboard an Ariane 6 rocket no earlier than November 23 from French Guiana.

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Marine Insights

NUCLEAR-POWERED MERCHANT SHIPS: A VIABLE FUTURE?

The maritime industry is approaching a critical turning point in its efforts to reduce greenhouse gas emissions and achieve long-term sustainability. With international regulations becoming increasingly stringent and shipping companies exploring alternatives to conventional marine fuels, nuclear energy is re-emerging as a potential solution. Although nuclear propulsion has been used in military vessels and specialised commercial applications for decades, its adoption in merchant shipping remains limited. However, advances in reactor technology, growing interest in decarbonisation and the need for energy-efficient long-distance transportation have renewed discussions about whether nuclear-powered merchant ships could become a practical reality. The concept is compelling: ships capable of travelling long distances without conventional fuel, operating for extended periods without refuelling and producing virtually no carbon dioxide emissions during operation. Yet, questions surrounding safety, cost, regulation, public acceptance and infrastructure continue to challenge its commercial viability.

♦ How Does Nuclear Propulsion Work?

Unlike conventional ships that rely on marine diesel or heavy fuel oil to generate propulsion, nuclear-powered vessels use energy released through nuclear fission. In this process, uranium or another suitable nuclear fuel undergoes fission within a reactor, producing heat. This heat is used to generate steam, which drives turbines connected to the ship's propulsion system and electrical generators.One of the most promising developments in this field is the emergence of Small Modular Reactors (SMRs). These reactors are designed to be smaller, more compact and potentially easier to manufacture and deploy than traditional nuclear power plants. Depending on the design, they could be integrated into commercial vessels to provide reliable propulsion and onboard electricity.Advanced reactor concepts, including molten salt reactors, high-temperature gas reactors and liquid metal-cooled reactors, are also being explored for maritime applications. Their potential advantages include improved operational efficiency, enhanced safety features and reduced refuelling requirements.

♦ The Environmental Case for Nuclear-Powered Shipping

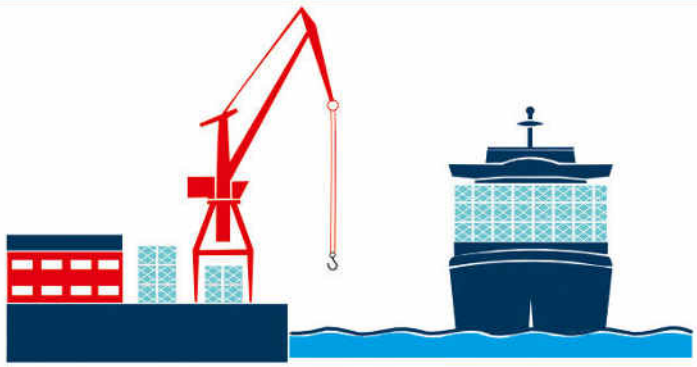
The strongest argument for nuclear propulsion is its potential contribution to maritime decarbonisation. The shipping industry is under growing pressure to reduce its environmental footprint, particularly as the International Maritime Organization (IMO) pursues its ambition of achieving net-zero greenhouse gas emissions from international shipping by or around 2050. Conventional marine fuels release substantial quantities of carbon dioxide and other pollutants during combustion. Nuclear reactors, by contrast, generate energy without producing carbon dioxide through the combustion of fuel during operation. They also avoid the sulphur oxide and particulate emissions associated with conventional marine fuels.Another significant advantage is energy density. Nuclear fuel contains considerably more energy per unit of mass than conventional marine fuels. Consequently, nuclear-powered vessels could potentially operate for years without requiring conventional refuelling. This would reduce dependence on fuel bunkering infrastructure and minimise disruptions associated with fluctuating fuel prices and availability.For large container ships, bulk carriers and other vessels operating on long-distance routes, these characteristics could offer considerable operational advantages.

Nuclear propulsion may also support higher service speeds and greater energy availability for increasingly electrified onboard systems.

♦ Potential Applications in Commercial Shipping

Although nuclear propulsion is not yet widely adopted in merchant shipping, certain vessel categories could be particularly suitable for its introduction.Large container ships operating on fixed international routes could benefit from extended operating periods and reduced dependence on conventional bunkering. Similarly, bulk carriers transporting commodities over long distances could potentially achieve more predictable operating costs through nuclear propulsion. Another promising application involves icebreakers and vessels operating in remote or challenging environments. Nuclear-powered icebreakers have already demonstrated the ability to undertake extended operations without frequent refuelling. Russia's nuclear-powered icebreaker fleet provides an established example of the technology's practical maritime application.





Marine Insights

The commercial sector could also explore nuclear-powered floating power units, offshore support vessels and specialised ships requiring substantial and continuous energy supplies. However, the transition from specialised vessels to mainstream merchant shipping would require considerable investment, technological development and international cooperation.

♦ The Challenges: Safety, Cost and Public Acceptance

Despite its potential, nuclear propulsion presents several challenges that cannot be overlooked.

1. Nuclear Safety and Security

Safety remains the most significant concern surrounding nuclear-powered merchant ships. A reactor installed onboard a moving vessel must withstand vibrations, collisions, extreme weather conditions and other operational hazards. Any accident involving radioactive material could have serious consequences for marine ecosystems, coastal communities and port infrastructure. Modern reactor designs incorporate multiple safety systems, containment structures and automated monitoring technologies. Nevertheless, the possibility of accidents, radiation exposure, sabotage and nuclear material theft requires comprehensive safeguards.

2. High Initial Investment

Developing a nuclear-powered merchant vessel would involve substantial upfront expenditure. The costs would include reactor design, specialised ship construction, nuclear fuel procurement, safety systems, regulatory certification and specialised crew training.While reduced fuel consumption and longer operating periods could offer long-term financial advantages, it remains uncertain whether these savings would outweigh the initial investment and ongoing maintenance costs.

3.Port Access and Infrastructure

Nuclear-powered ships would also face restrictions and additional requirements when entering commercial ports. Ports would need appropriate emergency response arrangements, security measures, inspection facilities and trained personnel.Public concerns about radiation exposure could further complicate port access. Without international agreement on standardised procedures, shipping companies may encounter difficulties operating nuclear-powered vessels across different jurisdictions.

4.Waste Management and Decommissioning

Spent nuclear fuel and radioactive waste require specialised handling, transportation, storage and disposal arrangements. Shipping companies would need clearly defined responsibilities for managing nuclear fuel throughout a vessel's operational life, including eventual reactor removal and ship decommissioning. Insurance, liability and compensation arrangements would also need to be established to address potential nuclear incidents.

What Does the Future Hold?

The possibility of nuclear-powered merchant ships is no longer merely a theoretical discussion. Technological developments, renewed industry interest and evolving international regulations are gradually creating opportunities for commercial applications.The transition may initially focus on specialised vessels and large ships operating on predictable routes, where the benefits of extended endurance and high energy density are particularly attractive.

A New Chapter in Maritime Propulsion

Technological capability alone will not determine their success. Economic feasibility, safety, regulatory certainty, waste management and public acceptance must develop alongside reactor innovation. Rather than viewing nuclear energy as an immediate replacement for conventional marine fuels, the maritime industry should approach it as a potential component of a broader, diversified energy transition.

The question, therefore, is no longer simply whether ships can be powered by nuclear energy, but whether the maritime industry can create the conditions necessary to make it safe, economically sustainable and commercially acceptable.

(**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.)

YOUR FORECAST

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



- BY RANI

Aries (Mar 21 – Apr 20)

This part of November brings renewed drive and a clearer sense of direction. Career matters move forward when you pair confidence with careful planning; avoid rushing into decisions or taking any educated guesses to simply maintain momentum. Keep a leveled head and an open mind Honest conversations strengthen relationships, while indulging in shared activities helps restore warmth. Examine overall spending, focus on practical financial choices rather than quick and easy gains. Make time to recharge quietly. Your courage and persistence can turn a promising idea into measurable progress. Which will help propel future career goals.

Taurus (Apr 21 – May 21)

Steady effort in endeavors will help with the feeling of being grounded through this period of November. At work, patience and consistency earns you trust, especially when being patient and focusing on one priority at a time. Consider long-term financial goals before making any large purchases or investments. Relationships will grow through emotional honesty and vulnerability along with dependable support. Balanced meals, movement, and adequate rest can improve energy levels. Let creativity complement structure: a thoughtful change to your routine may open a beneficial new path.

Gemini (May 22 – June 21)

This time of November highlights the benefit of communication, learning, and practical progress. Prepare carefully for career discussions and stay flexible when plans change. A casual gathering or conversations can help with the renewal of lost connections. Organizing finances and taking responsibilities more seriously will help you feel more in control. Keeping your mind balanced by taking breaks from constant activity can prove beneficial for mental and physical wellbeing. Creative ideas gain momentum when you link them to clear, steps and take necessary actions to fulfill them appropriately.

Cancer (June 22 – July 22)

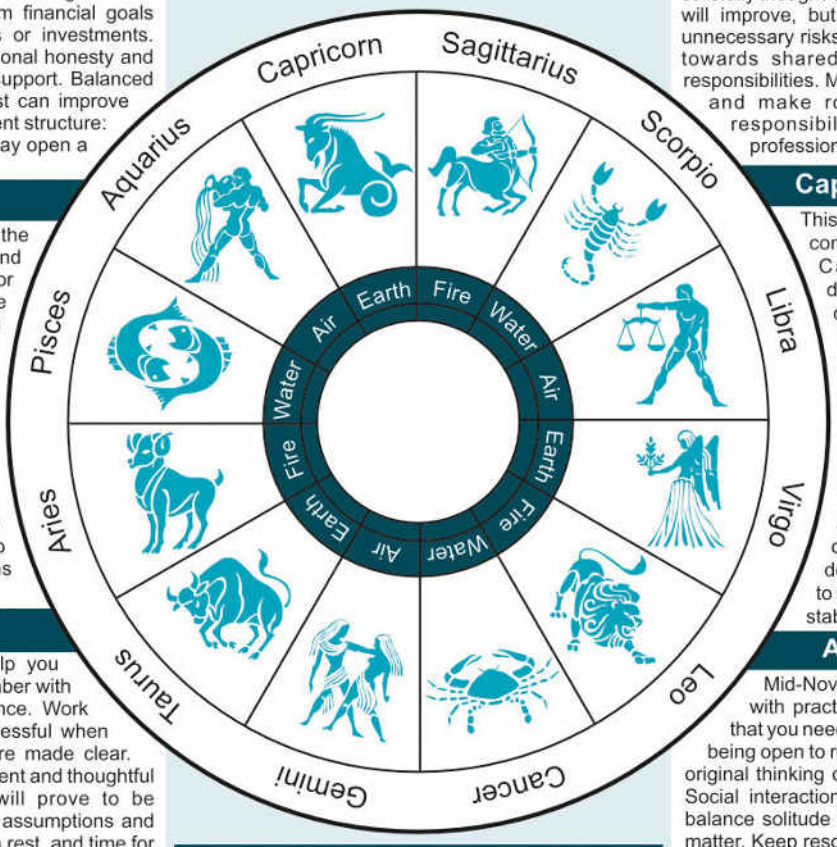
Being emotionally grounded will help you navigate through this phase of November with greater and more balanced confidence. Work feels more manageable and less stressful when tasks are organized and priorities are made clear. Familial relationships benefit from patient and thoughtful reconnection. Planning finances will prove to be advantageous rather than relying on assumptions and hasty decisions. Give yourself enough rest, and time for thoughtful introspection. This period supports steady personal growth, resulting in resilience and maturity as you learn to trust your own decisions and take control of your life.

Leo (July 23 – Aug 23)

Lead through the second half of November with discipline and consideration, taking into account the positive instances and fresh outcomes this part of the month will bring. Professional goals advance in positive ways through preparation and willingness to cooperate while displaying openness and acceptance in stressful situations. In relationships, listening and sharing responsibilities will matter more and will bring evident change, rather than having the final say. Keep financial choices practical and research opportunities well before committing. Consistent wellness habits can support your energy.

Virgo (Aug 24 – Sept 22)

Mid-November will bring your ambitions into closer alignment with your values. Career progress becomes tangible when you trust your abilities, set clear priorities, and resist over thinking every decision. In relationships, honesty and fairness create room for deeper understanding; make sure effort is mutual. Financial stability benefits from careful planning, mindful spending, and a review of commitments. Quiet reflection, creative pursuits, and restorative routines will help you regain inner balance. Give emotional wellbeing the same attention you give practical responsibilities. This period encourages maturity, clarity, and wiser choices across every area of life. Meaningful partnerships may strengthen as confidence returns. Respect your needs and maintain healthy boundaries, you will build lasting harmony, deeper trust, and a more fulfilling path forward in both personal and professional matters. Keep choosing what sustains your peace and purpose.



Libra (Sept 23 – Oct 23)

This season of November encourages refinement priorities and move forward with thoughtful precision. Career matters benefit from realistic planning, steady pacing, and clear communication with colleagues. Let collaboration replace the need to control every detail. In personal relationships, patience and active listening restore balance and strengthen trust. Support your wellbeing with routines that make room for both productivity and rest. Review financial commitments carefully and adjust where needed. Growth comes through adaptability and a willingness to improve your approach. Trust your analytical strengths, but remain open to new perspectives. Your reliability and insight can guide you toward meaningful achievements, greater stability, and progress that feels genuinely rewarding. Consistent decisions now can shape a more confident and balanced season ahead, both at home and at work.

Scorpio (Oct 24 – Nov 22)

Mid-November brings sharper insight and a renewed sense of purpose. Reconsidering career goals and choosing the steps that best support your long-term goals are beneficial actions during this season of November. Relationships deepen when conversations are given undivided attention and careful consideration. Financial discipline can help you identify sensible and viable opportunities without overextending yourself. Protect work-life balance and let motivation build naturally through natural circumstances. This phase favors thoughtful change, resilience, and purposeful personal evolution.

Sagittarius (Nov 23 – Dec 21)

A practical plan can help inspiration transform into progress through this season of November. Career decisions benefit from being prepared, dedicated and realistic about what is possible and acting on instinctive carefully thought-out actions and not impulses. Finances will improve, but be cautious and avoid taking any unnecessary risks. Relationships thrive when you work towards shared goals and help with taking up responsibilities. Make sure to balance activity with rest, and make room for a creative hobby. New responsibilities may point towards a more professional career-oriented growth.

Capricorn (Dec 22 – Jan 20)

This part of November rewards steady commitment and responsible choices. Career goals progress through disciplined routines and making time for clear priorities. Reassessing long-term financial plans carefully before making major commitments is what proves beneficial with long term financial goals. Reliability and openness brings strength to relationships, while empathy brings warmth to romantic connections. Revisiting wellness habits and paying attention to your mindset as well as daily routines will be good for overall development. Your patience can begin to show tangible results, bringing greater stability and recognition.

Aquarius (Jan 21 – Feb 18)

Mid-November favors ideas that are matched with practical action merging together the idea that you need to act upon your goals. Collaboration, being open to receiving and rendering help along with original thinking can open promising career directions. Social interactions will inspire fresh perspectives, so balance solitude along with giving time to people who matter. Keep resources and spending well organized to strengthen financial confidence. This period supports thoughtful progress in personal and professional life. Stay authentic, creative, and focused on contributions that have lasting value in all areas of life.

Pisces (Feb 19 – Mar 20)

The second half of November encourages emotional clarity and grounded choices. At work, combine intuition with practical planning while making important decisions. Compassion and understanding help deepen relationships while retaining individuality. Keep spending moderate and review financial priorities while making big financial decisions. Creative expression will offer greater insight into what you need next. Make space for reflection and restorative routines to benefit ones mental and emotional health. This period supports renewed confidence, emotional strength, and a clearer alignment between your values and everyday actions.

(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.)

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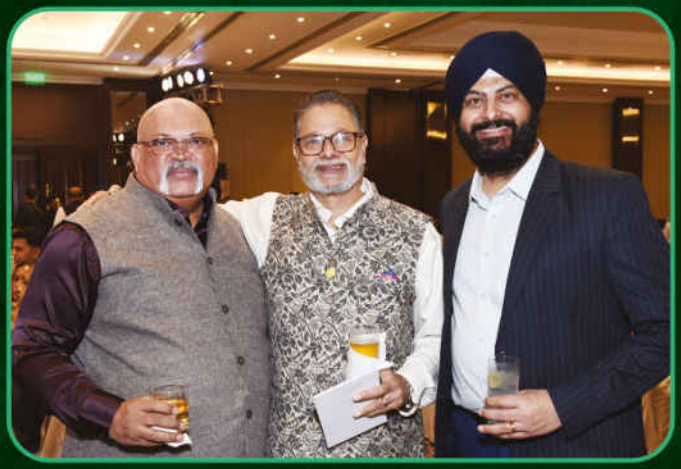
CAPT. S. M. HALBE

The Maritime Association of Shipowners Shipmanagers and Agents along with the Maritime Training and Research Foundation hosted their annual dinner on the 30th of October, 2026, at the luxurious venue of The Leela – Mumbai; which brought together the elite of the shipping industry; companies, recruiters, educators, those that have paved the way for the maritime industry in India. This event stressed the importance of coming together to celebrate and recognize those that have trailblazed development in the maritime industry, recognizing those that have shown unprecedented dedication and commitment to this industry. Showing them that their efforts do not go unnoticed. The luminaries at the event addressed the guests and thanked them for their continuous support. This event, highlighted that support and encouragement go a long way.



MR. MANEESH PRADHAN







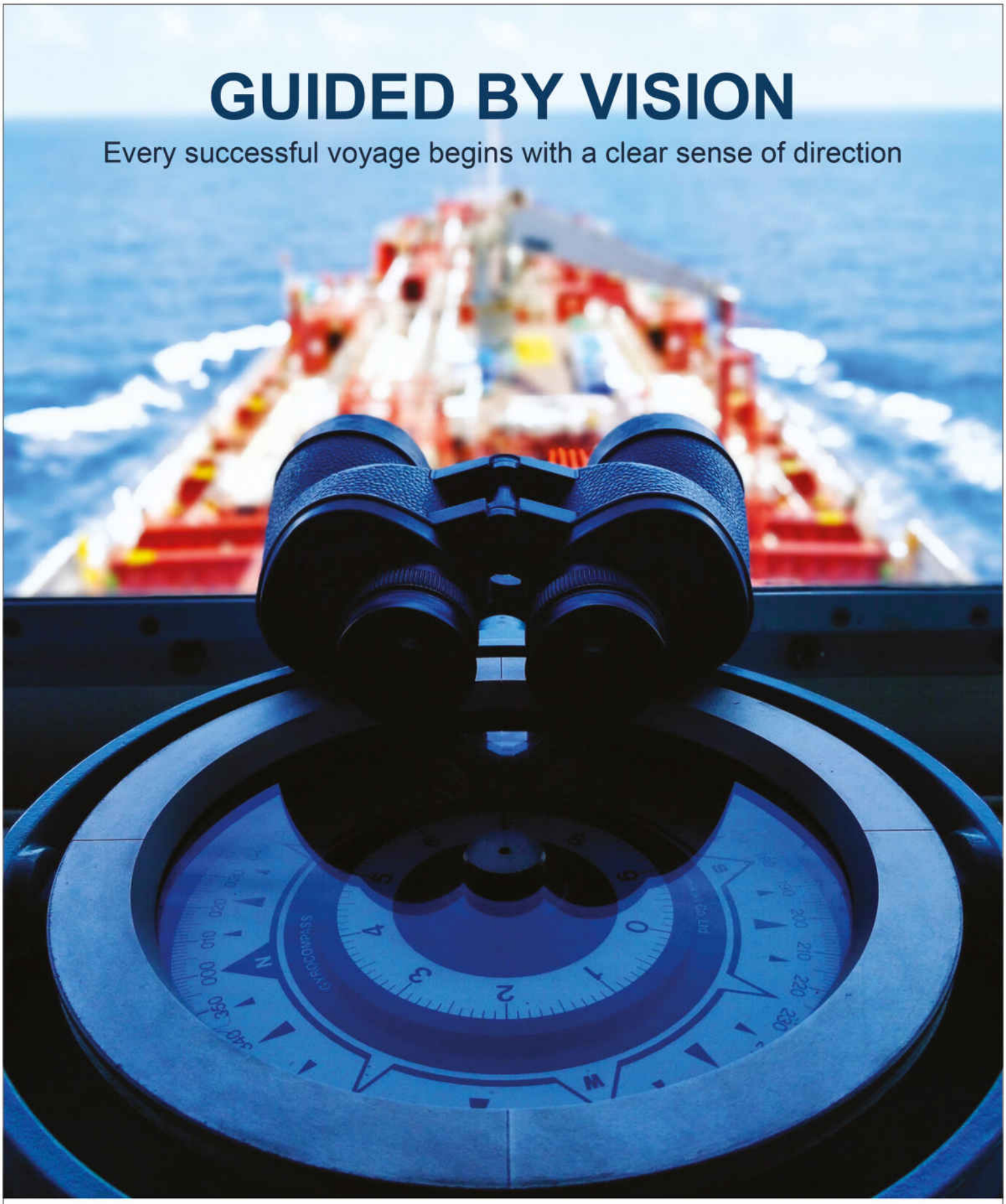





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- ETO / Electrical Officer

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- **CHIEF ENGINEER** (SMALL OIL TANKER)
- **SECOND ENGINEER** (OIL TANKER / OIL/CHEM TANKER / SMALL OIL TANKER)
- **THIRD ENGINEER** (SMALL OIL TANKER)
- **EO** (OIL TANKER)
- **BOSUN** (CHEMICAL TANKER)
- **PUMPMAN** (CHEMICAL TANKER)
- **AB** (CHEMICAL TANKER)
- **OILER** (CHEMICAL TANKER)
- **FITTER** (CHEMICAL – WITH WATCHKEEPING)

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

- **MASTER** (BULK CARRIER / REEFER CONTAINER)
- **CHIEF OFFICER** (BULK CARRIER / REEFER CONTAINER / CONTAINER)
- **SECOND OFFICER** (BULK CARRIER / CONTAINER / GENERAL CARGO)
- **THIRD OFFICER** (BULK CARRIER / CONTAINER)
- **CHIEF ENGINEER** (BULK CARRIER / GENERAL CARGO / REEFER CONTAINER)
- **SECOND ENGINEER** (BULK CARRIER / CONTAINER / CEMENT CARRIER / REEFER CONTAINER)
- **THIRD ENGINEER** (BULK CARRIER)
- **ETO** (BULK CARRIER)
- **AB** (BULK CARRIER)
- **BOSUN** (BULK CARRIER)

LPG/ VLGC/ VLEC/ LNG CARRIER:

- **MASTER** (VLGC)
- **CHIEF OFFICER** (VLGC)
- **THIRD OFFICER** (VLGC)
- **CHIEF ENGINEER** (VLGC)
- **THIRD ENGINEER** (VLGC)
- **GAS ENGINEER / GAS FITTER** (VLGC)
- **ETO** (VLGC / LPG)
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- **FITTER** (LPG – WITH WATCHKEEPING)

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MASTER / CO / 2O / 3O / CE / 2E / 3E / 4E / EO / ETO / GE (LNG STEAM ENGINE VESSEL)

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

AHTS - DP 2 / AHTS DP 1

- **MASTER - SDPO**
- **CHIEF OFFICER - DPO**
- **SECOND OFFICER - DPO**
- **CHIEF ENGINEER**
- **SECOND ENGINEER**
- **ETO**
- **AB**
- **OILER**

Contact Us:

Mumbai Head Office
Office No.1, 2nd Floor, Trade Star,
C Wing, Andheri Ghatkopar Link Road,
J. B. Nagar, Andheri East,
Mumbai - 400059, Maharashtra, India.
Off: +91-22-69094500 / 501
E-mail: resume@vrmaritime.net
Website: www.vrmaritime.net

Capt. Sanjay Prashar (Founder & CEO) - +91 99304 67030
Mr. Kishor Pati (HOD) - +91 86574 96806
Mr. Girish Sarfare (Tanker Officers) - +91 86558 75960
Ms. Suvarna Kangutkar (Gas Officers) - +91 86574 96814
Ms. Kajal Bohit (Dry Officers) - +91 70390 39225
Ms. Harshada Chavan (Offshore) - +91 77180 99216
Ms. Vibha Mishra (Offshore) - +91 86557 03578
Mr. Atharva Sawant (For Ratings) - +91 86558 75963

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OIL CRUDE TANKER:
P/P

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C/O, 2/O, 2/E, 4/E

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ETO – with COC

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URGENT REQUIREMENTS FOR:

- ✦ Master
- ✦ Chief Officer
- ✦ 2nd Officer

(with Superior Certificate)

- ✦ 3rd Officer
- ✦ Chief Engineer
- ✦ 2nd Engineer
- ✦ 3rd Engineers

(with Superior Certificate)

- ✦ 4th Engineer
- ✦ ETO

(with previous experience in applied rank)

Hiring Female Officers

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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- **Engine Room Simulator (Refresher) & Engine Team Resource Management (ERSR & ETRM)** (Applicable Ranks - All Engine Officers) (Duration- 5 Days)
- **MAN B&W ME Engine Training (ME-C/ME-B)** (Applicable Ranks - All Engine Officers) (Duration- 5 Days)
- **Shipboard Automation & Control** (Applicable Ranks - All Engine Officers) (Duration - 5 Days)
- **ECDIS Type Specific (TRANSAS/JRC)** (Applicable Ranks - All Deck Officers) (Duration- 2 Days)
- **Vocational Safety & Skill Enhancement Course (VSSEC) –** Practical Training for Operations & Emergency Preparedness (Applicable Ranks - All Ratings) (Duration- 5 Days)
- **Safe Hydroblasting Course –** Practical Training (Applicable ranks - Deck Ratings) (Duration- 1 Day)
- **Basic Maritime English –** Classroom Training (Applicable ranks - All Ratings) (Duration- 2 Days)
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RECRUITMENT & PLACEMENT LICENCE NO.: RPSL-MUM-064 ISSUE DATE 31.08.2026 VALID UNTIL 31.08.2031

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LPG FLEET VACANCIES

VLGCs & MID-SIZE CARRIERS

OFFICERS
Vessel Type & In-Rank Experience

- Master
  With more than 20 months of Rank Experience
- Chief Officer
  With more than 20 months of Rank Experience
- 2nd Officer
  With Superior Certificate
- Electro Technical Officer
- Chief Engineer
  With more than 20 months of Rank Experience
- 1st Assistant Engineer
  With more than 20 months of Rank Experience
- Gas Engineer
- 2nd Assistant Engineer
  With more than 20 months of Rank Experience

RATINGS
LPG Vessel Experience

- Able Body Seaman
- Ordinary Seaman
- Fitter
- Oiler
- Wiper
- Chief Cook
- Messman

LNG FLEET VACANCIES

XDF, STEAM, MEGA, Q-FLEX, DFDE WITH IN-RANK & LNG EXPERIENCE

OFFICERS
Vessel Type & In-Rank Experience

- Master
- Chief Officer
- 2nd Officer
- Electro Technical Officer
- Chief Engineer
- 1st Assistant Engineer
- Gas Engineer
- 2nd Assistant Engineer

RATINGS
LNG Vessel In-Rank Experience & Preferable with US Visa

- Ordinary Seaman
- Engine Fitter
  (No.1 Oiler) with III/5 COP
- Wiper

DRY FLEET VACANCIES

PCC/BULK CARRIER/CONTAINER WITH IN-RANK EXPERIENCE PREFERABLE WITH IGF EXPERIENCE

OFFICERS
With In-Rank Experience

- Chief Officer
- 2nd Officer
- 3rd Officer
- Electro Technical Officer/ Electrical Officer
  - Large Container Experience
- 1st Assistant Engineer
- 2nd Assistant Engineer
- 3rd Assistant Engineer

RATINGS
In-Rank Experience & Preferable With US Visa

- Bosun
- Able Body Seaman - Urgent
- Ordinary Seaman - Urgent
- Oiler - Urgent
- Wiper
- Engine Fitter
  (No.1 Oiler) with III/5 COP
- Messman

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Contact for Officers (Mumbai office)

LNG/LPG FLEET
- 9619482174
- 9930870220
- 9820743664
- 9152116060

DRY FLEET
- 9619482173
- 9920902616
- 9820036516

Contact for Ratings (Mumbai office)
- 9152616060
- 9321139476

Contact for Officers & Ratings

(Chennai office)
- 9940487493
- 9840381531

(Delhi office)
- 9810784400
- 9599040741

(Kolkata office)
- 9830370375
- 9831135558

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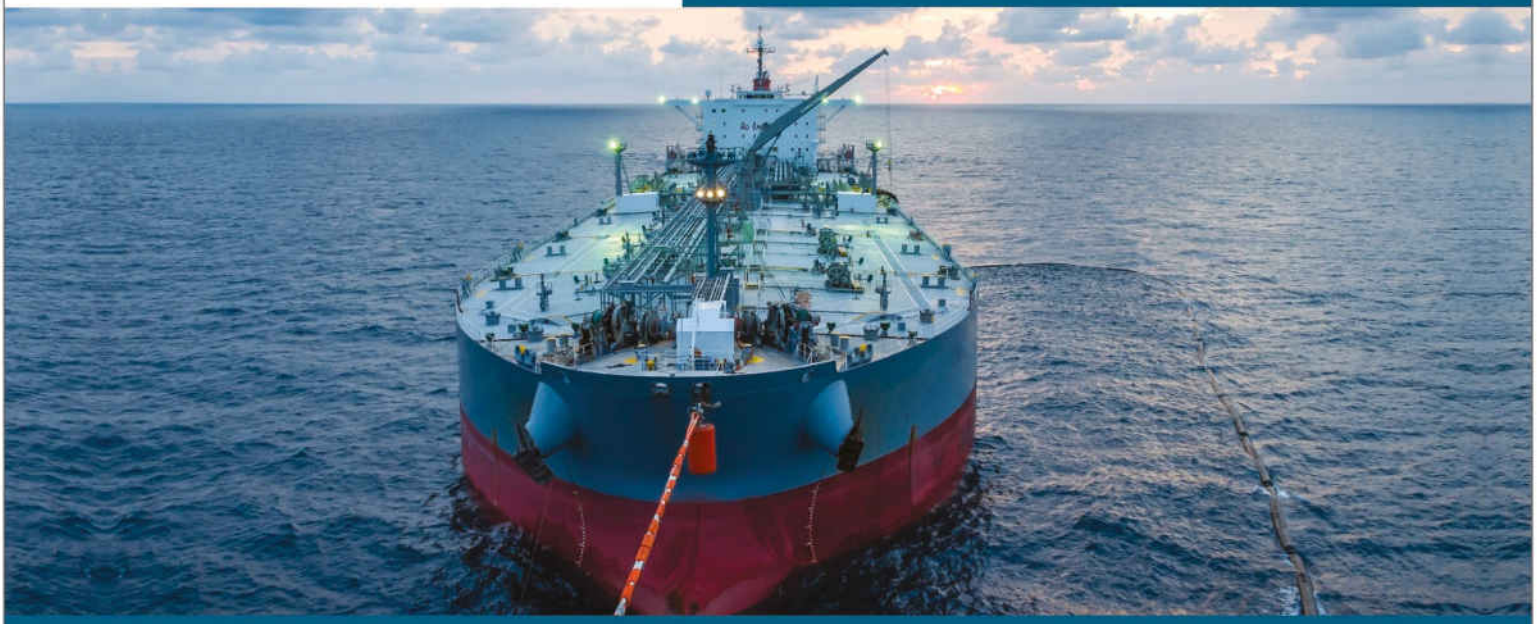
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RPSL-MUM-162072
DOI : 01/09/2026 DOE : 01/09/2031

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URGENT REQUIREMENTS:

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

- Master
- Chief Officer
- Second Officer
- Third Officer
- Chief Engineer
- Second Engineer
- Third Engineer
- Fourth Engineer
- Electrician
- Gas Engineer
- Bosun
- Able Seaman
- Oiler (Watchkeeping+COP+DCEs)
- Fitter
- Pumpman
- Cook

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CIRRUS MARINE LLP

CIRRUS MARINE

RPSL-MUM-162391 | Issue Date 15.09.2026 | Valid Till: 15.09.2031



URGENT REQUIREMENTS FOR BULK CARRIERS, LPG TANKER, OIL TANKER & OFFSHORE SUPPLY / CREW BOATS & AHT VESSELS

- MASTER
- CHIEF OFFICER
- 2ND OFFICER
- 3RD OFFICER
- CHIEF ENGINEER
- 2ND ENGINEER
- 3RD ENGINEER
- ETO

RATINGS

- PUMPMAN
- ABLE SEAMAN
- FITTER
- OILER
- CHIEF COOK

SHORE JOBS

- OPERATIONS EXECUTIVE
- SOURCING EXECUTIVE

Address :
401, Premalaya, Sion Trombay Road, Deonar, Mumbai - 400088.
Email: recruitment@cirrus-marine.com

Contact :
9821024677
9821875380

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MSI

(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

HARBOUR TUG

(Requirements For Operating On West Coast Of India)

CHIEF ENGINEER
With Class I CoC (Indian)
For Short Contract

SECOND ENGINEER
With Class IV CoC (Indian)

KINDLY CONTACT IMMEDIATELY / FORWARD RESUME

AT MUMBAI:
Capt. L. Sequeira, Mr. Naresh Kumar
605, 6th Floor, Remi Commercio, Shah Industrial Estate,
Off Veera Desai Rd., Andheri (W), Mumbai - 400 053.
Tel: 022-69308000 | E-mail: msiindia@msiships.com

AT GURUGRAM:
Mr. Vivek
Unit No 104-C & 104-D, 1st Floor, Block B, Unitech Business Park
South City- 1, Sector – 41, Gurugram, Haryana - 122 003.
E-mail: vivek@msiships.com

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

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♦ MASTER ♦ CHIEF ENGINEER ♦ CHIEF OFFICER
♦ ETO ♦ FITTER ♦ COOK

REQUIREMENTS FOR PCTC / CAR CARRIER
♦ MASTER ♦ CHIEF ENGINEER ♦ ETO

REQUIREMENTS FOR SELF-UNLOADER
♦ CHIEF ENGINEER ♦ ETO

REQUIREMENTS FOR VLEC (DUAL FUEL)
♦ MASTER ♦ CO ♦ CE ♦ 2E ♦ ETO

REQUIREMENTS FOR AFRAMAX & SUEZMAX OIL
♦ MASTER ♦ CO ♦ CE ♦ 2E ♦ ETO

REQUIREMENTS FOR VLGC (DUAL FUEL)
♦ MASTER ♦ CO ♦ CE ♦ 2E ♦ ETO

REQUIREMENTS FOR OIL/CHEM TANKER
♦ ETO ♦ AB ♦ FITTER ♦ MOTORMAN ♦ PUMPMAN

REQUIREMENTS FOR BULK CARRIERS
♦ CHIEF ENGINEER (With ME Experience)
♦ SECOND ENGINEER ♦ ETO
♦ FITTER (With 6G Certificate)

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ABB Ship Management Pvt. Ltd

RPSL-MUM-295 | Valid From: 07.03.2026 | Valid Till: 07.03.2029
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URGENT REQUIREMENTS

CRUDE OIL TANKER (COPT)
• Master • CE • 2E • 3E • 4E
• 2O • 3O • Pumpman
• Bosun • AB • Oiler

BUNKER TANKER
• Master • CO • CE • 2E
• 3E • 4E • AB
• Oiler • Pumpman

OIL / CHEMICAL TANKER
• Master • CE • CO • 2E
• 2O • 3O • 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 VESSEL
• Master • CE • CO • 2E
✓ Promotional Candidates Can Also Apply
✓ Indian Flag Vessel

GENERAL CARGO
• Master • CE • CO • 2/E
• 3/E • EO • Bosun

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



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- Officers holding Indian, UK, Singapore, or New Zealand CoC may apply.
- All officers must possess a minimum of 2 years' rank experience on similar types of vessels and must hold Pollice clearance certificate (PCC).



ETV (EMERGENCY TOWING VESSEL) DP-2

MASTER, CHIEF OFFICER, 2ND OFFICER, CHIEF ENGINEER, SECOND ENGINEER, THIRD ENGINEER, ETO

- Eligibility: Officers holding Indian, UK, Singapore, or New Zealand (FG) CoC only may apply.
- Experience: All officers must possess a minimum of 2 years' rank experience on similar types of vessels.



DP-2 (DSV / AHTS / PSV / MPSV)

MASTER, CHIEF OFFICER, SECOND OFFICER, THIRD OFFICER, CHIEF ENGINEER, SECOND ENGINEER, THIRD ENGINEER, ETO (III/6), BOSUN, A/B, OILER, FITTER AND COOK

- Eligibility: Officers holding Indian , UK, Singapore, or New Zealand (FG) CoC only may apply.
- Experience: Minimum 2 year of rank exp. on similar types of vessels .



DP-2 AWB/ DP-1 HEAVY LIFT/ PIPELAY BARGE/ JACK-UP BARGE

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

- Eligibility: Officers holding India (FG/NCV), UK, Singapore, or New Zealand CoC may apply.
- Experience: Minimum 1 year of rank exp. on a similar vessel types.

SHORE JOBS:

CREWING HR EXECUTIVE / SOURCING EXECUTIVE

MBA - HR

- MBA in HR/ relevant qualification.
- Minimum 2 years of experience in Manning/RPSL/Shipping industry.

DOCUMENTATION ASSISTANT

- Good knowledge of shipping documentation and record keeping.
- Proficient in MS Office, email correspondence and documentation.
- Experience in the shipping/manning industry will be preferred.

KEY ATTRIBUTES (FOR SHORE ROLES)

- Strong coordination and communication skills.
- Ability to manage multiple requirements and coordinate with candidates and clients.
- Ability to maintain accurate records and follow up on documentation

ADDRESS: B-204/205, SAI SANGAM, PLOT NO -85, SECTOR -15, CBD BELAPUR, NAVI MUMBAI-400614.
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WEBSITE: www.udyashipping.com

WE HAVE NO AGENTS ACTING ON BEHALF OF THE COMPANY.

ARYA TANKERS PVT. LTD.



URGENT REQUIREMENTS FOR OUR OIL/CHEMICAL TANKERS

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

URGENT REQUIREMENTS FOR OUR OIL PRODUCT TANKERS

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

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BLISS SHIP MANAGEMENT LLP

RPSL-MUM-350 | VALIDITY - 29.09.2030

URGENT REQUIREMENTS

CRUDE OIL TANKER & BULK CARRIER

IMMEDIATE JOINING



OFFICERS (RANK EXPERIENCE MANDATORY)

- MASTER
- CHIEF OFFICER
- SECOND OFFICER
- THIRD OFFICER
- JUNIOR OFFICER
- CHIEF ENGINEER
- SECOND ENGINEER
- THIRD ENGINEER
- FOURTH ENGINEER
- JUNIOR ENGINEER
- ETO (Rank exp. mandatory, COC not required)

COC ACCEPTED: Indian / UK / Singapore / Australia / New Zealand

RATINGS

- **BOSUN** (Minimum 18-24 months rank experience with Indian COP)
- **AB** Rank experience mandatory (Minimum 18-24 months with valid Indian COP)
- **PUMPMAN - TANKER** (Minimum 18-24 months rank experience)

SHORE JOBS

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- SOURCING OFFICER
- QHSE OFFICER / EXECUTIVE
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- QHSE SUPERINTENDENT

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

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MR TANKERS
Chief Officer / 2nd Officer / 3rd Officer

RATINGS
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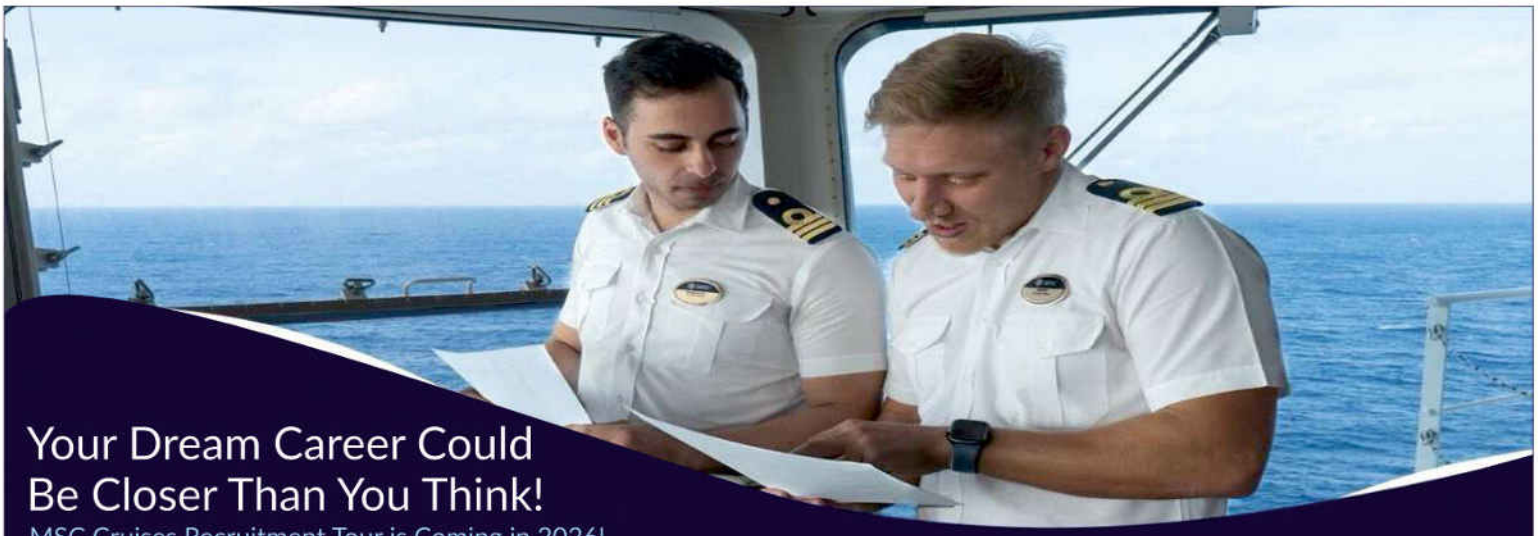
- CHIEF OFFICER
- THIRD OFFICER
- SECOND ENGINEER
- ELECTRICAL OFFICER



CONTACT DETAILS:
501, The Eagle's Flight, 263,
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- ✦3rd Officer
- ✦Chief Engineer
- ✦2nd Engineer
- ✦3rd Engineer
- ✦4th Engineer
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- 2nd Engineer
- 3rd Engineer
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RPSL-MUM-162133 | D.O.I. 12/01/2023 | D.O.E. 12/01/2028
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RPSL NO. - MUM - 162185 | DOI - 07.09.2023 | DOE - 07.09.2028

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RPSL-MUM-162356 | DOI: 01 Oct, 2025 | DOE: 01 Oct, 2030 ISO 9001:2015 Certified

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RPSL-MUM-030 Issue date: 18.04.2026 Valid till: 18.04.2031

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Upendra (Deck): +91-9167077056
Roopali (Engine): +91-9930407137
Asvea (Ratings): 91-9167772141

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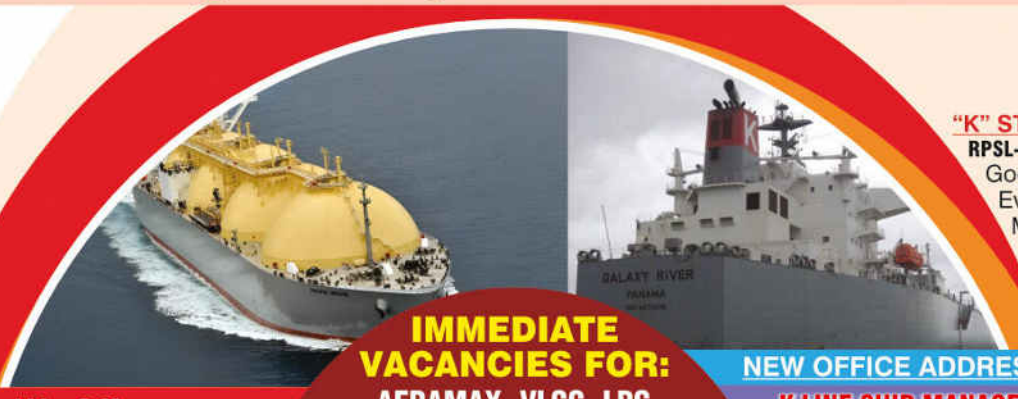


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- THIRD ENGINEER (With 6 months exp.)
- ETO (With COC I 6 months exp. I Geared I Cranes & Grabs exp. I ME Engine)

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- THIRD OFFICER (With 6 months exp.) urgent
- BOSUN (With 18 months exp.)
- OILER (With 18 months exp.)
- AB (With 18 months exp.)

»OIL / CHEMICAL TANKERS (with US visa)
- MASTER (With 24 months exp.)



»CHEMICAL TANKERS (with US visa)
- THIRD OFFICER (With 12 months exp.)
- ETO (With COC & Adv Oil or Oil/Chem Course) urgent

»HEAVYLIFT (with US visa)
- THIRD OFFICER (With 12 months exp.)
- ETO (With COC) urgent

»CRUDE OIL TANKERS (with US visa)
- MASTER (With 24 months exp.)
- CHIEF OFFICER (With 18 months exp.)

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

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

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2/O, 3/O, Jr. officer	Mr. Pradeep Jadhav - 7304452361 pradeepjadhav@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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ALBA MARINE SERVICES PVT. LTD.

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

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- > MASTER
- > CHIEF OFFICER
- > CHIEF ENGINEER
- > 2nd ENGINEER
- > 2nd OFFICER
- > 3rd ENGINEER
- > 3rd OFFICER
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- ➤ 3rd Officer
- ➤ 2rd Engineer
- ➤ 3rd Engineer
- ➤ 4th Engineer
- ➤ Wiper
- ➤ Chief Cook

Require following ranks for LNG

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- ➤ 3rd Engineer (with steam license)

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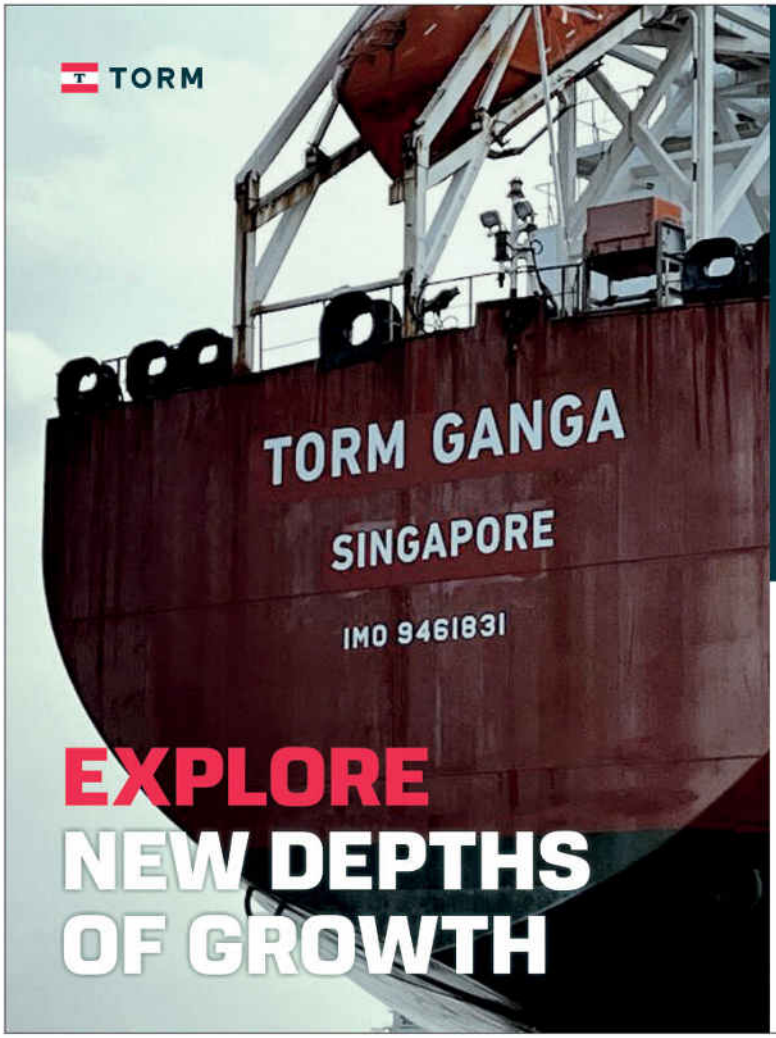
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3	3121	Engine Room Simulator - (Operational level) MEO Class IV	3 Days
NAVIGATION SIMULATOR			
4	4211	Global Maritime Distress Safety System (GMDSS)	12 Days
5	2121	Radar Observer Simulator - (ROSC)	10 Days
6	2122	Automatic Radar Plotting Aids - (ARPA)	5 Days
7	2123	Electronic Chart Display And Information Systems - (ECDIS)	6 Days
8	2221	Radar And Navigation Simulator (RANSCO)	6 Days
COMPETENCY COURSES			
9	3231	MEO Class I	2 Months
10	3211	MEO Class II	4 Months
11	-	MEO Class IV (Value Added)	2 Months
12	2211	Chief Mate (FG) Phase - I	3 Months
13	2212	Chief Mate (FG) Phase - II	3 Months
14	2111	Second Mate (FG)	4 Months
REFRESHER COURSES			
15	1118	Revalidation / Refresher and Updating Training for Engineers and ETO (REO)	4 Days
16	6412	Refresher Training in Medical First Aid Course (RMFA)	1 Day
17	6122	Refresher Training for Proficiency in FPFF	Half Day
18	6112	Refresher Training for Proficiency in PST	Half Day

S.NO	ID	COURSE	Duration
BASIC MODULAR COURSES			
19	5311	Basic Training for Ships using Fuels covered within IGF code - (BIGF)	4 Days
20	3123	High Voltage Safety And Switch Gear - (Operational Level)	1 Day
21	6101	Basic Safety Training [BST= EFA+FPFF+PST+PSSR]	12 Days
22	6621	Security Training for Seafarers with Designated Security Duties - (STSDSD)	3 Days
23	5121	Basic Training for Liquified Gas Tanker Cargo Operations (BTLG)	5 Days
24	5111	Basic Training for Oil and Chemical Tanker Cargo Operations (BTOC)	7 Days
25	5211	Crowd Management, Passenger Safety & Safety Training - (PSF)	3 Days
26	6511	Ship Security Officers - (SSO)	3 Days
27	6411	Medical First Aid (MFA)	4 Days
ADVANCED MODULAR COURSE			
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30	5122	Advanced Training for Gas Tanker Cargo Operations (GASCO)	10 Days
31	5113	Advanced Training for Chemical Tanker Cargo Operations (CHEMCO)	10 Days
32	1061	Vertical Integration Course For Trainers - (VICT)	10 Days
33	6421	Medical Care (MC)	10 Days



Vacancies

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03 DP 1, 2 & 3 Vessels
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- Fitter
- Oiler
- Bosun
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Contact Details:

Mr. Satish Kadam

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

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- CE (Min 6 - 8 months exp)
- 2E with (Min 8 - 12 months exp)
- ETO (III/6) (Min 6 months exp)
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- CO - (Min 18 months exp) (Immediate)
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Tangar

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



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(For Gas Tanker / Oil & Chemical Tanker)

FLEET PERSONNEL HEAD
Must have 12-18 years of professional exp. in Shipping, with strong expertise in Crew Management, MLC/STCW, & fleet personnel operations.

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TECHNICAL SUPERINTENDENT
Must be a Chief Engineer with sailing exp. on Gas Tanker / Oil & Chemical Tanker.

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

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Valid Till: 22/09/2027

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VLGC / LPG:
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SHORE JOB REQUIREMENTS:
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- *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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HOLY ANGEL MARINE SERVICES PRIVATE LIMITED

RPSL NO. CHN/045
Issued on: 14.01.2018 Valid Until: 29.09.2027



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A/B (WITH INDIAN COP)	THIRD ENGINEER
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- Second Engineer
- Third Engineer
- Fourth Engineer
- ETO (COP/COC)
- AB
- Bosun
- Fitter

REQUIREMENTS FOR CHEMICAL TANKER (with US Visa)

- Chief Officer
- Third Officer
- Second Engineer
- Third Engineer
- ETO (with COC III/6 or III/7)
- Pumpman
- Bosun
- AB
- MTM
- Fitter

REQUIREMENTS FOR LNG - Take Over Vessel (DFDE / Steam / Turbine Eng exp)

- Master
- Chief Officer
- Second Officer
- Third Officer
- Chief Engineer
- Second Engineer
- Third Engineer
- Fourth Engineer
- Gas Engineer
- Bosun
- AB
- Motorman
- Fitter

OFFSHORE POSITIONS (PSV / AHTS / SEISMIC SURVEY VESSELS)

- Master
- Chief Mate
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- Second Engineer
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Candidates should have at least one year working experience on DP2.

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

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Valid till 19th June 2029

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

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- Third Engineer
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- Dredger Engineer (Grade I / Grade II)
- 2nd Engineer / CL-IV Engineer
- Engine Driver ➤ Tube Operator

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- Chief Engineer
- 2nd Engineer (CL - IV NCV)
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- Cook with Indian CoC

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- CO FG DPO / NCV
- 2O 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
- 2O 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:

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- 2O FG / NCV
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ALL RATINGS SHOULD APPLY. VALID PCC REQUIRED.

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- 2E CL II COC
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