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

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

LNG (X-DF & DFDE Experience Preferred)
• Chief Officer • Second Officer (with Superior license)
• Chief Engineer • First Assistant Engineer
• Second Assistant Engineer (with Superior license)
• Gas Engineer • ETO

LPG
• Chief Officer • Third Officer

PCTC (Pure Car & Truck Carrier)
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• Third Engineer

IGF TANKER (Dual Fuel Chemical Tanker)
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VERY LARGE CRUDE TANKERS (VLCC)
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• Third Assistant Engineer • ETO

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- **1st Assistant Engineer** (minimum 12 months rank exp.)
- **2nd Assistant Engineer** (minimum 6 months rank exp. & holding Superior Certificate)
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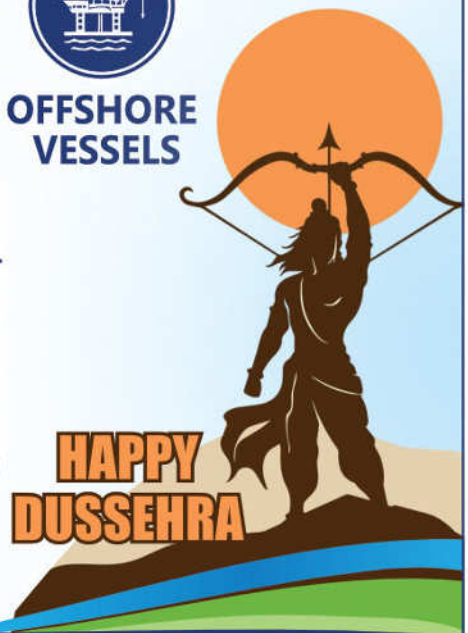


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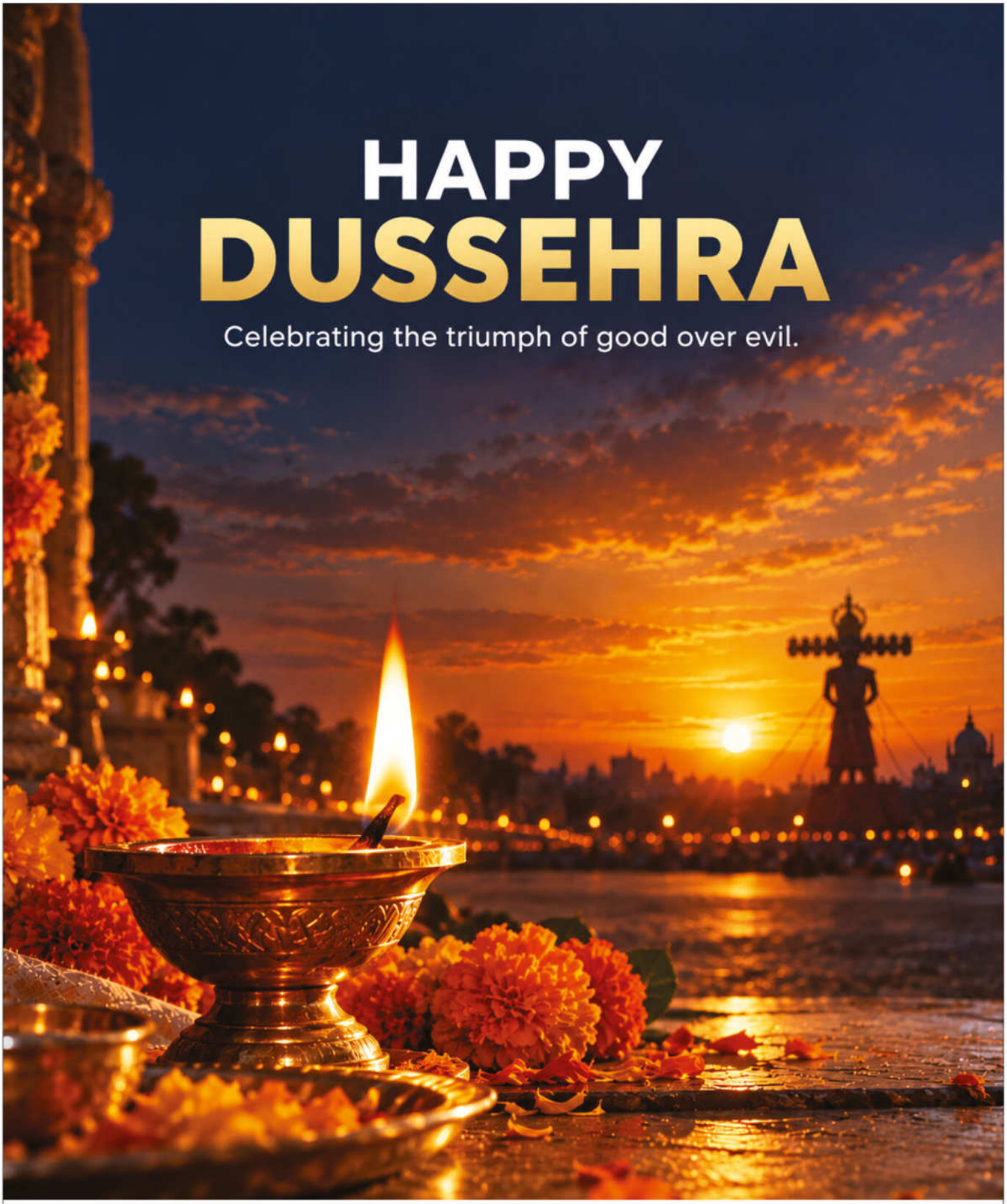
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- ✦ 2nd Officer

(with Superior Certificate)

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

(with Superior Certificate)

- ✦ 4th Engineer
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RPSL: MUM-162104 | DOI: 24 May 2022 | DOE: 24 May 2027

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OILER (with COP)

BITUMEN TANKER:

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

OIL TANKERS:

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(min. 6 months rank exp.)
3RD OFFICERS
(min. 6 months rank exp.)
4TH ENGINEERS
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- 3rd Engineer
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RPSL-MUM-162072
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- 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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- ***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.*

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- ***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.*

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- ***Able Seaman, Ordinary Seaman, Motorman & Pumpman*** *with minimum 12–15 months' rank experience with experience on the similar type of vessel mentioned.*

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- ***Master, Chief Officer, Chief Engineer***
- ***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.*
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- ***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) – Mumbai/Chandigarh/Chennai/ Kolkata***
  Candidate should have sailed as Chief Engineer on LNG vessels.
- ***Marine Superintendent (LNG & LPG) – Mumbai/Chandigarh/Chennai/ Kolkata***
  Candidate should have sailed as Master on LNG & LPG vessels..
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  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.
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- 2nd Officer
- 3rd Officer
- Electro Technical Officer/ Electrical Officer
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- 3rd Assistant Engineer

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SEAANDJOB

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To The Readers ...

Unnoticed Support

Life is not entirely self-made; it is the support, both seen and unseen, that carries us to our destination.

On the treadmill of life, we run constantly, controlling the gears and levers in our hands, going from a speed of 1 to 10 with the aim of reaching our target. Yet, we don't reach where we are overnight or alone. A lot of support, often unseen and unacknowledged, pushes us further.

In fact, in everybody's life, there is a lot of unnoticed support given by people that helps us achieve our goals. This unnoticed support helps us overcome challenges and define our path. But to create that encouraging support, you have to win the trust and carry a positive energy around you. Negativity only hurts you and others. If you are negative, it has an impact on the way you treat others, and it can even affect your general sense of well-being.

If something doesn't turn out as planned, try to change what you can, smile, stay positive, and move on. Be good to people, and don't wrong even your enemies. When you focus your energy on doing good things, people will grow to support you in their own time and in their own way. Their few good words for you will give you unseen support.

Just as we expect people to support us behind our backs, we should also support people in whichever way we can. After all, giving and receiving support from others is a basic human need.

Like in arranged marriages, we rely on many people's opinions about the prospective bride or groom and their families. Similarly, the other party asks about our family. If both parties receive positive responses, they proceed further. Each positive word from an unseen supporter thus makes us more respected in the eyes of the people we face. Such is the importance of unseen support.

This unnoticed support also helps us build our careers. In my own experience of bringing up www.seajob.net, a lot of the support I received was unseen. People spoke well about me behind my back, and I salute and thank them.

We must appreciate this unacknowledged support by taking some time out of our busy schedules to reflect on it. Our lives become much happier and more satisfying when we adopt an attitude of gratitude in our daily lives.

God Bless You
Roni Abraham
Editor

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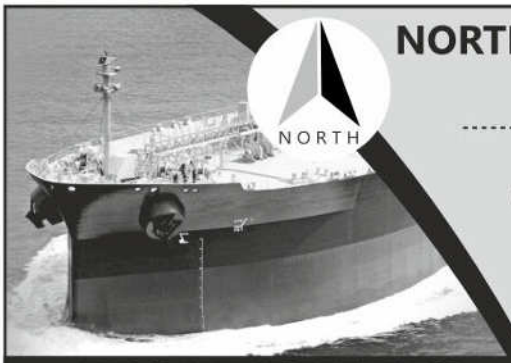
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YOUR FORECAST

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



- BY RANI

Aries (Mar 21 – Apr 20)

This is a bright and energising period for Aries. Confidence rises as new opportunities open across your career and personal projects, and your natural drive helps you seize them with ease. Mid-week brings a pleasant surprise connected to money or recognition at work, rewarding your recent effort and dedication. Relationships feel warm, with honest conversations strengthening bonds with partners, family, and close friends. Single Aries may enjoy a really delightful spark of romantic interest. Health remains steady, and a touch of vigorous exercise or fresh air will keep your energy wonderfully vibrant throughout these two weeks.

Taurus (Apr 21 – May 21)

This fortnight brings stability and comfort for Taurus. Financial matters improve steadily, with a promising opportunity to boost your savings or income appearing around the third week. Your patience truly pays off at work, as consistent effort earns quiet appreciation from colleagues or superiors. Home life feels cozy and wonderfully secure, and spending quality time with loved ones brings genuine joy. Romance blossoms gently for committed couples, and if you are single, you may meet someone refreshingly down to earth. Treat yourself to good food and rest; your energy stays strong and grounded throughout.

Gemini (May 22 – June 21)

Communication flows brilliantly for Gemini this fortnight, bringing exciting news, invitations, and fresh ideas your way. A conversation around Oct. 20th could open an unexpected door in your career, so stay alert and curious. Your natural wit charms colleagues and friends alike, making networking effortless and truly rewarding. Financially, a small windfall or overdue payment arrives, easing recent pressure. Love feels playful and light-hearted, with plenty of laughter shared alongside your partner or a new admirer. Curiosity leads you toward a fun hobby or a short trip that refreshes your mind and lifts your spirits wonderfully.

Cancer (June 22 – July 22)

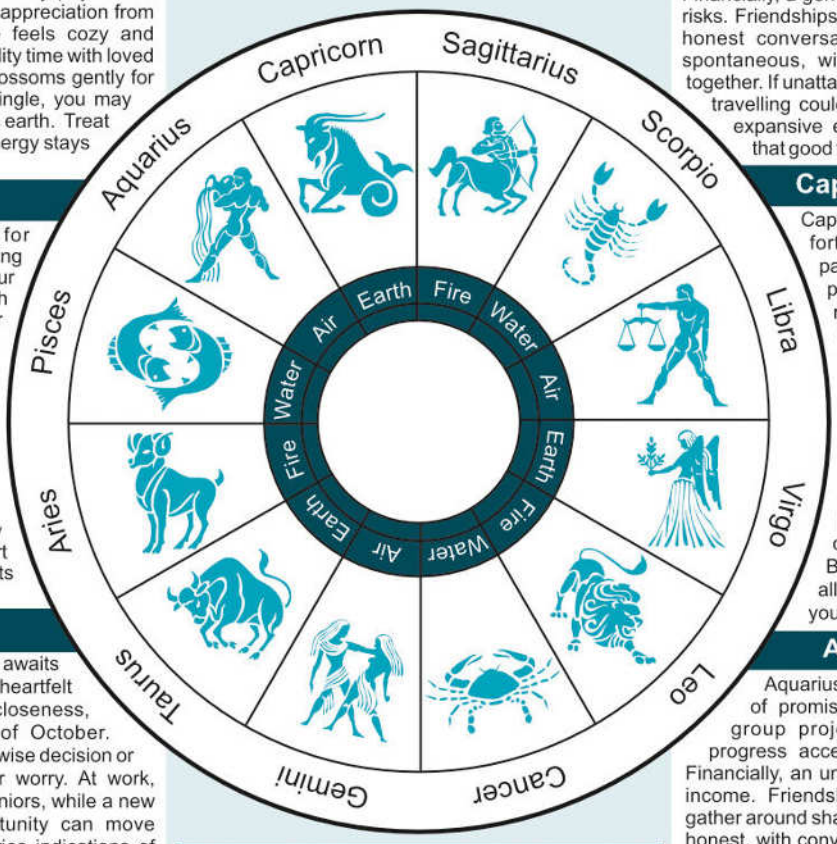
A nurturing, emotionally rich fortnight awaits Cancer. Family bonds deepen as heartfelt conversations bring comfort and closeness, especially around the last week of October. Financial security improves through a wise decision or unexpected help, easing any earlier worry. At work, recent achievements may impress seniors, while a new agreement, responsibility or opportunity can move things forward. This period also carries indications of new revenue streams and returns from earlier efforts. Love feels tender and reassuring, with couples enjoying cozy, meaningful moments together. Single Cancerians may feel drawn to someone caring and sincere.

Leo (July 23 – Aug 23)

Leo shines brightly during this fortnight, drawing admiration and exciting opportunities your way. Career matters flourish, with a project or presentation earning well-deserved recognition around mid-to-late October. Financially, generosity returns to you multiplied, perhaps through a gift or timely bonus. Social life buzzes with invitations, and your natural charisma makes every gathering more enjoyable. Romance sparkles, with grand gestures or playful flirtation lighting up your love life. Confidence and creativity peak; pursue passion projects boldly. Rest and self-appreciation keep your radiant energy sustainable and strong.

Virgo (Aug 24 – Sept 22)

Virgos enter a wonderfully productive fortnight, where careful planning finally pays off in visible, satisfying ways. Work responsibilities that once felt overwhelming become manageable, and a colleague or manager notices your consistent diligence, opening the door to fresh recognition around the third week of October. Health improves as small lifestyle adjustments start showing real benefits, leaving you feeling lighter and more energetic. Financially, a practical decision made earlier begins to bear fruit, offering welcome breathing room. Relationships flourish through honest, calm communication, and family members appreciate your quiet dependability more than usual. Romantically, patience is rewarded, with a meaningful, gentle connection deepening naturally rather than forcing itself. Use this steady, encouraging energy to organise your surroundings and finish lingering tasks beautifully well.



Libra (Sept 23 – Oct 23)

Libra enjoys a balanced fortnight filled with harmony in relationships and pleasant surprises at work. Partnerships, both romantic and professional, grow stronger as thoughtful communication smooths over any earlier tension that may have lingered. A collaborative opportunity around mid-October brings recognition and possibly a financial boost you were not quite expecting. Your natural charm attracts supportive allies, making everyday tasks feel lighter and considerably more enjoyable overall. Socially, this is a wonderful time for reconnecting with old friends or attending happy gatherings that bring genuine happiness. Single Librans may encounter someone whose values align beautifully with their own. Take time for beauty, art, or peaceful surroundings, letting your renewed sense of balance gently guide every graceful decision you make.

Scorpio (Oct 24 – Nov 22)

Scorpions experience a transformative, rewarding fortnight. Long-standing efforts finally show tangible results in career matters, bringing satisfying closure. A hidden opportunity surfaces around the 24th, worth investigating closely. Your intuition stays sharp, guiding wise decisions in work and personal life. Relationships deepen through honest vulnerability, strengthening trust with those closest to you. Passionate romance thrives, with emotional connection drawing couples closer. The end of the month helps you set clear boundaries and transform personal goals. Channel your natural intensity into productive pursuits for lasting fulfilment.

Sagittarius (Nov 23 – Dec 21)

Adventure and optimism define this fortnight for Sagittarius. Travel plans or a learning opportunity bring excitement, possibly around late October. Career growth accelerates as bold ideas earn attention from key peers. Financially, a generous return arrives, rewarding earlier risks. Friendships flourish through shared laughter and honest conversation. Romance feels exciting and spontaneous, with couples planning fun getaways together. If unattached, an adventurous encounter while travelling could spark real chemistry. Embrace this expansive energy, stay open-minded, and trust that good fortune keeps following you closely.

Capricorn (Dec 22 – Jan 20)

Capricorn enjoys a productive, rewarding fortnight where consistent dedication pays off nicely. A career milestone or promotion draws closer, while you are recognised by superiors for your steady discipline. Financial stability strengthens through careful planning, easing earlier concerns. Family relationships grow warmer as you make time for meaningful moments together. Romance deepens through loyalty and dependable support, comforting both new and long-term partners. If single, you may find chemistry through a shared project. Balance hard work with genuine rest, allowing your quiet confidence to guide you toward lasting success.

Aquarius (Jan 21 – Feb 18)

Aquarius experiences an inventive fortnight full of promise. Innovative ideas gain traction in group projects around mid-October. Career progress accelerates through fresh collaboration. Financially, an unconventional opportunity brings extra income. Friendships flourish as like-minded people gather around shared goals. Romance feels refreshingly honest, with conversations deepening your connection. You are likely to meet someone stimulating through your social circles. Embrace your originality, trust your instincts, and let progressive thinking lead you toward exciting new breakthroughs.

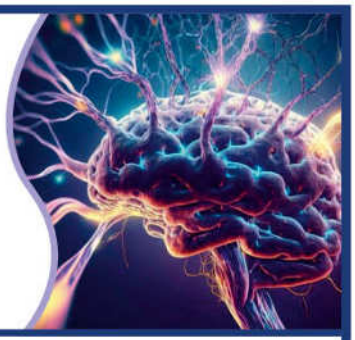
Pisces (Feb 19 – Mar 20)

Pisces flows through a dreamy, fulfilling fortnight. Creative inspiration surges, making this an excellent time for artistic projects and ingenious pursuits. A quiet act of kindness returns to you around mid-October, restoring your faith in others. Career matters improve gently, with intuition guiding smart choices at work. Financially, careful budgeting brings welcome relief and growing peace of mind. Relationships deepen through compassion and gentle understanding, comforting those you love. Couples are likely to share deep insights through their conversations. You may also feel drawn to someone spiritually aligned with you.

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



NAVIGATING THE UNCHARTED



UNDERSTANDING THE SIXTH SENSE

Have you ever had a strong feeling that something was about to happen, only to discover later that your feeling was right? Perhaps you met someone for the first time and immediately felt uneasy without knowing why. Sometimes, you may think about a friend moments before they call you. These experiences are often described as having a "sixth sense."

The sixth sense is commonly associated with intuition or instinct, but the idea is broader than a mysterious feeling. It can refer to the mind and body detecting information that does not immediately reach conscious awareness. While popular culture presents the sixth sense as supernatural, science suggests that many such experiences can be explained through the brain, body, memory, and perception.

When you're detached from a particular outcome, your mind becomes calmer, your decisions become clearer, and you're more open to opportunities you might have otherwise overlooked. Ironically, letting go of the need to force a result often puts you in the best position to achieve it.



What Exactly Is the Sixth Sense?

Traditionally, we learn about five senses: sight, hearing, smell, taste, and touch. However, the human body has several other sensory systems. We can sense balance, body position, temperature, pain, and internal bodily changes. These abilities help us understand where we are and what is happening around us.

In everyday language, however, "sixth sense" usually refers to an unexplained awareness or instinct. A person may enter a room and immediately feel that something is wrong. They might not consciously notice the tense expressions, unusual silence, or changes in people's behaviour, but the brain may register these details and create an immediate impression.

The Science Behind the Feeling

The brain is constantly collecting information. Facial expressions, voices, movements, smells, surroundings, and past experiences are processed continuously. We are aware of only a small part of this activity.

The Subconscious Mind

Previous experiences are especially important. A person's tone of voice, posture, or facial expression may remind us of an earlier situation. We may not consciously identify the connection, yet we can still experience discomfort or caution.

The Gut-Brain Connection

The phrase "gut feeling" has a physical side as well. The brain and digestive system communicate continuously through the gut-brain axis. Emotions can influence digestion, heart rate, breathing, and muscle tension.

Fear may make the stomach tighten, while nervousness can create butterflies. During stressful situations, the body can react before we have fully understood why we are uncomfortable.

The Sixth Sense and Survival

Quick reactions have always been important for human survival. Our ancestors often had to respond to possible threats without having time to analyse every detail.

Imagine walking through a forest and suddenly hearing a branch snap. The brain immediately asks whether the sound could indicate danger. A rapid reaction can be more useful than waiting for complete certainty.

Modern life still produces similar situations. A pedestrian may step back when a vehicle approaches too quickly. Someone walking alone at night may notice an unusual sound and become more alert. A driver may slow down because traffic feels unpredictable.

These reactions are not necessarily supernatural. They demonstrate the body's ability to detect possible danger and prepare us to respond.

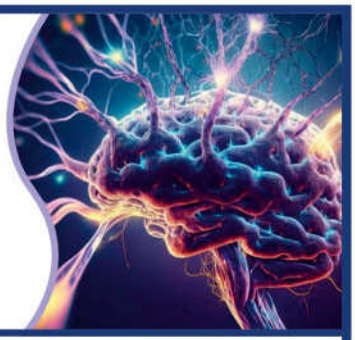
Can the Sixth Sense Be Wrong?

A strong feeling is not automatically a correct one. Fear, anxiety, stereotypes, personal experiences, and expectations can influence how we interpret situations.

For example, you may meet someone who reminds you of a person you previously disliked. You might immediately distrust them even though they have done nothing wrong. Your response may come from an old association rather than evidence about the new person.



NAVIGATING THE UNCHARTED



Coincidence can also make intuition seem more accurate than it is. If you think about a friend and they call you soon afterwards, the timing may feel extraordinary. Yet we think about many people throughout the day, and most of those thoughts are not followed by a phone call.

This is why unusual experiences should be observed with curiosity rather than immediately accepted as proof of a supernatural ability.

Intuition and Decision-Making

People use quick judgements every day. We decide whether a situation feels comfortable, whether someone seems trustworthy, or whether a familiar task is going differently than usual.

Experience can make these judgements particularly useful. Someone who has spent years working in a particular environment may recognize a problem almost instantly because they have encountered similar situations before.

However, important decisions require more than a feeling. Financial choices, medical decisions, career changes, and major personal decisions should involve evidence and careful thought.

A useful way to think about intuition is as an early warning signal. It can encourage us to stop, observe, and investigate. Logic can then help us decide what the feeling actually means.

Is the Sixth Sense Supernatural?

Stories about supernatural abilities have existed across cultures for centuries. People have described telepathy, predicting future events, sensing distant occurrences, and communicating with spirits. Such stories continue to influence films, books, and popular culture.

Science, however, requires reliable evidence. There is currently no established scientific evidence that humans possess a supernatural sixth sense that allows them to predict the future or receive information through paranormal means.

This does not mean that people's experiences are imaginary. A person may genuinely experience a powerful sense that something is about to happen. The question is how that experience should be explained. Unconscious pattern recognition, coincidence, memory, and emotional responses can all contribute.

Can We Improve Awareness?

Although intuition cannot be treated as a magical skill, awareness can be developed. One useful approach is to become more observant. Pay attention to changes in behaviour, surroundings, tone of voice, and physical reactions.

Keeping a journal can also help. If you have a strong impression about something, record what you noticed and what happened afterwards. Over time, this can show whether your judgements are usually accurate or whether certain emotions influence them.

Mindfulness can make people more aware of their thoughts and physical sensations. It encourages observation without immediately reacting. This can help separate a genuine warning from temporary fear or anxiety.

Experience remains one of the strongest influences on accurate judgement. The more familiar we become with a particular environment or activity, the better we may become at recognizing meaningful changes.

The Sixth Sense in Everyday Life

The sixth sense can be seen in ordinary situations rather than only in mysterious stories. A parent may notice that a child is upset from a small change in behaviour. A friend may realise that something is wrong from a person's voice. A worker may notice that a familiar machine sounds unusual.

In each case, many small pieces of information may be coming together. The conscious mind may not list every detail, but the overall impression can still be strong.

This ability shows how complex human perception really is. We are not simply receiving information through five basic senses. We are constantly combining sensory input, memories, emotions, bodily signals, and learned experience.

Conclusion

The sixth sense remains fascinating because it sits between ordinary perception and mystery. Some experiences that seem extraordinary can be understood through unconscious processing, pattern recognition, memory, and the close relationship between the brain and body.

At the same time, not every unexplained feeling is meaningful, and intuition is not always accurate. Fear, bias, coincidence, and personal expectations can easily influence our judgement. This is why curiosity should be balanced with critical thinking.

Perhaps the most interesting thing about the sixth sense is that it does not need to be supernatural to be remarkable. The human brain can notice patterns, connect memories, interpret signals, and prepare the body to respond often before we consciously understand what is happening.

So, the next time you experience a strange feeling, pause before dismissing it or blindly trusting it. Look around, consider what you may have noticed, and check the evidence. Sometimes, the mystery is not that we know something without reason, but that our minds have already found the clues before we consciously realise it.

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

NEWS UPDATE FOR ONBOARD CREW



'ICE OUT OF OUR NEIGHBOURHOODS': SHOOTING OF DOMINICAN MAN SPARKS PROTESTS IN NEW YORK

An ICE agent shot and wounded a Dominican man during an arrest in New York City, triggering protests and drawing sharp criticism from local leaders over the Trump administration's immigration crackdown.

The shooting took place in the Marble Hill neighbourhood of Manhattan, near the Bronx, during what the Department of Homeland Security (DHS) described as a "targeted enforcement operation". The man survived and was being treated at a hospital, the agency said, but it did not explain what led the officer to open fire.

According to preliminary information, agents from Immigration and Customs Enforcement's (ICE) Enforcement and Removal Operations branch encountered a person they were targeting shortly after 4 pm. DHS said agents were attempting to arrest a Dominican man with a prior criminal conviction and a history of other arrests when an officer discharged his weapon.

Early reporting also indicated that there was a five-year-old child in the same car. The child was physically unharmed, Mayor Mamdani said in a statement. The agency described the man as a "criminal illegal alien", saying he had a previous conviction for grand larceny. It said New York police had arrested him in December 2023 before he was released, blaming what it called "reckless sanctuary policies" in Democrat-led cities. DHS did not provide further details about the circumstances of the shooting.

The incident sparked anger among New York officials and residents, with demonstrators gathering at the scene and chanting, "ICE off our streets now!"

Mamdani slams ICE

Mayor Zohran Mamdani called the shooting "unconscionable and incredibly serious" and said he had called President Donald Trump over the incident. Mamdani said he would demand an end to ICE enforcement operations in the city. A spokesperson for the mayor said Trump and Mamdani had not spoken as of the evening of the incident.

"Our thoughts are with the injured New Yorker and his family. We are praying for his recovery," Mamdani said. "Get ICE out of our neighborhoods."

New York Governor Kathy Hochul, who said she had been briefed on the shooting, called on federal authorities to explain what happened.

"We expect federal authorities to provide a full and transparent accounting of the circumstances surrounding this incident. New Yorkers deserve to know exactly what happened and why," she said.

DHS defended its enforcement operations, saying officers were often required to make arrests in public spaces and unpredictable, dangerous environments when people it considers dangerous are released from custody. The department said its agents provided immediate aid to the injured man.

The New York Police Department said its officers were not involved in the shooting. It called for a mobilisation after the incident to manage crowds and handle evidence at the scene.

Witnesses described hearing several gunshots. Pedro Almaraz, who works at a nearby restaurant, said he heard about three or four shots and saw a man on the ground surrounded by officers wearing face masks and vests marked with Department of Homeland Security branding.

Videos and photographs shared on social media showed a man sitting on the ground with his hands behind his back after the shooting. Another video appeared to show New York police officers lifting an injured man and carrying him into a police vehicle. A damaged car was also seen blocking the road, with small holes in two of its windows.

The presence of armed federal officers also raised concerns among some residents about their identification. Alfred Silva, 38, said one officer was wearing a construction safety vest while carrying a rifle.

"We need to have better transparency to understand who we're dealing with, because anybody in the street can just put on a vest and pull out a gun and claim to be ICE," he said.

"I feel like regardless if you're left or right, we should understand that this shouldn't be happening."

INDIA-GERMANY DEFENCE COOPERATION: DEFENCE SECRETARY HOLDS TALKS WITH GERMAN ENVOY AND GREEK DEPUTY MINISTER TO EXPAND STRATEGIC PARTNERSHIPS

NEW DELHI: Newly appointed German Ambassador to India Jasper Wieck met Defence Secretary Rajesh Kumar Singh, with both sides discussing India-Germany defence cooperation and the broader strategic partnership. The engagement comes as both countries seek to deepen military and defence-industrial ties, including cooperation in advanced technologies and maritime security.

The meeting follows a series of high-level India-Germany defence engagements this year. In April, Defence Minister Rajnath Singh and German Defence Minister Boris Pistorius agreed to strengthen the co-development and co-production of defence equipment, particularly in niche technologies. India and Germany also signed a Defence Industrial Cooperation Roadmap aimed at long-term collaboration between their defence industries.

A major element of the expanding partnership is Project-75(I), under which Germany's Thyssenkrupp Marine Systems and Mazagon Dock Shipbuilders are expected to build six next-generation conventional submarines in India with substantial technology transfer. Wieck said in September that the agreement had been finalised on the German side and was awaiting completion of India's internal processes.

Meanwhile, India and Greece discussed defence and strategic cooperation, focusing on maritime security, coastal security and shipbuilding, as the defence secretary met Greece's Deputy Minister of Maritime Affairs and Insular Policy, Stefanos Gkikas, in New Delhi. The engagement highlights the growing maritime dimension of the India-Greece Strategic Partnership.

The two sides emphasised their shared interests as major maritime nations, including the need to ensure the safety and security of seafarers.

The discussions connected defence cooperation with the broader maritime domain, covering areas critical to secure sea lanes, coastal protection and naval capability development. The engagement builds on the broader expansion of India-Greece defence ties.

Inaugural Session of Indo-Russian Working Group Meeting

The inaugural session of the 24th Working Group meeting of the India-Russia Intergovernmental Commission on Military Technical Cooperation and Defence Industry was held in New Delhi.

The session was co-chaired by Secretary (Defence Production) Sanjeev Kumar and Russia's First Deputy Director of the Federal Service for Military-Technical Cooperation (FSMTC), Andrey A. Boytsov.

Senior officials from both countries participated in the deliberations. Discussions focused on reviewing existing military-technical cooperation and advancing co-production and co-development initiatives to further strengthen the India-Russia strategic partnership in defence.

EU READY TO SEND OBSERVERS FOR FIRST PALESTINIAN PARLIAMENTARY VOTE IN NEARLY TWO DECADES

The European Union said it was ready to deploy election observers for the Palestinian legislative elections scheduled for November.

EU foreign policy chief Kaja Kallas made the announcement on X after speaking with Palestinian Vice President Hussein Al-Sheikh.

"Palestinians have the right to choose their representatives in elections that are credible, inclusive and transparent," Kallas wrote.

She added that after nearly 20 years without a parliamentary vote, the elections would provide a long-overdue opportunity to renew the legitimacy of Palestinian institutions.

Palestinian President Mahmoud Abbas has set November 28 as the date for the legislative elections. If held as scheduled, they would be the first such vote in two decades.

Holding elections is among the reforms demanded by the international community, including the European Union, which provides financial support to the Ramallah-based Palestinian Authority.

The Palestinian territories last held legislative elections in 2006, when Hamas defeated Abbas's Fatah party, which had previously dominated Palestinian politics. Since 2007, the Palestinian Legislative Council, the parliament of Abbas's Palestinian Authority, has not convened.

Palestinians returned to the polls in April to elect municipal council representatives in the occupied West Bank. It was the first vote since the Gaza war broke out in October 2023.

However, the legislative elections face significant logistical challenges stemming from Israeli measures in the Gaza Strip, East Jerusalem and the West Bank, territories Israel has occupied since 1967.

'READY TO DO EVERYTHING IN OUR POWER': PUTIN OFFERS TO HELP END IRAN WAR

Russian President Vladimir Putin has pledged to "do everything" within Russia's power to help end the Middle East conflict during talks with Iranian President Masoud Pezeshkian.

"We are ready to do everything that is in our power to contribute to the settlement of this situation," Putin said during the meeting, according to Russia's TASS news agency.

Putin said Iran had made "real efforts" to end the US-Israel war against the country. Pezeshkian, meanwhile, said Iran would not "walk away" from efforts to find a diplomatic solution to the conflict, according to a statement from the Iranian presidency.

"We are engaged in dialogue; however, every time we talk to the US, they launch new attacks. Nevertheless, we will not walk away from the negotiating table," Pezeshkian said.

Russia and Iran have strengthened their diplomatic and military ties since Moscow launched its war in Ukraine in February 2022, becoming increasingly reliant on each other. Putin and Pezeshkian also met on the sidelines of the Shanghai Cooperation Organisation summit in Kyrgyzstan.

The latest contacts come as Iran-US negotiations appear to have reached an impasse. Pezeshkian said that talks with Washington were "meaningless". Diplomatic efforts to resolve Russia's war in Ukraine also appear deadlocked, even as both sides intensify their attacks.

Putin and Pezeshkian are attending the Commonwealth of Independent States (CIS) summit, which brings together leaders of former Soviet republics, including Armenia, Azerbaijan and Belarus, as well as Turkmenistan and other Central Asian states.

Kremlin foreign policy aide Yuri Ushakov said the Putin-Pezeshkian meeting was among several bilateral engagements scheduled on the sidelines of the summit.

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FRANCE TURNS 127 HECTARES OF ABANDONED GRAVEL PITS INTO EUROPE'S LARGEST FLOATING SOLAR FARM

France has transformed a former gravel-quarry site in Haute-Marne into Europe's largest floating solar farm, covering 127 hectares and featuring 135,000 photovoltaic modules. The Les Ilots Blandin project, located near Perthes, began operating in June 2025, using former quarry basins to generate renewable electricity.

With a total capacity of 74.3 MW, the installation is expected to generate enough electricity to supply around 37,000 people annually while avoiding significant carbon dioxide emissions. Q ENERGY and Grand Est Development International provided details about the project.

How France Turned 127 Hectares of Gravel Pits into a Floating Solar Farm

The project was built across six unused basins created by gravel extraction at the former Blandin quarry site. According to Grand Est Development International, the 127-hectare site was repurposed after quarrying activities ended, avoiding the need to develop an entirely new area of land for the solar installation. The organisation describes the project as Europe's largest floating solar park.

Q ENERGY began developing the project in 2019, with the aim of using abandoned industrial basins to generate renewable energy.

The company identified the former gravel pits as suitable locations because of their solar potential and limited land-use conflicts. Quarry operations were scheduled to end in 2020.

The location also allowed the project to utilise water surfaces already created by industrial activity. Instead of installing all the solar panels on open ground, much of the facility sits on floating structures across the former quarry basins.

What Makes the Les Ilots Blandin Project So Large

The scale of the project is reflected in its more than 135,000 photovoltaic modules, installed on floating platforms developed in France.

Grand Est Development International estimates that around 100 people were involved in the project, while construction took 15 months.

The solar panels cover 45.5 hectares, although the overall project extends across 127 hectares. According to Balkan Green Energy News, 72.3 MW of the plant's capacity is installed on floating platforms, while another 2 MW comes from a ground-mounted section. The six floating platforms range in capacity from 8 MW to 17 MW each.

The ground-mounted section was included for practical reasons. Q ENERGY said the 2 MW system was incorporated into the project to improve overall energy output and economic performance.

Electricity Generation Capacity of the Floating Solar Farm

The plant has a total capacity of 74.3 MWp. According to Q ENERGY, it can generate enough renewable electricity annually to supply approximately 37,000 people and is expected to prevent 18,000 tonnes of carbon dioxide emissions each year.

The electricity generated gives the former industrial site a new purpose. Once associated with gravel extraction, the area is now being used to produce renewable power while making use of existing water basins.

The installation was officially inaugurated on 20 June 2025. Q ENERGY said construction began in September 2023 following more than five years of planning, with the plant reaching full commissioning in June 2025.

Why Floating Solar Was Chosen for the Former Quarries

Floating solar remains an emerging technology in France, particularly in the country's northern regions. Q ENERGY said these projects can utilise areas where land-use conflicts are limited, although their financial viability remains a significant challenge.

Floating installations generally cost more to construct and maintain than conventional ground-mounted solar farms.

According to Balkan Green Energy News, they must also compete directly with ground-based solar projects in France's public tender system rather than benefiting from a separate tender process.

These challenges made the design and economics of Les Ilots Blandin particularly important. Q ENERGY said several configurations were evaluated before the final arrangement was selected, including the addition of the 2 MW ground-mounted section.

Companies Involved in Bringing the Project into Operation

Les Ilots Blandin was developed through a partnership involving several companies. Q ENERGY initiated the project, while Ciel & Terre supplied and installed the floating structures, solar modules and inverters.

Perpetum handled the electrical infrastructure and construction of the ground-mounted array, while Solutions30 was responsible for cabling, grid connection and overall commissioning.

Construction funding was secured in September 2024, with more than €50 million raised through Crédit Agricole Transitions & Énergies and Bpifrance. In early 2025, Spanish renewable energy company Velto Renewables acquired a 50% stake and became a long-term owner of the asset.

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K-8 ATTACK JETS, MILITARY VEHICLES SPOTTED AT NEW CHINA-LAOS AIR BASE: REPORT

China is expanding its military presence in Southeast Asia, with satellite imagery showing light attack aircraft and military vehicles at a newly established China-Laos joint training facility near Vientiane.

Images taken on September 30 by commercial satellite provider Vantor show what security analysts believe are eight K-8 light attack jets and more than two dozen support vehicles on a runway that is still under construction.

China opened its first overseas military base in Djibouti in 2017 and has also developed a military presence at Cambodia's Ream naval facility.

The new Ban Keun airport is located in northwestern Vientiane province, approximately 45 km north of the Laotian capital. Situated in the centre of the Indochina peninsula, the airfield previously served as a tactical support site within the US network of airstrips in Laos during the Laotian Civil War and the Vietnam War era. It ceased active operations after the conflicts.

The facility at Ban Keun, approximately 50 km north of the Laotian capital, was announced by China and Laos on September 29.

China's Defence Ministry said the centre would support training for Laotian air force pilots and would be operated jointly by both countries.

The satellite images also show extensive construction around the runway, with analysts monitoring the site for signs of air-defence systems, ammunition and fuel storage facilities, and surveillance infrastructure.

Rachel Vandenbrink, a senior analyst at the Australian Strategic Policy Institute, said the location was "likely more about a target of opportunity than filling an obvious operational need".

"Laos does have some geostrategic value as an accessible foothold in mainland Southeast Asia, given its shared border with China and infrastructure links, including (its) railway," she said.

The K-8 aircraft, also known as the Hongdu JL-8, are used for training and light attack missions and are operated by both China and Laos. Laos has four of the aircraft, according to the International Institute for Strategic Studies' annual assessment.

China's Defence Ministry did not immediately respond to a request for comment. The Lao embassy in Bangkok and Laos' foreign ministry also did not immediately respond.

Joshua Kurlantzick of the Council on Foreign Relations described the facility as China's "first air force base that China has abroad", while cautioning that further overseas facilities could follow.

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REVIEW CORNER

Zero-Emission Ships: A New Era

The maritime industry has long been the backbone of global trade, carrying around 80% of the world's goods by volume. However, ships also contribute significantly to greenhouse gas emissions. As the world moves towards cleaner energy and stronger environmental regulations, the shipping industry is entering a new phase: the development of zero-emission ships.

What Are Zero-Emission Ships?

Zero-emission ships are vessels designed to produce little to no greenhouse-gas emissions during operation. Unlike conventional ships that mainly depend on heavy fuel oil or marine diesel, these vessels use cleaner technologies and alternative fuels. The goal is to reduce carbon dioxide emissions while also lowering pollutants such as Sulphur oxides and nitrogen oxides. Several technologies are being explored, including green hydrogen, ammonia, methanol, batteries and wind-assisted propulsion. Each option has different advantages and challenges, and the most suitable technology may depend on the ship's size, route and purpose.

The Rise of Alternative Fuels

One of the most promising developments is the use of green hydrogen. Produced using renewable electricity, green hydrogen can provide energy without producing carbon emissions at the point of use. However, storing and transporting hydrogen onboard remains challenging because it requires special storage systems.

Green ammonia is another potential fuel for future ships. It does not contain carbon, meaning its use can significantly reduce carbon dioxide emissions. Researchers and shipping companies are working on developing engines capable of safely and efficiently using ammonia. Methanol is also gaining attention. It can be easier to store and handle than some other alternative fuels, and ships powered by lower-carbon or green methanol are already entering service.

Electric Ships

For shorter routes, battery-powered vessels are becoming increasingly practical. Electric ferries and smaller commercial vessels can operate using large battery systems charged with electricity from the grid. These ships are particularly useful for coastal transport and short-distance routes.

However, batteries have limitations. Long-distance cargo ships require enormous amounts of energy, making current battery technology too heavy and inefficient for many ocean voyages. Improvements in battery capacity and charging infrastructure could gradually expand their use.

Harnessing the Power of Wind

Modern technology is also bringing an old idea back to sea: wind power. Ships can now use rotor sails, rigid sails and other wind-assisted systems to reduce fuel consumption. These systems do not necessarily make a vessel completely emission-free, but they can significantly reduce the amount of fuel required. Combining wind assistance with cleaner fuels could become an important part of future shipping.



Challenges on the Journey

The transition to zero-emission shipping is not simple. Alternative fuels require new engines, storage systems, safety procedures and refueling infrastructure. Ports around the world will need to develop facilities capable of supplying these fuels.

Cost is another major challenge. Building zero-emission vessels and producing green fuels can currently be more expensive than using conventional fuels. There are also concerns about the availability of renewable energy needed to produce large quantities of green hydrogen and ammonia.

A Cleaner Future at Sea

Despite these challenges, the movement towards zero-emission ships represents an important transformation in maritime transportation. Governments, shipbuilders, technology companies and shipping operators are investing in cleaner solutions to make the industry more sustainable.

The future of shipping is unlikely to depend on a single technology. Instead, it may involve a combination of alternative fuels, electric propulsion, wind assistance, energy-efficient ship designs and smarter voyage planning. The journey towards cleaner seas has begun, and the next generation of vessels may play a major role in shaping a more sustainable maritime future.

Artificial Reefs And Marine Life

The ocean is home to an extraordinary variety of marine life, from tiny plankton to enormous whales. However, marine ecosystems face growing pressure from pollution, climate change, overfishing and habitat destruction. One approach being used in different parts of the world to support marine ecosystems is the creation of artificial reefs. These underwater structures provide shelter, feeding areas and surfaces for marine organisms to live and grow.

What Are Artificial Reefs?

Artificial reefs are human-made structures deliberately placed on the seabed to imitate some functions of natural reefs. They can be made from concrete, steel, rock or other carefully selected materials. In some cases, old ships and other large structures have been converted into reef habitats after being cleaned and prepared.

Once underwater, these structures gradually become colonized by marine organisms. Algae, sponges, corals, oysters and other organisms attach themselves to their surfaces. Small fish arrive to feed and seek shelter, followed by larger predators. Over time, an artificial reef can develop into an active underwater community.

Creating New Marine Habitats

One major benefit of artificial reefs is their ability to provide habitat in areas where natural structures are limited. The surfaces and spaces within the reef give marine organisms places to hide, rest, reproduce and find food. Small fish benefit because gaps and cavities can provide protection from predators. As fish populations increase, other species may also be attracted to the area, creating a food web involving numerous organisms. Artificial reefs can therefore contribute to marine biodiversity, especially when carefully designed and placed in suitable locations.



Supporting Coral and Other Organisms

Artificial structures can provide surfaces where corals and other organisms can grow. In areas where natural coral reefs have been damaged, specially designed reef structures may provide additional space for coral restoration. However, artificial reefs cannot replace natural coral reefs. Natural reefs are complex ecosystems that have developed over thousands of years and support an enormous variety of species. Artificial reefs are better viewed as a supporting tool rather than a substitute for natural habitats.

Benefits for Fisheries

Artificial reefs can also support fisheries. By providing shelter and feeding areas, they can attract commercially valuable fish species. In some regions, artificial reefs are created to improve fishing opportunities and reduce pressure on certain natural habitats.

The Importance of Careful Planning

Although artificial reefs can provide benefits, they are not automatically good for the environment. Materials must be safe and free from pollutants. Before an old ship or other structure is placed underwater, hazardous substances such as fuel, oils and chemicals must be removed.

Location is equally important. A poorly planned reef could damage existing habitats or interfere with fishing and navigation. Scientists study water depth, currents, seabed conditions and existing marine ecosystems before deciding where an artificial reef should be placed.

There is also concern that artificial reefs could attract fish without increasing the overall fish population. If fish are simply concentrated in one location, the reef may make them easier to catch rather than creating a healthier ecosystem. This is why monitoring is essential.

Artificial Reefs in a Changing Ocean

As oceans face environmental pressures, artificial reefs are becoming an interesting part of marine conservation and habitat restoration. Technology is also helping researchers monitor these habitats. Underwater cameras, sensors and remotely operated vehicles can track changes in marine populations and observe how organisms' colonies artificial structures over time.

A Tool, not a Replacement

Artificial reefs demonstrate how human-made structures can sometimes be used to support nature. When carefully designed, constructed and monitored, they can provide shelter, encourage marine growth, support fisheries and create areas for recreation and research.

However, artificial reefs should not distract from protecting natural marine ecosystems. Preventing pollution, reducing overfishing, protecting coral reefs and conserving coastal habitats remain essential. Artificial reefs are therefore best understood as one tool in a larger conservation effort. When combined with the protection and restoration of natural habitats, they could help create healthier and more diverse oceans for future generations around the world today.

SHIPPING NEWS

BATTERY-POWERED SHIPS SAIL PAST THE 2,000-VESSEL MILESTONE

The maritime industry's decarbonization transition has reached another historic milestone, with the global fleet of battery-powered commercial vessels officially surpassing the 2,000-ship mark.

Data collected on the Maritime Battery Forum (MBF) Ship Registry confirms that more than 2,000 commercial ships have been delivered with battery installations or are currently on order. Overall, this fleet represents a massive 2.4 GWh of installed maritime battery capacity, equivalent to the electricity needed to power 240,000 European homes for an entire day.

"Reaching 2,000+ ships marks a significant moment for marine electrification," says Syb Ten Cate Hoedemaker, Managing Director of the Maritime Battery Forum. "For years, pure electric applications were primarily limited to small ferries operating on short routes. Thanks to advancements in battery pricing and technology, we are passing a crucial tipping point. It now makes clear economic sense to build larger, fully electric ships, and installations scaling up to 100 MWh per vessel are expected to become a reality soon. This milestone proves the technology is ready to scale."

The data shows that 68% of these vessels operate as hybrids, utilizing a battery in combination with another energy source, such as a diesel engine or hydrogen fuel cell. Plug-in hybrid vessels represent 13% of the fleet, while 18% are purely electric. Over recent years, the average installed capacity has steadily grown to approximately 1.5 MWh per ship.

While passenger vessels account for the largest segment, with 570 ships, the registry demonstrates that every type of commercial vessel is now available in a battery-powered configuration. The milestone fleet encompasses a highly diverse profile, including 313 offshore vessels, 265 cargo vessels, 219 fishing vessels, and 149 workboats, alongside hundreds of specialized vessels (145), yachts (116), tugs (83), and cruise ships (83), proving that scalable energy storage can adapt to varied operational requirements across the sector.

Led by Norway, Europe operates most of the documented battery-powered fleet. However, the true global total is substantially larger, as the registry currently tracks only 267 ships in China, despite the country's actual fleet being significantly greater.

While these technological milestones are highly encouraging, the Maritime Battery Forum recognizes that market momentum alone cannot fully decarbonize global shipping. To bridge this gap, the sector urgently needs the Net-Zero Framework (NZF), a landmark policy scheduled for adoption at the UN's International Maritime Organization (IMO) in December. The Framework aims to cut global shipping's emissions while generating billions for green financial investments.

"The incredible growth of maritime battery installations proves that zero-emission technologies are available, but market momentum alone isn't enough," states Madadh MacLaine, Secretary-General of the Zero Emissions Ship Technology Association (ZESTAs). "Regulatory pressure and ambitious global frameworks are essential to scaling up these technologies even further. Only a strong global fuel standard and pricing mechanism can drive the global uptake of zero-emission fuels and technologies, including batteries."

Securing a strong NZF this winter is vital to incentivizing the rapid, widespread adoption of truly clean technologies in international shipping, ensuring the maritime sector stays firmly on course to meet its climate targets.

LATIN AMERICA'S COMMODITY EXPORTERS FACE EL NIÑO, COSTLY FREIGHT AND A SHIFTING US TRADE PICTURE

El Niño is firmly established, with Oceanic Niño Index (ONI) levels above 2, and Kpler expects it to last at least until February. The weather pattern typically brings less rain to eastern Australia, India and northern Brazil, and better rainfall to southern Brazil, northern Argentina and Uruguay.

In Brazil, most states suffer yield penalties in El Niño years. Three northern states account for about 7% of national production but lose 15% to 17% of yield. The closest recent analogue to this year's strong event is 2015/16, when smaller producing states saw yield penalties of 40% to 60%. The larger risk is Mato Grosso, which produces 29% of Brazil's soybeans. Its yield typically falls 4% to 5% in El Niño years, and it fell 14% in 2015. For soybeans, Mato Grosso rainfall is the key driver of next year's supply.

The effects reach beyond producers. South-East Asia is a large feed grain importer whose domestic crops do not appear in the global balance sheet, but corn imports in the region have jumped in each recent El Niño year. Kpler's 2026/27 import estimate for the region is a record, and it may still be too low.

Panama Canal restrictions raise costs for North American exporters

Lake Gatun water levels are lower than normal, though not as low as in 2023. The Panama Canal Authority has cut daily transits from 36 vessels to 32. Grain ships are among the first to be restricted because they carry low-value dry bulk cargo. On about one-third of days, no grain vessel crosses the canal at all.

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A typical voyage from the US Gulf to China takes about 35 days through Panama. With Panama restricted and Suez closed, the alternative route takes 53 days. South American exporters are not affected by either constraint and take about 39 to 40 days. The difference could mean up to 50% higher costs for North American exports.

US-China trade commitments leave questions for the US balance sheet

China has bought just over 10 million tonnes of US soybeans against a commitment of 25 million tonnes. The market expects the pledge to be met, even though the most recent meeting did not reaffirm it. But US soybeans are also competing for non-Chinese buyers at current prices. Kpler expects US ending stocks to be the lowest in 10 years and well below the US Department of Agriculture (USDA) forecast.

A second pledge, to buy $17 billion of US agricultural products excluding soybeans, was absent from the fact sheet released after the meeting. Even if China maximised purchases of cotton, meat and oil, it would need to buy at least 8 million tonnes of US corn to meet the target, and more than 10 million tonnes at current prices. The market rarely discusses this, but Kpler regards it as an outside risk.

Latin America takes the lead in corn and wheat

US corn was the cheapest in the world market for two years after the 2024 harvest, apart from brief competition from Argentina at harvest time. That has changed. Kpler expects Argentina and Brazil to export more corn to Asia than the US and is bearish on US corn exports. Argentina has already surprised with record corn exports to South-East Asia this year, and Brazil's October line-up shows shipments to Japan, which may be an early signal of higher Asian demand. Brazilian corn exports have been held back since 2023 by strong domestic ethanol demand and stock-building, but prices suggest that buying is slowing.

In wheat, Argentina harvested a record crop in December and posted several record export months this year. Kpler's production estimate for this season is the second highest on record. Disruption in the Black Sea, which supplies more than 30% of global wheat exports this season, has increased demand for Argentine wheat in South-East Asia, even though it is the off-season in Argentina. Kpler expects that support to continue into 2027. The impact on Latin American corn exporters is smaller, because Ukraine now sells mostly to neighbouring countries and Europe.

Brazil's soybean exports are expected to be similar next year, with a stronger peak season through the third quarter, provided that the crop is normal.

Freight is eating into exporter margins

Freight has moved from a background cost to a central factor. In September, freight took over 40% of the delivered price of Brazilian iron ore in China, or about $42/t, compared with about 23%, or $24.5/t, in September 2025. Two forces drove the rise: a war-driven surge in bunker fuel costs and higher time charter rates.

Very low sulphur fuel oil in Singapore was about $524/t on 27 February, before the Middle East war. It reached about $1,140/t on 10 March and was close to $880/t at the time of the webinar. Kpler's base case is that the Strait of Hormuz will not reopen on a large scale, and that bunker prices will stay well above pre-war levels in the medium term. Tight refining and higher fuel oil burn in power plants in Bangladesh and Egypt both reduce supply to shipping.

On the demand side, the Capesize 5TC average was $45,000 to $46,000 a day at the time of the webinar. About 200 laden Capesize vessels are in the Atlantic against a five-year average of 179. Much of that comes from West Africa, where bauxite exports were 43.5 million tonnes in the third quarter, up 7 million tonnes year on year, and iron ore exports were about 19 million tonnes, up about 10 million tonnes. Smaller vessels have also strengthened, helped by demand growth in coal and grains and by slow fleet growth in geared ships. Kpler forecasts 2026 seaborne coal trade growth of 2.8% (37 million tonnes) and grains growth of just under 4% (24 million tonnes).

War disruption opens unusual trade routes

High freight can change what buyers purchase. Colombian coal exports to Asia have risen this year despite high freight, as lower LNG supply to Asia and El Niño concerns increase demand for coal. Russian Black Sea coal exports have collapsed to about 80,000 tonnes in August, with no cargo recorded in September, against typical monthly volumes of 1.5 million to 2 million tonnes. Turkish buyers took about 800,000 tonnes of Colombian coal in September, the highest since December 2024. Some Turkish cement buyers have switched to US petroleum coke.

In copper, where the value of the commodity makes freight a minor factor, flows are being reshaped by US stockpiling ahead of possible tariffs, which have not been confirmed. Copper cathode exports from Southern Africa to the US reached about 300,000 tonnes from January to September, against about 115,000 tonnes in all of 2025. Sulphur and sulphuric acid shortages are also changing trade: Escondida copper concentrate exports to Europe reached about 335,000 tonnes, against about 152,000 tonnes in 2025, in what Kpler sees as a swap for sulphuric acid. In Panama, the Cobre Panama mine, closed since 2023, has exported stockpiled concentrate in 2025 and again in August and September, encouraged by high prices.

Dry Freight Earnings Outlook: lower, but still high

Capesize earnings for 2026 are priced at just under $41,000 a day, against about $24,800 in 2025. The forward curve implies about $36,750 a day for 2027, close to the Kpler forecast, although Kpler expects different seasonality. Demand from West African iron ore, El Niño-driven coal trade in the first half of the year and grains remains strong. The main question is whether additional Capesize demand can absorb the expected delivery of new vessels. With bunker prices above pre-war levels, Kpler expects freight rates to ease in 2027 but remain high by historical standards.

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TAMBA SHIPPING CO., LTD., AND FAIRFIELD MARITIME JAPAN LTD. FORM JOINT VENTURE

Tamba Shipping Co., Ltd., and Fairfield Maritime Japan Ltd. (FMJ) have announced the formation of a 50/50 joint venture through which the two long-standing, family-owned shipping companies will work together as a tonnage provider, offering customized solutions to charterer requirements.

Named FT Ebisu Maritime, LLC, the new company will be established through a contract dated September 28, 2026. The new entity will operate from FMJ's offices in Tokyo, which opened in September 2025.

The enterprise will combine two multi-generational, family-owned companies with a significant legacy in Japanese shipping, built over several decades of collaboration. FT Ebisu Maritime will provide domestic and international shipping services across a broad range of sectors, with a particular focus on chemical, product and gas tonnage.

"We're pleased to partner with Fairfield Maritime Japan and Fairfield-Maxwell," said Koichiro Tamba, President of Tamba Shipping. "We share identical values related to safety, sustainability and operational efficiency. We're looking forward to growing our business together in a manner reflective of our histories."

"We are proud to be a long-term partner with Tamba," said Ryuichi Osonoe, President of Fairfield Maritime Japan. "We believe this joint venture will open opportunities for both companies, and will provide our clients with a stable partner, greater access to vessels and a broader range of shipping options."

"Fairfield has been a partner of choice for world-class shippers for nearly 70 years," said Christopher Sugahara, Chairman of the Board of Fairfield-Maxwell. "This partnership with Tamba not only confirms our family's legacy and commitment to the shipping industry, but will provide a solid foundation from which we will build the next era of growth and success."

WINGD AWARDED GLOBAL SERVICE AGREEMENT FOR THREE TMS CARDIFF GAS LNG CARRIER NEWBUILDS

Swiss marine power company WinGD has secured a long-term engine service agreement covering three newbuilds operated by Athens-based ship management company TMS Cardiff Gas Ltd. The three LNG carriers, built by HD Hyundai Samho in South Korea, are each equipped with two of WinGD's 5X72DF dual-fuel engines. The agreement further strengthens WinGD's lifecycle support for the Greek shipping community, one of the world's most important ship owning and ship management markets and a key center for globally operating fleets.

The agreement, covering all six dual-fuel LNG main engines, will give the operator direct access to WinGD's engine designer expertise and global service network from the beginning of the vessels' operational lives, supporting their long-term performance, reliability and availability. This package of global support includes spare parts for scheduled maintenance, technical labour, workshop services, advisory support, and remote monitoring, troubleshooting and engine optimisation using WinGD's WiDE (Integrated Digital Expert) platform.

For an Athens-based operator managing vessels across international trades, the combination of direct OEM expertise and a worldwide service network provides continuity of support wherever the vessels operate. The agreement also reflects the growing role of Global Service by WinGD in building long-term relationships with Greek owners and operators beyond the initial delivery of the engine.

Jürgen Gerdes, General Manager Global Service Sales at WinGD, said: "Our solutions make a real difference to the performance and profitability of ships. With Global Service by WinGD, we can safeguard efficiency, reliability and performance throughout a vessel's operational life, giving operators continued access to the same engine expertise behind the technology from day one.

"Greece is an important market for WinGD, with owners and managers here operating some of the world's most significant internationally trading fleets. Being able to support those customers throughout the lifecycle of their vessels is therefore an important part of the continued development of Global Service by WinGD. We're delighted that these vessels will benefit from dedicated support from the start of their operational lives, backed by expertise and a service network capable of supporting them wherever they trade."

George Theodosiou, Technical Manager at TMS Cardiff Gas Ltd, said: "We deliver for our customers wherever and whenever they need it, and it's critical that our ships' engines do the same. It's reassuring to know our newbuild LNG carriers have the long-term support of the engine designer, and a network that can support their operations worldwide. We're delighted to partner with WinGD to support the long-term reliability and performance of our fleet and continue delivering value to our customers."

Built on a foundation of over 125 years of two-stroke engine design expertise, Global Service by WinGD pairs the Swiss-headquartered company's deep-rooted understanding of the vessel energy system with a global service network delivering field service, technical support and spare parts. By combining these capabilities with digital monitoring and optimisation, Global Service extends WinGD's relationship with customers beyond engine delivery and throughout the vessel's operational lifecycle.

Global Service complements the lifecycle support already offered to WinGD engine users through the company's digital optimisation, hybrid energy integration and management, and crew training solutions. For Greek owners and ship managers operating internationally, this provides access to WinGD expertise through a coordinated service offering designed to support vessels wherever their trading patterns take them.

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SMYL ZONE



I recently bought a comprehensive textbook on the historical philosophy of skepticism, but I refuse to open it.



I am simply not entirely convinced that the pages actually exist inside.

A turtle is crossing the road when he's mugged by two snails. When the police show up, they ask him what happened. The shaken turtle replies, "I don't know. It all happened so fast."



A mother and a son were out on shopping trip, trying to humour himself out of boredom the son looked at his mum quizzically and asked her,



"Mama, why are shopping centers boring?" interrupted before she could speak her son replied, "Because if you've seen one you've seen the mall."

Frustrated parents, running out of options to keep their son quiet came up with a plan, they sat him down and asked him, "Have you heard of this new version of tennis? Quiet tennis." Intrigued the son replied, "No, what is it?" they replied exasperated, "It's just tennis without the racket."



Issac Newton's grandmother once asked him, "So tell me Issac how many apples can grow on a tree?" determined to give her an intelligent answer he began to think. After a few moments he replied, "I don't know 100 or so?" She replied smartly, "No all of them."



A teacher asked her bored class, "What's more surprising than a talking dog?" The class trying to ignore her but still intrigued asked, "What?" The teacher replied, "A Spelling bee."



After his team did a brilliant job at the cookout, the chef decided to tell them a joke He asked, "What do you call it when a condiment wizard shows off his skills?" The kitchen waited for the answer. The chef smiled and said, "Saucery!"

A family was planning a trip to the zoo, while everyone was available and ready to visit the zoo, the grandson turned to his grandfather and said, "You are coming right?" The grandfather chuckled and replied, "You know right, I have the heart of a lion, but also a lifetime ban at the zoo."



A retired clown once was talking to people about his job at the circus he was detailing the circus fire that took place, when he said, "the circus fire was so bad, that it was in tents!"



At a Halloween party a guy walked up to a girl dressed as a vampire and asked her this, "how you do know if a vampire is sick?" Unamused by him she looked at him with a deadpan expression and asked, "how??" he replied funnily, "they'd be coffin!"



A history professor was teaching his class about Rome. He asked them, "So how was Rome split in two?" Leaving the class deep in thought he stood proud. But soon one of the students yelped, "with a pair of Ceasars!"



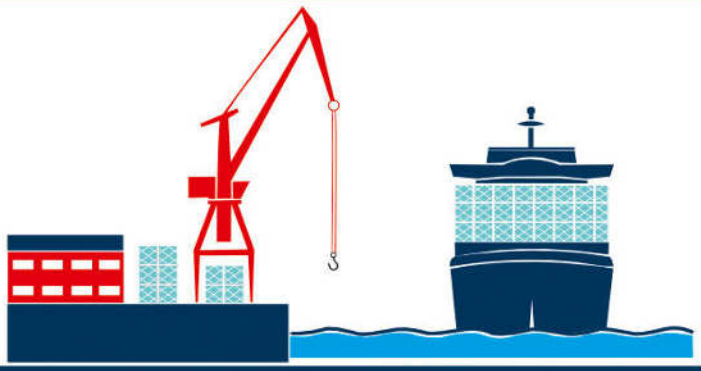
Two contractors were having a conversation about workwear gear, so one asked the other, "what do buildings wear?" he looked at him quizzically and said "what????" "Addresses" he replied.



Two siblings were at the fair, one looked at the other and said, "you know I have cracked it!" the other replied "cracked what?" he said, "I know the type of music bubbles hate." The other said, "oh yeah, what?" "Pop!" the other replied slyly.

Two bartenders exhausted from their shift were in the midst of a serious conversation. When one of them asked, "why can't you ever tell a joke around a glass?" against his own thoughts the other played along, "why?" "Well because it could crack up."





Marine Insights

OCEAN DATA PLATFORMS AND BLUE ECONOMY INNOVATION

The ocean covers more than 70% of the Earth's surface and supports billions of people through food, transportation, energy, tourism and livelihoods. Yet much of the ocean remains poorly understood. As pressure on marine resources increases due to climate change, pollution, overfishing and coastal development, access to reliable ocean data is becoming increasingly important.

Ocean data platforms are emerging as a critical foundation for the modern blue economy. By bringing together information from satellites, ships, autonomous vehicles, buoys, sensors, research institutions and government agencies, these platforms can transform vast amounts of marine data into practical insights. They can help industries make better decisions, governments manage marine resources more effectively and researchers understand changes taking place beneath the surface.



♦ What Are Ocean Data Platforms?

Ocean data platforms are digital systems designed to collect, integrate, analyse and share information about the marine environment. The data may include ocean temperature, currents, wave height, salinity, sea-level changes, weather conditions, biodiversity, vessel movements, fisheries activity and pollution levels. Traditionally, ocean information has been scattered across different organisations and databases. Researchers might have access to scientific observations, shipping companies to navigational information and governments to coastal monitoring systems, with limited interoperability between them. Modern platforms aim to bring these different datasets together. Cloud computing, artificial intelligence, machine learning, Internet of Things (IoT) sensors and advanced visualisation tools can make this information easier to access and interpret. The result is a shift from simply collecting ocean data to creating an interconnected digital ecosystem in which data can support real-world decisions.

♦ Supporting a Smarter Maritime Industry

The maritime industry is one of the most immediate beneficiaries of ocean data platforms. Shipping companies operate in an environment where weather, currents, congestion and changing sea conditions can significantly affect safety, fuel consumption and schedules. Real-time and historical ocean data can help vessels optimise routes according to weather and sea conditions. Instead of following a fixed route, operators can use predictive systems to identify safer and more fuel-efficient alternatives. This has implications for both operational efficiency and sustainability. Better route optimisation can reduce unnecessary fuel consumption and emissions while helping vessels avoid severe weather. Ports can also use data to predict vessel arrivals, manage congestion and improve berth allocation.

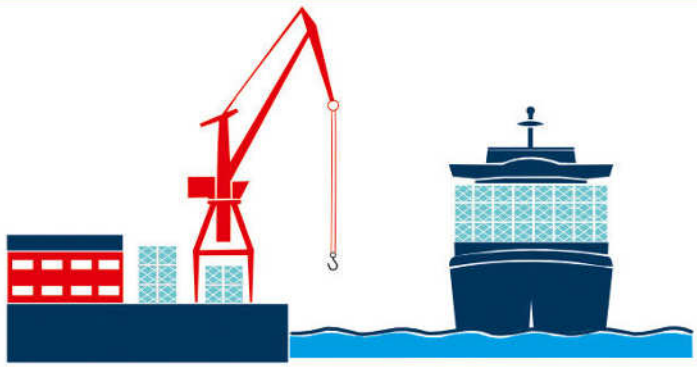
♦ Enabling Sustainable Fisheries

Fisheries are another major area where ocean data can drive blue economy innovation. Sustainable fisheries management depends on understanding where fish populations are located, how they migrate and how environmental conditions affect marine ecosystems. Satellite observations, acoustic sensors, fishing records and autonomous monitoring systems can provide valuable information about marine habitats and fish populations. When this information is combined on digital platforms, fisheries managers can identify trends and develop more targeted management strategies.

Satellite observations, acoustic sensors, fishing records and autonomous monitoring systems can provide valuable information about marine habitats and fish populations. When this information is combined on digital platforms, fisheries managers can identify trends and develop more targeted management strategies. Artificial intelligence can also help detect illegal, unreported and unregulated fishing. By analysing vessel tracking information alongside satellite imagery and other datasets, authorities may be able to identify unusual vessel behaviour or activity in restricted areas. Such technologies do not replace human expertise or effective governance, but they can provide authorities with better evidence for decision-making.

♦ Accelerating Ocean Energy

Automated compliance platforms can help organisations map regulatory requirements to internal procedures and responsibilities. When a requirement changes, relevant workflows, documents, or personnel can be identified more



Marine Insights

efficiently. However, automation does not eliminate the need for regulatory expertise. A system can identify and distribute information, but qualified professionals still need to interpret regulatory changes and determine how they apply to specific vessels and operations.

♦ Creating Better Audit Trails

The transition towards cleaner energy is creating new opportunities in offshore wind, tidal power and wave energy. However, developing marine energy projects requires detailed knowledge of ocean conditions. Developers need information about wind speeds, wave patterns, currents, seabed characteristics and environmental conditions before deciding where infrastructure should be located. Ocean data platforms can combine these datasets to help identify suitable locations and assess potential risks. During the operational phase, continuous monitoring can help companies predict maintenance requirements and detect changes that could affect infrastructure. As offshore renewable energy expands, reliable marine data will become increasingly important for balancing energy production with environmental protection and other uses of ocean space.

♦ Protecting Marine Ecosystems

The blue economy cannot be separated from ocean health. Economic activity that damages marine ecosystems ultimately threatens the resources and communities that depend on them. Ocean data platforms can support environmental monitoring by bringing together information about coral reefs, marine species, pollution, ocean temperatures and habitat changes. For example, increasing ocean temperatures can contribute to coral bleaching and alter marine ecosystems. Monitoring systems can detect these changes and provide early warnings to scientists, conservation organisations and coastal communities. Data can also help identify pollution hotspots. Satellite imagery, water-quality sensors and coastal observations can be combined to track oil spills, plastic pollution and other environmental threats. The availability of consistent, accessible data can therefore support a more preventive approach to ocean management rather than relying entirely on responses after environmental damage has occurred.

♦ The Future of Maritime Compliance

Automation is likely to become increasingly embedded in maritime operations as shipping companies adopt connected vessels, cloud-based platforms, advanced analytics, and artificial intelligence. The future of compliance will not mean removing people from the process. Instead, it will involve combining automated monitoring and data processing with the experience, judgement, and accountability of maritime professionals. The objective is simple: fewer manual errors, better visibility, faster responses, and stronger adherence to regulatory requirements.

♦ The Future of the Blue Economy

The future of the blue economy will increasingly depend on the ability to understand the ocean in real time and anticipate how it is changing. Ocean data platforms can provide the digital infrastructure needed to connect science, industry and policymaking. Their importance extends beyond technological innovation: they can support safer shipping, sustainable fisheries, renewable energy, environmental protection and resilient coastal communities. The next stage will be to move from isolated datasets towards integrated digital representations of the ocean. Digital twins, predictive models and AI-powered decision-support systems could eventually allow stakeholders to simulate different scenarios before making decisions in the real world. The ocean has always been an engine of global economic activity.

In the digital era, data may become one of its most valuable resources. Harnessing that resource responsibly can help create a blue economy that is not only more productive, but also more sustainable, resilient and inclusive. The central challenge is therefore not simply collecting more ocean data. It is making that data accessible, trustworthy, interoperable and actionable. When those conditions are met, ocean data platforms can become a powerful bridge between technological innovation and the long-term health of the world's oceans.

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

Health Zone

HOW SHIFTING WEATHER TRIGGERS THE ANNUAL FLU WAVE

The Weather Is Changing - Is Your Immune System Ready?

The work place is full of coughs, the local pharmacy is doing brisk business in cold-and-flu medication, and somehow the same seasonal flu goes around the entire neighbourhood one household at a time.

This particular season fills the general physicians' waiting rooms every single year. There's a good reason for this, and understanding it is the first step to staying ahead of it.



Why This Particular Transition Hits So Hard

The shift from monsoon humidity into the sharp, dry heat of October is one of the most demanding transitions the human body faces all year.

Unlike the gradual slide from summer into winter in temperate countries, this transition in much of India is abrupt and erratic.

As the season moves from moisture-heavy air to intense heat, your body is constantly working to adjust. This constant adjustment is taxing.

It diverts energy and resources that would otherwise support immune function, leaving the body's defences slightly compromised at exactly the moment when pathogens are thriving.

Add to this the humidity left behind by the monsoon, which creates ideal breeding conditions for influenza viruses and bacteria, along with stagnant water that invites mosquitoes, and you have a perfect storm for seasonal illness.

There's also a behavioural dimension. People tend to alternate between air-conditioned indoor spaces and hot, muggy streets, which stresses the respiratory system's mucous membranes which are the first line of defence against airborne viruses. When these membranes dry out or become irritated from moving between extremes, they're less effective at trapping and neutralising pathogens before they take hold.

This specific climatic shift brings a harsh spike in daytime temperatures while moisture from retreating rains is still trapped in the air, creating a humid, greenhouse-like effect that accelerates viral activity and severely taxes the body's cooling mechanisms.

Recognising Seasonal Flu Versus "Just a Cold"

One of the most common mistakes people make during this period is dismissing early symptoms as a minor cold that will pass on its own. Seasonal influenza typically announces itself more forcefully than a common cold.

While a cold tends to develop gradually, with a runny nose, mild sore throat and only occasional low-grade fever, flu symptoms often arrive suddenly and include a higher fever (frequently above 100.4°F or 38°C), pronounced body aches, chills, fatigue that feels disproportionate to the illness, and a dry, persistent cough.

Sore throat, congestion and sneezing can accompany both conditions, which is why the distinction sometimes only becomes clear in a day or two.

As a general rule, if fatigue and body aches are severe enough to keep you from your usual routine, and fever is present, it's worth treating the illness as flu rather than a passing cold.

Building Immunity Before the Season Peaks

This is the season to focus on healthy, nutritious meals.

The sudden jump in temperature can slow down your digestion, while the atmospheric shift leaves your respiratory tract dry and vulnerable to the flu virus.

A diet rich in vitamin C (citrus fruits, guava, amla), zinc (nuts, seeds, legumes), and antioxidants (colourful vegetables, turmeric, ginger) supports the immune system's ability to respond quickly to pathogens.

Traditional additions like ginger-tulsi tea or a pinch of turmeric in warm milk aren't just comforting rituals, they have genuine anti-inflammatory and antimicrobial properties that complement a balanced diet.

You can also incorporate natural cooling fluids like coconut water or fresh lime juice to actively replenish lost sodium and potassium.

Sleep deserves equal attention. The body repairs immune tissue and produces infection-fighting proteins most actively during deep sleep, and even a few nights of poor sleep can measurably reduce immune response.

Aim for seven to eight hours of consistent sleep through this period rather than only when you're already unwell.

Health Zone

Manage the Seasonal Change Through Movement

Moderate, consistent physical activity is one of the most underrated defences against seasonal flu. Even 20 to 30 minutes of brisk walking, yoga or light exercise most days of the week has been shown to boost circulation of immune cells, helping the body detect and respond to pathogens faster.

Simple practices like deep breathing, short meditation sessions, or even deliberately unplugging from work for a few minutes daily can meaningfully strengthen the body's resilience heading into flu season.

Practical Habits for the Weather

Since the core problem during this transition is your body being asked to adapt too quickly, the most useful strategies are the ones that smooth out those swings rather than eliminate them.

Avoid the Midday Peak: The sun is at its most punishing between 12:00 PM and 3:00 PM.

Schedule your outdoor commutes, market runs, or workouts for the early morning or late evening.

Moderate the air conditioning: Stepping from a 22°C office into 34°C humidity outside is exactly the kind of abrupt change that stresses the respiratory tract.

Where possible, keep indoor-outdoor temperature differences modest, and give your body a minute or two to adjust before stepping out, rather than walking straight from a cold room into the heat.

Stay hydrated deliberately: Humidity can mask the sensation of thirst, so people often drink less water during this period even though the body still needs it.

Dehydration thickens mucus and makes the respiratory tract less efficient at clearing pathogens, so keep water intake steady regardless of how thirsty you feel.

Avoid heavy foods:

Oily or deeply fried foods that are popular during monsoon should now be avoided.

They generate internal metabolic heat and strain your digestion. Instead opt for curd rice, cucumber salads and light lentil soups.

The "No Cut-Fruit" Rule:

Avoid buying pre-cut fruits or raw juice from street vendors during October. The warm, humid weather causes bacteria to multiply rapidly on exposed food surfaces, leading to severe food poisoning.

Practise basic hygiene rigorously:

Regular handwashing, avoiding touching your face, and steering clear of crowded, poorly ventilated spaces, help reduce your exposure to circulating viruses.

When to See a Doctor

Most seasonal flu resolves within a week with rest, fluids and symptomatic care for fever and body aches.

However, certain signs warrant prompt medical attention: difficulty breathing or chest pain, persistent high fever beyond three days, symptoms that improve and then suddenly worsen, or severe dehydration.

These can indicate secondary infections such as pneumonia, which are more likely to develop when the body is already run down from the seasonal transition.

Children, older adults, and those with chronic conditions should generally have a lower threshold for consulting a doctor rather than waiting it out.



The Bigger Picture

There's a tendency to treat seasonal flu as an unavoidable annual inconvenience — something you simply endure until the weather settles.

But the monsoon-to-October transition is predictable enough that most of its impact can be blunted with a bit of preparation.

Reduce your chances of falling ill and increase your capacity to bounce back by ensuring:

1. Healthy, nutritious meals

2. Sufficient sleep

3. Sensible clothing choices

4. Attentiveness to how your body reacts to temperature

As with most matters of health, the goal isn't to fight the season but to work with it — giving your body the support it needs to adapt as gracefully as the weather itself eventually will.

*(**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.)*

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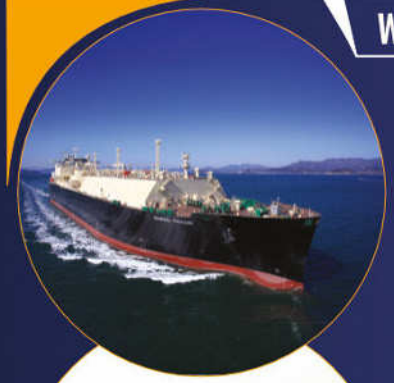
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Qualification: Degree holder preferred.
Skills: Proficient in MS Office.
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Good communication skills - spoken and written English.

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Unit – 601/A, Supreme Chambers Condominium, 6th Floor, 17/18, Shah Industrial Estate, Veera Desai Road, Andheri West, Mumbai – 400053. Tel : +91- 22- 6606 0000 | Fax : +91-22-67041011 | Email : fleetpersonnel@suntech-maritme.com
Website : www.suntech-maritime.com

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

MSI SHIPPING SERVICES INDIA PVT. LTD.

(IMC SHIP MANAGEMENT PTE. LTD., SINGAPORE)

RPSL NO. MUM–146

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

URGENT REQUIREMENTS:

EXPERIENCED STAFF WITH RELEVANT VESSEL EXPERIENCE

DIVING SUPPORT VESSEL OPERATING ON INDIAN COAST

CHIEF ENGINEER (Class I)

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

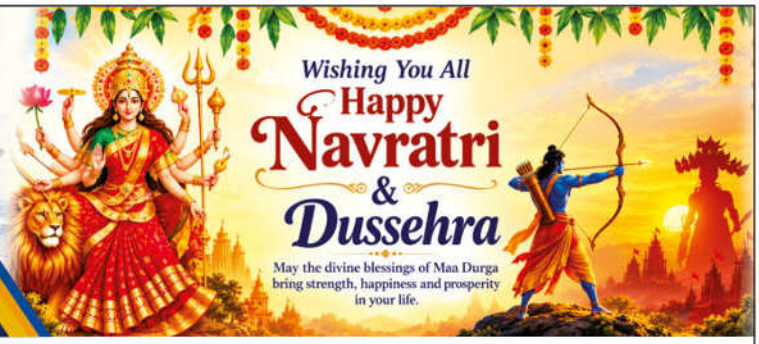
AT MUMBAI:
Capt. L. Sequeira, Mr. Naresh Kumar
605, 6th Floor, Remi Commercio, Shah Industrial Estate,
Off Veera Desai Rd., Andheri (W), Mumbai - 400 053.
Tel: 022-69308000 | E-mail: msiindia@msiships.com

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

WE HAVE NO AGENTS IN INDIA.

Tangar

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



SHORE JOB REQUIREMENTS:

TECHNICAL HEAD
Must have 15-20 years of professional exp. in Shipping, preferably as a Chief Engineer/Class I COC, with strong expertise in technical management & vessel maintenance.
(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.

MARINE SUPERINTENDENT
Must be a Master Mariner with sailing exp. on Gas Tanker / Oil & Chemical Tanker.

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

ACCOUNTS & FINANCE HEAD
Must hold a professional accounting qualification such as CA/ICWA, with 5-8 years of exp. in the shipping industry.

BUSINESS DEVELOPMENT HEAD
Must have 10-15 years of professional exp. in Shipping/Ship Management, with strong exposure to business development & client relationship management.

WE INVITE CANDIDATES TO JOIN OUR EXISTING OIL TANKER VESSELS

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

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

Address: 12th Floor, Bayview Towers, Plot No. 7B, Sector 11, CBD Belapur, Navi Mumbai, Maharashtra 400614.
Contact No.: +91 22 41769999
Mobile No.: +91 7400150862 / 8655762559
Email: seafarers@tangarshipping.com
Website: www.tangarshipping.com

WE DO NOT HAVE ANY AGENTS & BRANCHES IN INDIA.

BENEFITS:

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

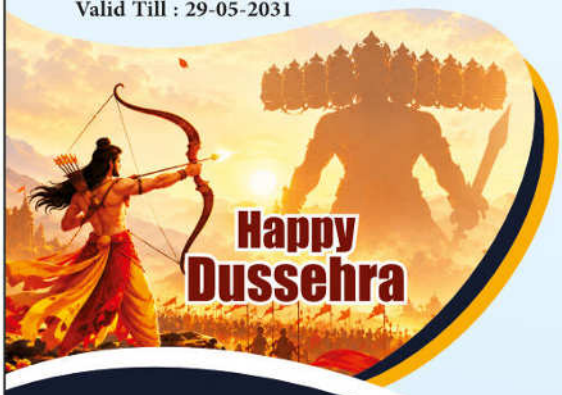
Tangar Ship Management Private Limited won the -SEAFARERS' CHOICE AWARD at Seajob Indian Anchor Awards 2024

Tangar Ship Management Private Limited conferred with the title EMERGING COMPANY OF THE YEAR (LARGE SEGMENT) ON SEAJOB.NET at Seajob Indian Anchor Awards 2022

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Believe | Work | Grow
Endeavor to be Excellent

RPSL : MUM 201
Valid Till : 29-05-2031



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- Internet Facilities.
- Timely Wages.
- Continuous Employment.
- Fast Growing And Diversified Fleet Of Vessels.
- Safety-conscious Work Environment.

HIRING FOR OUR EXPANDING OF CRUDE OIL/LPG & VLGC TANKERS:

- MASTER
- CHIEF OFFICER
- 2ND OFFICER
- 3RD OFFICER
- ETO
- CHIEF ENGINEER
- 2ND ENGINEER
- 3RD ENGINEER
- 4TH ENGINEER
- GAS ENGINEER

RATINGS & CREW:
♦ PUMPMAN ♦ BOSUN ♦ AB
♦ MOTORMAN ♦ FITTERS (DECK & ENGINE)

ADDRESS:
Office No. 804, 805, 806 and 811,
08th Floor, Fortune Emporio,
Near Sunshine Hotel, Mira Road East,
Thane, Maharashtra 401107, India.
+91 90290 03060
personnel@shanshipmanagement.com
www.shanshipmanagement.com

SHORE VACANCIES (MUMBAI OFFICE):

TECHNICAL SUPERINTENDENT
Sailing Experience as Chief Engineer or 2nd Engineer on Oil tankers.

SAILING TECHNICIAN
Experienced Diesel Mechanic and Main Engine technician.

Please send your resume:
personnel@shanshipmanagement.com

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

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



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Mariners First

Our principal partners & Associates:
Sonangol
WALLEM EST. 1903

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

BUILDING TRUST WITH SEAFARERS



BENEFITS

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

Container Openings

- Master (Min 12 months exp)
- CO (Min 12 months exp)
- CE (Min 6 - 8 months exp)
- 2E with (Min 8 - 12 months exp)
- ETO (III/6) (Min 6 months exp)
- 4E with Dual Fuel Engine experience and valid advance IGF COP
- 3E for Dual Fuel vessel with Advance IGF COP

Requirements for: SUEZMAX TANKER

- CO - (Min 18 months exp) (Immediate)
- 2 Eng (Min 12 months exp) (Immediate)
- 4 Eng (6 Months tanker exp)
- 3 OFF (Min 06 - 12 months exp)

PLEASE SEND YOUR RESUME AT
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www.njordships.com

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

Female seafarers are encouraged for all ranks on container vessels.

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

d'Amico
RINA

d'Amico Ship Ishima India Pvt. Ltd.

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

MASSA MEMBER

URGENT REQUIREMENTS

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

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

WE URGENTLY REQUIRE FOR OUR BULK FLEET VESSEL

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



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

WE HAVE NO AGENTS IN INDIA.

VESSEL IT SUPPORT OPERATOR

Minimum Experience & Technical Requirements

- Minimum 3–5 years of hands-on IT infrastructure experience, preferably in technical, industrial, or maritime environments.
- Strong knowledge of FortiGate/Fortinet and Cisco networking, including VLANs, routing, switching, segmentation, firewall policies, NAT, VPN, and troubleshooting.
- Good understanding of cybersecurity, including access control, secure remote access, endpoint protection, patching, logging, and security monitoring.
- Experience with Windows Server, Active Directory, DNS, DHCP, Group Policy, Microsoft 365, hardware, applications, and connectivity troubleshooting.
- Strong ownership, communication, and problem-solving skills, with willingness to learn, work independently, coordinate with vessels/vendors, and support a 24/7 shift operation.

Contact - recruit.in@damicoishima.com

TECHNICAL SUPERINTENDENT, MUMBAI

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

Contact - recruit.in@damicoishima.com

MARINE SUPERINTENDENT

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

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

Job Profile:

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

Contact - recruit.in@damicoishima.com

Unlimited Internet access to all onboard

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

One of the Youngest Fleet.

CONTACT US:

MUMBAI OFFICE:
A- 202 / 203, City Point, J. B. Nagar,
Andheri Kurla Road, Andheri (East), Mumbai - 400059.
Tel: +91 22 40372222 / 40502100
Email: mumbai@damicoishima.com
Please forward your CV on:
mumbai@damicoishima.com, hrsea@damicoishima.com
Contact No. :
Upendra (Deck): +91-9167077056
Roopali (Engine): +91-9930407137
Asvea (Ratings): 91-9167772141

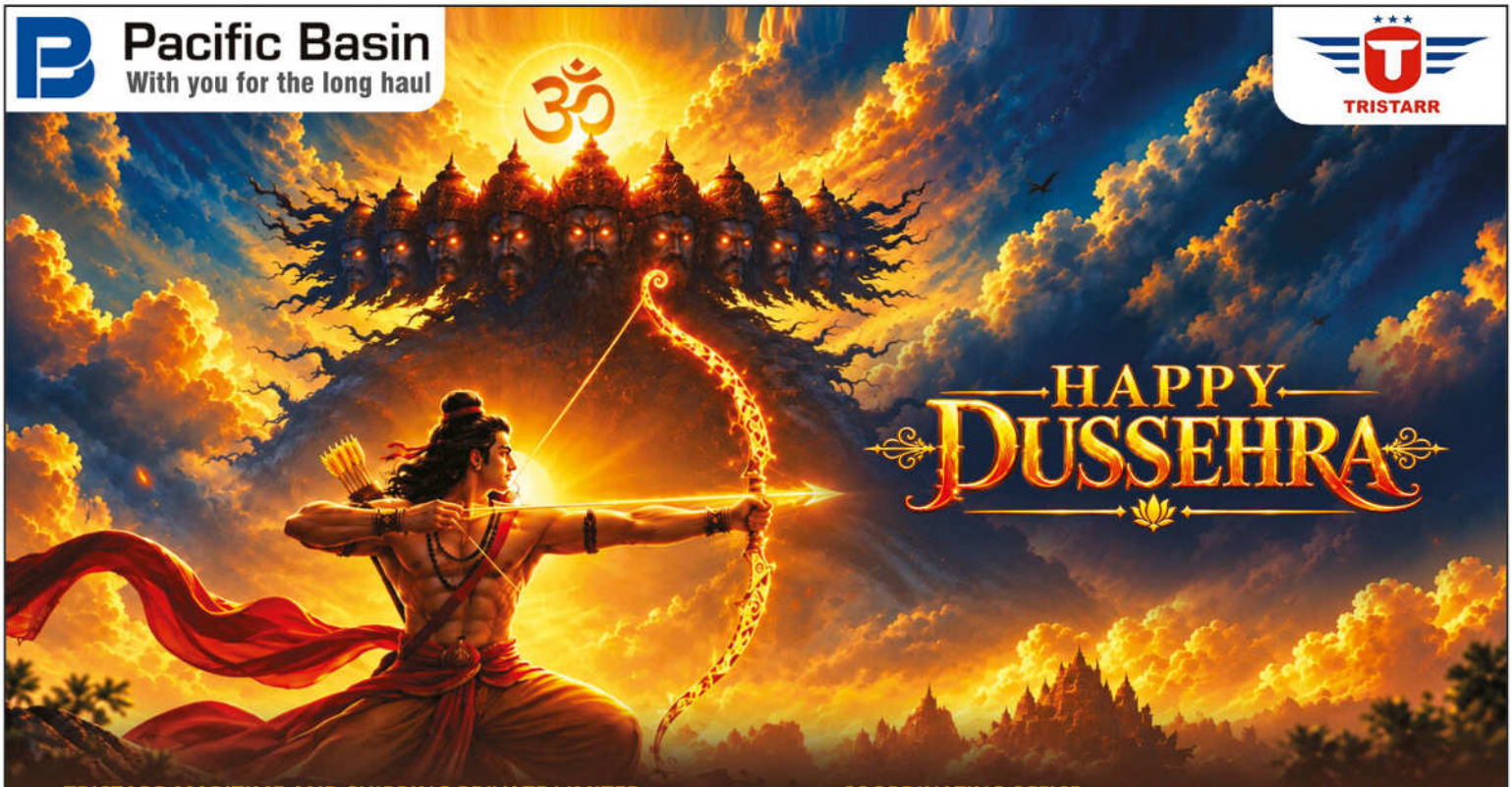
DELHI OFFICE:
JA 912 & 914, 9th Floor, DLF Tower A,
Jasola District Centre, New Delhi - 110025.
Tel: +91-11-41658541 / 46075160
Email: delhi@damicoishima.com
Please forward your CV on:
delhi@damicoishima.com

Website: www.damicoishima.com



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Tel: 022-46084088 / 47496657
mumbai@tristarr-maritime.com
For all shore jobs please send resume to: hr@tristarr-maritime.com
RPSL-MUM-162133 | D.O.I. 12/01/2023 | D.O.E. 12/01/2028
WE HAVE NO AGENTS IN INDIA.

COORDINATING OFFICE
NEW DELHI (Northern Region)
FAR SEAS SHIPPING AGENCY PVT. LTD.
B -105, Panchsheel Vihar, Behind Triveni,
COM Complex, Sheikh Sarai Ph-1,
New Delhi - 110017.
Tel : +91-11- 4659 3612/14/15

Scan To Apply

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
- CHIEF ENGINEER
- SECOND ENGINEER
- ETO (Rank exp. mandatory, COC not required)

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

RATINGS

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

BLISS SHIP MANAGEMENT



Wishing You All
Happy Dussehra

ATTRACTIVE BENEFITS:

- WAGES AS PER MARKET STANDARD
- FREE WIFI / INTERNET
- TIMELY RELIEF

INTERESTED APPLICANTS, PLEASE CONTACT US & SHARE YOUR UPDATED RESUME

seafarer@blissshipmanagement.com +91 22 62490000

301/ A Wing, Raheja Plaza, LBS Marg, Nityanand Nagar, Opp. Shreyas Dargah,
Ghatkopar West, Mumbai 400086.

Alternatively, you may Upload your resume here.

EXMAR Shipmanagement India Pvt. Ltd.

EXMAR

RPSL-MUM-078

Valid From: 31/08/2026 | Valid Till: 31/08/2031

"We Value Your Energy"

WE OFFER:

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

May the victory of good over evil fill your lives with positivity and abundance.

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Require following ranks for LPG tanker with US visa

- ➤ 3rd Officer
- ➤ 4th Engineer

Require following ranks for LNG / FSRU

- ➤ 3rd Officer
- ➤ 3rd Engineer with steam license
- ➤ Gas Engineer
- ➤ ETO

Female Seafarers Are Also Welcome

Exmar Shipmanagement India Pvt. Ltd.
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Powai, Mumbai - 400076.
Tel: +91-22-66424444

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

Visit our website:
www.exmarshipmanagement.com

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

ALBA MARINE SERVICES PVT. LTD.

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

URGENT REQUIREMENTS FOR OUR EXPANDING FLEET OF BULK CARRIERS:

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

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



INTERESTED CANDIDATES
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CONTACT NO: ANIKET- 8828060588 / SNEHAL- 7715993995
YOGITA- 8828011486

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

The MSC family wishes all seafarers & their families

msc



Happy Dussehra

Work with an **Ownership Company**

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

Make a change for the Better!!

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

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

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



TRUST, RELIABILITY, STABILITY & GROWTH

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

MSC CREWING SERVICES PVT. LTD.

Regd. Off: MSC House, 2nd & 3rd Floor, Andheri-Kurla Road, Andheri (East), Mumbai- 400059. (INDIA)

Tel : +91-22-6752 2555 | Fax : +91-22-6752 2525 | Website: www.msccs.com | Email: in001-cv@msc.com

CIN No: U63090MH2005PTC151320

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

RPSL No. – MUM – 052, Valid till 25/09/2031

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India's Second Largest and fastest growing Private Tanker Ownership Company



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For Specific Ranks

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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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- Long term career opportunities with shore placements
- Continuity / Loyalty Bonus (RJB)
- Timely Reliefs

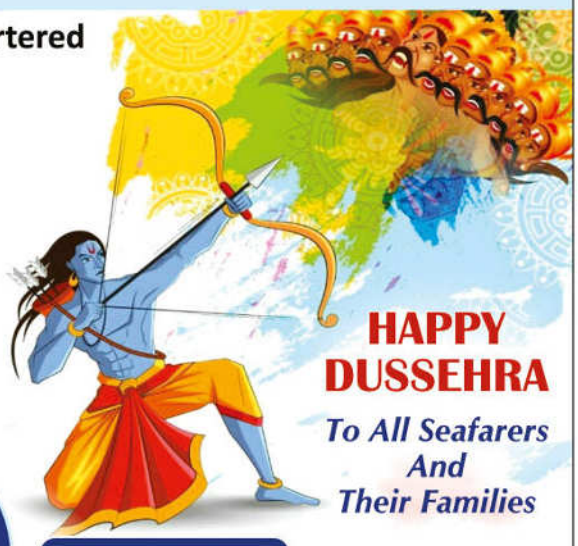
CONTACT PIC: Mr. Sydney Lobo / Capt. Niilesh J. Jethwaa | +91-22-4225-4225 | manning@sishipping.com | www.sishipping.com

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

APOLLO CREW MANAGEMENT INDIA PVT. LTD.

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

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



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To All Seafarers And Their Families

VACANCIES

OIL - CHEMICAL TANKERS / BULK CARRIERS / GAS CARRIERS

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

- ✦Master
- ✦Chief Officer
- ✦2nd Officer
- ✦3rd Officer
- ✦Chief Engineer
- ✦2nd Engineer
- ✦3rd Engineer
- ✦4th Engineer
- ✦ETO (With COC)

URGENT REQUIREMENT FOR SOURCING OFFICER / SOURCING MANAGER & COMPLIANCE OFFICER IN MUMBAI OFFICE

URGENT REQUIREMENT OF ETO WITH HIGH VOLTAGE & ELECTRICAL PROPULSION EXPERIENCE.

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

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Vishakha Koli: +91 8450952419
Suraj Johnson: +91 8655643356
Email: recruitment@apollomaritimegroup.com

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

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

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

WE DO NOT HAVE ANY AGENTS OR REPRESENTATIVES

K MARINE SHIP MANAGEMENT

K M S M

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RPSL-MUM-065 / Date of Expiry 24th Aug 2031
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Tel: +91 22 6153 8100
Email: ksms@ksmsindia.com; manning@ksmsindia.com
Web: www.ksteamship.com

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

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

We Offer

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- * 24 X 7 Medical support onboard by MedSea

NEW OFFICE ADDRESS wef 1st April 2024

K LINE SHIP MANAGEMENT (INDIA) PVT. LTD.
Marathon Futurex, Mafatlal Mills Compound, Unit No. 1001, 10th Floor, 'C' Wing, N. M. Joshi Marg, Lower Parel (E), Mumbai - 400013.
Email: all.users@klsmmumbai.com



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

www.klsmindia.com

TORM



Happy Dussehra

May the victory of good over evil
bring peace, prosperity and happiness
to you and your family.

Interested?

All applications can be sent to: recruitment.india@torm.com

TORM Shipping India Pvt Ltd
2nd Floor, Leela Business Park
Andheri-Kurla Road, Andheri (E)
Mumbai - 400059.

Phone: +91 (022) 6640 7200/ 7368 / 9920371528

TORM Shipping India Pvt Ltd
Lemon Tree Hotel, Asset 6, IGI Rd,
Next to Lemon Tree Premier,
Aerocity New Delhi, Delhi 110037.

Phone: +91 22 6640 7203

www.torm.com
RPSL No - MUM-011 - Valid till 10.06.2031

Torm ensures that NO fees or other charges are borne, directly or indirectly, in whole or in part by the seafarers. Torm has no Agents in India.

OSM Thome





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marinejobs.in@osmthome.com

www.osmthome.com

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- Master
- Chief Officer
- Second Officer
- Third Officer
- Chief Engineer
- 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
- Second Mate
- Chief Engineer
- Second Engineer
- ETO with DPM

Candidates should have at least one year working experience on DP2.

OSM Thome India Pvt. Ltd.

Mumbai:
1442, S 14, Solitaire Corporate Park,
Guru Hargovind Road, Chakala,
Andheri East, Mumbai 400093.
Tel No.: +91 22 40680300
Mobile: +91 8657530682
RPSL-MUM-1022, Valid till 19th June 2029

New Delhi:
1503, Tower B, Unitech Cyber Park,
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- Eligibility: Officers holding Indian, UK, Singapore, or New Zealand CoC may apply.
- Experience: All officers must possess a minimum of 2 years' rank exp. on similar types of vessels is required.

TOP URGENT REQUIREMENTS FOR DP-2 (DSV / AHTS /PSV /MPSV) VESSELS OPERATING IN INDIAN & FOREIGN WATERS



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

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

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- Experience: Minimum 1 year of rank exp. on similar types of vessels .

TOP URGENT REQUIREMENTS FOR CONTAINER VESSELS



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- Experience: Minimum 1 year of rank exp. on a similar vessel types.

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MBA - HR

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- Strong coordination, communication and organisational skills.
- Ability to manage multiple requirements and coordinate with candidates and clients.

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- Strong coordination, communication and organisational skills.
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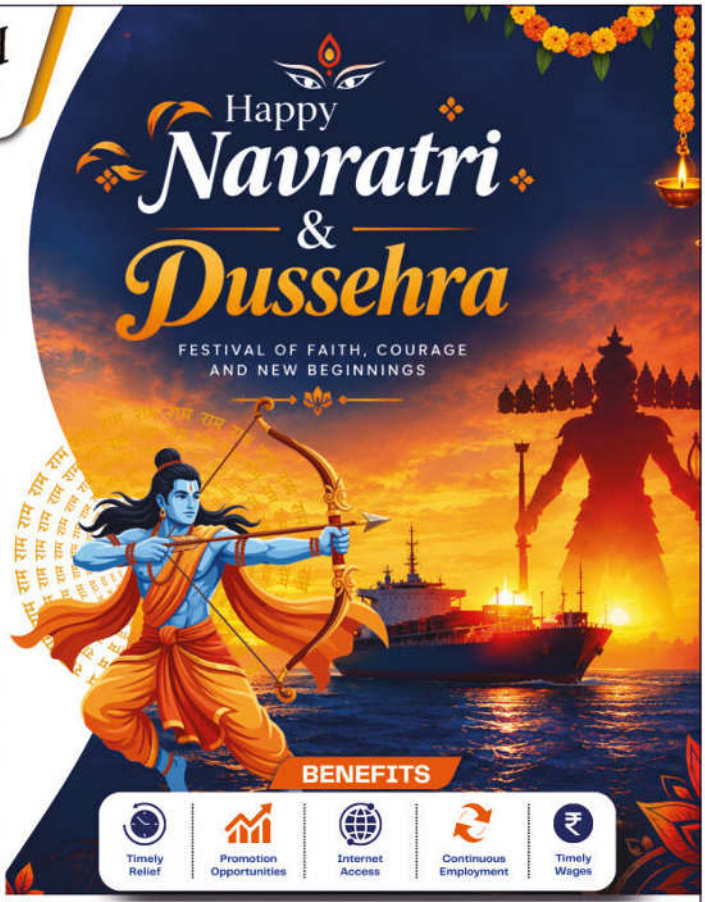
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CONTAINER VESSEL
• Master • CE • CO • 2E
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5	2121	Radar Observer Simulator - (ROSC)	10 Days
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8	2221	Radar And Navigation Simulator (RANSCO)	6 Days
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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
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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
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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
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25	5211	Crowd Management, Passenger Safety & Safety Training - (PSF)	3 Days
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27	6411	Medical First Aid (MFA)	4 Days
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ETO | PUMPMAN | BOSUN | AB | OILER | CHIEF COOK
OS | GS | JR. ENGINEERS | JR. OFFICERS

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♦ ETO ♦ FITTER ♦ COOK

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♦ MASTER ♦ CHIEF ENGINEER
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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
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- 2E (CL IV FG With 24 Months Rank Exp. / SEO With 12 Months Rank Exp.)
- 3E CL IV FG

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- 2O FG / NCV
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- 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.

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

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Chief Officer	- 12 months Rank Experience	**- 10 Nos.**
2nd Officer	- 8 months Rank Experience	**- 10 Nos.**
3rd Officer	- 8 months Rank Experience	**- 10 Nos.**
Chief Engineer	- 24 months Rank Experience	**- 10 Nos.**
2nd Engineer	- 12 to 18 months Rank Experience	**- 10 Nos – Oil / 5 Nos - LPG/VLGC**
3rd Engineer	- 8 months Rank Experience	**- 10 Nos.**
4th Engineer	- 8 months Rank Experience	**- 10 Nos.**
ETO	- 12 months Rank Experience with COC	**- 20 Nos – Oil / 5 Nos - LPG/VLGC**

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Chief Engineer / 3rd Engineer	- 12 months Rank Experience

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