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SEAJOB INDIAN ANCHOR AWARDS 2026

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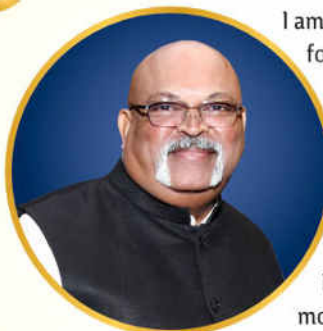
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A Message From THE FOUNDER & MD MR. RONI ABRAHAM



I am grateful to the industry, the Souvenir Sponsors, as well as the seafarers, for their unwavering support. We look forward to making the upcoming SEAJOB INDIAN ANCHOR AWARDS 2026 the grandest event to date. Each season of the SEAJOB INDIAN ANCHOR AWARDS has risen above all expectations, time and again bringing the industry together. The support we receive from you all motivates us to work towards the betterment of our product so that we serve you better.

Next year, we are coming up with roadshows across metros every three months. We hope for the same support as we further bridge the gap between companies and seafarers. This will be a one-to-one, face-to-face interaction with the seafarers. As I've mentioned many times, we give each product 3 to 4 years' time to excel to its fullest potential—this coming project is the one that will bring us closer to our seafarers, and Seajob can proudly say that we are in the hearts of our seafarers. We will see you all soon in your closest city!

May this

Ganesh Chaturthi

Guide You With Wisdom, Bless You
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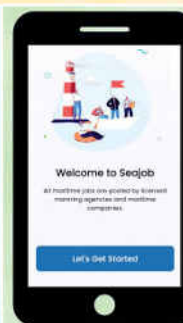
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RPSL-MUM-350 | VALIDITY - 29.09.2030

URGENT REQUIREMENTS

CRUDE OIL TANKER & BULK CARRIER

IMMEDIATE JOINING

OFFICERS

(RANK EXPERIENCE MANDATORY)

- MASTER
- CHIEF 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)



ATTRACTIVE BENEFITS:

- WAGES AS PER MARKET STANDARD
- FREE WIFI / INTERNET
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INTERESTED APPLICANTS, PLEASE CONTACT US & SHARE YOUR UPDATED RESUME

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

CIN : U35111MH2001PTC133762

The company offers very attractive terms & conditions, an in-house and a quick promotion policy, family carriage benefits and an overall professional enhancement on a continuous basis.

For details of the organisation visit our group website www.meiji-group.com & www.mms-india.com

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

URGENT REQUIREMENTS OFFICERS

CHEMICAL TANKERS (Parcel Tankers)

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

LARGE CONTAINER VESSELS

- Master • Chief Officer
- 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)

These vessels are fitted with Hybrid Scrubber & BWTS (Tech Cross)

- Master • Chief Engineer • Second Engineer
- Third Engineer

IGF TANKER (Dual Fuel Chemical Tanker)

- Chief Officer • First Assistant Engineer • ETO

VERY LARGE CRUDE TANKERS (VLCC)

- Master • Chief Officer
- Second Officer (with Superior license)
- Third Officer

OIL - CHEMICAL TANKERS

(with experience of sailing in Ice conditions)

- Chief Officer • Chief Engineer
- Third Officer • ETO

All interested candidates, please send in your updated resume to Email Id: mmsi.apply@meiji-group.com

Contact Persons - Officers:

Mr. Yogesh Avhad : +91 9152440019

Mr. Anthony Dsouza : +91 8422819125

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- Fitter (III/5) ► Bosun
- Able Seaman (II/5) ► Oiler (III/5)
- Ordinary Seaman (II/4) ► Chief Cook (COC)

Chemical Tankers (Parcel Tankers)

(Preferred with Parcel Tanker experience.)

- Fitter (III/5) ► Able Seaman (II/5) ► Oiler (III/5)
- Ordinary Seaman (II/4)

Oil - Chemical Tankers

- Fitter (III/5) ► Bosun (II/5) ► Pumpman (II/5)
- Able Seaman (II/5) ► Oiler (III/5)
- Ordinary Seaman (II/4)

Container

- Fitter (III/5) ► Bosun ► Able Seaman (II/5)
- Oiler (III/5) ► Ordinary Seaman (II/4)

All interested candidates,
please send in your updated resume to
Email Id : mmsi.ratings@meiji-group.com

RATINGS

Mr. Nishant Verma
+91 9289427676

Mr. Pratik Bhopatkar
+91 8657565706

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Gurgaon Road, Gurgaon, Haryana 122002
Contact Person:

Ms. Ritu Pandey - +91 8291100570

Email : mmsi.delhi@meiji-group.com



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CAR CARRIER (WITH US VISA)

■ CHIEF OFFICER

KAMSARMAX BULK (WITH US VISA)

■ MASTER ■ CHIEF OFFICER ■ 3RD OFFICER
■ CHIEF ENGINEER ■ 2ND ENGINEER ■ 3RD ENGINEER
■ 4TH ENGINEER ■ BOSUN ■ ABLE SEAMAN ■ OILER
■ CHIEF COOK

FEEDER CONTAINER

■ CHIEF ENGINEER ■ 2ND ENGINEER ■ ELECTRICAL OFFICER
■ CHIEF COOK

VLCC/OIL-CHEM TANKER VESSELS - FOREIGN PRINCIPALS

■ MASTER - WITH 36 MONTHS EXP.
■ CHIEF OFFICER - WITH 24 MONTHS EXP.
■ CHIEF ENGINEER - WITH 36 MONTHS EXP.
■ 2ND ENGINEER - WITH 24 MONTHS EXP.
■ ETO - WITH 24 MONTHS EXP.- CONTRACT PERIOD 4 MONTHS (COC HOLDER ONLY)
■ CHIEF OFFICER - WITH 18 MONTHS EXP. ■ CHIEF ENGINEER - WITH 18 MONTHS EXP.
■ 2ND ENGINEER - WITH 18 MONTHS EXP. ■ ELECTRICAL OFFICER - WITH 12 MONTHS EXP.

OIL-CHEM TANKER VESSELS - FOREIGN PRINCIPALS

■ CHIEF OFFICER - WITH 18 MONTHS EXP. ■ 2ND ENGINEER - WITH 18 MONTHS EXP.
■ PUMPMAN - WITH 36 MONTHS EXPERIENCE (WITH TASCO COURSE / US VISA)
■ FITTER - WITH 36 MONTHS EXPERIENCE (WITH TASCO COURSE / US VISA /
INDIAN WK / LATHE MACHINE CERTIFICATE)

VLCC/AFRAMAX TANKER VESSELS - FOREIGN PRINCIPALS

■ CHIEF ENGINEER ■ 2ND ENGINEER ■ 3RD ENGINEER ■ 4TH ENGINEER ■ ETO
a) Previous sea service on ELECTRIC PROPULSION & AZIPOD SYSTEM - ABB AZIPODS.
b) High Voltage Competency Certificate
Remark: (Electric Propulsion vs Electronic Engines are completely different).
Important: Trading Area will be MED SEA and BLACK SEA
■ ABLE SEAMAN - WITH INDIAN COP

AFRAMAX TANKER VESSELS -FOREIGN PRINCIPALS

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9321277001 - RATINGS
9321276995 - RATINGS

BULK / CONTAINER / PCTC:

9321277003 - TOP 4 & JR. OFFICERS & RATINGS
9321276984 - TOP 4 & JR. OFFICERS & RATINGS (CONTAINER ONLY)
9321276989 - TOP 4
9372802575 - TOP 4 & JR. OFFICERS

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When Indian seafarers join a new vessel, Lord Ganesha is often welcomed aboard with prayers for wisdom, wellbeing and safe beginnings.

As ships and technologies change, familiar traditions continue to travel with seafarers around the world

Warm wishes to all seafarers and their families celebrating Ganesh Chaturthi.



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WE REQUIRE

Deck Side

- ♦ MASTER
(Bulk, VLGC, Oil & Chemical)
- ♦ CHIEF OFFICER
(VLGC, Oil/Chem, Bulk)

Engine Side

- ♦ CHIEF ENGINEER
(Bulk & Oil/Chem Tanker)
- ♦ 2ND ENGINEER
(Bulk)
- ♦ ELECTRICAL OFFICER
(Bulk, Oil Tanker)

Ratings (For VLGC, Bulk & Tanker Vessels)

- ♦ SEAMAN HELMSMAN (AB)
- ♦ DECK SERANG (BOSUN)
- ♦ DECK FITTER
- ♦ ENGINE FITTER
- ♦ PUMPMAN

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GAS TANKERS – LNG CARRIERS

IMMEDIATE VACANCIES FOR OUR EXPANDING FLEET OF LNG CARRIERS

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

DUAL FUEL – AFRAMAX TANKERS

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

GAS TANKERS – VLGC/LPG CARRIERS

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

VLCC / SUEZMAX

- **Master, Chief Engineer, Chief officer & Second Engineer** with minimum 12 months rank experience.
- **Chief Officer** with Framo pump experience on Product Tanker with minimum 15 months rank experience.
- **Chief Engineer & Second Engineer** with ME engine experience with minimum 12 months rank experience
- **Third Officer** with 6-12 months of rank experience.
- **Able Seaman, Ordinary Seaman, Motorman & Pumpman** with minimum 12-15 months' rank experience with experience on the similar type of vessel mentioned.

OIL / CHEMICAL TANKERS

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



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CONTAINERS

IMMEDIATE VACANCIES FOR OUR RAPIDLY EXPANDING FLEET OF CONTAINER VESSELS

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

ONSHORE POSITIONS

- **Technical Superintendent - Mumbai/Chandigarh/Kolkata**
Candidate should have sailed onboard an LNG carrier/Oil tanker/Chemical tanker/Bulk carrier as Chief Engineer. Min. experience 1-2 years. Freshers may also apply.
- **Marine Superintendent - Mumbai/Chandigarh**
Candidate should have sailed onboard a Gas tanker (LPG) as Master. Minimum experience 1-2 years. Freshers may also apply.
- **HSEQA Superintendent - Mumbai**
Candidate should have sailed onboard Container vessels as Master. Freshers may also apply.

SIMS FACULTY

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

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

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

Ratings:

- **A/B, Motorman, Bosun, Fitter** for Handy Size Bulk Carrier, Tanker Vessels, Container Ships, LPG, LNG

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

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RANK REQUIREMENTS

DECK

CHIEF OFFICER

Min. 12 months rank experience on container vessels

ENGINE

CHIEF ENGINEER

Min. 12 months rank experience on vessels with UMS, min. 20,000 BHP relevant engine types

RATINGS

ABLE SEAMAN

Min. 12 months rank experience on container vessel



SCAN TO APPLY

SECOND ENGINEER

Min. 12 months rank experience on vessels with UMS, min. 20,000 BHP

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To All The Seafarers & Their Families



MOL Global Ship Management Pte. Ltd.
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RPSL-CHN-033,
DOI: 27-06-2024,
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REQUIREMENTS ON LPG FOR FOLLOWING RANKS:

- **Master** (minimum 24 months rank exp.)
- **Chief Officer** (minimum 12 months rank exp.)
- **Second Officer** (minimum 6 months rank exp. & holding Superior Certificate)
- **Third Officer** (minimum 6 months rank exp.)
- **Chief Engineer** (minimum 24 months rank exp.)
- **1st Assistant Engineer** (minimum 12 months rank exp.)
- **2nd Assistant Engineer** (minimum 6 months rank exp. & holding Superior Certificate)
- **3rd Assistant Engineer** (minimum 6 months rank exp.)
- **Gas Engineer** (minimum 12 months rank exp.)

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

CONTACT US

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DECK (OCEAN CRUISE):

MASTER / STAFF CAPTAIN
(min. 12 months cruise exp.)

CO / SAFETY OFFICER
(min. 6 months rank exp.)

20 & 30
(passenger vessel exp. preferred)

BOSUN / AB
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ENGINE (OCEAN CRUISE):

CE (min. 12 months cruise exp.)

2E / 3E / 4E (min. 6 months rank exp.)

ELECTRO-TECHNICAL OFFICER (ETO)
(HV certificate mandatory)

MOTORMAN / OILER / FITTER
(with COP & cruise exp.)

ETO with advance HV & Automation Training

RIVER CRUISE

CAPTAIN / MASTER (Inland) (Rhine/Danube/Seine exp.)

1ST OFFICER / HELMSMAN (with inland waterway COC)

CHIEF ENGINEER (Inland) (MaK / MTU / Volvo Penta exp.)

2E / MOTORMAN (river/inland exp. preferred)

DECKHAND/MATELOT (mooring & lock operations)

CEVNI / ADN certificate preferred

HOTEL / HOSPITALITY:

HOTEL DIRECTOR / F&B MANAGER
(min. 2 years cruise exp.)

EXECUTIVE CHEF / SOUS CHEF
(international cuisine exp.)

BARTENDERS / WAITERS / STEWARDS
(fluent English, hospitality exp.)

HOUSEKEEPING / CABIN STEWARDS
(grooming & service trained)

GUEST SERVICES / PURSERS
(cruise line exp. preferred)

SHORE EXCURSION / ACTIVITY STAFF
(multilingual preferred)



OUR PRINCIPALS



URGENT REQUIREMENTS

CONTAINER:

MASTER / CO / 20 / 30
(min. 6 months rank exp.)

CE / 2E / 3E / 4E / ETO
(min. 6 months rank exp.)

BOSUN / AB (with COP) /
OILER (with COP) / **FITTER** /
PUMPMAN

OIL TANKERS:

2ND OFFICERS
(min. 6 months rank exp.)

3RD OFFICERS
(min. 6 months rank exp.)

4TH ENGINEERS
(min. 6 months rank exp.)

AB (with COP)

OILER (with COP)

**3E & 4E with advance
Oil & Chemical DCE**

OIL / CHEM TANKERS (FRAMO):

MASTER / CO / CE / 2E
(min. 12 months rank exp.)

3RD OFFICERS
(min. 6 months rank exp.)

4TH ENGINEERS
(min. 6 months rank exp.)

AB (with COP)

OILER (with COP)

BITUMEN TANKER:

AB / Oiler
(With Indian COP)

XFINITY MARITIME SERVICES PVT. LTD.

Office no. 1006, 10th floor,
Kesar Solitaire, Plot no. 05,
Palm Beach Road, Sector 19,
Sanpada, Navi Mumbai 400705,
Maharashtra, India.

Contact Us :

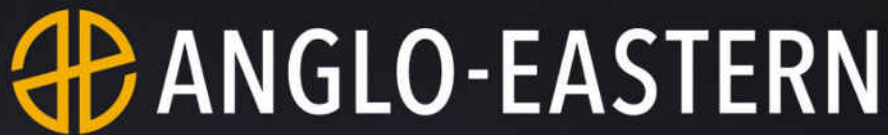
Mr. Nand Kishor: +91 93217 10233

Telephone: +91 22 69567567

Email: jobs@xfinitymaritime.com

Web: www.xfinitymaritime.com

RPSL-MUM-162134 | Expiry Date 27/01/2028



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Anglo-Eastern has no agents, and all selection is based only on merit and company-based criteria.

RPSL Licence: RPSL-MUM-088 Expiry: 28/01/2027

✉ Email CV at – manning.bom@angloeastern.com

Log on to : www.seajob.net

PIL (INDIA) PRIVATE LIMITED

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



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WE CARE:

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

URGENT OPENINGS FOR OUR CONTAINER VESSELS:

- ▶ Chief Engineer
- ▶ Second Engineer
- ▶ Third Engineer
- ▶ Fourth Engineer
- ▶ Electrical Engineer

Ratings:

- ▶ Chief Cook with COC
- ▶ OS with COP

Interested Candidates Please Contact Us At

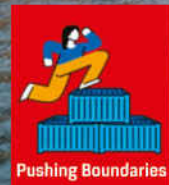
Email ID: pma@maa.pacificmanning.com | Ph. No.: +91 44 66840 600 / 44 46840 598

Mob. No.: +91 73584 56442 / 99405 32510

Address: 811, Raheja Towers, 177 Anna Salai, Chennai - 600 002.



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› ATTRACTIVE WAGES BASED
ON EXPERIENCE

› ON BOARD INTERNET / Wi-Fi FACILITY

› SUPERIOR TICKET ALLOWANCE

› RE-JOINING BONUS



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



SCAN THE QR CODE

We do not have ANY AGENT acting on behalf of the company. Be aware of fraudulent job offers using our name and immediately report the matter to us at pma@maa.pacificmanning.com or to the local law enforcement authorities.

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SHOOLIN SHIP MANAGEMENT PVT. LTD.

"Where Reliability and Excellence are Always On Board."

RPSL-MUM-162067 | DOI: 24-Aug-26 | DOE: 24-Aug-31

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CHATURTHI



REQUIREMENTS FOR BITUMEN TANKERS

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



REQUIREMENTS FOR MR TANKERS

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

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

**PROMOTIONAL CANDIDATES
ARE WELCOME.**



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

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



⚓ **PLEASE APPROACH US DIRECTLY – NOT THROUGH AGENTS.** ⚓

ADDRESS

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

CONTACT PERSONS

For Officers: +91 93219 88233 / +91 86554 45670 / +91 87798 59250
For Ratings: +91 91371 04852 | **Landline:** +91 22 4802 4564
Email: info@shoolinship.com / crew@shoolinship.com



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ADMIRAL MARINE SERVICES PVT LTD

CURRENT OPENINGS FOR

CRUDE OIL TANKER

- Master
- Chief Officer
- Chief Engineer
- Second Engineer
- Electrical Officer

Mr.S.Narasimhan

+91 98409 26215

fleet3@admiralmarine.com

BULK CARRIER

- Master
- Chief Officer
- Chief Engineer
- Second Engineer
- Electrical Officer

Ms.Manju

+91 97910 04797

fleet5@admiralmarine.com

LDCL

(Lakshadweep Development
Corporation Ltd)

Passenger Vessel - FG

Cargo Vessel - NCV

- Master
- Chief Officer
- Chief Engineer
- Second Engineer

Mr. Shahiz

+91 89218 78278

+91 7397 281 999

cochin@admiralmarine.com

SHORE

- Accounts Executive

(2 -5)yr Exp - Male

Mr.Rajesh

+91 63697 04207

hr.ams@admiralmarine.com



ADMIRAL MARINE SERVICES ALL
OFFICERS VACANCIES

WhatsApp channel



ADMIRAL MARINE SERVICES ALL
RATINGS VACANCIES

WhatsApp channel



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

To report any fraudulence, email to

feedback@admiralmarine.com

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

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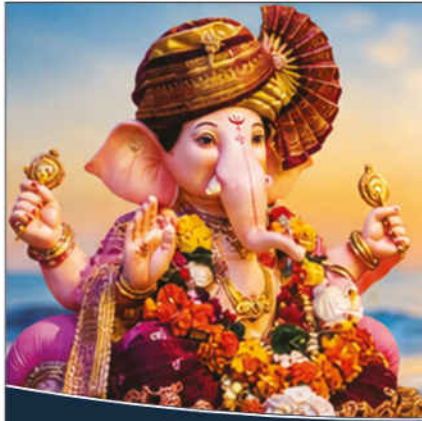
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Admiral Marine Services

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tomini shipping

ISO 9001:2015 Certified

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

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

Key career benefits for working onboard include:

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

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

TOP URGENT REQUIREMENTS - BULK CARRIER

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

TOP URGENT SHORE VACANCIES - MUMBAI

Master Mariner
(Experienced Master Mariner with shore based crewing exp.)
Assistant Training / Crewing Executive
Freshers Preferred (2)

REVISED SALARY!

Send your CV on:

crewing@tominishipping.com

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

CONTACT US!

Tomini Shipping Pvt. Ltd. (Mumbai)

Capt. Randeep Bhalla (General Manager)

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

Viganesh Ambekar: +91 9136901621 (For Ratings)

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

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

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Indian National Females
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Jr. Engineer & 4th Engineer

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Bulk Shipping Company of the Year

TMS Awards - 2025

Best Employer for Dry Cargo Fleet

Seajob Indian Anchor Awards - 2024

Bulk Shipping Company of the Year

The Maritime Standard Awards - 2024

Best Dry Bulk Shipping Company of the Year

The Annual Global Economic Awards - 2023

The Bulk Ship Of The Year

IBJ Awards Ceremony - 2023

The Sustainable Shipping Award

Maritime Standard Awards - 2023

Best Employer for Dry Cargo Fleet

Seajob Indian Anchor Awards - 2022

Bulk Shipping Company of the Year

Maritime Standard Awards - 2022

Ship Operator of the Year

Shiptek International Awards - 2022



RPSL No: MUM-1003

Valid From: 08/01/2024 | Valid Till: 08/01/2029

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Log on to : www.seajob.net



MOL Maritime (India) Pvt. Ltd.

Address:- Unit No. 52, 5th Floor, Kalpataru Square, Kondivita Lane, Off Andheri Kurla Road, Andheri (E), Mumbai 400059.

RECRUITMENT & PLACEMENT LICENCE NO. : RPSL-MUM-064 ISSUE DATE 07-10-2021 VALID UNTIL 07-10-2026

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BENEFITS (ALL INDIAN OFFICERS)



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Best In Industry



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Training Facilities



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Company Assisted
Mediclaim Policies



Exam Bonus



Latest Vessel Type



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Hometown



BUILD YOUR
CAREER
AT SEA.

LPG FLEET VACANCIES

VLGCs & MID-SIZE CARRIERS

OFFICERS

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

RATINGS

LPG VESSEL EXPERIENCE

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

LNG FLEET VACANCIES

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

OFFICERS

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

RATINGS

LNG VESSEL IN-RANK EXPERIENCE
& PREFERABLE WITH US VISA

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

DRY FLEET VACANCIES

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

OFFICERS

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

RATINGS

IN-RANK EXPERIENCE & PREFERABLE WITH US VISA

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

Contact for Officers (Mumbai office)

- | | |
|---------------|--------------|
| LNG/LPG FLEET | DRY FLEET |
| • 9930751763 | • 9619482173 |
| • 9833255062 | • 9920902616 |
| • 9820743664 | • 9820036516 |

Contact for Ratings (Mumbai office)

- 9152616060
- 9321139476

Contact for Officers & Ratings (Chennai office)

- 9940487493
- 9840381531

Contact for Officers & Ratings (Delhi office)

- 9810784400
- 9599040741

Contact for Officers & Ratings (Kolkata office)

- 9830370375
- 9831135558



SCAN TO APPLY

ONLY SHORTLISTED CANDIDATES WILL BE CALLED FOR INTERVIEW.

PLEASE NOTE THAT WE DO NOT EMPLOY ANY AGENTS FOR JOBS

MOLMI does not charge any fee to seafarer in whatsoever manner for providing employment on behalf of its Principals to serve on board their vessels including the cost of requisite Flag State documentation, medical examination, visa(s), and travel arrangements.



MTM SHIP MANAGEMENT(INDIA)PVT LTD

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

OIL /CHEMICAL TANKER & BULK CARRIER (OFFICERS & RATINGS)

- Master
- Chief Officer
- Chief Engineer
- 2nd Engineer
- 2nd Officer
- 3rd Engineer
- 3rd Officer
- 4th Engineer
- J/O & J/E
- EO/ETO/TREO
- Pumpman (Oil + Chem)
- Fitter
(Tanker with watchkeeping)



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WE ARE HIRING

BEST INSURANCE POLICY FOR ALL SEAFARERS

OWNERSHIP WORKING ENVIRONMENT

FACILITY OF DOMESTIC FLIGHT & ACCOMMODA-
-TION FOR RATINGS JOINERS

MUMBAI REGION

FOR RATINGS:

Pradeep Yadav

(Assistant Manager – Recruitment) + 91 8291960943

FOR OFFICERS :

Ravi Shankar Kanithi

(Sr. Manager – Recruitment) +91 9004008027

Afsha Fatima

(Asst. Manager-Recruitment) + 91 77188 60740

Sneha Pawar

(Sr Recruitment Officer) +91 8291293924

DELHI REGION

FOR OFFICERS :

Manoj Sharma

(Deputy General Manager) +91 83779 09271

Mayank Gogia

(Sr Recruitment Officer) +91 81710 87014

PATNA REGION

FOR OFFICERS :

Chandan Kumar

(Asst. Manager-Recruitment) + 91 80834 71212

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Log on to : www.seajob.net



NYK SHIPMANAGEMENT (INDIA) PVT. LTD.

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

BRINGING VALUE TO LIFE

YARD DELIVERY & VESSEL TAKE-OVER ANNOUNCEMENT

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

WE ARE EXPANDING & LOOKING FOR ENTHUSIASTIC & EXPERIENCED OFFICERS

CONTAINER

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

LPG

- ❖ Chief Officer
- ❖ 1st Asst. Engineer
- ❖ 2nd Asst. Engineer
- ❖ 3rd Asst. Engineer

VLCC

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



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CHEMICAL TANKER

- ❖ 1st Asst. Engineer (Minimum 24 months rank exp.)

GANTRY CRANE

(Open Hatch General Cargo Vessel)

- ❖ Master
- ❖ Chief Officer
- ❖ Chief Engineer
- ❖ 1st Asst. Engineer
- ❖ ETO

PCC

- ❖ Chief Officer (with exp.)
- ❖ 3rd Officer
- ❖ Chief Engineer
- ❖ 1st Asst. Engineer

On board Vacancies (Seafarers):

Share your CV -

nyksm.smin-cvmumbai@nykgroup.com

Only Shortlisted Candidates Will Be Contacted.

WE OFFER:

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

CONTACT US:

NEW OFFICE ADDRESS

NYK SHIPMANAGEMENT (INDIA) PVT. LTD.
Level 10, Tower 1, Seawoods Grand Central, Sector 40,
Seawoods, Navi Mumbai 400 706, India.
Tel: +91 22 6815 6700

Contact: Capt. Purendu Nansi,
Capt. Anthony Rodrigues, Mr. Swapnil Rane,
Capt. Mahesh Jadhav, Mr. Tejas Bhoweer

CHENNAI OFFICE

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

DELHI OFFICE

Contact: Mr. Vinay Kumar
Mob: 98100 65413

KOLKATA OFFICE

Contact: Ms. Debashree Roy
Mob: +91 9836109255
Tel (D): +91 33 40539150

SHORE JOBS - SEAWOODS, NAVI MUMBAI

Purchase / Technical Coordinator.

Job Duties & Responsibilities:

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

Preferred Skills:

Qualification: Degree holder preferred.

Skills: Proficient in MS Office.

Attributes: Independent, meticulous, work well under pressure, proactive and adaptable to fast pace environment.

Experience: Candidate with 1-3 years of related working experience will be an added advantage.

Good communication skills - spoken and written English.

Vessel Manager

Job Description:

Manage and support the day-to-day operations of vessels ensuring safe, efficient and compliant operations.

Qualification:

- Chief Engineer with relevant vessel experience (Bulk Carriers, Container Vessels and PCCs).

- Superintendents with 2-3 years of shore experience are also welcome to apply.

HSEQ & Marine Operations Manager

Job Description:

Manage and support vessels for HSEQ and Marine Operations matters. Vessel type: Bulk Carriers and Tankers.

Qualification:

- Master Mariner with relevant vessel type experience.
- HSEQ Superintendents with 2-3 years of shore experience also welcome to apply.

Only for Shore based Vacancies:

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

PLEASE CONTACT US DIRECTLY. WE DO NOT HAVE ANY AGENTS.

**Committed
To
Seafarers**

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

NauticFleet



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URGENT REQUIREMENTS:

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

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

We welcome walk-in interviews for all Seafarers.

Below Is Our Seafarer's Portal & QR Code
To Register, Upload & Update CVs-
<https://applicant-nauticfleet.mariapps.com/>



Below is the link to our Company
mobile app, for seafarers to download -
<https://play.google.com/store/apps/details?id=com.mariapps.seafarerportal.nauticfleet>

NauticFleet Private Limited

Office No 907, B Wing, Mittal Commercial,
Hasan Pada Road, Marol, Andheri East,
Mumbai 400059.
Telephone : +91 22 40022698/99
E-mail : recruitment@nauticfleet.com
Website : www.nauticfleet.com

Sr. Rank :	Jr. Rank :	Rating :
+91 8976718690	+91 8976714932	+91 8976807262
+91 8976718697	+91 8655474349	+91 8976718698
+91 8976718695		+91 8976714931

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WALLEM

EST. 1903

URGENT REQUIREMENTS

VEHICLE CARRIER (DUAL FUEL PCTC/PCC)

Master/ Chief Officer/ Chief Engineer/ Second Engineer & ETO (CoC)
Second Officer (with experience on PCC vessel and with Chief Mates license)
(Officers with IGF CoP preferred)

Asphalt / Bitumen Tanker:

- ▶ Chief Officer
- ▶ Second Engineer
- ▶ ETO / Electrical Officer

Oil / Chem Tanker:

- ▶ **Master** - Min 30 months rank experience.
- ▶ **Chief Officer** - Min 18 months rank experience.
- ▶ **Third Officer** - Min 6 months rank experience.
- ▶ **ETO/ Electrical Officer** - Min 12 months rank experience.

VLCC Tanker:

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

Bulk Carrier:

- ▶ **Master / Chief Officer**
- ▶ **Chief Engineer / Second Engineer**

Ratings:

- ▶ **Fitter** - With Class approved 6G certificate & Watchkeeping
- ▶ **Able Seafarer Deck** - With PCTC experience (Min. 12 months on type of vessel)
- ▶ **Able Seafarer Deck** - Tanker exp. with valid US visa (Min. 12 months rank exp. required on type of vessel)

Immediate requirements for PCTC / PCC vessel MASTER & CHIEF OFFICER

We offer Attractive Terms and Conditions:

- Good Promotional Prospects.
- Consistent assignment for Ratings.
- Internet facility on all vessels.
- Timely Sign on/off.



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Join the One Wallem Family

Contact us today via email or phone to apply for exciting seafarer opportunities.



Scan to apply

Mumbai Office



First Floor, Valecha Chambers, Plot B-6,
Andheri New Link Road, Andheri (W), Mumbai – 400 053.



+91-22-40432222 / 40432338



recruitbom@wallem.com

License No. RPSL-MUM-066 Valid till 24/11/2026

CIN: U63090MH 1984PTC032692  www.wallem.com

Recruitment Contact



For Officers:

Mumbai: Mob: +91 - 9821196962 (Dry)
+91 - 8283831652 (Tanker)

Delhi NCR: Mob: +91 - 8826006251
+91 - 9007078121

For Ratings: Mob: +91 - 9870985514



NORTH SHIPPING PVT. LTD.

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



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REQUIREMENTS:

PRODUCT TANKERS (JAPANESE PRINCIPALS)

» Chief Officer » 2nd Engineer
(with min. 24 - 36 months rank exp.)

♦ Contract Duration: 3 Months

♦ Salary: Best In The Industry

» ETO with COC **URGENT**
(Contract Duration: 5 Months)

Our USPs: Professionalism, Team Work, Integrity, Quality,
Health & Safety, **ALL INDIAN COMPLEMENT**, Free Internet Facility,
Retirement Pension Plan, Timely Relief, Trading area PG - Far East.

Please Apply with valid documents to: **NORTH SHIPPING PVT. LTD.**

Office Unit No 802, B-Wing, Rustomjee Central Park, Tel: +91 22 4005 8001
Andheri-Kurla Road, Chakala, Andheri (E), +91 22 3158 5694
Mumbai 400069, Maharashtra, India. Email: apply@northshipping.in

We have no agents acting on behalf of the Company. Be aware of the FRAUDULENT JOB OFFERS.



UDYA SHIPPING SERVICES PVT. LTD.

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

TOP URGENT REQUIREMENTS FOR ETV (EMERGENCY TOWING VESSEL) DP-2

MASTER, CHIEF OFFICER, 2ND OFFICER,
CHIEF ENGINEER, SECOND ENGINEER, THIRD ENGINEER, ETO
(Officers holding Indian, UK, Singapore, or New Zealand CoC are eligible to apply.
All officers must possess a minimum of two years' rank experience on
similar vessel types.)

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

TOP URGENT REQUIREMENTS FOR DP-2 AWB / DP-1 HEAVY LIFT / PIPELAY BARGE / JACK-UP BARGE VESSELS OPERATING IN INDIAN & FOREIGN WATERS

MASTER, CHIEF OFFICER, SECOND OFFICER, THIRD OFFICER,
CHIEF ENGINEER, SECOND ENGINEER, THIRD ENGINEER, FOURTH ENGINEER,
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All officers must possess a minimum of one year's rank experience on
similar types of vessels.)

TOP URGENT REQUIREMENTS FOR CONTAINER

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6. Cyber Risk Management - 1 DAY
7. Tanker Pre-Vetting Inspection - 3 DAYS
8. PSC and FLAG State Control Inspection - 2 DAYS
9. Marine Fitter Training - 5 DAYS
10. Crew Management - 4 DAYS
11. Bulk Carrier Safety - 2 DAYS
12. Charter Party Management - 4 DAYS
13. Framo Pump Operation - 1 DAY
14. Dry Dock Preparation - 2 DAYS
15. Offshore Safety - 1 DAY
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17. BTM (Bridge Team Management)
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▶ CHIEF ENGINEER ▶ SECOND ENGINEER ▶ ETO (ME ENGINE EXPERIENCE)
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SEAANDJOB

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To The Readers ...

Why Do We Dream?

When asked about what your dream is, a kid from the second grade said, "I want to be an astronaut" After a few years, she said she wanted to be a teacher. A year later, it changed

We have different perspectives on dreams at different stages of life.

A young kid might have more passion for their dreams when compared to an adult. Because, as adults, we know that dreams consist not only of success, appreciation, and applause but also of misfortunes, challenges, and failures.

At a certain point in life, we are drained by an ample number of unfavourable outcomes. But we never dream to give up, right? Somewhere in the corner of our hearts, we still have the willpower to continue, we have the strength to face failure, and we have the wisdom to fulfill our dreams. It might be hard to restart everything and work all over again but remember the goal, stay disciplined, and be consistent. Be bothered only about achieving your dream, look at the brighter side of the window, and let go of the failure but hold on to the lessons. Even when the brighter side deems, believe in your dream. Not all obstacles represent downfall; some even create opportunities. Be wise enough to learn from the failed experiences.

As adults, we are so focused on achieving things that sometimes we

fail to look back and see how far we have come. Looking back, we realize that we should not underestimate our power to achieve our dreams. So, take time and acknowledge even the little achievements. We have crossed oceans and seas to live our dreams. The premature dream came to life because of our determination and confidence.

Now does the question make sense: Why do we dream? Dreams keep us moving even in the lowest points of time because we know the outcome will fill our hearts with ecstasy. Even when things don't go as planned, we stay positive and keep moving forward, taking small steps towards our destination. We dream to fulfill, so never let it go halfway. Our dreams mould us to see different dimensions of ourselves; they elevate us to new horizons with vast knowledge and experience.

To all the seafarers who dreamed of seas, oceans, and stars: Perseverance is key, your journey didn't lead you here only to surrender now. You are here to create stories, craft testimonials and fulfill your dream voyage. Let Seajob.net be a lighthouse in guiding you towards a brighter future and a commitment to success in your maritime career.

God Bless You
Roni Abraham
Editor



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SHIPPING NEWS

IME(I) MUMBAI BRANCH HOLDS 43RD ANNUAL GENERAL MEETING AND TECHNICAL SEMINAR



The Institution of Marine Engineers (India) [IME(I)] Mumbai Branch together with the Navi Mumbai and Gujarat Chapters, held its **43rd Annual General Meeting (AGM)** and a Technical Seminar at Emerald Hall, Hotel Kohinoor Continental, Andheri (East), Mumbai on 29th August, 2026.

The AGM reviewed the Branch's activities and achievements during the year, approved the Annual Report and Financial Statements, and outlined future initiatives in professional development, member engagement, technical excellence and seafarer welfare.

Addressing the members, **Mr. Sanjeev V. Mehra, Chairman, IME(I) Mumbai Branch**, highlighted the Branch's continued efforts in organising technical seminars, training programmes, mentorship initiatives, welfare activities and social responsibility programmes. He also invited the maritime fraternity to participate in **INMARCO 2026**, scheduled to be held in Mumbai from 27 to 29 October 2026.

Mr. Sunayan Sanatani, Honorary Secretary, presented the Annual Activities Report, highlighting the Branch's technical programmes, welfare initiatives and 17% growth in membership during the year.

A major highlight of the evening was the presentation of the **7th Mumbai Branch Meritorious Service Awards 2026** to **Mr. Karan Madhok** and **Mr. Ramawatar Ladha** in recognition of their valuable contributions to the Institution.

The inaugural **Marine Engineer's Excellence Award** was presented to **Mr. Prashant Khadilkar**, Chief Engineer of MV Aruna Ismail, in recognition of his commendable role in rescuing a disabled fishing vessel and helping to save three survivors and their dog. The company associated with the vessel was also felicitated for its support of maritime safety.

The Technical Seminar featured expert presentations by **Mr. Turbashu Bhattacharya** of Roserve Enviro Pvt. Ltd. on "Zero Liquid Discharge – A Marine Engineer's Mindset Applied Ashore"; **Mr. Manoj Chaudhari** of Unnic LNG Consultancy Pvt. Ltd. on "LNG Bunkering: From Fuel Transfer to Environmental Responsibility"; and **Mr. D. G. Mahajan** of Rochem Separation Systems (India) Pvt. Ltd. on "Seawater and High-Salinity Desalination Using Energy-Efficient Technologies".

The event concluded with a vote of thanks by Mr. Sunayan Sanatani, followed by dinner and a networking session.

The IME(I) Mumbai Branch remains committed to advancing technical excellence, professional development, knowledge-sharing and sustainable practices across the maritime engineering community.



GREEK TANKER OPERATOR KYKLADES MARITIME PUTS WAGE ACCESS IN THE HANDS OF ITS SEAFARERS WITH SHIPMONEY PARTNERSHIP

Piraeus-based Kyklades Maritime Corporation, one of Greece's most respected independent tanker owners and operators, has partnered with global maritime payments provider ShipMoney to introduce digital crew payment solutions across 18 of its vessels.

The agreement will see ShipMoney's platform used for crew wage advances and payouts across a multinational crew of approximately 500 seafarers drawn from Greece, the Philippines and the Balkans. The move replaces a manual, multi-party coordination process, giving crew members faster and more direct access to their earnings while at sea, and significantly reducing the administrative workload for both vessel and office teams.

Previously, a crew member requesting an advance, particularly close to a port call or outside normal processing schedules, could require coordination between several parties before funds were released. For seafarers needing urgent access to money for a family matter ashore, that delay was keenly felt. ShipMoney removes that friction entirely.

Capt. Petros Komitopoulos, Manager Manning Dept. at Kyklades Maritime Corporation, said: "The well-being of our seafarers is always at the heart of what we do at Kyklades Maritime. Our partnership with ShipMoney gives our crew greater flexibility and direct access to their earnings while at sea, and the positive response from our seafarers confirms that we are moving in the right direction."

Stuart Ostrow, President of ShipMoney, said:

"Kyklades Maritime are exactly the kind of partner that means something to us. They are serious operators with serious standards, and when a company of their standing in the Greek shipping community chooses ShipMoney, it matters. But what matters more is what this means for the 500 seafarers on those vessels. These are men and women working hard, far from home, who deserve to be paid simply, safely and on their own terms. That is what we are here for."

The partnership reflects growing momentum among Greek shipowners towards digital crew payment infrastructure, as the industry moves away from cash-based systems that have long created friction for seafarers managing remittances across multiple currencies and banking environments. Kyklades Maritime's decision to prioritise the crew experience as the primary measure of success in the transition is consistent with its long-standing commitment to the highest standards of safety, operational excellence and seafarer welfare.

Kyklades Maritime Corporation is a leading independent tanker owner and operator headquartered in Piraeus, Greece. The company manages a modern fleet of crude oil tankers trading worldwide and is dedicated to the highest standards of safety, operational excellence and seafarer welfare. Through continuous investment in its people, fleet and technology,

Kyklades Maritime Corporation delivers reliable and efficient maritime transportation while building long-term partnerships with customers and stakeholders across the global shipping industry.

YANMAR MARITIME AWARDED DNV TYPE APPROVAL FOR FUEL CELL SYSTEM

At the SMM trade fair in Hamburg, classification society DNV awarded Yanmar Power Solutions Co., Ltd., a subsidiary of Yanmar Holdings, type approval (TA) for its Maritime Hydrogen Fuel Cell System. This certification represents a significant milestone in the commercialization and global deployment of hydrogen fuel cell technology for marine applications.

The approval confirms that the GH-FC series complies with DNV's industry leading rules and guidelines, enabling shipbuilders, system integrators, and vessel operators to adopt the technology with greater confidence and reduced certification burden for future projects.

Masaru Hirose, President and Representative Director of Yanmar Power Solutions Co., Ltd., said: "Achieving DNV Type Approval represents a major milestone in our journey to bring hydrogen-powered solutions to the marine market. Building on our operational experience in Japan, we aim to support customers around the world in their transition to zero-emission operations and realize sustainable maritime transportation."

Eric Tigelaar, Department Manager of Commercial Marine

Department at Yanmar Europe stated: "This certification strengthens our ability to support customers throughout Europe and beyond who are seeking practical pathways toward decarbonization. The GH-FC series combines easy installation, operational flexibility, modularity and environmental performance, making it an attractive solution for a wide range of vessel applications."

Olaf Drews, Head of Engines & Pressurized Equipment, DNV Maritime, remarked: "We are very pleased to continue our cooperation with Yanmar and award them this latest Type Approval Award for their GH-FC series. Every step demonstrates the growing maturity of hydrogen fuel cell technology and continues to build confidence in the market and showcase its readiness for broader commercial applications. DNV is pleased to continue supporting innovative solutions that can help accelerate the transition toward zero-emission shipping."

The certification marks an important step in moving Yanmar's maritime hydrogen fuel cell technology from successful domestic deployment toward broader commercial adoption in international markets.

EUROPE'S BUSIEST PORTS RANKED: WHICH MOVE THE MOST GOODS?

Sea shipping keeps Europe fed, fuelled and supplied — and this year, the Iran war's disruptions to shipping routes have thrust it into the headlines. The busiest ports in Europe were examined by the volume of goods transported.

Maritime transport plays a key role in moving goods. Globally, around 13 billion tonnes of traded goods were transported by sea in 2024. In the EU, ports handled around 3.4 billion tonnes of goods. This corresponds to 26% of the global total. Almost 90% of the EU's external freight trade is also carried by sea according to the EU Blue Economy Observatory. So, which are the busiest ports in the EU and which countries handle the most goods?

Shipping mainly consists of two types: short sea shipping and deep sea shipping. Short sea shipping refers to transporting goods over relatively short distances by sea whereas deep sea shipping covers longer, intercontinental routes across oceans.

For the EU, short sea shipping does not only cover maritime transport within the bloc. It also includes candidate countries, Iceland, Norway, the Baltic Sea area, the Mediterranean Sea area and the Black Sea area.

Rotterdam and Antwerp-Bruges are the EU's busiest ports. As of 2024, two EU cities are by far the busiest ports when measured by total sea shipping according to Eurostat. Rotterdam in the Netherlands is the busiest port, with 397.3 million tonnes of goods transported to and from the port.

Antwerp-Bruges in Belgium follows Rotterdam, with 243.7 million tonnes of goods handled. Hamburg ranks as the third-busiest port, but its volume is considerably lower than the top two. The German port handled 97 million tonnes of goods.

After the top two ports, the total weight of goods transported to and from ports falls gradually, and the differences between cities are relatively small. Spain's Algeciras is the fourth-busiest port, with 81.5 million tonnes. Amsterdam, another Dutch port, completes the top five at 78.8 million tonnes of goods transported. France's busiest port ranks sixth in the EU. HAROPA (Le Havre and Rouen) handled 76.6 million tonnes of goods in 2024. The Polish port of Gdansk follows closely at 71 million tonnes.

Another French port, Marseille, is also among the top 10 at 66 million tonnes. Valencia is another busy port at 64.5 million tonnes.

Romania's Constanta is in the top 10

One port from Romania, Constanta, is also in the top 10. The port handled 57.6 million tonnes of goods.

Among the ports ranked 11th to 20th, the gross weight of goods transported by sea ranges from 36.8 million tonnes in Dunkerque, France, to 55.5 million tonnes in the Spanish port of Barcelona.

The busiest Italian port is Trieste, at 53.5 million tonnes, followed by Genova at 47.4 million tonnes. Sines in Portugal is also among the top 20 busiest EU ports at 44.1 million tonnes. Greece's Piraeus follows at 43.7 million tonnes.

Apart from Hamburg, Bremerhaven is another busy port in Germany, handling 42.5 million tonnes. Sweden's Göteborg is also in the top 20 at 38.5 million tonnes. Zeeland Seaports is another Dutch port contributing to the Netherlands' strong position in the EU.

Dutch ports handle the most goods

Looking at countries by the gross weight of goods handled in all ports, the Netherlands is the champion in the EU. Dutch ports handled 538.1 million tonnes of goods. Although Italy has three ports in the top 20, the country ranks second in the EU at 488.6 million tonnes, very closely followed by Spain at 486 million tonnes. These three countries are well ahead of the rest, as fourth-ranked Belgium handled only 274.9 million tonnes of goods.

France, a Mediterranean country, handled 269.8 million tonnes, slightly less than Germany at 273.9 million tonnes.

Greece, Sweden and Poland also handled more than 100 million tonnes of goods.

Turkey ranks second with candidates included

When EU candidate countries and EFTA members are included, Turkey ranks second at 524.7 million tonnes while Norway ranks eighth at 212.1 million tonnes. The European Commission emphasises that "maritime transport has been a catalyst for economic development and prosperity throughout its history" in Europe.

In March 2026, the Commission adopted two strategies to boost competitiveness, sustainability, security and resilience across the EU's wider waterborne sector, including ports, shipping and shipbuilding.

EVERLLENCE AND DAMEN SIGN LANDMARK FRAMEWORK AGREEMENT FOR 175D ENGINE

Everllence has signed a framework agreement with Damen Shipyards Group, the Dutch shipbuilder — regarding the serial supply of Everllence's 175D engine.

GSBN Appoints BIMCO to Its Board, Deepening Collaboration to Advance Paperless Trade.

The basis of the agreement provides for a long-term partnership between the two parties for the delivery of high-speed engines for

Damen's Fuel Flexible tug programme — as well as other applications — well into the future.

Damen is the world's largest producer of harbour and escort tugs built according to a standard, pre-defined design on a serial basis, enabling reduced vessel-delivery times to tug operators. Its Fuel Flexible tug portfolio sets a forward-looking benchmark for operators seeking to maintain today's competitiveness while preparing for future fuel and new regulatory requirements. 

In selecting Everllence's 175D engine for its new series of tug designs, Damen is choosing a proven, high-speed engine that combines highly efficient operation with robust reliability. The engine's flexible and modular design also supports Damen's long-term fuel strategy with the tugs prepared for – not only diesel operation and the use of 100% biofuel, which is already available today – but also for future, dual-fuel methanol operation either as newbuilds or through retrofit. This makes the 175D a strong fit for highly efficient, reliable and future-proof tug propulsion.

Erik van Schaik – Product Manager Tugs, Damen – said: "For our next generation of fuel-flexible tugs, Damen selected Everllence's 175D engine because it offers the right combination of compact power-density, proven performance, and availability within the required development timeline. This choice supports our

ambition to bring future-ready tug designs to market quickly, while continuing to value the strong relationships we have built with our engine partners across our wider portfolio."

Ben Andres – Vice President, Head of Medium & High-Speed Four-Stroke Marine, Everllence – said: "The signing of this framework agreement with Damen represents an important strategic step for Everllence and establishes a long-term collaboration with one of the world's leading builders of harbour and escort tugs. It highlights the industry's increasing demand for propulsion solutions that combine proven performance with a clear pathway towards alternative fuels. Together with Damen, we are enabling operators to invest in vessels that meet today's requirements while being prepared for the fuel landscape of tomorrow."

FREEPORT EAST PUSHES GREEN FREIGHT CORRIDOR WITH BACKING FOR ELECTRIC TRUCK HUB AT PORT OF FELIXSTOWE

Freeport East has joined the push to decarbonise heavy goods vehicles travelling to and from the Port of Felixstowe by providing an initial £50,000 to support Maritime Transport's plans for a new electric truck hub on a freeport site.

The proposed electric truck hub, led by Maritime and planned for a site on Anzani Avenue in Felixstowe, could see up to 6MW of high-speed, open-access charging made available for electric HGVs, as well as other heavy vehicles and buses. It could serve hauliers, logistics operators, transport firms, employment sites and major infrastructure projects in the Freeport East region, including Sizewell C and other major energy projects.

The financial contribution from Freeport East, which could increase in subsequent phases, will help Maritime Transport move the project through the next stage of planning and technical development, including preparatory work towards a future planning application to East Suffolk Council. If plans progress smoothly, the hub could be up and running in 2028.

The proposed facility would boost Freeport East's broader Green Freight Corridor initiative, launched in partnership with East Midlands Freeport in May 2024, which aims to decarbonise freight transport and support skills and employment along one of the UK's most important logistics routes. The Port of Felixstowe sees over 5,000 HGV journeys a day, of which only a small minority are currently electrified.

Steve Beel, CEO at Freeport East, commented: "Decarbonising freight is one of the biggest challenges facing logistics in our region, and access to reliable and high-capacity charging infrastructure is a critical part of the solution. It is also a key part of maintaining the Port of Felixstowe's leadership position for international trade, with many of the leading shipping lines, logistics operators and freight customers wanting to see lower emissions in the sector. This facility, under the leadership of Maritime Transport, could help fill a real gap for hauliers and other operators. Anyone interested in how the project could support their decarbonisation objectives would be welcome to get in touch as the development evolves."

Tom Williams, Deputy CEO at Maritime Transport, added: "This funding allows us to take the next step in assessing what a full-scale, open-access eHGV charging facility in Felixstowe could look like. We're working closely with our specialist infrastructure partners and with Freeport East to test the case for the site, and we're encouraged by the progress so far."

The proposed hub reflects a wider need across the region to expand access to reliable, high-power charging infrastructure for freight operators as the sector moves towards electrification. Freeport East will continue to work with Maritime Transport as the project develops, and welcomes interest from hauliers, logistics operators and other stakeholders keen to learn more about the proposed facility and how it could support their own decarbonisation objectives.

ORLEN AND PORT OF GDYNIA TO ASSESS LNG AND BIO-LNG BUNKERING POTENTIAL

Polish refiner Orlen has partnered with the Port of Gdynia Authority to assess the potential for LNG and bio-LNG bunkering at the Polish port. The cooperation will examine market demand, the potential development of LNG and bio-LNG bunkering services, and the infrastructure, operational conditions and regulatory requirements needed to support them. The parties will also assess the bunkering requirements of shipowners and port users, particularly operators of scheduled ferry, container and ro-ro services. The study will consider potential bunkering models and draw on solutions already implemented at other European ports.

Among the options under review will be ship-to-ship bunkering

and its suitability for larger vessels, as well as the feasibility of bunkering vessels while they are alongside, including simultaneously with cargo-handling operations. "The cooperation with the Port of Gdynia marks an important step in developing the LNG and bio-LNG market in the Tricity area and forms part of a wider transformation of ORLEN's fuel portfolio through 2035," Orlen's vice president Robert Soszyński said. The partnership follows Orlen's commissioning in August of its Marine Transshipment Terminal at the Gdańsk refinery. The terminal began operations with the loading of marine gas oil (MGO) from the refinery and the delivery of fatty acid methyl ester (FAME) for biofuel production.

GSBN APPOINTS BIMCO TO ITS BOARD, DEEPENING COLLABORATION TO ADVANCE PAPERLESS TRADE

Global Shipping Business Network (GSBN), a neutral, not-for-profit consortium enabling paperless, accessible and sustainable global trade, announced the appointment of BIMCO to its board.

The appointment builds on a longstanding collaboration between GSBN and BIMCO to support the adoption of electronic Bills of Lading (eBLs), advance industry standards and accelerate paperless trade across global trade.

Every year, over 45 million paper Bills of Lading are physically exchanged around the world to facilitate global trade. As industry momentum behind eBL adoption continues to grow, common standards and interoperability are becoming increasingly important to support adoption across the wider maritime ecosystem.

The introduction of ISO 5909 marked an important step forward for the industry by establishing a common framework for electronic Bills of Lading. GSBN has worked closely with organisations including BIMCO and other bodies, to support the development and adoption of standards that enable eBLs to be adopted consistently across different shipping segments, including container, bulk and specialised cargo.

This is particularly important for bulk and commodity trade, where transactions are often supported by trade finance. Enabling

eBLs to be presented electronically to banks, together with supporting trade documents, can help connect shipping and financial workflows, reduce reliance on the physical exchange of original documents and support faster, safer, and more efficient processing of letters of credit and documentary collections.

Bertrand Chen, CEO at GSBN, said, "The transition to paperless trade depends on trusted collaboration, common standards and broad industry participation. The introduction of ISO 5909 represents an important milestone in helping drive greater interoperability and confidence in electronic trade documentation. BIMCO has been an important partner in this journey, and we are delighted to deepen our collaboration as we work together to accelerate eBL adoption across the maritime industry."

Grant Hunter, Chief Digital Officer at BIMCO, said, "As electronic documentation continues to accelerate, industry alignment around standards and interoperability will become increasingly important. We look forward to strengthening our collaboration with GSBN and its ecosystem partners to support practical, standards-based digitalisation across global shipping."

BIMCO's broad representation across the maritime sector, including bulk, tanker, container and specialised shipping, complements GSBN's mission to enable paperless trade across the wider global trade ecosystem.

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SMYL ZONE



I was at a job interview today when the manager handed me a laptop and said: "I want you to try sell this to me."

So, I put it under my arm, left the building and went home.

Eventually he called me and said "Bring my laptop back now."

I said: "\$200 and It's yours."



Dad: Son, you're spending way too much time playing computer games. When Abraham Lincoln was your age, he was studying books by the light of the fireplace.

Son: Yeah, Dad... and when Abraham Lincoln was your age, he was President. So, I guess I'm not the only one who's behind schedule.



Dude 1: Hey, bro!

Dude 2: Yeah bro?

Dude 1: Can you pass me that pamphlet?

Dude 2: BROchure



Friend: You look happy today. What happened?

Me: I got called pretty today!

Friend: Really? By who?

Me: Well... they actually said, "You're pretty annoying."

Friend: That's not a compliment!

Me: Yeah, I know that but, I only focus on the positive.



Boyfriend: That's the 4th time you've gone back for dessert! Doesn't it embarrass you?

Girlfriend: No, I don't feel embarrassed.

Boyfriend: How?

Girlfriend: Because, I keep telling them it's for you.



A: Did you know Stephen King has a son named Joe?

B: Joe King?

A: Yep! I'm not joking... but he is!



Therapist: What triggers your crazy side to come out and really gets you going?

Boy: Nouns

Therapist: Nouns?

Boy: Yes, Nouns. People, places and things.



GIRL: Let me tell you a joke.

BOY: Ok, tell me.

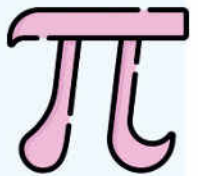
GIRL: Eating too much cake is the sin of gluttony. Right?

BOY: Yes, right.

GIRL: However, eating too much pie is okay.

BOY: How?

GIRL: Because the sin of pi is always zero.



Man: I started carrying a knife after an attempt mugging a few years ago.

Woman: And did it help?

Man: Yes, since then, my mugging attempts have been a lot more successful.



Yesterday I purchased a world map and gave my wife a dart and said to her "Throw this and wherever it lands, I'm taking you for a holiday." Turns out we're spending three weeks behind the fridge.



Leo: I ate a Kid's Meal at McDonald's today.

Riya: How was it?

Leo: Yummy, but his mom got really angry!



I never wanted to believe that my brother was stealing from his job as a road worker.

But when I got home, all the SIGNS were there.



Today, I saw someone waving and wasn't sure whether they were waving at me or at someone behind me.

In other news, I was fired from my lifeguard job.



What's the difference between a poorly dressed monkey on a tricycle and a well-dressed monkey on a bicycle? - Attire.





Marine Insights

LOW EARTH ORBIT SATELLITES TRANSFORMING MARITIME COMMUNICATIONS

For centuries, the ocean has been one of the world's most challenging environments for communication. Ships operating far from shore have traditionally relied on radio, satellite systems and, where available, coastal networks to remain connected. While these technologies have made modern shipping safer and more efficient, maritime connectivity has often been constrained by high costs, limited bandwidth and communication delays. Low Earth orbit (LEO) satellites are changing this landscape. Operating much closer to Earth than traditional geostationary satellites, LEO constellations can provide faster, lower-latency and increasingly reliable connectivity to vessels operating across the world's oceans. Their impact extends beyond internet access, influencing navigation, fleet management, safety, automation and crew welfare.



What Are LEO Satellites?

LEO satellites typically operate between about 160 and 2,000 kilometres above Earth's surface. By comparison, geostationary satellites orbit approximately 35,786 kilometres above Earth. The shorter distance between a LEO satellite and a vessel reduces the time required for signals to travel between them. This results in significantly lower latency, making communications more responsive.

Unlike geostationary satellites, which remain positioned over approximately the same point on Earth, LEO satellites move rapidly around the planet. Large constellations containing hundreds or thousands of satellites are therefore used to provide continuous or near-continuous coverage. As one satellite moves out of range, another can take over the connection. For ships crossing remote ocean regions, this architecture offers a new approach to staying connected far from land.

Bringing High-Speed Connectivity to Sea

Maritime communications were once primarily concerned

with essential information such as safety messages, weather reports, navigational updates and operational instructions. Today, ships require much greater connectivity.

Shipping companies increasingly depend on cloud-based applications, digital documentation, remote monitoring, data analysis and real-time fleet management. At the same time, crew members expect access to services that are routine on land, including messaging, video calls, entertainment and online education. LEO systems can provide higher bandwidth and lower latency than many traditional satellite connections. This makes activities such as video conferencing, cloud applications and real-time data exchange considerably more practical at sea. The result is a shift from connectivity being viewed as an occasional operational service to becoming an essential component of modern vessel infrastructure.

Transforming Fleet Management

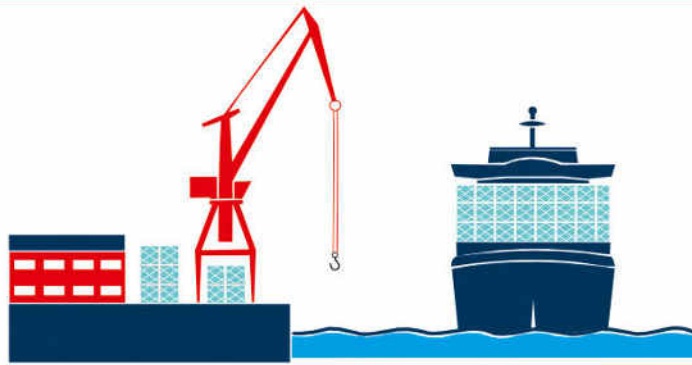
One of the most important applications of LEO connectivity is the ability to transmit larger quantities of data between ships and shore-based operations.

Modern vessels contain sensors and digital systems that continuously generate information about engines, fuel consumption, machinery, cargo and environmental conditions. Sending this information frequently can help shipping companies understand what is happening aboard individual vessels without waiting for them to reach port.

This supports predictive maintenance. Engineers can analyse equipment data and identify unusual patterns that could indicate developing faults. A vessel experiencing abnormal engine temperatures or machinery vibrations, for example, could alert a shore-based technical team before a minor issue becomes a major breakdown. Remote access to operational information can therefore improve maintenance planning, reduce downtime and potentially lower operating costs.

Improving Safety and Navigation

Reliable connectivity also has important implications for maritime safety. Ships can receive updated weather forecasts, navigational information and routing recommendations while underway. This can help crews respond more quickly to changing conditions, particularly during severe weather.



Marine Insights

LEO connectivity can also provide an additional communications channel during emergencies. While specialised maritime safety systems remain essential, high-speed broadband can support the exchange of detailed information between vessels and shore-based teams when conventional communication becomes insufficient. Lower latency is particularly valuable when information needs to be exchanged rapidly. Decisions involving routing, machinery problems or emergency response can benefit from communication that is more immediate.

Supporting Remote Operations

The maritime industry is moving gradually toward greater automation and remote assistance, and communications infrastructure will be central to that development. Engineers on shore can increasingly support vessels remotely by accessing diagnostic information and assisting crews with technical problems. Instead of waiting until a ship reaches port, specialists may be able to examine equipment data while the vessel remains at sea. LEO networks could also support more sophisticated automated systems by allowing vessels to exchange information continuously with shore-based platforms. Fully autonomous ocean-going ships remain a complex technological and regulatory challenge. However, reliable, low-latency communications are likely to be an essential foundation for any future in which ships operate with greater levels of automation.

A Better Experience for Seafarers

The transformation is not limited to shipowners and fleet managers. Connectivity has an important human dimension for seafarers. Crew members can spend weeks or months away from their families. In the past, communicating with loved ones from the middle of the ocean could be expensive, slow or restricted by limited bandwidth. Faster and more affordable connectivity allows seafarers to make video calls, exchange messages and maintain closer contact with family and friends. Access to entertainment, news and online learning can also make extended periods at sea more manageable. This can influence crew morale and potentially contribute to recruitment and retention. As expectations around digital connectivity continue to rise, companies that provide reliable onboard internet may have an advantage in attracting and retaining skilled seafarers.

Cybersecurity Challenges

Greater connectivity, however, also brings greater risks. A

highly connected vessel can have a larger digital attack surface. Navigation systems, operational technology, crew networks and corporate IT systems must be carefully protected from unauthorised access. Shipping companies therefore need to consider cybersecurity alongside connectivity. Network segmentation, access controls, monitoring, software updates and crew awareness can all play an important role in protecting connected vessels. The objective is not simply to connect ships to the internet but to create secure digital environments in which operational and personal connectivity can coexist without exposing critical systems to unnecessary risks.

The Economics of LEO Connectivity

Cost remains another consideration. Installing LEO terminals and antennas requires investment, while ongoing subscription and data costs must be evaluated against the benefits. Nevertheless, the economics of maritime connectivity are changing. As competition among satellite providers increases and technology develops, high-speed connectivity is becoming more accessible to a broader range of vessels. For shipping companies, the calculation is increasingly about more than the price of internet access. Better connectivity can contribute to fuel efficiency, predictive maintenance, operational visibility, crew welfare and faster decision-making.

The Connected Ship of Tomorrow

LEO satellites are helping transform ships from isolated vessels into connected digital platforms. Sensors can transmit data, crews can communicate with their families, engineers can diagnose problems remotely and shore-based teams can maintain greater visibility of fleet operations. LEO technology will not replace every existing maritime communication system. Instead, it is likely to operate alongside geostationary satellites, terrestrial networks and other communications technologies, creating a more flexible and resilient connectivity environment. The broader significance is clear: the ocean is becoming less disconnected. As shipping embraces digitalisation, reliable communications will increasingly underpin everything from safety and efficiency to automation and crew welfare. Low Earth orbit satellite networks are not simply making internet access faster at sea; they are helping redefine what a modern, connected vessel can be.

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REVIEW CORNER



Fascinating Facts About The Ocean

The ocean may look calm and familiar from the shore, but beneath its surface lies a fascinating world of mountains, volcanoes, trenches, currents and mysterious ecosystems. Covering more than 70 percent of Earth's surface, the ocean is one of the most important and least explored parts of our planet. The USGS highlights several surprising facts

that reveal just how extraordinary the ocean really is.

1. The Ocean Has Underwater Mountain Ranges

When we think of mountains, we usually imagine peaks rising above the land. However, some of the largest mountain systems on Earth are actually hidden beneath the ocean. The mid-ocean ridge system stretches across the globe and forms a huge underwater mountain chain. These ridges are created by geological activity deep beneath the seafloor and play an important role in the formation of new oceanic crust.

2. Volcanoes Exist Beneath the Waves

Volcanoes are not restricted to land. Thousands of volcanoes exist beneath the ocean, and many are still active. Underwater volcanic activity can create new seafloor and, over time, even contribute to the formation of islands. These eruptions show that Earth's geological activity continues even in places far beyond human sight.

3. There Are Giant Trenches in the Seafloor

The ocean floor is full of dramatic landscapes, including enormous trenches.

These are some of the deepest places on Earth.

The pressure at such depths is incredibly high, sunlight cannot penetrate, and temperatures are extremely cold. Yet scientists have discovered organisms capable of surviving in these extreme environments.

4. Life Thrives Without Sunlight

One of the most surprising discoveries in ocean science is that life can exist without sunlight. Around hydrothermal vents on the seafloor, extremely hot, mineral-rich water emerges from Earth's crust. Special microorganisms use chemicals from these vents to

produce energy, forming the foundation of unique ecosystems. This discovery changed scientists' understanding of where life can survive.

5. The Ocean Floor Is Constantly Changing

The seafloor is not a permanent, motionless surface. New crust is continuously formed at some locations, while older crust is pushed back into Earth's interior at others. This process is part of plate tectonics and helps explain why the ocean floor changes over geological time.



6. Ocean Currents Move Heat Around the Planet

Ocean water is constantly moving through enormous currents. These currents transport heat from one region to another and influence weather and climate around the world. Warm currents can make some regions milder, while cold currents can affect temperatures and marine ecosystems. The ocean therefore acts as a giant system for distributing heat across the planet.

7. The Ocean Stores Clues About Earth's Past

The seafloor acts like a natural historical record. Layers of sediment accumulate over thousands and millions of years, preserving evidence of ancient climates, volcanic activity and environmental changes. Scientists can study these sediments to understand what Earth was like long before humans existed.

8. Much of the Ocean Remains Unexplored

Despite advances in technology, humans have explored only a fraction of the deep ocean. Extreme pressure, darkness, cold temperatures and enormous distances make exploration difficult. Scientists use submarines, remotely operated vehicles and sonar technology to investigate these hidden environments.

A World Waiting to Be Discovered

The ocean is far more than a vast expanse of blue water. Beneath its surface lies a dynamic world filled with mountains, volcanoes, trenches and life forms adapted to extraordinary conditions. Understanding the ocean helps us understand our planet itself. As technology improves and exploration continues, the mysteries hidden beneath the waves may gradually come to light but for now, the deep ocean remains one of Earth's most fascinating unexplored worlds.

Why Do Fish Swim Together?

The Mystery Behind Fish Schools

Imagine watching hundreds or even thousands of fish moving through the ocean as if they were one enormous creature. They turn at the same time, change direction within seconds and move together without crashing into one another. This fascinating behaviour is known as schooling, and it is one of the most remarkable sights in the underwater world.

But why do fish swim together? The answer is not simply because they enjoy company. For many species, swimming in groups is an important survival strategy. A school can help fish find food, avoid predators, save energy and even find potential mates.

One of the biggest advantages of schooling is protection from predators. A lone fish is an easy target, but a large group can make it difficult for a predator to focus on one individual. When hundreds of fish suddenly change direction, the movement can confuse predators. This is sometimes called the "confusion effect." A predator may struggle to decide which fish to chase, giving individual fish a better chance of escaping.



Fish also benefit from having more eyes watching for danger. When a large group is swimming together, many individuals are constantly observing their surroundings. If one fish notices a predator, it may react quickly, and nearby fish can follow the movement almost instantly. This creates a chain reaction that can spread through the school in seconds.

Swimming together can also make it easier for fish to find food. A large group searching an area can cover more space than a single fish. When one fish discovers a source of food, others may follow. Some species use group behaviour to locate plankton, small animals or other food sources more efficiently.

Another surprising benefit is energy conservation. Fish swimming in formation can sometimes take advantage of the movement of water created by their neighbours. Similar to cyclists riding closely together, some fish may reduce the effort required to move through the water by positioning themselves strategically within the group. The exact benefits vary between species, but swimming together can make movement more efficient.

So, how do fish manage to move together so perfectly? They do not have a leader giving instructions. Instead, each fish responds to the movements of nearby fish. Scientists believe fish use their eyes and lateral line system to maintain their position.

The lateral line is a sensory system along the sides of a fish's body that detects changes in water movement and pressure. This helps fish sense the movements of their neighbours, even when visibility is poor.

Interestingly, a fish school can change direction almost instantly. A small movement by one fish can influence its neighbours, which influence others, creating a wave of movement across the group. This allows thousands of fish to behave almost like a single coordinated unit.

Not all groups of fish behave in exactly the same way. Scientists distinguish between a school and a shoal. A shoal generally refers to fish that remain together as a group, while schooling describes fish that coordinate their movements and swim in the same direction. In everyday conversation, however, the two terms are often used interchangeably.

Fish schools can range from a few individuals to enormous gatherings containing thousands or even millions of fish. Species such as sardines, anchovies and herring are famous for forming huge schools. These gatherings can create spectacular underwater displays and also play an important role in marine ecosystems because they provide food for larger fish, seabirds and marine mammals.

Fish schools are also constantly changing. They are not rigid formations where every fish maintains exactly the same position. Individual fish move closer together, spread apart and change positions depending on the situation. When threatened, a school may suddenly become tightly packed or split into smaller groups before coming together again. These rapid changes show how flexible and responsive fish can be to their surroundings.

Despite decades of research, scientists are still discovering new details about schooling behaviour. Researchers study fish schools to understand animal communication, collective decision-making and even how simple individuals can create complex group behaviour.

The next time you see a group of fish moving together, remember that their graceful movements are more than just a beautiful underwater performance. Every turn, pause and change of direction may be part of a sophisticated survival strategy. In the silent world beneath the waves, fish have developed an extraordinary way of working together without words, without a leader and with remarkable precision.



NAVIGATING THE UNCHARTED



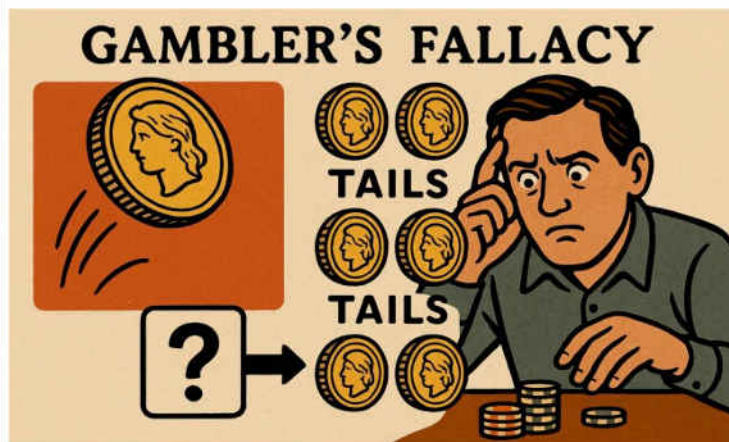
GAMBLER'S FALLACY

Imagine a coin being tossed repeatedly. It lands on heads five times in a row. On the sixth toss, someone watching the sequence says, "It has to be tails now." The statement sounds reasonable. After all, how likely is it that heads will appear again?

But there is a problem: the coin does not know what happened on the previous five tosses.

This simple mistake in reasoning is known as the Gambler's Fallacy—the belief that if an independent random event has produced one outcome repeatedly, the opposite outcome becomes more likely simply because it is "due." It is one of the most familiar examples of how human beings struggle to think about probability, randomness and uncertainty.

The fallacy appears most obviously in gambling, but its influence extends far beyond casinos. We encounter it when predicting sports results, interpreting streaks, making financial decisions, judging luck and even thinking about everyday events.



What Is the Gambler's Fallacy?

The Gambler's Fallacy is the mistaken belief that past independent events affect the probability of future independent events.

Consider a fair coin. Every time it is tossed, there is a 50% chance of heads and a 50% chance of tails. If the coin lands on heads ten times consecutively, the probability of heads on the next toss remains 50%.

A person influenced by the Gambler's Fallacy might reason:

"Heads has appeared ten times. Tails is overdue."

But "overdue" has no meaning for an independent coin toss. The coin has no memory. It does not attempt to balance the score.

The important word here is independent. One event does not influence another. The outcome of one fair coin toss has no causal effect on the next.

The Famous Casino Example

The fallacy gets its name from gambling because casinos provide some of the clearest examples.

Imagine a roulette wheel. The ball lands on black several times in succession—perhaps ten times. Some gamblers may begin betting heavily on red because they believe red is now more likely.

They might say, "Red has to come soon."

But unless something has changed about the wheel, the probability of red on the next spin has not increased merely because black appeared repeatedly.

In 1913, an extraordinary example occurred at a casino in Monte Carlo. A roulette ball landed on black many times consecutively. Gamblers began betting enormous amounts of money on red, convinced that such a long sequence of black outcomes could not continue. Yet the wheel continued producing black. People lost fortunes because they confused a remarkable streak with evidence that the opposite outcome was becoming more probable.

The event became one of the classic illustrations of the Gambler's Fallacy.

The Law of Large Numbers

One reason people fall into this trap is that they misunderstand the Law of Large Numbers.

The law tells us that as the number of trials increases, the average result tends to approach the expected probability.

For a fair coin, if we toss it an enormous number of times, the proportion of heads will tend to approach 50%.

But this does not mean that after five heads, the next toss is more likely to be tails.

Suppose a coin produces 60 heads and 40 tails in the first 100 tosses. If we continue tossing it thousands of times, the overall proportion may move closer to 50%.

How can that happen?

It does not require the coin to compensate for the earlier imbalance. Instead, the new tosses simply accumulate around the expected probability. The original 60–40 difference becomes relatively smaller as the total number of tosses grows.

This distinction is crucial: **long-run balance does not require short-run correction.**

Gambler's Fallacy vs. Genuine Patterns

Not every belief about streaks is irrational.

The key question is whether the events are genuinely independent.

Suppose a basketball player has missed ten shots in a row. Someone might say, "The next shot is due to go in." If every shot were completely independent, this could be an example of the Gambler's Fallacy.

But real-world events are often more complicated than coin tosses.



NAVIGATING THE UNCHARTED



A player's performance can be affected by fatigue, confidence, defensive pressure, shot selection and many other factors. Similarly, a machine producing defective products may have a mechanical problem that makes consecutive failures more likely.

In such situations, previous events may contain information about future ones.

This is why the Gambler's Fallacy is not simply the belief that streaks exist. It is the belief that an outcome is **becoming more likely because the alternative has not appeared for some time**, when there is no mechanism causing that correction.

The Hot-Hand Fallacy

Interestingly, the Gambler's Fallacy has an almost opposite counterpart: the Hot-Hand Fallacy.

Here, people assume that because someone has succeeded repeatedly, they are more likely to succeed again.

A basketball player scores five consecutive shots, and spectators say, "He's hot—give him the ball."

The gambler says, "Red hasn't appeared for ten spins, so red must be next."

The two beliefs appear contradictory. One assumes that streaks will end; the other assumes that streaks will continue.

Yet both emerge from the same human tendency: seeing meaningful patterns in sequences of events.

We are uncomfortable with randomness. We want streaks to mean something.

The Fallacy in Everyday Life

You do not have to visit a casino to encounter the Gambler's Fallacy.

Imagine that a person applies for five jobs and is rejected each time. They might conclude, "The next application is bound to succeed."

It may succeed, but not because five previous applications failed.

Similarly, someone who experiences several unfortunate events might think, "I've had so much bad luck lately that something good must happen soon."

This can be emotionally comforting, but probability does not operate according to a fairness principle. Life does not keep a ledger of good and bad outcomes and automatically settle the account.

The same reasoning can appear in relationships, business decisions, sports predictions and investing.

How to Avoid the Gambler's Fallacy

The easiest way to protect yourself is to ask three questions.

First: Are the events independent?

If the outcome of the previous event cannot influence the next one, a

streak does not automatically change the odds.

Second: What mechanism would cause the next outcome to change?

If you cannot identify one, "it's due" is probably not a good argument.

Third: Am I confusing long-term probability with short-term prediction?

Knowing that a fair coin produces approximately 50% heads over a huge number of tosses tells you very little about what the next individual toss will be.

These questions can slow down our instinctive reactions and replace them with more careful reasoning.



The Deeper Lesson

The Gambler's Fallacy ultimately tells us something larger about the human mind.

We want the universe to be orderly. We expect imbalance to correct itself and randomness to contain visible structure. When events cluster unexpectedly, we search for meaning.

But randomness can produce streaks. Coin tosses can produce ten heads in a row. A roulette wheel can produce the same colour repeatedly. Several independent events can happen in the same direction without creating a hidden obligation for the next event to reverse.

The deeper lesson is therefore not merely "don't gamble."

It is to recognize the difference between **what has happened and what that history actually tells us about what comes next**.

A streak may be interesting. It may be surprising. It may even demand investigation if there is reason to suspect that the events are not independent.

But a streak, by itself, is not a promise of reversal.

And perhaps that is why the Gambler's Fallacy remains so fascinating: it reveals how easily our desire for balance can overpower our understanding of chance.

(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

ALTERNATE FUELS OVERTAKE PETROL IN PASSENGER CAR SALES



India's passenger vehicle market appears to be moving beyond the stage where alternative powertrains were considered a niche choice. In August, CNG, hybrid and electric vehicles (EVs) together overtook petrol-powered cars in retail sales for the first time, signalling a broader shift in how buyers are weighing fuel costs, technology and long-term ownership.

Alternative powertrains accounted for 41.9% of passenger vehicle retail sales, marginally surpassing petrol at 40.8%, according to industry data. CNG was the largest contributor, accounting for a 25.2% share, followed by hybrids at 9% and EVs at 7.6%. A year earlier, petrol had led the combined alternative-fuel segment by nearly 11 percentage points. Diesel vehicles, meanwhile, accounted for 17.2% of retail sales.

CNG emerges as the biggest alternative to petrol

The crossover is significant because it is not being driven by a single technology. CNG has emerged as the biggest alternative to petrol, supported by lower running costs. Hybrids are attracting buyers seeking improved fuel efficiency without having to depend on charging infrastructure, while EVs continue to expand their presence in the market.

Favourable running-cost economics and continued hesitation surrounding the transition to E20 fuel are encouraging buyers to opt for CNG, hybrids and EVs. Petrol, however, remains the single-largest individual fuel category.

Among manufacturers, Maruti Suzuki dominated the CNG segment with around a 71% market share, while Tata Motors led the electric passenger vehicle segment with a share of around 43%.

The shift towards alternative powertrains is also visible beyond passenger cars. In the two-wheeler segment, EV penetration increased to 10.7% in August from 7.7% a year earlier, crossing the 10% mark in a non-festive month for the first time. This suggests that electric scooters are increasingly moving beyond early adoption and becoming part of the mainstream commuter market.

Three-wheelers are already much further along in the transition. EVs accounted for 65.3% of sales in August, compared with 56.6% a year earlier, making the category increasingly structurally electric.

Commercial vehicles are starting from a much smaller base, but the EV share more than doubled to an all-time high of 5.2%, from 2.1% a year earlier. This indicates that electrification is beginning to move beyond pilot projects and into regular fleet purchases.

Across all vehicle categories, EV retail sales reached 2.98 lakh units in August, up 52.9% year-on-year. The broader signal is that India's mobility transition is no longer centred solely on EVs. Consumers are increasingly choosing from a wider range of alternatives to petrol, depending on their usage patterns, prices and the availability of supporting infrastructure.

'COMMITTING MASSACRES': HOUTHIS ACCUSE SAUDI ARABIA OF YEMEN PRISON STRIKE THAT KILLED 7, INCLUDING CHILD

Yemen's Houthi rebels have accused Saudi Arabia of carrying out an air strike on a prison in the northern city of al-Hazm, killing at least seven people, including a child. The strike hit the Central Corrective Facility in al-Jawf province, near Yemen's border with Saudi Arabia, according to a spokesperson for the Houthi-run Health Ministry. At least seven others, including a woman and a child, were wounded. Some reports suggested that at least 35 people remained trapped beneath the rubble of the collapsed facility.

Houthi-run media broadcast footage said to show the aftermath of the strike, including a collapsed building and people searching through the debris. Saudi Arabia had not commented on the Houthis' allegations at the time of reporting.

Houthi military spokesperson Yahya Saree accused Riyadh of "committing massacres" in al-Jawf. He also claimed that Houthi forces had shot down four Saudi reconnaissance drones over the previous 24 hours.

Saree further said that Houthi forces had used ballistic missiles to target Saudi supply trucks carrying military equipment at a

border crossing in Yemen's Hadramout province.

Hours after the reported attack on the correctional facility, the Houthis said they had launched missiles and drones at several targets in southwestern Saudi Arabia. According to the group, the targets included the international airport in Abha, King Khalid Air Base, and facilities belonging to Saudi oil giant Aramco in Abha and Jizan.

The accusations came amid an escalation in fighting between the Houthis and Yemen's internationally recognised government. Government forces said they had made territorial gains in several provinces, including al-Jawf, Bayda, Dhale and Marib.

Government-aligned forces have also launched counterattacks in Taiz and Hodeidah after the Houthis began an offensive aimed at gaining control of the strategic Bab al-Mandeb Strait. Hundreds of people have reportedly been killed in the latest round of fighting.

UN Special Envoy for Yemen Hans Grundberg called on all sides to halt hostilities and exercise maximum restraint, warning that the escalation could spiral into a full-scale war.

'STOP TREATING AMERICA LIKE A PIGGYBANK': TRUMP THREATENS TO BLOCK CANADA'S BOMBARDIER JETS IN US

US President Donald Trump has threatened to prevent Canadian aircraft manufacturer Bombardier from selling its jets in the United States unless the company shifts its manufacturing operations to American soil, escalating trade tensions between Washington and Ottawa.

In a post on Truth Social, Trump targeted the Montreal-based business jet manufacturer, accusing Canada of pursuing protectionist policies against US companies.

"NO MORE SELLING BOMBARDIER IN THE UNITED STATES! Their products aren't good enough!" Trump wrote.

"Over 50% of their revenue comes from the United States — They live off American buyers, American companies, American airports, and American service — all while Canada blocks our GREAT American Banks and Companies," he added.

Trump also accused Canadian authorities of restricting US aircraft manufacturer Gulfstream Aerospace from operating in Canada.

"They even blocked Gulfstream Aerospace from doing business in Canada — Completely unjust and unfair! That Era is OVER!" Trump said.

"If they want our Market, they must build here, and stop treating America like a 'piggybank.' BUY AMERICAN. FLY ON AMERICAN AIRLINERS. ENJOY AMERICAN LIQUOR AND BEVERAGES. SAIL ON LAKE AMERICA. AMERICA FIRST!"

Trump's remarks come amid escalating trade tensions between the two North American neighbours following the breakdown of bilateral trade talks and threats of retaliatory tariffs on key goods.

Canadian Prime Minister Mark Carney had said that Ottawa remained ready to negotiate a durable trade agreement with Washington while protecting Canadian workers, families and businesses.

"We are always going to stand up for what's in the best interest of Canada, Canadian workers, and Canadian families — not look for an easy win, not looking for an announcement, but something that's durable. And that deal is possible; that's in both of our benefits," Carney said at a press conference.

Carney said a trade agreement that benefited Canadian workers, families and businesses would also serve the interests of American consumers, businesses and families.

He also indicated that Canada would not simply wait for Washington to make the next move, saying Ottawa was working to strengthen its domestic economy and expand trade ties with other countries.

"It is talking to and concluding agreements with all the countries around the world who want to make a deal with Canada," Carney added.

The Canadian leader reiterated that Ottawa had suspended trade negotiations with the US after rejecting terms proposed by Washington.

"Our country is being tested. We made the right decision to suspend our trade negotiations with the United States. We couldn't accept what they'd offered. We wouldn't give what they'd asked. As a result, the US has imposed new tariffs designed to hurt and divide us," he said.

Trump, meanwhile, has described Canada as "one of the worst abusers" and urged Canadian companies to shift their operations to the US to avoid tariffs.

In a series of Truth Social posts, Trump credited his tariff policies with reviving the US automotive sector and accused Canada of engaging in unfair trade practices.

"When I announced that I was running in the 2024 Presidential Election, right at the beginning, Ford was getting ready to close their Big Factory in Detroit. Then, because I was leading in the Polls, they figured they would leave it open a little longer to see what happened. Now it's running 24/7, and it's one of the most profitable Car Plants in the World!" Trump said.

Trump also accused previous US administrations of failing to take a tougher approach towards Canada, drawing comparisons with his administration's stance on Iran.

"This should have happened long ago with other Presidents, just as stopping Iran should have happened long ago," he added.

FLIGHT RECORDERS RECOVERED FROM AMAZON CARGO JET THAT OVERRAN MIAMI AIRPORT RUNWAY, KILLING FIVE

Investigators have recovered the flight data recorder and cockpit voice recorder from an Amazon cargo plane that overran the runway at Miami International Airport, killing five people.

All five victims were travelling in a van and an SUV that were among several vehicles struck by the jet outside airport property. The van was carrying seven people employed by a cleaning company.

The scene of the crash was described as one of "utter devastation".

"The debris is pretty extensive. I'm sure it must have been very

difficult for the responders as well. I would describe it in one word as devastating — utter devastation," National Transportation Safety Board Chairwoman Jennifer Homendy said.

The van, owned by airline cleaning contractor Professional Ocean Service Corp., was "torn apart", she added.

The National Transportation Safety Board is expected to release further information, potentially including details of the aircraft's speed as recorded by the flight data recorder.

The incident also left three people critically injured, while two others were hospitalised with severe injuries.



Federal investigators examine cause of deadly runway overrun

Investigators are examining whether the aircraft touched down too far along the runway to stop safely.

Video footage of the cargo jet's landing appears to show the Boeing 767 remaining airborne well down the runway before touching down.

Investigators will seek to determine the exact point at which the aircraft landed, whether it was beyond the normal touchdown zone, and why the pilots did not abort the landing.

They will also examine the aircraft's speed and braking performance, weather and wind conditions, its mechanical

condition, and other factors that may have contributed to the crash.

The aircraft flew from Cincinnati to Miami and then to San Juan, Puerto Rico, before returning to Miami. It overran the runway at around 2 pm, crossed a road used by warehouse workers and other businesses surrounding the airport, and struck several vehicles outside airport property.

The crash sent thick black smoke into the sky and trapped the pilot and co-pilot inside the cockpit. Some people were also trapped inside vehicles, while Miami-Dade Fire Rescue crews had to free another person who was trapped beneath a vehicle.

CHINA'S 'CHEMICAL TRAP' TARGETS HIDDEN NUCLEAR FUEL IN SEAWATER, BEATS US BENCHMARK EIGHTFOLD

Chinese researchers have developed a new material capable of extracting uranium from seawater at more than eight times the target rate previously set by the US Department of Energy. The development could mark a potential advance in the global effort to tap the oceans as a vast source of nuclear fuel.

A team from the Chinese Academy of Sciences in Qingdao recovered up to 50.4 mg of uranium per gram of the material from natural seawater samples, compared with the US benchmark of 6 mg per gram. The material, known as PhosCage, is a sponge-like molecular structure containing phosphate groups that chemically bind with uranium. Researchers later converted the material into millimetre-sized beads, which could be easier to deploy and retrieve outside laboratory settings. According to the researchers, the beads extracted 22.55 mg of uranium per gram of material and remained effective through seven cycles of reuse.

"This work opens up a novel approach to extracting uranium from seawater and lays the groundwork for adsorbents that can capture more uranium and eventually be used on a large scale," the team from the Chinese Academy of Sciences' Qingdao Institute of Bioenergy and Bioprocess Technology said in a statement.

Why seawater uranium matters

The technology could have particular significance for China as its nuclear power programme expands faster than its domestic uranium production.

China produced about 1,600 tonnes of uranium from domestic mines in 2024, while its nuclear reactors required roughly 13,000 tonnes, according to the World Nuclear Association. The gap has left the country heavily dependent on imports.

Seawater, however, offers a potentially enormous alternative resource.

The world has around 7.9 million tonnes of known uranium resources on land, while the oceans are estimated to contain approximately 4.5 billion tonnes. Uranium has accumulated in seawater over geological time after being washed from rocks by rain and carried into the oceans through rivers.

The scale of the resource is vast, but extracting it remains extremely challenging. A tonne of seawater contains only about 3.3 mg of uranium, meaning enormous quantities of water would need to be processed to recover significant amounts of the metal.

The challenge of extracting uranium

Uranium is also surrounded by a range of other dissolved

elements in seawater, creating a major separation challenge.

Vanadium is particularly problematic because it can bind to the same chemical sites used to capture uranium, making it difficult to isolate the desired element. Researchers in the United States have spent years attempting to overcome these challenges. Oak Ridge National Laboratory developed specialised fibres designed to capture uranium, while Pacific Northwest National Laboratory tested the technology using naturally flowing seawater from Washington's Sequim Bay.

By 2016, the best US adsorbents were recovering about 6 mg of uranium per gram after prolonged exposure to seawater. However, the approach remained considerably more expensive than conventional uranium mining, and the US Department of Energy largely withdrew from the programme after it ended in 2018.

China material shows strong preference for uranium

The Qingdao researchers say their work addresses some of the key technical hurdles involved in uranium extraction. Two studies published in the *Journal of Hazardous Materials and Separation and Purification Technology* found that the bead-based material displayed a strong preference for uranium when exposed to multiple metals.

Importantly, it was able to preferentially capture uranium over vanadium, one of the elements that has traditionally made uranium extraction from seawater particularly difficult.

However, the results remain at the laboratory stage.

The researchers collected seawater from the coast of Qingdao and processed 25 litres through a laboratory flow system. The material was not tested in the open ocean, where waves, currents, marine organisms and changing environmental conditions could complicate the extraction process. Neither study established the cost of producing the recovered uranium.

The researchers said further work would focus on scaling up the material and reducing the overall cost of extracting uranium from seawater.

For China, success on those fronts could potentially provide another source of nuclear fuel and reduce some of its dependence on imported uranium. For the wider nuclear industry, the research represents another step in the long-running effort to turn the oceans' vast uranium reserves into a commercially viable resource.

INDIA'S CARBON CREDIT SCHEME GETS UK RECOGNITION UNDER ITS CARBON TAX MECHANISM

The United Kingdom has formally recognised India's Carbon Credit Trading Scheme (CCTS) under its indicative list of overseas carbon-pricing mechanisms that could qualify for relief under the UK's Carbon Border Adjustment Mechanism (CBAM).

India's CCTS has been included in the UK's published indicative list of overseas carbon-pricing schemes, communicated by HM Treasury to India's Bureau of Energy Efficiency. The scheme was found to meet the eligibility requirements under Part 3, Regulation 6 of the Carbon Border Adjustment Mechanism (Calculation of CBAM Rate and Determination of Carbon Price Relief) Regulations 2026.

How will Indian exporters benefit?

Under the recognition, UK importers of eligible Indian goods covered by the CBAM can claim relief for the carbon price already paid on those goods under India's CCTS. The relief will remain subject to evidence and verification requirements under UK law.

"This will reduce the effective CBAM liability on Indian goods, directly benefiting Indian exporters to the UK," an official said. The amount of relief will depend on the effective carbon price paid on the goods in India. The move could help prevent carbon costs from being imposed twice on the same goods — once in India and again under the UK's CBAM.

What is India's CCTS?

India notified the CCTS as a market-based mechanism aimed at reducing, removing or avoiding greenhouse gas emissions by putting a price on emissions through the trading of Carbon Credit Certificates.

The scheme is being implemented by the Bureau of Energy

Efficiency and funded through fees and charges collected from entities covered by it, along with the bureau's own resources.

The UK's recognition follows technical discussions between India's Commerce Ministry and its UK counterpart on the design and implementation of the CCTS.

According to ministry sources, the decision is consistent with the UK CBAM's principle of avoiding double taxation on goods that have already been subject to an eligible carbon price in their country of origin.

The UK decided in December 2023 to introduce its CBAM from 2027. The mechanism will impose a carbon-related charge on imports of certain emissions-intensive products, including iron and steel, aluminium, fertiliser, hydrogen, ceramics, glass and cement.

Indian exporters of these products could face higher costs once the mechanism takes effect. Recognition of the CCTS could help offset part of that liability where the carbon price paid in India qualifies for relief.

India and the UK will continue cooperation on carbon-market design and implementation through the UK-India Energy Memorandum of Understanding and the Partnership for Market Implementation. The two countries will also maintain dialogue on carbon pricing and the interaction between India's CCTS and UK CBAM rules.

The recognition comes after India and the UK implemented their comprehensive economic and trade partnership on July 15. Merchandise trade between the two countries stood at \$25.1 billion in 2025-26, while bilateral services trade was \$35.4 billion in 2024.

PEOPLE STEALING VALUABLES FROM DEAD BODIES IN NEPAL FLOODS; POLICE ISSUE WARNING

Nepal Police have warned of theft, looting and fraud in areas affected by devastating floods, amid reports of people allegedly stealing valuables from the bodies of flood victims.

The police cautioned that disasters can create conditions for increased theft, looting and fraud, particularly when security personnel are heavily engaged in search-and-rescue operations.

The warning followed the arrest of 29 people in Dhading for allegedly breaking open a vault that had been swept downstream from Rasuwa and upper catchment areas and taking cash from it.

A joint patrol team of the Armed Police Force and Nepal Police reportedly caught the suspects at the site while they were allegedly extracting money from the damaged safe.

In another case, Nepal Police arrested two men for allegedly stealing gold earrings from the body of a woman who had been

swept downstream by floods in the Narayani River. The incident came to light after a video of the alleged theft went viral on social media.

The police warning was not linked to any specific incident but came amid a series of reports of valuables being recovered from areas devastated by the floods.

Flash floods triggered by an ice-rock avalanche near the Nepal-Tibet border on August 26 devastated towns and villages across northern and central Nepal.

The Bhotekoshi River, flowing south from the Himalayan border region, carried floodwaters downstream, sweeping away homes, vehicles, roads and bridges, while also damaging hydropower projects.

The disaster has killed more than 1,300 people, while around 5,000 others remain missing.



Health Zone



ORGANIC VS. PROCESSED DIETS

When it comes to healthy eating, the debate often seems to come down to a simple question: **organic or processed?** Organic foods are frequently associated with natural, wholesome eating, while processed foods are often blamed for poor health. But the reality is more nuanced. Not everything organic is automatically healthier, and not everything processed is harmful. **What matters most is what the food contains, how heavily it has been processed, how often it is eaten, and how it fits into an overall balanced diet.**

Understanding the difference can help us make smarter food choices without turning healthy eating into a list of strict rules.



What Does "Organic" Really Mean?

Organic food is produced according to specific agricultural standards that generally restrict the use of certain synthetic pesticides, fertilizers and other agricultural inputs. Depending on the country and certification system, organic farming may also involve requirements concerning livestock feed, antibiotics, animal welfare and genetically modified organisms.

Organic fruits, vegetables, grains, pulses, eggs, milk and meat can all be found in the marketplace. However, **organic does not necessarily mean nutritionally superior in every respect.**

For example, an organic biscuit is still a biscuit. If it contains large amounts of added sugar, saturated fat or salt, its organic label does not automatically transform it into a healthier choice. Similarly, an organic sugary drink is still a sugary drink.

The biggest advantage of choosing organic produce may be related to **reduced exposure to certain pesticide residues**, although conventional fruits and vegetables are also generally considered safe when produced and handled according to food-safety standards.

What Is Processed Food?

Almost all food undergoes some form of processing before we eat it. Washing, cutting, freezing, drying, fermenting, pasteurizing and cooking are all forms of processing.

This means that **processed does not automatically mean unhealthy.**

Frozen vegetables, pasteurized milk, canned beans, plain yoghurt, whole-grain bread and roasted nuts are processed foods, but they can all be valuable parts of a nutritious diet. Processing can sometimes

make food safer, extend its shelf life and make healthy ingredients more convenient.

The bigger concern is **ultra-processed food**. These products are generally industrial formulations containing combinations of ingredients such as refined starches, added sugars, fats, salt and various additives. Examples can include some packaged snacks, sugary beverages, confectionery, instant noodles, processed meat products and many ready-to-eat desserts. These foods can be particularly easy to overconsume because they are often designed to be highly appetizing and convenient.

Organic Does Not Always Mean Better

One of the biggest misconceptions about organic eating is that an organic label automatically makes a food healthy. Imagine choosing between an organic apple and an organic chocolate-coated snack. Both may carry an organic certification, but their nutritional profiles can be completely different.

Whole or minimally processed foods should therefore remain the foundation of a healthy diet, regardless of whether they are organic or conventionally produced. Vegetables, fruits, whole grains, beans, lentils, nuts, seeds and other nutrient-rich foods provide vitamins, minerals, fiber and other beneficial compounds. These foods can support digestive health, cardiovascular health and overall wellbeing.

The same principle applies to animal foods. Choosing organic meat or dairy does not eliminate the importance of considering portion size, saturated fat, sodium and the overall balance of the diet.

Is Organic Food More Nutritious?

This is where the debate becomes complicated.

Some studies have found differences in certain nutrients or antioxidant compounds between organic and conventionally produced foods. However, these differences do not consistently mean that organic foods provide major health benefits for everyone.

The **overall dietary pattern** is much more important.

Eating plenty of vegetables and fruit, choosing whole grains, consuming adequate protein and limiting excessive added sugar, salt and unhealthy fats are generally more meaningful for health than simply switching every conventional product to an organic alternative.

For people on a limited budget, spending significantly more on organic products may not always be the best nutritional investment. Buying a larger variety of affordable vegetables, fruits, pulses and whole grains may provide greater benefits.

The Problem with Ultra-Processed Foods

Not all processed foods deserve the same criticism. The concern is particularly focused on diets containing large amounts of ultra-processed products. These foods can be energy-dense while providing relatively little fiber and micronutrient value. They may also contain substantial amounts of added sugar, sodium and saturated fat.



Health Zone



Eating them occasionally is not necessarily a problem. The issue arises when they become a major part of the everyday diet and replace more nutritious foods. For example, a packaged snack may be convenient during a busy day. But if breakfast, lunch, dinner and snacks are all dominated by packaged foods, the diet may become low in fiber and important nutrients.

Frequent consumption of highly processed foods has also been associated in observational research with several health problems, including obesity and cardiovascular and metabolic conditions. However, researchers continue to investigate exactly how much of this relationship is caused by processing itself versus the overall nutritional composition and eating patterns associated with these foods.

Processing Can Actually Be Helpful

It may sound surprising, but food processing can sometimes improve nutrition and safety.

Pasteurization makes milk safer by reducing harmful microorganisms. Freezing can preserve vegetables and fruits while retaining many nutrients. Canning can make beans and vegetables available for long periods. Fermentation can create foods such as yoghurt and certain traditional fermented products.

Some processed foods can therefore be extremely useful.

The key is learning to distinguish between **minimally processed** and **highly processed foods** rather than putting everything into one category.

A bowl of plain oats is minimally processed. Oats turned into a heavily sweetened, highly flavoured packaged breakfast product may be much more processed. Both technically contain oats, but their nutritional profiles can be very different.

Reading the Food Label Matters

Instead of relying only on words such as “organic,” “natural,” “healthy” or “multigrain,” take a moment to examine the nutrition label. Look at the amount of: Added sugars, Sodium, Saturated fat, Fiber, Protein, Overall calories

The ingredient list can also provide useful information. Ingredients are generally listed in descending order by weight, so the first few ingredients can tell you a lot about what a product contains. For packaged foods, comparing two similar products can help identify the better option. A cereal with less added sugar and more fiber may be a better everyday choice than a highly sweetened cereal, regardless of whether either product carries an organic label.

What About Indian Diets?

The organic-versus-processed discussion becomes particularly interesting when viewed through traditional Indian eating habits. Many familiar foods are naturally nutrient-rich and require little industrial processing. **Dal, rajma, chana, vegetables, fruits, whole grains, millets, nuts, seeds and traditional fermented foods** can form the foundation of a balanced diet.

However, modern eating habits have introduced an increasing variety of packaged snacks, sweetened drinks, instant meals and ready-to-eat products. These can be convenient, especially for people with busy schedules, but they are best consumed thoughtfully rather than becoming the foundation of everyday meals.

Traditional foods do not have to be completely replaced by expensive “health foods.” A simple home-cooked meal containing vegetables, pulses, whole grains and a suitable protein source can be highly nutritious.

Should You Go Completely Organic?

For most people, there is no universal requirement to make every food in their diet organic. If organic food is affordable and accessible and you prefer it, choosing organic fruits, vegetables or other foods can certainly be part of your eating pattern. But if buying organic becomes financially stressful, conventional produce can still contribute to a healthy diet.

One practical approach is to priorities variety and whole foods first. Wash fresh produce properly, include a wide range of colourful vegetables and fruits, choose whole grains more often, eat pulses and other protein-rich foods, and keep highly processed snacks and sugary beverages as occasional choices.



A Balanced Approach Is Best

Healthy eating doesn't have to be an argument between “organic” and “processed.” The more useful question is:

How close is this food to its nutritious original form, and how often am I eating it?

A fresh organic vegetable is an excellent choice. So is a conventionally grown vegetable. Frozen vegetables can also be excellent. A can of beans can be convenient and nutritious, particularly when it is low in added sodium. Meanwhile, an organic ultra-processed snack should not be mistaken for a health food simply because it carries an organic label.

The organic-versus-processed debate can sometimes make healthy eating seem unnecessarily complicated. In reality, the foundation is fairly simple: eat more whole and minimally processed foods, include plenty of plant foods, maintain dietary variety and limit frequent consumption of highly processed products high in sugar, salt and unhealthy fats. Organic food can be a personal choice, but it is not a substitute for a balanced diet. Likewise, processing is not automatically bad some forms of processing make food safer, more convenient and longer-lasting.

Ultimately, the healthiest diet is not defined by a label on the package. It is defined by the overall quality, variety and balance of the foods we regularly put on our plates.

(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.)

YOUR FORECAST

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



- BY RANI

Aries (Mar 21 – Apr 20)

The coming fortnight brings a lovely mix of confidence, creativity and forward movement for Aries. The Pisces lunar eclipse opens the period by strengthening your intuition and helping you connect with what truly inspires you. With the Sun and Mercury in Virgo, your practical ideas can gain attention at work, making this a productive time to organise plans and turn clever thoughts into results. The stars are aligned to energise your home and personal life, while adding warmth, enthusiasm and creative sparkle. Relationships will tend to be smoother, adding depth and passion to your connections. Trust your instincts and enjoy the momentum.

Taurus (Apr 21 – May 21)

September ends on a comfortable and encouraging note for you, Taurus. Jupiter in Leo puts a happy focus on home, family and your personal world, while the Sun's move from Virgo to Libra helps you find a pleasant balance between duties and enjoyment. A few simple changes to your routine can make everyday life feel smoother and more comfortable. At work, your dependable nature may earn appreciation or open a useful door. Loved ones are likely to respond warmly to your thoughtful gestures. Financially, take the steady route and focus on what offers lasting value. Make time for good company and the things that make you feel at home.

Gemini (May 22 – June 21)

Your mind is now buzzing with ideas. Uranus in Gemini encourages fresh thinking and a willingness to try something different, while the Sun moving from Virgo into Libra brings a nice mix of practicality and fun. This is a great time for learning, writing, networking or catching up with people who inspire and motivate you. At work, an adaptable approach can help you find a clever solution or improve your routine. Conversations flow easily, making this a rewarding period for both friendships and romance. An interesting invitation or new connection could arrive before month-end. Stay curious—you may discover more than expected.

Cancer (June 22 – July 22)

The latter half of September feels warm and promising. Jupiter in Leo shines a light on money, talents and self-worth, encouraging you to recognise just how much you have to offer. This time of your life favours communication, family connections and a more harmonious home environment. At work, your dependable nature continues to work in your favour, and someone may appreciate your efforts more openly. A thoughtful conversation could also bring a welcome sense of closeness with someone you care about. Financially, focus on sensible choices and gradual growth. As the month ends, make time for creativity, affection and simple pleasures.

Leo (July 23 – Aug 23)

You continue to enjoy a bright and confident phase, Leo. Jupiter in Leo is encouraging you to think bigger, express yourself freely and make more of your natural talents. You now begin to get organised while also making more room for friends, fun and creative pursuits. At work, your enthusiasm can inspire colleagues, while a well-presented idea could receive the attention it deserves. Relationships benefit from warmth and appreciation, so don't hold back on kind words. Money matters favour practical thinking and long-term value. The latter days of September are perfect for celebrating progress and enjoying the people who cheer you on.

Virgo (Aug 24 – Sept 22)

The second half of September has plenty to offer you, Virgo. The Sun in your sign helps you feel focused and confident before moving into Libra, shifting attention towards money, talents and personal priorities. Mercury in Virgo sharpens your thinking and communication, making this an excellent time to organise plans, handle important conversations and put fresh ideas into action. Your careful approach could earn appreciation at work, while a practical opportunity may fit neatly into your longer-term plans. Relationships benefit from your thoughtful nature, and family brings warmth and encouragement. This is also a good time to refresh your routine, tidy your surroundings and make space for things you genuinely enjoy. As the month closes, recognise your progress and trust your abilities. A calm, confident approach can lead to rewarding developments.

Scorpio (Oct 24 – Nov 22)

September brings a quietly exciting sense of progress. It's time to renew your friendships, professional connections and give importance to enjoying life. Venus in Libra adds warmth to your relationships and makes it easier to show appreciation for the people around you. At work, your sharp eye for detail can help you make impressive headway, while a conversation may introduce an interesting possibility. You may also feel inspired to return to a creative interest or personal goal. The final week is especially good for socialising and strengthening useful connections. Keep your plans focused, but leave a little room for pleasant surprises.

Sagittarius (Nov 23 – Dec 12)

The time to feel optimistic is now. Jupiter in Leo encourages growth through learning, creativity, travel and experiences that broaden your horizons. You may feel ready to give a promising idea more space or finally explore something that has been on your mind. You now begin supporting career ambitions and also pay attention to friendships and group activities. Your natural enthusiasm can open doors and attract helpful people. This is a good time to network, exchange ideas and accept invitations that add something fresh to your world. Keep your plans practical while following your sense of adventure. Exciting possibilities are within reach.

Capricorn (Dec 22 – Jan 20)

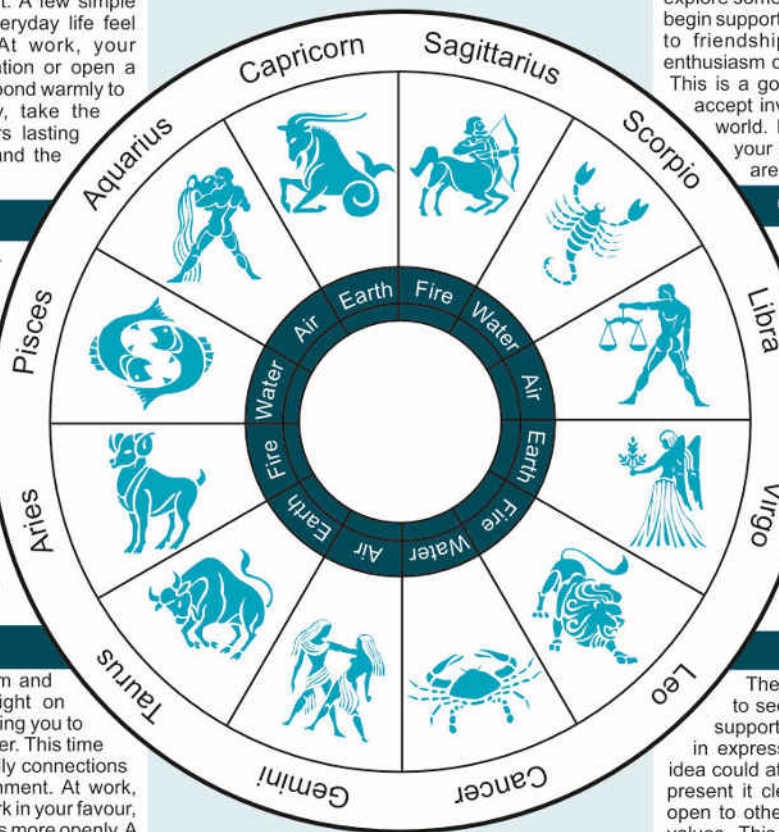
September brings a satisfying blend of ambition and fresh inspiration. Saturn in Aries encourages strong foundations at home, giving you confidence to pursue professional goals. Your dedication could attract appreciation, especially when you share your knowledge with others. Relationships benefit from quality time and thoughtful gestures. At work, practical planning and clear communication can help move an important project forward. The latter days favour useful conversations, career planning and taking greater pride in your achievements. Keep moving steadily, trust your progress and allow your hard work to create new opportunities.

Aquarius (Jan 21 – Feb 18)

The second half of September encourages you to see life from a fresh angle. Pluto in Aquarius supports personal renewal and greater confidence in expressing what makes you unique. An original idea could attract interest at work, especially when you present it clearly. Relationships thrive when you stay open to other viewpoints while remaining true to your values. This is a good period for learning, travel and connecting with people who broaden your outlook. The final week brings movement and discovery, with opportunities to try something different. Say yes to experiences that expand your world and keep your curiosity alive.

Pisces (Feb 19 – Mar 20)

The latter half of September brings a gentle lift in confidence. Neptune in Aries adds imagination to money matters and personal values, reminding you that your creative abilities can be valuable assets. At work, cooperation brings good results when you combine intuition with sensible preparation. Relationships benefit from heartfelt conversations and quality time. Financially, steady planning can help you feel more comfortable about the future. The last week favours creativity, close connections and fresh inspiration. Trust your instincts, give your best ideas a practical shape and enjoy the positive possibilities taking shape around you.



Libra (Sept 23 – Oct 23)

September ends with the spotlight making way for Librans. You enter a more energising personal phase, making it easier to focus on your goals and put yourself first in a healthy way. Venus, your ruling planet, adds charm to relationships, friendships and creative pursuits, making social moments especially enjoyable. At work, cooperation can bring impressive results, particularly when you allow everyone's strengths to shine. Your ideas may receive a warm response from others. Financially, sensible choices can bring greater confidence and make you feel organised. The latter days of the month are perfect for celebrating how far you have come, beginning something meaningful and making plans that feel true to you. Enjoy your moment and let your natural diplomacy lead the way.

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



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- ▶ **AB** (OIL/CHEM / CRUDE OIL TANKER)
- ▶ **OILER** (OIL/CHEM / CRUDE OIL TANKER)
- ▶ **FITTER** (CHEMICAL – WITH WATCHKEEPING)
- ▶ **CHIEF COOK** (WITH INDIAN, EUROPEAN, MIDDLE EASTERN FOOD KNOWLEDGE)

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- ▶ **CHIEF OFFICER** (BULK CARRIER, HOLDING A BASIC CERTIFICATE OF PROFICIENCY (COP) FOR POLAR WATERS TO ATTEND THE ADVANCED COURSE FOR POLAR WATERS COURSE / CONTAINER)
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- ▶ **THIRD OFFICER** (BULK CARRIER / CONTAINER)
- ▶ **CHIEF ENGINEER** (BULK CARRIER / CONTAINER / GENERAL CARGO)
- ▶ **SECOND ENGINEER** (BULK CARRIER / CONTAINER / GENERAL CARGO)
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NAVIGATION SIMULATOR				22	6621	Security Training for Seafarers with Designated Security Duties - (STSDSD)	3 Days
4	4211	Global Maritime Distress Safety System (GMDSS)	12 Days	23	5121	Basic Training for Liquefied Gas Tanker Cargo Operations (BTLC)	5 Days
5	2121	Radar Observer Simulator - (ROSC)	10 Days	24	5111	Basic Training for Oil and Chemical Tanker Cargo Operations (BTOC)	7 Days
6	2122	Automatic Radar Plotting Aids - (ARPA)	5 Days	25	5211	Crowd Management, Passenger Safety & Safety Training - (PSF)	3 Days
7	2123	Electronic Chart Display And Information Systems - (ECDIS)	6 Days	26	6511	Ship Security Officers - (SSO)	3 Days
8	2221	Radar And Navigation Simulator (RANSCO)	6 Days	27	6411	Medical First Aid (MFA)	4 Days
COMPETENCY COURSES				ADVANCED MODULAR COURSE			
9	3231	MEO Class I	2 Months	28	5312	Advanced Training for Ships using Fuels covered within IGF code (AIGF)	5 Days
10	3211	MEO Class II	4 Months	29	5112	Advanced Training for Oil Tanker Cargo Operations (TASCO)	10 Days
11	-	MEO Class IV (Value Added)	2 Months	30	5122	Advanced Training for Gas Tanker Cargo Operations (GASCO)	10 Days
12	2211	Chief Mate (FG) Phase - I	3 Months	31	5113	Advanced Training for Chemical Tanker Cargo Operations (CHEMCO)	10 Days
13	2212	Chief Mate (FG) Phase - II	3 Months	32	1061	Vertical Integration Course For Trainers - (VICT)	10 Days
14	2111	Second Mate (FG)	4 Months	33	6421	Medical Care (MC)	10 Days
REFRESHER COURSES							
15	1118	Revalidation / Refresher and Updating Training for Engineers and ETO (REO)	4 Days				
16	6412	Refresher Training in Medical First Aid Course (RMFA)	1 Day				
17	6122	Refresher Training for Proficiency in FPFF	Half Day				
18	6112	Refresher Training for Proficiency in PST	Half Day				

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



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MIDC, Opp. Rolta Office,
Andheri (E), Mumbai - 400093.
Tel : +91 22 66982200

Branch Office:

IndiQube Ocean Bay,
Plot No. A-19 & A-20
CIPET Road, SIDCO Thiru Vi Ka
Industrial Estate, Guindy,
Chennai - 600032
Tel : +91-9136454832
Alternate Contact : + 91-9819449378

Email: hrsea.mni@marlowgroup.com

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Capt. (Dr). G. Ramaswamy
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RPSL-CHN-059 | DOI-29-11-2021 | DOE-29-11-2026

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- CE (Min 6 - 8 months exp)
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RPSL - MUM - 162153 | Issue Date : 28/04/2023 | Expiry Date : 28/04/2028

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RPSL-MUM-162356 | DOI: 01 Oct, 2025 | DOE: 01 Oct, 2030

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

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The eligibility criteria

- Age below 27yrs as on 1st Nov 2026
- Score more than 65% in BE /Btech engineering from AICTE approved college.
- Score more than 50% in English in 10th or 12th.
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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)

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- 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.

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TECHNICAL SUPERINTENDENT, MUMBAI

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- 1 to 2 years' experience in similar position.

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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.

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2nd Engineer (Matrix 18 Months) - ETO (Minimum 24 Months Experience) - AB, OLR, EFTR, CCK (Matrix 24 Months)

02 Bulk Carrier (YARD DELIVERY TAKEOVERS) 2026 Built - ME - C Engine / ME - B Engine

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03 DP 1, 2 & 3 Vessels

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ETO | PUMPMAN | BOSUN | AB | OILER | CHIEF COOK
OS | GS | JR. ENGINEERS | JR. OFFICERS

URGENT REQUIREMENTS FOR OUR OIL PRODUCT TANKERS

MASTER | CHIEF OFFICER | 2ND OFFICER | 3RD OFFICER | CHIEF ENGINEER
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OS | GS | JR. ENGINEERS | JR. OFFICERS

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

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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

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

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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

We Are Hiring Following Personnel For Our AHTS In Cochin:

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

ALL RATINGS SHOULD APPLY. VALID PCC REQUIRED.

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

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Master, Chief Officer, 2nd Engineer, 3rd Engineer, 4th Engineer,
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- Technical Assistance:
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Address:

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

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RPSL NO. CHN/045

Issued on: 14.01.2018 / Valid Until: 29.09.2027

**URGENT
REQUIREMENT**

**FOR PANAMAX & MR TANKER
VESSEL**

- CHIEF ENGINEER
- SECOND ENGINEER
- CHIEF OFFICER
- SECOND OFFICER
- ETO (WITH COC / ETR)
- A/B (WITH INDIAN COP)
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Happy Vinayagar Chaturthi

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



Ocean Sparkle Limited

OCEAN SPARKLE LIMITED

RPSL-MUM-196 | Valid till 02-Sep-2031.

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- Dredger Engineer (Grade I / Grade II)
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- Engine Driver > Tube Operator

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



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- ✦ 2nd Officer
- (with Superior Certificate)
- ✦ 3rd Officer
- ✦ Chief Engineer
- ✦ 2nd Engineer
- ✦ 3rd Engineers
- (with Superior Certificate)
- ✦ 4th Engineer

✦ ETO

(with previous experience in applied rank)

Eastaway (India) Private Limited

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

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