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ATLANTAS
SHIP MANAGEMENT



ATLANTAS GROUP

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Chemical Tankers (YARD DELIVERY TAKEOVERS) 2025 Built - ME - C Engine / ME - B Engine

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



Direct registration on our recruitment portal www.aships.co.uk/jobportal

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- Competitive Wages and Benefits
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RPSL-MUM-441 // Date : 18th Aug '22 // Valid Till : 18th Aug '27

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

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seajobs@aships.co.uk

WhatsApp CV's on
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The Affairs CHS Ltd, Office No.1404, Plot no. 9, Sector - 17, Palm Beach Road, Sanpada, Navi Mumbai - 400705



AG. MARITIME PRIVATE LIMITED

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



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► **Admin Executive**
1-2 years of experience

► **Documentation Executive**
1-2 years of relevant experience

Only for shore-based Vacancies : Share your CV - hr@ag-maritime.com

Only Shortlisted Candidates Will Be Contacted

URGENT REQUIREMENTS FOR OUR EXPANDING FLEET

LANDING CRAFT ■ CHIEF OFFICER ■ SECOND ENGINEER

CAR CARRIER (PCTC) ■ CHIEF OFFICER (WITH US VISA)
■ THIRD OFFICER (WITH US VISA)

HANDYMAX BULK ■ CHIEF OFFICER (WITH US VISA)
■ SECOND ENGINEER (WITH US VISA)

FEEDER CONTAINER ■ SECOND ENGINEER

VLCC/OIL-CHEM TANKER - GREEK OWNERS
■ MASTER - WITH 36 MONTHS EXP.
■ CHIEF OFFICER - WITH 24 MONTHS EXP.
■ CHIEF ENGINEER - WITH 36 MONTHS EXP.
■ 2ND ENGINEER - WITH 24 MONTHS EXP.
■ ETO - WITH 24 MONTHS EXP. (COC HOLDER ONLY)

PRODUCT TANKER - SINGAPORE OWNERS
■ MASTER - WITH 24 MONTHS EXP. ■ CHIEF OFFICER - WITH 12 MONTHS EXP.
■ CHIEF ENGINEER - WITH 24 MONTHS EXP. ■ 2ND ENGINEER - WITH 12 MONTHS EXP.
■ 3RD ENGINEER - WITH 6 MONTHS EXP. ■ 4TH ENGINEER - WITH 6 MONTHS EXP.
■ JUNIOR OFFICER - WITH 6 MONTHS EXP. (FRESHER'S CAN ALSO APPLY)

OIL-CHEM TANKER - SINGAPORE OWNERS
■ MASTER - WITH 24 MONTHS EXP. ■ CHIEF OFFICER - WITH 18 MONTHS EXP.
■ CHIEF ENGINEER - WITH 24 MONTHS EXP. ■ 2ND ENGINEER - WITH 18 MONTHS EXP.
■ 3RD ENGINEER - WITH 12 MONTHS EXP. ■ 4TH ENGINEER - WITH 12 MONTHS EXP.
■ JUNIOR OFFICER - WITH 6 MONTHS EXP. (FRESHER'S CAN ALSO APPLY)

ON BOARD JOBS FOR SEAFARERS
Please send us your CV with details at:
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Attention Seafarers!
Please Scan The QR Code & Upload Your CV

TANKER:

9321276981 - CVs FOR TOP 4 RANKS - TANKER
9321276995 - CVs FOR JR. OFFICERS - TANKER
9930002034 - CVs FOR RATINGS & TR. - TANKER
9321277001 - CVs FOR RATINGS & TR. - TANKER

BULK:

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

CONTAINER:

9321276984 - CVs FOR CONTAINER
9321277003 - CVs FOR CONTAINER + PCTC

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Unit-501 & 502, 5th Floor, Balaji Business Park,
Andheri - Kurla Road, Andheri (E), Mumbai - 400059.

TELEPHONE: +91-22-2859 0011 / 2859 4040 / 2859 4041 / 2859 5050

WEBSITE: www.ag-maritime.com

WE DO NOT HAVE ANY AGENTS IN INDIA.

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Marinejobs.India@maersk.com

Rank Requirements

SECOND ENGINEER

Minimum 12 months rank experience on vessels with UMS

THIRD ENGINEER

Minimum 6 months rank experience on vessels with UMS

FOURTH ENGINEER

Minimum 6 months rank experience on vessels with UMS

ETO/EE

Minimum 12 months rank experience with COC, experienced in handling minimum 250 Reefers



WE OFFER

- 👉 TIMELY RELIEF & ASSIGNMENTS
- 👉 STAY CONNECTED WITH FREE INTERNET
- 👉 TRAINING AND DEVELOPMENT PROGRAMS
- 👉 CAREER DEVELOPMENT
- 👉 SAFETY FIRST CULTURE
- 👉 MULTICULTURAL DIVERSE WORKFORCE
- 👉 EMPLOYEE WELL-BEING
- 👉 EMPOWERED FRONTLINE
- 👉 INCLUSIVE LEADERSHIP
- 👉 COMMITMENT TO VALUES AND PURPOSE
- 👉 LEADERS IN GREEN TECHNOLOGY

BOSUN

Minimum 12 months rank experience on container vessel

AB

Minimum 12 months rank experience on container vessel with Indian COP

FITTER

Minimum 12 months rank experience with 6G certificate

ORDINARY SEAMAN

Minimum 12 months rank experience

WIPER

Minimum 12 months rank experience

Maersk Fleet Management And Technology India Private Limited

501 & 504, 5th Floor, Godrej Two,
Pirojshah Nagar Eastern Express Highway, Vikhroli (East),
Mumbai MH 400079

Number: + 91 22 5049 1725/ +91 124 628 7885

Email: Marinejobs.India@maersk.com

Web: www.maersk.com

RPSL-MUM-490 From 30/5/2023 valid upto 30/05/2028

Caution: We do not have any agents in India acting on behalf of the company. Be aware of fraudulent job offers misusing our name.



MAERSK



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RPSL-MUM-045 Issue Date: 13.03.2016 Expiry Date: 04.03.2026

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

URGENT REQUIREMENTS:

AFRAMAX TANKER

- ▶▶ CHIEF ENGINEER (ME EXPERIENCE)
- ▶▶ SECOND ENGINEER
- ▶▶ THIRD ENGINEER (ME EXPERIENCE)

SUEZMAX TANKER

- ▶▶ CHIEF ENGINEER (ME EXPERIENCE)
- ▶▶ SECOND ENGINEER
- ▶▶ THIRD ENGINEER (ME EXPERIENCE)

OIL/ CHEMICAL TANKER

- ▶▶ CHIEF OFFICER
- ▶▶ CHIEF ENGINEER (ME EXPERIENCE)
- ▶▶ THIRD ENGINEER
- ▶▶ ELECTRICAL OFFICER (ME EXPERIENCE)

CRUDE TANKER

- ▶▶ ETO

BENEFITS

- ✓ Bright Promotional Prospects.
- ✓ Excellent Ownership Working Conditions.
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- ✓ Health Insurance Coverage.



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

Email : manning@cenmarindia.in

Address:

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

Tel : +91-22-47805090

Ph : +91-91529 40478



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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 OFFICERS FOR OUR CONTINUALLY EXPANDING FLEET OF VESSELS.

URGENT REQUIREMENTS

CHEMICAL TANKERS (Parcel Tankers)

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

LARGE CONTAINER VESSELS

- Master • Chief Engineer • Second Engineer
- Third Engineer • ETO

LNG

- Chief Officer • First Assistant Engineer
- Second Officer (with Chief Mates COC)
- Second Assistant Engineer (with Class 2 COC)
- Third Officer • Third Assistant Engineer
- Gas Engineer • ETO

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 (with Master COC)
- Third Officer

OIL - CHEMICAL TANKERS

(with experience of sailing in Ice conditions)

- Chief Officer • 1AE • Third Officer • ETO

All interested candidates, please send in your updated resume to Email Id: apply@mms-india.com

Contact Persons - Officers:

Ms. Ritu Pandey - 8291100570

Ms. Daisy Fernandes - 8657950693

"WE WELCOME WOMEN SEAFARERS FOR OUR OIL CHEMICAL FLEET"

All ranks and experience on any type of vessels are welcome.

RATINGS (with valid US Visa and SID)

LNG

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

Chemical Tankers (Parcel Tankers)

(Preferred with parcel tanker experience.)

- ▶ Fitter (III/5) ▶ Able Seaman (II/5)
- ▶ Ordinary Seaman (II/4) ▶ Wiper (III/4)

Oil - Chemical Tankers

- ▶ Fitter (III/5) ▶ Wiper (III/4)

Container

- ▶ Fitter (III/5) ▶ Able Seaman (II/5)
- ▶ Ordinary Seaman (II/4) ▶ Wiper (III/4)

All interested candidates, please send in your updated resume to

Email Id: ratings@mms-india.com

Ratings: 9289427676 / 8291821227

MMS MARITIME (INDIA) PVT. LTD.

Unit No. 101, Supreme Chambers, 17/18 Shah Industrial Estate, Veera Desai Road, Andheri (West), Mumbai 400 053.

Tel: +91 22 40620100 / 66960181 / 82

Fax: +91 22 66960183 | Email: apply@mms-india.com

BRANCH OFFICE:

Unit No. CT2-10-001 and CT2-10-004, 10th Floor, Capital Tower-2, Sector 26, Mehrauli

Gurgaon Road, Gurgaon, Haryana 122002

Contact Person: Ms. Ritu Pandey -

+91 8291100570 | Email: rpandey@mms-india.com



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[@](https://www.instagram.com/mmsmaritimeindia/) <https://www.instagram.com/mmsmaritimeindia/>

WE DO NOT HAVE ANY OTHER REPRESENTATIVE AGENTS IN INDIA.

WALLEM

EST. 1903

URGENT REQUIREMENTS

NEW YARD DELIVERY: 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 licence)
(Officers with IGF CoP preferred)

Asphalt / Bitumen Tanker:

- ▶ Chief Officer
- ▶ Second Officer
- ▶ Second Engineer
- ▶ Third Engineer

Oil / Chem Tanker:

- ▶ **Master** - Min 30 months rank experience.
- ▶ **Chief Officer** - Min 18 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:

- ▶ **Pumpman Cum Fitter** - holding TASC0 / CHEMCO and 6G Welding certificate.
- ▶ **Fitter** - with Class approved 6G certificate.
- ▶ **Able Seamen** - PCC / Container with min. 12 months rank experience.

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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Wages revised from January 2024.



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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



NYK SHIPMANAGEMENT (INDIA) PVT. LTD.

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

BRINGING VALUE TO LIFE

URGENT REQUIREMENTS FOR OUR EXPANDING FLEET

CONTAINER

(14K TEU Experience; Japanese License)

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

BULK CARRIER

(Preferable having Capesize experience)

- Master
- Chief Mate
- Chief Engineer
- 1st Asst. Engineer
- 2nd Mate (with higher license)
- 3rd Engineer (with higher license)

PCC

(Preferably holding Japanese License)

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

GANTRY CRANE

(Open Hatch General Cargo Vessel)

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

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

CONTACT US:

NEW OFFICE ADDRESS

NYK SHIPMANAGEMENT (INDIA) PVT. LTD.
Level 10, Tower 1, Seawoods Grand Central,
Sector 40, Seawoods, Navi Mumbai 400 706, India.
Tel: +91 22 6815 6700
Contact: Capt. Purendu Nansi, Capt. Anthony Rodrigues,
Mr. Swapnil Rane

DELHI OFFICE

Contact: Mr. Vinay Kumar
Mob: 98100 65413

CHENNAI OFFICE

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

KOLKATA OFFICE

Contact: Ms. Debashree Roy
Mob: 91+ 9836109255
Tel (D): +91 33 40539150
Tel: +91 33 40539151 / 52 / 53

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- ▶ 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.
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- ▶ Family carriage and onboard family medical insurance.

Revised wage scale for Dry and VLGCs w.e.f. 1st April 2025



SHORE JOBS - SEAWOODS, NAVI MUMBAI

Officer / Executive – Maritime Training Department

Key Responsibilities:

- Coordinate and plan candidate training schedules.
- Handle invoices and claim settlements.

Eligibility Criteria:

- Relevant experience preferred.
- Graduate in any stream (Freshers welcome).
- Computer literacy is mandatory.

HSEQ Coordinator

- Male/Female- Max age 35 years
- Marine COC (2nd Mate or Class IV) or Graduate / Equivalent or Higher Qualifications.
- Proficiency with Microsoft Word, Excel and Power Point.
- Ability to understand Shipmanagement & QHSE related documents and prepare reports under guidance.
- Proactive attitude and skills to understand, evaluate and verify data to recognize and correct discrepancies.
 - Fluent in English
- Mariner (Junior Officer /Engineer) preferred.

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

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



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VR Maritime Services Pvt. Ltd.

RPSL - MUM-199 | Expiry Date: 19.07.2026



Urgent Requirements

LR2 TANKER DUAL FUEL / AFRAMAX / PRODUCT / OIL-CHEMICAL / BITUMEN TANKERS:

- ▶ MASTER
- ▶ CHIEF OFFICER
- ▶ THIRD OFFICER
- ▶ CHIEF ENGINEER
- ▶ SECOND ENGINEER
- ▶ THIRD ENGINEER
- ▶ FOURTH ENGINEER
- ▶ ETO
- ▶ ABLE SEAMAN
- ▶ PUMPMAN

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

- ▶ MASTER (CONTAINER)
- ▶ CHIEF OFFICER (BULK CARRIER)
- ▶ CHIEF OFFICER (GENERAL CARGO)
- ▶ THIRD OFFICER (RO - RO)
- ▶ CHIEF ENGINEER (RO - RO)
- ▶ SECOND ENGINEER (RO - RO)
- ▶ SECOND ENGINEER (CONTAINER)

LPG / LNG TANKER:

- ▶ CHIEF OFFICER
- ▶ GAS ENGINEER
- ▶ GAS FITTER
- ▶ ABLE SEAMAN (LPG & LNG)
- ▶ OILER (LPG & LNG)

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

- ▶ MASTER
MULTI - PURPOSE / ACCOMMODATION BARGE
- ▶ CHIEF OFFICER - SDPO
- ▶ SECOND OFFICER
- ▶ CHIEF ENGINEER
- ▶ SECOND ENGINEER
- ▶ THIRD ENGINEER
- ▶ FOURTH ENGINEER

FISHING VESSEL:

- ▶ DECK HAND (With UK Experience)
- ▶ OOW (With UK Experience)

Contact Us:

Mumbai Head Office

Office No.1, 2nd Floor, Trade Star,
C Wing, Andheri Ghatkopar Link Road,
J B Nagar, Andheri East,
Mumbai - 400059, India.
Off: +91-22-69094500/501

E-mail: resume@vrmaritime.net,

Website: www.vrmaritime.net

Capt. Sanjay Prashar (Founder & CEO) - +91 99304 67030

Mr. Kishor Pati (Director) - +91 86574 96806

Mr. Girish Sarfare (Tanker Officers) - +91 86558 75960

Ms. Suvarna Kangukar (Gas Officers) - +91 86574 96814

Ms. Ujwala More (Dry Officers) - +91 72088 87650

Mr. Ashok Mohanty (Ratings) - +91 72088 87651

Capt. Duryodhan Tarai (Offshore) - +91 94377 88017

Ms. Amruta Patil (Offshore) - +91 88282 31680

We have field offices: Delhi, Chandigarh, Himachal Pradesh, Odisha, Kochi, Chennai & Vizag.



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

**WE ARE HIRING
SEAFARERS FOR NEW IGF
VESSEL DELIVERIES &
EXISTING DRY VESSELS**

PCC /
CONTAINER /
BULK CARRIER
WITH IN RANK EXPERIENCE

OFFICERS

CHIEF OFFICER

3RD OFFICER

JUNIOR OFFICER

1ST ASST. ENGINEER

2ND ASST. ENGINEER

3RD ASST. ENGINEER

**ELECTRO TECHNICAL
OFFICER
(URGENT)**

RATINGS

ABLE BODY SEAMAN
(URGENT)

ORDINARY SEAMAN

NO.1 OILER (ENGINE
FITTER)

OILER

CHIEF COOK

MESSMAN

BENEFITS

INDIAN OFFICERS

- OWNERSHIP COMPANY
- LATEST VESSEL TYPES
- MEDICLAIM POLICY
- HIGHER GRADE EXAM
PASSING BONUS
- REPATRIATION TO
HOMETOWN



RURI COURAGE, 3RD IGF DUAL FUEL BULK VESSEL WAS
DELIVERED ON 19 AUGUST 2025.
THIS VESSEL IS FULLY MANNED BY MOLMI SEAFARERS.

FOR VESSEL OPENING OFFICERS:
MUMBAI

**DRY
OFFICERS**

☎ 9619482173
☎ 9920902616
☎ 9820036516

FOR VESSEL OPENING RATINGS: MUMBAI

**DRY
RATINGS**

☎ 9619482176
☎ 9321139476

FOR VESSEL OPENING
OFFICERS & RATINGS

CHENNAI ☎ 9940487493
☎ 9840381531

KOLKATA ☎ 9830370375
☎ 9831135558

DELHI ☎ 9810784400
☎ 9599040741

FOR ADDITIONAL INFORMATION, VISIT
OUR WEBSITE

<https://www.molmi.info>



SCAN QR CODE TO APPLY
OR SEND RESUME TO
molmi.apply@molgroup.com

PLEASE NOTE THAT WE DO NOT EMPLOY ANY AGENTS FOR JOBS.




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

Seafarers Of Sri Lankan Nationality can also apply.

WE CARE:



People Centric



Pushing Boundaries



Future-Focused

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

URGENT OPENINGS FOR OUR CONTAINER VESSELS:

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

Ratings:

- ▶ OS with COP
- ▶ Chief Cook with COC

Shore Jobs

Mumbai Location:

- ▶ **Liner Operation Specialist:** Required Second Officer with Container vessel experience.

Chennai Location:

- ▶ **Deputy Head of Manning:** Required C/E with Container Exp. & Shore Exp. will be considered. Wages as per market standard.
- ▶ **Training Assistant:** Preferred Min. 1 - 2 yrs Exp. in Training.
- ▶ **Crewing Coordinator:** Preferred Min. 1 - 2 yrs Exp.
- ▶ **Crewing Documentation:** Preferred Min. 1 - 2 yrs Exp.

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.

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



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.



MOL Tankship Management Pte. Ltd. (Singapore)



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

URGENT REQUIREMENTS ON VLCC FOR FOLLOWING RANKS:

- **Chief Officer** (minimum 12 months rank exp.)
- **1st Assistant Engineer** (minimum 12 months rank exp.)
- **Third Officer** (minimum 6 months rank exp.)

Attractive Benefits:

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- **Second Officer** (minimum 6 months rank exp.)
- **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.)
- **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 Tankship Management Pte. Ltd. (Singapore).

CONTACT US

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4th Floor, AKDR Tower,
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Ph: +91 044 43215555
Mr. Senthilkumar M.:
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senthilkumar@synergymanning.com

Mumbai

6th Floor, Prudential Building,
Central Avenue, Hiranandani Gardens,
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Ph: +91 22 61247200 Fax: +91 22 6124 7272
Mr. Amol Ghorpade: +91 90829 97446
amol@synergymanning.com
Ms. Prerna Tare: +91 87544 62704
prerna.s@synergymanning.com

Delhi

1st Floor, Epicah Mall, Plot No. F-6,
Moti Nagar, Najafgarh Road,
New Delhi -110015.
Ph: +91 11 65218400
Mr. Gaurav Tiwari:
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- Engineers: Chief Engineer | Second Engineer | Third Engineer | Fourth Engineer (previous ME engine and RT Flex engine experience required)
- Electrical Officer with COC
- Ratings: Able Seaman with COP | Motorman with COP | Chief Cook with MLC COC | Pumpman - Fitter

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WE DO NOT HAVE AGENTS IN INDIA RPSL-MUM-172 • DOI: 18.09.2020 • DOE: 18.09.2025

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- **Second Engineer** for Oil/Chemical, Bulk, Container (ME Exp. preferred), LPG, LNG
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OIL TANKERS:

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- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 to 18 months rank experience & with similar type of vessel mentioned.

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- **Master, Chief Officer, Chief Engineer, Second Engineer, ETO & Trainee ETO**
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 to 18 months rank experience & with similar type of vessel mentioned.

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Candidate should have sailed onboard a Bulk Carrier as a Master. Experience minimum 1 - 2 years. Freshers may also apply.
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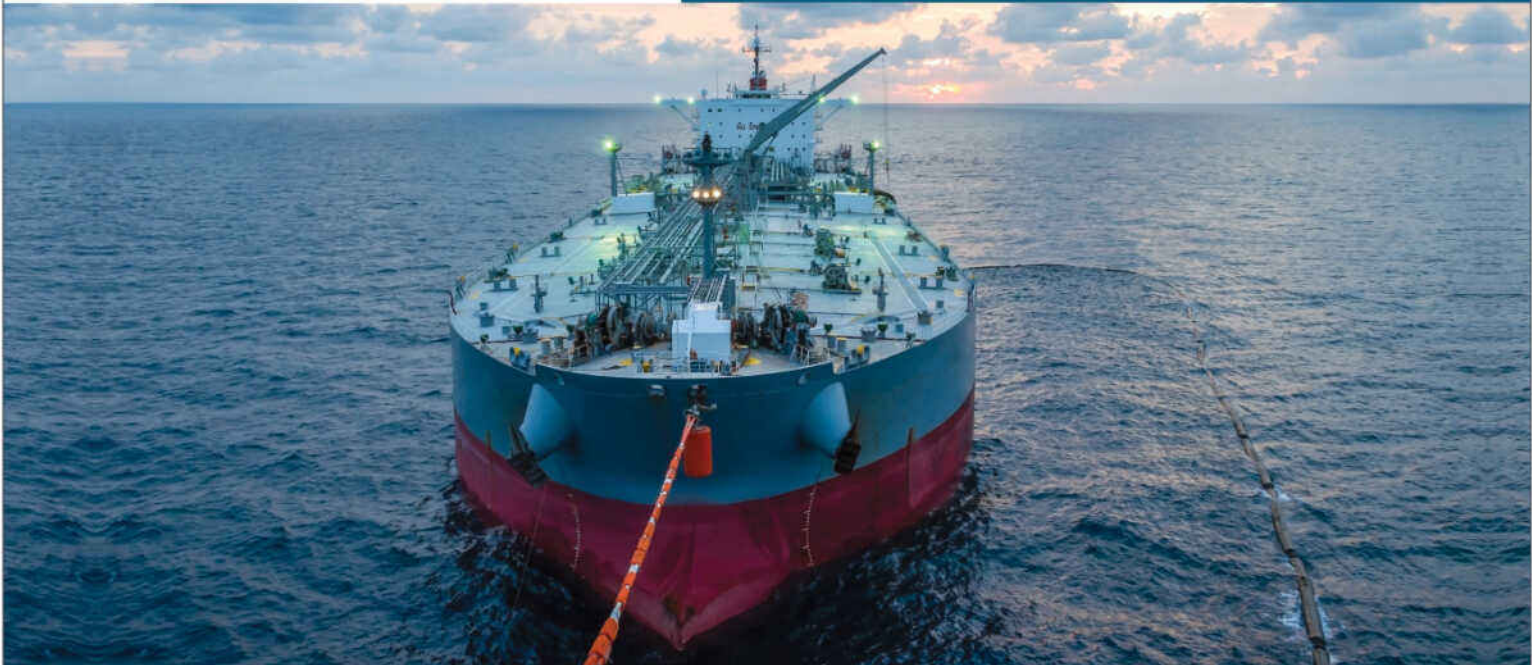
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RPSL-MUM-162072
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- | | | |
|------------------|-------------------|----------------------------------|
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| • Chief Officer | • Second Engineer | • Able Seaman |
| • Second Officer | • Third Engineer | • Oiler (Watchkeeping +COP+DCEs) |
| • Third Officer | • Fourth Engineer | • Fitter |
| | • Electrician | • Pumpman |
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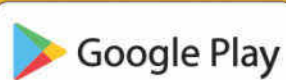
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- ✦ Chief Engineer
- ✦ 2nd Engineer
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(with previous experience in applied rank)

Eastaway (India) Private Limited

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

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EMAIL: seajobs@eastaway.com

WEBSITE: www.eastaway.com

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- Chief Engineer
- 2nd Engineer
- 2nd Officer
- 3rd Engineer
- 3rd Officer
- 4th Engineer
- J/O & J/E
- EO/ETO/TREO
- Pumpman
- Able Seaman
- Oiler



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RPSL-MUM-157, Issue Date: 14.11.2024 | Valid Till: 14.11.2029
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WE ARE HIRING FOLLOWING PERSONNEL FOR OUR VESSELS:

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- | | | |
|------------------|----------------------|---------------|
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| ▶ CHIEF OFFICER | ▶ SECOND ENGINEER | ▶ AB (COP) |
| ▶ SECOND OFFICER | ▶ THIRD ENGINEER | ▶ OILER (COP) |
| ▶ THIRD OFFICER | ▶ FOURTH ENGINEER | |
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• Should hold experience on same size and type of vessels. • Should have 2-3 contracts' sailing experience in rank. • India / UK / Singapore / Australia / Panama COC acceptable.

BULK CARRIER

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

DEMOLITION ALL TYPES OF VESSELS – ALL RANKS CAN APPLY.

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▶ CHIEF ENGINEER ▶ SECOND ENGINEER ▶ ETO

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

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We are hiring following personnel for our expanding fleet:

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- ◆ Technical Superintendent X 02 - Preferred experience of Offshore vessel.
- ◆ Marine Superintendent X 01 - Preferred experience of Offshore vessel.
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RPSL - MUM - 065 | DOI: Sept 1, 2021 | DOE: Sept 1, 2026

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- ◆ Second Officer
- ◆ Third Officer
- ◆ Chief Engineer
- ◆ Second Engineer
- ◆ Third Engineer
- ◆ Fourth Engineer
- ◆ Electrical Officer
- ◆ Fitters (Deck & Engine)
- ◆ Bosun
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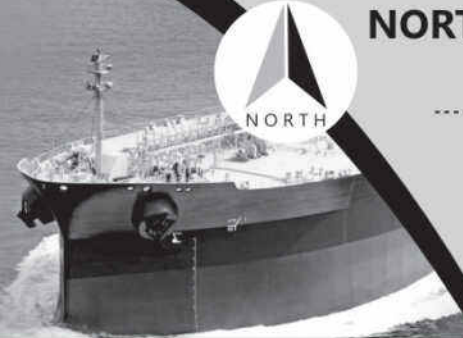
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To The Readers ...

The Miracle of Purpose

Can one live without seeking purpose? The answer, quite simply, is no. Purpose is the anchor of our existence. It is what drives us to create, to build, to make a reputation, and to keep moving forward. Without purpose, we drift—like a ship with no shore in sight, endlessly sailing but never knowing where we are headed.

But purpose alone is not enough. To sustain it, one must cultivate curiosity. Curiosity sparks innovation, keeps us questioning, and brings new perspectives to our goals. Yet, as with all things, balance matters. Too much curiosity can scatter focus and drain energy. The key lies in being curious cautiously—enough to explore beyond the obvious, but not so much that it overwhelms us.

Inspiration also plays a crucial role in shaping our journey. True inspiration fuels creation, while imitation merely shadows another's path. To be inspired is to remain disciplined and original; to imitate is to lose sight of purpose. In the marketplace of ideas, what stands out is not replication but creation. The world values thought, voice, and authenticity—qualities that cannot be borrowed but must be nurtured within.

Learning, too, is deeply personal. No one can be taught unless they are willing to learn. Life itself is the greatest teacher, offering lessons through experiences rather than classrooms. Growth begins with readiness—when the mind opens, learning flows naturally.

Perhaps the greatest trait to carry forward is resilience. Never give up. Take challenges head-on. Do not feel inferior about weaknesses; instead, use them as stepping stones. Aim high, choose wisely, and keep moving. Fear, when indulged, grows larger and stronger. But courage, when practiced, breaks fear into fragments.

At Seajob, what sets us apart is the commitment to evolve. Markets change, needs shift, and expectations rise. The only way forward is to keep upgrading, introducing fresh ideas, and ensuring our bar is always on the incline. Consistency in adaptability is what builds trust.

Work remains the ultimate value. Work gives us freedom, resources, and opportunities. Yet, the greatest wealth is not money but time. While money can buy almost anything, it cannot reclaim lost time. To spend time wisely—on growth, relationships, and meaningful effort—is the truest gift one can offer or receive.

What we call miracles are often the results of effort meeting opportunity.

In the end, purpose gives direction, curiosity fuels growth, inspiration ensures originality, and resilience makes the journey possible. Together, they form the miracle of a meaningful life.

God Bless You
Roni Abraham
Editor



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SHIPPING NEWS

CHINA TO BUILD LAND-BASED 'SUEZ CANAL' TO CONNECT EUROPE AND ASIA, BYPASSING SHIPPING ROUTES

China is quietly building alternative routes to help it export goods to Europe, without passing through its South Sea, to avoid tensions with the United States and its allies in the region.

The mountainous city of Chongqing in China has become a major hub for an overland trade route that some say could become the new Suez Canal.

The route is served by rail, and is expected to become Asia's most important logistics hub. The South China Morning Post said the city has quickly emerged as a strategic fulcrum in China's trade network, and its model—if it continues to succeed—could inspire the government to go for similar investments in the west of the country.

Every day, the city manages hundreds of shipments, connecting Southeast Asian countries such as Vietnam and Singapore to Europe, including Germany and Poland, using high-speed freight trains.

Short shipping time

The delivery time over land is 10-20 days shorter than traditional sea routes, and considerably simplifies customs issues. The launch of the ASEAN bullet train in 2023 cut the shipping time between Hanoi and Chongqing to just five days, from which goods will reach Europe in less than two weeks.

In addition to its strategic location, Chongqing is a major production powerhouse, responsible for manufacturing about a third of the world's laptops, a major base for the production of electric cars, and a major export centre for a quarter of China's cars.

Geopolitical dimensions

Some observers believe that China's motives for using this city do not only have logistical dimensions, but also have geopolitical dimensions. The trade war with the United States under President Donald Trump has shown the danger of relying on international sea lanes under Western influence such as the Suez Canal and the Straits of Hormuz and Malacca. The coronavirus pandemic exacerbated the risks, exposing the fragility of maritime supply chains.

With the ongoing war in Ukraine and some Chinese shipments subject to seizure in 2023, passing through Russia has become more risky, even though bilateral trade between the two countries reached 240 billion euros in 2024. Therefore, Beijing is pushing for the development of a "Middle Corridor" through Kazakhstan and the Caspian Sea to avoid Russia and the sea straits.

However, Beijing faces many challenges in terms of customs delays, high costs, poor infrastructure, and financial sustainability. Many routes, especially within the Belt and Road Initiative, have relied on government subsidies to make them easier for exporters.

US DEPARTMENT OF LABOR ANNOUNCES \$8M FUNDING AVAILABILITY TO SUPPORT REVITALIZATION OF DOMESTIC SHIPBUILDING INDUSTRY

The U.S. Department of Labor announced the availability of up to \$8 million in funding to reinvigorate the U.S. shipbuilding industry, a key part of the department's efforts to usher in a new era of American worker dominance in global supply chains.

The project will connect U.S. technical education centers and community colleges with similar training programs in several allied countries – including the Republic of Korea and Japan, the world's second and third leading shipbuilders after China – and establish international collaboration to help American workers learn advanced shipbuilding capabilities.

Building upon President Trump's Executive Order, "Restoring America's Maritime Dominance," the initiative seeks to revitalize and rebuild the U.S. maritime industry and workforce, while also promoting national security and economic prosperity.

"Working closely with our allies will advance the Department of Labor's mission to create effective shipbuilding apprenticeship

programs right here in the United States," said Secretary of Labor Lori Chavez-DeRemer. "We are committed to helping President Trump restore maritime dominance by preparing American workers for success, which will lead to more mortgage-paying jobs and enhance national security."

Administered by the department's Bureau of International Labor Affairs, the grant funding aims to advance the next generation of American shipbuilders through hands-on, cutting-edge training programs developed in conjunction with international partners. The funding will also establish a specialized, internationally recognized trade curricula that will enable more advanced training in the U.S.

Qualifying U.S. workers may include veterans and people with disabilities. Priority trades for the project include boilermakers, industrial electricians, steel workers, steamfitters, shipwrights, and welders. Eligible applicants include any commercial, international, educational, or non-profit organizations, including any faith-based organizations, community-based or public international organizations.

INDIA WILL CONTINUE TO BUY RUSSIAN OIL DESPITE US TARIFFS, FINANCE MINISTER SAYS

India will continue to buy Russian oil as it proves economical, its finance minister said, despite the Trump administration's decision to impose heavy import tariffs on Indian goods due, in part, to its energy purchases from Moscow.

As Europe and the U.S. have shunned Russian oil over Moscow's 2022 invasion of Ukraine, India has taken advantage of discounts on Russian output to become the largest buyer of Russian seaborne crude.

New Delhi has said its purchases of Russian oil have kept the markets in balance. U.S. President Donald Trump, who is seeking to broker an end to the Ukraine conflict, has said India's oil imports are helping fund Moscow's war effort and imposed a 50% tariff on imports from India.

Finance Minister Nirmala Sitharaman, said India, the world's third-biggest oil importer and consumer, had no plans to eschew Russian supplies.

"We will have to take a call which (supply source) suits us the best. So we will undoubtedly be buying it," she said, adding that India spends most of its foreign exchange on purchases of crude oil and refined fuels.

U.S. Commerce Secretary Howard Lutnick urged India to back the dollar, resume trade talks with Washington and stop buying Russian oil. "We're always willing to talk. The Chinese sell to us. The Indians sell to us. They're not going to be able to sell to each other. We are the consumer of the world," Lutnick said in an interview with the "Bloomberg Surveillance" program.

"Either support the dollar, support the United States of America, support your biggest client – who's the American consumer – or, I

guess you're going to pay a 50% tariff. And let's see how long this lasts." He predicted India will come back in one or two months, apologize to Trump and seek a trade deal.

In the fiscal year to March 2025, oil and refined fuels purchases from overseas accounted for about a quarter of India's overall imports.

"Whether it is Russian oil or anything else, it's our decision to buy from the place which suits our needs whether in terms of rates, logistics, anything," Sitharaman added.

Indian Prime Minister Narendra Modi joined Russian President Vladimir Putin at a summit in Tianjin that Chinese President Xi Jinping hosted as a demonstration of solidarity against the West. Modi's participation in the meetings, dubbed "the Axis of Upheaval" by some observers, alongside the leaders of countries like North Korea and Myanmar was viewed by some experts as a consequence of New Delhi's falling out with Washington.

Talks between the two nations aimed at negotiating a deal to reduce the U.S. tariff burden on Indian goods have unravelled. A planned visit by U.S. trade officials to New Delhi was cancelled, and there have since been no physical meetings between the two sides.

U.S. Treasury Secretary Scott Bessent has accused India of profiteering by importing Russian oil at lower prices and then reselling refined fuel at a higher rate.

Trump, in a post on a social media platform, commented on Putin and Modi's attendance in China.

"Looks like we've lost India and Russia to deepest, darkest, China. May they have a long and prosperous future together!" he wrote.

GREEK TANKERS LEAD G7 EXODUS FROM RUSSIA AS EU LOWERS PRICE CAP

Greek companies led an exodus of G7-linked crude tankers from Russia in August in a precautionary move to stay compliant with a new, lower price cap by the EU and some G7 countries. Last month, 23.1% of the OPEC+ members' nearly 3.35 million b/d were loaded by tankers flagged, owned or operated by companies based in the G7, the EU, Australia, Switzerland or Norway, or insured by Western protection and indemnity clubs, according to S&P Global Commodities at Sea and Maritime Intelligence Risk Suite data.

The share was lower than 37.3% in July and 39.1% in June, then a 19-month high. The EU, UK and Canada have lowered the threshold for companies to service seaborne Russian crude exports from \$60/b to \$47.60/b over Sept. 2-3 to undermine Russia's war chest against Ukraine.


While the trade restriction comes with a grace period of 45 days and is not backed by the US, which has kept the cap at \$60/b, Greek tanker companies have been reducing exposure to Russian crude trades to avoid drawing ire from Brussels. Crude liftings by tanker operators based in Europe's top shipowning nation fell by

23% month over month to 16.8 million barrels in August, a three-month low, according to the CAS and MIRS figures.

The development came amid diminishing trading opportunities in Russia for G7 companies planning to stay in non-sanctioned trades, with Urals — Russia's flagship crude export grade — mostly trading between \$50/b and \$60/b on a free-on-board Primorsk basis since late February, based on Platts assessments from S&P Global Commodity Insights. It was last assessed at \$56.11/b.

The EU's lower price cap will "effectively lock out Greek shipowners from the Russian crude market and presents a significant dilemma for sellers and buyers who need to charter tonnage," consultancy Windward said in a recent note, adding that Greek crude shipments are "likely to hit zero in the coming months."

Shadow fleet

A recent analysis of CAS and MIRS data has found Russia can access at least 561 ships totaling 49.9 million dwt to bypass the price cap regime, suggesting the country's crude exports 

are unlikely to be affected by the Greek exit.

However, as Russia needs to rely on the shadow fleet to fill the gap left by Greek operators, market participants expect a strong upside for tanker rates in Russian trades.

Platts assessed the Aframax rate for transporting 100,000 mt of Russian crude from the Baltic to the western coast of India at \$60/mt, up from \$56/mt at the beginning of August.

“Those that are still doing this are asking for more money,” a shipbroker said.

The non-G7 fleet, mainly composed of shadow fleet tankers, lifted nearly 77% of Russian crude exports in August, or 2.57 million b/d, according to the CAS and MIRS data. The tanker operators are often based in the Seychelles, China, Hong Kong or the UAE, with little known ownership.

Industry participants suggest the fragmenting Western sanction regimes could provide an opening for the opaque companies, with those operating ships in breach of UK and EU sanctions but not US still expected to find employment.

“The biggest buyers of Russian crude, China and India, have continued to receive cargoes loaded on EU- and UK-sanctioned tankers, blunting any wider trading impact,” Windward said. “US-sanctioned tankers face greater trading difficulties.”

Russian exports to India drop

Russian crude exports to India on G7-linked tankers dropped to 12.3 million barrels in August from 23.2 million barrels in July, while those on non-G7 tankers increased to 33.8 million barrels from 30.1 million barrels, according to CAS and MIRS.

Since Donald Trump’s return to the White House in January, the US has not expanded its sanctions program for Russia but doubled tariffs on Indian imports for the Russian oil deals.

While New Delhi remains overtly defiant in the face of US economic pressure, some analysts have suggested Indian refiners could reduce their buying of Russian oil due to the political risks and narrowing discounts.

Platts assessed the monthly average discount of FOB Primorsk Urals crude to Dated Brent at \$11.635/b in August, the smallest since February 2022, when Russia invaded Ukraine.

TANKER MARKET: RUSSIAN CRUDE REMAINS AT THE FOREFRONT

Russian crude flows are still one of the main talking points in the tanker crude market, especially after the latest round of sanctions. In its latest report, shipbroker Gibson said that “Western economies are turning up the heat on Russia, tightening sanctions and raising tariffs in an effort to squeeze its energy revenues. Yet despite mounting pressure, Russian crude exports have so far shown remarkable resilience.

The EU’s lower crude price cap came into effect and Washington has doubled tariffs on Indian goods to 50% as part of the efforts to pressure New Delhi over its continued imports of Russian crude. Against this backdrop, Donald Trump’s latest meeting with Vladimir Putin delivered no breakthroughs, while the war itself grinds on with drone attacks and continuing hostilities”.

According to Gibson, “for India, the stakes are particularly high. Russian crude has provided plenty of discounted supply, but the value of Indian exports to the US far outweighs its imports from Russia.

The balancing act is as much political as economic, with Prime Minister Narendra Modi seemingly portraying unity with Putin and China’s Xi Jinping at a summit. Still, the question remains: how long can India maintain this middle ground before Washington’s pressure begins to bite?”

“So far, Russia’s crude flows look surprisingly robust. Preliminary data from Kpler shows total crude exports from Western terminals averaging close to 2.15 mbd in August, in line with July levels and actually 150 kbd higher than a year earlier. But the breakdown by buyer reveals some subtle shifts.

Indian purchases slipped to around 1.35 mbd in August, down by 10% month-on-month, although the final figure may prove higher once “undecided” cargoes, accounting for 7% of the total, declare

their destinations. Whether Indian refiners bounce back in September or trade declines further will be closely watched, since any sustained slowdown could hand Trump a political win and allow him to recalibrate tariffs, with the White House seemingly able to tweak tariffs as it sees fit.

China, meanwhile, has quietly stepped in. Russian crude exports from Western terminals to Chinese refiners rose to 250 kbd in August, twice July’s level. This surge reflects both the lure of steeper discounts and the seasonal opportunity to ship via the shorter Northern Sea Route during Q3, bypassing the Suez Canal”, the shipbroker noted.

Gibson added that “the impact of lower EU crude oil price cap is also starting to be felt. Aframaxes, the workhorses of Russia’s western crude trade, have seen a decline in conventional liftings under price cap rules, squeezed by rising compliance risks.

By contrast, mainstream Suezmaxes remain active in the Black Sea, but the volumes involved are far smaller than those shipped from the Baltic. At the same time, the dark fleet continues to shoulder a growing share of exports, keeping Russian barrels on the move”.

“For now, tougher sanctions and tariffs have had only a limited effect on the overall picture. Russian oil continues to flow, but the geography of that trade has somewhat shifted. India’s hesitation has been balanced by China’s enthusiasm, leaving global markets finely poised.

The coming months will show whether August was a blip or the start of a more permanent reshaping of Russia’s crude export map. What is clear is that as long as there is demand, Russian oil will find a way”, Gibson concluded.

TIDE OF ANGER RISES AROUND WORLD AS MERCHANT SAILORS ARE ABANDONED AT SEA

Merchant sailors are being stranded off the UAE's coast or in ports around the country as some operators refuse to pay debts and crew wages and concerns grow over a worldwide increase in abandoned vessels.

According to the International Transport Workers' Federation (ITF), 2024 was the worst on record for abandonment, with 3,133 mariners stranded on 312 ships, an 87 per cent increase on the 2023 figures when 1,676 sailors were left on 132 vessels. So far in 2025, the number is on course to be higher, as 2,648 cases of abandonment have been reported from 259 ships so far. The majority of vessels abandoned this year have been in the Arab world and Iran, where 95 ships account for 37 per cent of all cases, followed by Europe with 86.

Turkey has the most current cases on record with 43. In the UAE, the number is 32. The ITF has said increased awareness among sailors of their employment rights at sea and robust monitoring measures have contributed to the rise.

The UAE has taken significant steps to protect the rights of seafarers in recent years. Under legislation introduced by the Ministry of Energy and Infrastructure in 2021, owners of abandoned vessels face a Dh20,000 (\$5,445) fine, with an additional Dh10,000 penalty incurred for each seafarer on board. If repeated, the fine can be doubled and the company license cancelled. Meanwhile, an International Maritime Organization event is to be hosted in the UAE for the first time, with maritime safety a leading theme.

Years to resolve

For crews, disputes can take several months, or sometimes years, to resolve, leaving many seafarers exposed to the harsh conditions on board deteriorating vessels. "Unfortunately, abandonment is on the rise around the world," said Mohamed Arrachedi, the ITF co-ordinator for the Arab world and Iran. "All the efforts have been deployed, but unfortunately it has not been enough to eradicate this phenomenon.

"Seafarers are aware when the ITF intervenes, they receive assistance, which partly explains why we receive more and more cases. "Unfortunately, there are still bad ship owners who are treating their seafarers unfairly. It is more worrying to observe some operators are previous offenders who continue to abandon ships."

Captain Surjit Singh, 45, from Punjab, northern India, who has two children, aged 15 and 13, was left aboard a tanker in Fujairah Port for 18 months in November 2020, without pay. His crew were reliant on fuel and supplies from charities. "We were transporting fuel and at the outset we had a crew of 18," Capt Singh told.

"I asked for a dispensation letter from the Panama authorities to allow 12 crew to disembark the vessel, as the harbour master asked six of us to stay on board for safety reasons." The crew were owed about 14 months' wages, and many were unable to pay for school fees and medical costs for their families.

Five years on and only now has Capt Singh been paid the Dh143,000 he was owed after a lengthy legal dispute. "The vessel

was sold in 2021 but it took a long time to recover our money as some of the crew were disputing what they were owed," he said.

"Things got so bad, some of the crew were ready to jump in the sea, it was very difficult to manage their mental health. I was away from my family for 15 months, so it was a huge relief to finally go home." Stranded crew on board the Med Sea Fox issued an SOS in August 2024 from Khor Fakkan Anchorage, about 25 kilometres off the coast. The eight Indian sailors, two Indonesians and Syrian joined the ship on April 5, 2024 but were shocked to find poor living conditions on board.

According to International Labour Organization records, the vessel had not been formally inspected since 2023. When a vessel is abandoned and confiscated by local authorities, it is auctioned off and the proceeds distributed to debtors, including crew. There are 32 vessels facing unresolved cases, each flying under flags of convenience. While some ships have recently been classed as abandoned, others have been listed for almost two years.

Ships abandoned have crew from India, Indonesia, China, Myanmar, Pakistan, Georgia, Sri Lanka, Bangladesh, Ethiopia, Iran and the Philippines. The Mahakal was left at Hamriyah Port on April 1, 2025 with its two crew owed three month wages of about \$1,500. According to a report filed by the ITF, the two Indian sailors were left on-board without electricity, food and water. On June 15, one of the crew attempted suicide, the ITF reported.

Of the ships abandoned by their owners in UAE waters, 126 crew are collectively owed more than \$1.3 million. The Mission to Seafarers, an international charity with a regional presence to support crew, has delivered Dh38,000 of aid to a single vessel abandoned in the UAE since June.

"Abandonments place a significant toll on the mental health and well-being of those affected, and our welfare officers, trained in mental health first aid and pastoral support are on hand with help and advice," said Ben Bailey, director of programme at the Mission to Seafarers. "We work closely with the authorities, flag states and employers to find solutions."

Although some ship owners have faced genuine financial strife, others have exploited opaque international regulations to employ staff without fulfilling wage obligations, experts said.

Mohamed El Hawawy, partner at Stephenson Harwood, an international law firm with offices in Dubai, has represented insurers, port terminals and ship agents as well as crew members left abandoned at sea. "There is now an obligation that, during any period of arrest, the needs, security, and safety of the ship and its crew must be covered," he said. When a ship is sold at auction, debts to the government must be paid before the crew, then seafarers are prioritized over other debts.

Outstanding debts often include those owed to bunker suppliers, port authorities and service providers for the vessel and crew. "When an owner abandons a ship, they are effectively disregarding the crew's welfare," said Mr El Hawawy. "I have a theory that some owners may abandon ships in the UAE because they know there is a support network here to look after the crew."

YOUR FORECAST

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



- BY RANI

Aries (Mar 21 – Apr 20)

Your radiant spirit makes you deeply aware of others' emotions, but protecting your own inner world remains essential. Establish clear boundaries to maintain harmony and protect your peace. Channel your drive into creative pursuits—this transforms your fire into joy and meaningful growth. In heated situations, take a breath, reflect, and seek guidance when necessary. Quiet moments of solitude recharge your mind, offering clarity for the journey ahead. While withdrawal may feel safe, true strength comes from facing emotions with honesty, compassion, and courage. Growth blossoms when you balance self-expression with self-care.

Taurus (Apr 21 – May 21)

You carry a rare strength for vision and bold ideas—own that gift and let it guide you. Structure and strategy are what turn dreams into lasting success. Be receptive to partnerships, as others' talents can bring your vision to life in surprising ways. Welcome closeness without surrendering your independence. Choose companions who challenge your intellect while sharing your values. Emotional openness builds a strong base for growth and trust. Seek careers and projects that merge innovation with purpose, offering stability while inspiring progress. Your ability to blend practicality with creativity will project a bright professional future.

Gemini (May 22 – June 21)

Flexible and determined, you steadily move toward your aspirations with focus and curiosity. Define your personal vision of success, pausing often to appreciate how far you've come. Gratitude magnifies blessings and sharpens perspective. Even if your path feels slow, each step forward carries real reward. Keep your individuality strong as you climb higher. Make space for love, companionship, and community—they are as valuable as financial or career milestones. Emotional clarity helps you bond more deeply, ensuring your relationships become authentic, lasting, and uplifting. Balance ambition with joy, and your journey will feel richer.

Cancer (June 22 – July 22)

Your curious nature and nurturing soul lead you to explore widely—within mind, body, and spirit. Follow this urge, but stay anchored in what truly sustains you. Seek experiences that challenge your beliefs and broaden your perspective. Spontaneity sparks exciting beginnings, but patience ensures they endure. Embrace diverse cultures, philosophies, and traditions—they will deepen your wisdom and enrich your compassion. Stay open to truths that transform old ways of thinking. This cycle invites profound learning and reflection, where both exploration and stillness guide growth. Every new discovery makes you wiser and more resilient.

Leo (July 23 – Aug 23)

Courageous and magnetic, you naturally shine—but showing vulnerability can feel risky. Remember, tenderness is not weakness, it is strength in disguise. Direct your bold energy into passions that set your heart alight, whether art, adventure, or causes that inspire you deeply. Reflect on emotional patterns, and reconnect with your inner compass through honest self-conversation. Direct your gaze inwards. Surround yourself with people who value integrity and authenticity. While your charm draws admiration, lasting love requires honesty and trust. Emotional depth will strengthen your bonds and give greater purpose to your journey ahead.

Virgo (Aug 24 – Sept 23)

Graceful and diplomatic, you bring harmony wherever you go, yet your voice must never be silenced for the sake of peace. Stand firm in your truths—they are the compass of your journey. Make choices guided by values rather than pressure from others. While external opinions matter, your intuition is your strongest ally. Reconnect with balance through rituals—writing, breathwork, or mindful practices that keep you grounded in turbulence. Trust that your resilience will open doors to freedom and your openness will invite connections you truly desire. Protect your boundaries by staying clear on what you accept and reject. Authentic love thrives in honesty, respect, and equality. Trust in your worth and express yourself with confidence. Celebrate even the smallest achievements; they form the foundation of great triumphs. The more you live authentically, the more fulfilling connections will bloom in your life.

Scorpio (Oct 24 – Nov 22)

Intense and magnetic, you radiate a presence that inspires. Use this power with integrity, guiding others with wisdom and care. Stay grounded as you rise—your words carry more weight when paired with humility. Celebrate your achievements, but invite fresh perspectives and feedback that spark your evolution. See challenges not as obstacles, but as fuel for your transformation. Emotional depth enriches your ability to connect and lead with empathy. Criticism, when welcomed, becomes a catalyst for growth. Share your light freely and uplift those around you. The more you rise with authenticity, the more you encourage others to own power.

Sagittarius (Nov 23 – Dec 21)

Your emotional wisdom and spiritual insight are treasures—let them guide every step of your path. Speak your truth openly, even when the words feel heavy; honesty is healing. Create a sanctuary at home that nurtures your heart and gives you peace. Turn to grounding practices like journaling, meditation, or quiet rituals to renew your spirit. As transitions unfold, embrace them and trust your inner compass. Allow loved ones to anchor you with their presence. The right people will remain by your side. Emotions are not weakness but guidance, leading you into deeper belonging. Trust them fully, and you'll find strength in vulnerability.

Capricorn (Dec 22 – Jan 20)

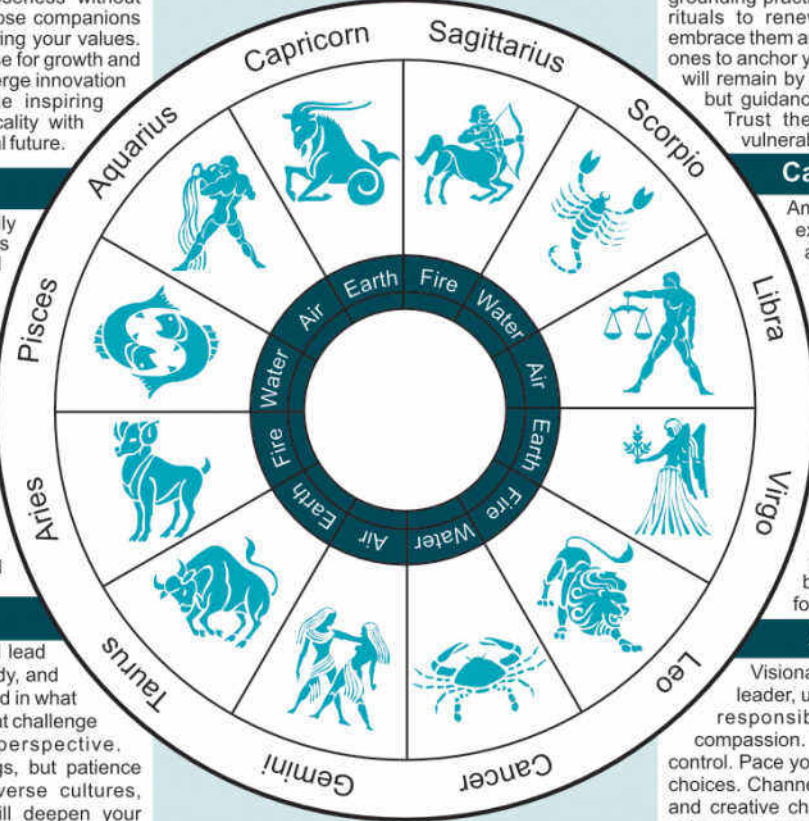
Ambitious and curious, you thrive when exploring ideas that expand your mind and spirit. Let this hunger drive you toward new challenges and meaningful growth. Strengthen communication by practicing deep listening and patience. Stay clear on your goals while balancing multiple responsibilities. Discipline fuels consistency, helping you follow what matters most. The wisdom you gain today will shape your success. Build systems that support curiosity, transforming into lasting contributions. Pride comes from persistence and dedication. With steady effort, your achievements become your legacy. Trust the process, for every step carries value.

Aquarius (Jan 21 – Feb 18)

Visionary and inventive, you are a natural leader, uplifting others with bold ideas. Embrace responsibility, but root your leadership in compassion. True strength lies in collaboration, not control. Pace yourself with patience, avoiding impulsive choices. Channel energy into projects that inspire unity and creative change. Keep your ambitions daring yet achievable, grounded in strategy. Consistency builds success while protecting your wellbeing from burnout. With persistence, you can merge insight with action. Let your spark ignite others, reminding them of their own potential. The future you build inspires collective growth.

Pisces (Feb 19 – Mar 20)

Steadfast yet adaptable, you create peace by balancing security with flexibility. Ground yourself in smart financial habits—save wisely, spend with intention, and enjoy life's smaller luxuries. In relationships, balance is key: freedom must coexist with stability. Avoid clinging too tightly, but share love openly and generously. Honest conversations keep bonds strong, reminding others of your loyalty and depth. Cherish the people who truly matter, giving them your whole heart. Strength grows from both deep roots and flexible branches. Nurture what centers you, and your spirit will flourish. A life built with care becomes one that sustains and inspires.



Libra (Sept 23 – Oct 23)

You hold yourself to high standards, yet real growth is found in consistent progress, not unattainable perfection. Release the pressure of flawlessness and honor each step as it comes. When life shifts unexpectedly, meet yourself with patience and kindness—you are doing enough. Celebrate the small milestones; they are the seeds of enduring success. Share burdens when possible, allowing more space for what fulfills you most. Let nature's calm restore your balance and clarity. Rest is not indulgence; it is a necessity for brilliance. With harmony, your discerning eye creates purpose in every detail. Your ability to unite focus with compassion ensures steady recognition and advancement. Allow yourself to expand without fear. Trust that your efforts, both big and small, pave the way for remarkable achievements.

(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.)



SMYL ZONE



Teacher: Why is your paper blank?

Student: Sometimes silence is the best answer.



My Exam Planning

Plan A: Full Syllabus
Plan B: Important Chapters
Plan C: Important Questions
Plan D: Pray



Santa: Oye! What are you doing?

Banta: Recording the baby's voice.

Santa: Why?

Banta: When he grows up, I shall ask him what he meant by this.



Teacher: Today, we're going to talk about the tenses. Now, if I say "I am beautiful,"

which tense is it?

Student: Obviously, it is past tense.



Math Teacher: What is a line?

Pappu: A line is a dot that's going to walk.

Teacher: Then what are parallel lines?

Pappu: A dot going for a walk with his girlfriend!



Girlfriend: "Where is my birthday present?"

Boyfriend: "Can you see a red color car on the roadside?"

Girlfriend with excitement: "Wow!"

Boyfriend: "I have bought a same color nail polish for you!!"



What time is it when the clock strikes 13?

Time to get a new clock.



Mistake:

If a barber makes a mistake, It's a new style
If a politician makes a mistake, It's a new law
If a scientist makes a mistake, It's a new invention
If a tailor makes a mistake, It's a new fashion
If a teacher makes a mistake, It's a new theory
If a student makes a mistake, It's a mistake



Santa Went To Court

Judge: "Order! Order!"

Santa: "1 Pizza, 2 Dosa, 3 Idli & 1 Cold Drink!"

Judge: "Shut Up!"

Santa: "No, No.... 7 Up!"



Me: I have many hidden talents

Someone: Like what?

Me: I don't know, they're hidden.



Teacher: What will happen if the 3rd World War takes place?

Student: We will have one more chapter in our history book.



Sam joins English speaking class.
After few days.

Sam: Welcome home dear.

David: I am so tired today.

Sam: Okay. Rest in Peace!



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

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

Doctor: When did he swallow the key?

Person: 10 days ago.

Doctor: And you're coming to me now, after 10 days. Why?

Person: We had a duplicate key, but we lost it today.





Fairy Tale Characters

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

1. ALADDIN
2. HANSEL
3. GOLDILOCKS
4. MORGANA
5. BEAUTY
6. MOWGLI

7. GALAHAD
8. SHREK
9. NARNIA
10. POCAHONTAS
11. CTHULHU
12. GRETEL

13. GLINDA
14. PINOCCHIO
15. PUSS
16. RAPUNZEL
17. FIONA
18. CORALINE

19. BEAST
20. BALDO

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Health Zone



WHAT YOUR NAILS REVEAL ABOUT YOUR HEALTH?

Nails are often regarded as a reflection of personal grooming, but they can offer far more than just cosmetic insight. These small, seemingly insignificant parts of the body can actually serve as windows into your overall health. From subtle color changes to shifts in texture and shape, your nails may reveal early signs of nutritional deficiencies, chronic illnesses, or systemic conditions. Understanding what your nails are trying to tell you can empower you to catch potential health issues before they become more serious.

Nails serve purposes beyond mere aesthetics or the application of attractive polish. They function as small indicators, subtly suggesting potential internal conditions within the body. Generally, they remain overlooked, except when they are chipped or broken. However, every minor line, color alteration, or change in shape may convey significant information.

In this article, you'll find a detailed description of how different nail changes can reveal important clues about your body's internal state. Paying attention to these signs can help in early detection and better health awareness.

DARK VERTICAL LINES ON NAILS

Dark vertical stripes, particularly those resembling splinters, may indicate a deficiency in vitamin B12 or vitamin D. These dark lines, referred to as melanonychia, can emerge as a result of vitamin deficiencies, particularly B12. Additionally, low levels of vitamin D have been associated with this condition. However, in uncommon instances, such lines could suggest the presence of melanoma beneath the nail. Generally, they are indicative of a deficiency, yet any new or altering lines should be examined. In rare but significant cases, dark vertical lines may be an early symptom of subungual melanoma, a type of skin cancer that develops beneath the nail. This form of melanoma can be life-threatening if not detected and treated early, which is why any sudden appearance, darkening, or spreading of these lines warrants prompt medical evaluation.

Remedy: Eat a balanced diet rich in minerals and vitamins or else take Biotin as supplement.

TINY WHITE SPOTS

The presence of those small white dots may indicate a deficiency in zinc. This assertion holds some truth. A lack of zinc has been associated with the appearance of white spots, particularly when accompanied by additional symptoms such as weakened immunity or dry skin. However, it is important to note that most of these spots are merely minor injuries to the nail matrix, which often go unnoticed at the time of occurrence.



Remedy: Eat pumpkin, seeds and nuts foods that are rich in zinc. Use oils and hand creams for moisturizing.

BRITTLE, EASILY BREAKABLE NAILS

Frequently attributed to insufficient levels of biotin and calcium. Nails that are prone to splitting, peeling, or breaking may be signaling a need for additional biotin, a B-complex vitamin essential for maintaining strong nails. Calcium is also important for the structural integrity of nails. However, we must also consider lifestyle factors such as regular washing, the use of harsh nail products, and dry weather conditions, all of which can exacerbate brittleness.

Remedy: Drink plenty of water to keep the nails hydrated.

YELLOWING OF NAILS

Yellow discoloration of the nails is a condition that can often point to several underlying issues, with one of the most common causes being a fungal infection. These infections typically lead to noticeable changes in the appearance of the nails, including a thickened texture, a yellow or brownish hue, and a marked slowing in nail growth. Over time, the nails may also become brittle or crumbly, further indicating the presence of a fungal issue. In addition to fungal infections, smoking is another frequent contributor to yellow nails. The chemicals found in tobacco can stain the nails, causing them to take on a persistent yellowish tint over time, especially in long-term smokers.

Remedy: Use tea tree oil diluted with a carrier oil for potential antifungal properties.

FULLY WHITE NAILS WITH NO PINK BASE

A potential indicator of liver or kidney problems. When nails lose their pinkish base and become entirely white, with the exception of a narrow pink band near the tip, this condition is referred to as Terry's nails. It has been linked to liver cirrhosis, kidney failure, and even congestive heart conditions. Although it may also occur with aging, it should not be overlooked if it appears suddenly.



Health Zone



While Terry's nails can sometimes appear as a part of the natural aging process and may be seen in elderly individuals without any underlying disease, their sudden onset or development in younger people should not be dismissed.

Remedy: Eat iron and zinc rich food that will remove the paleness and whiteness.

CLUBBED OR BULGED FINGERTIPS

Indicates inadequate oxygen supply. Clubbing refers to the downward curvature of nails and the puffiness of fingertips. This can serve as a subtle indicator of reduced oxygen levels in the bloodstream. It has been observed in individuals suffering from chronic respiratory issues such as bronchitis, cardiovascular diseases, or even liver ailments. Although it typically develops gradually, it is essential to examine this condition thoroughly.

Remedy: Reduce intake of salt and not smoking can lower the risk of clubbing.

PITTED OR DENTED NAILS

Nails exhibiting small depressions may indicate underlying skin disorders such as eczema or psoriasis. Nail pitting, characterized by small pin-like indentations, is closely associated with psoriasis and, in some cases, alopecia areata. This issue extends beyond the surface of the skin. These indentations can manifest prior to any noticeable skin flare-ups and may act as early indicators of autoimmune disorders.

Remedy: Laser treatment can help healthy nail growth.

BLUISH OR PURPLISH NAILS

This may suggest inadequate blood circulation or reduced oxygen levels. A bluish hue in the nails (particularly when the fingers are cold) can be an indicator of low blood oxygen levels. This condition may occur during asthma episodes, in individuals with COPD, or as a result of specific heart problems. Additionally, it could merely be the body's response to cold temperatures; however, if it persists, it requires medical attention.

Remedy: Take medications and oxygen therapy with some changes in the lifestyle (limiting caffeine and nicotine)

SPOON-SHAPED NAILS (KOILONYCHIA)

Most frequently observed in individuals with insufficient iron levels, nails that curve inward and take on a spoon-like shape are often indicative of iron deficiency anemia. These changes are not merely aesthetic issues. They can also manifest in individuals suffering from hemochromatosis or celiac disease. Increasing iron levels can frequently lead to an improvement in the shape of the nails over time.

Remedy: Consuming citrus fruits rich in Vitamin C can help body absorb iron effectively.



VERTICAL RIDGES ALONG THE NAIL LENGTH

Typically benign, yet occasionally associated with iron deficiency. Subtle vertical ridges can be a typical indication of aging. However, more pronounced or deeper ridges, particularly when accompanied by pale or fragile nails, may indicate iron deficiency. These alterations frequently develop gradually, which is the reason they might remain unnoticed for an extended period. Iron plays a crucial role in maintaining healthy nails, and a deficiency can affect the structure and strength of the nail plate over time. Because these changes often develop slowly and without pain, many people may not notice them until they become quite pronounced. It is therefore important to pay attention to such gradual alterations, as they can serve as early signs of nutritional imbalance or other systemic conditions requiring medical attention.

Remedy: Maintain moisture by applying oil, cream or nail oil to the nails.

CONCLUSION

While nails are often seen merely as cosmetic features, they can actually serve as subtle indicators of underlying health issues. From vitamin deficiencies and nutrient imbalances to more serious conditions like liver disease, respiratory problems, and even cancer, changes in nail color, shape, or texture should not be ignored. Although many nail alterations may result from harmless factors such as aging, injury, or environmental exposure, persistent or sudden changes deserve closer attention. Monitoring your nails can offer early clues about your overall well-being, making them a surprisingly valuable tool in preventive health care.

(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.)

REVIEW CORNER



Islands On Earth You Can Never Visit

The world's oceans are dotted with islands—some idyllic tourist havens, others uninhabited specks of wilderness. But a few islands remain entirely off-limits, sealed away from human curiosity either by law, danger, or nature itself. These forbidden places spark fascination because they feel like missing pieces of the Earth's puzzle, places where secrets of history, ecology, or even human survival remain untouched. Here are some of the most mysterious islands on Earth that you can never set foot on.

North Sentinel Island, India

Tucked away in the Andaman and Nicobar Islands lies North Sentinel Island, home to the Sentinelese tribe—one of the last uncontacted peoples in the world. For centuries, they have resisted all outside contact, meeting intruders with hostility. Indian law protects the island strictly, banning visitors within a five-kilometer radius to preserve the tribe's isolation and protect them from disease. Even humanitarian missions after natural disasters have been met with arrows and stone weapons. This small patch of land represents one of the last frontiers of human isolation, a society determined to live exactly as it did thousands of years ago.

Snake Island (Ilha da Queimada Grande), Brazil

Located about 90 miles off the coast of São Paulo, Snake Island is perhaps the most terrifyingly off-limits destination.

The island is overrun with thousands of golden lancehead vipers, one of the world's deadliest snakes. Legend claims there is at least one snake for every square meter, though scientists suggest the number is lower—but still frighteningly high. Brazilian authorities prohibit entry, except for occasional scientific expeditions. For anyone who has ever dreamed of a deserted island escape, this particular paradise would be a nightmare.

Surtsey, Iceland

In 1963, fishermen off the coast of Iceland witnessed a volcanic eruption that created an entirely new island—Surtsey. Today, it

remains one of the most pristine natural laboratories on the planet. Scientists strictly regulate entry, limiting it to a handful of researchers studying how ecosystems form from scratch. With no human interference, plants, insects, and birds colonize the island naturally, offering insights into the birth of life on fresh land. Even a single footprint could alter the ecological balance, which is why Surtsey will never be open to tourism.



Bikini Atoll, Marshall Islands

In the mid-20th century, Bikini Atoll became ground zero for U.S. nuclear testing. Between 1946 and 1958, more than 20 nuclear devices were detonated here, including the largest hydrogen bomb ever tested by the United States. The islanders were evacuated, but radiation rendered much of the atoll unsafe for habitation. Though some scientists and controlled tourist diving expeditions have visited the wreckage of sunken ships, permanent resettlement remains impossible. Bikini Atoll is a haunting reminder of humankind's destructive power—and a forbidden island shaped by history.

Heard Island, Australia

Situated in the far Southern Ocean, closer to Antarctica than Australia, Heard Island is one of the most remote and inhospitable places on Earth. Covered in glaciers and dominated by an active volcano, Big Ben, the island is battered by freezing winds and surrounded by treacherous seas. Access is nearly impossible, requiring weeks of sea travel through stormy waters. Even scientists only occasionally attempt expeditions. Protected as a UNESCO World Heritage Site, Heard Island will likely remain a place very few humans will ever witness firsthand.

The Allure of the Unreachable

These forbidden islands remind us that despite humanity's global reach, parts of Earth remain beyond our grasp. Some are dangerous, others sacred, and a few serve as living laboratories for science. Their inaccessibility only amplifies their mystery, sparking our imagination about what lies hidden. In a world that feels increasingly mapped and known, they offer a reminder that not every corner is ours to conquer—and perhaps that's exactly how it should be.

Lost Cities Hidden Beneath The Ocean

“Every stone beneath the sea carries the weight of forgotten footsteps.”

For centuries, sailors have whispered about sunken cities swallowed by the sea—grand civilizations that mysteriously disappeared beneath the waves. While some of these tales belong to the realm of legend (like Atlantis, the legendary city described by Plato, said to have vanished in a single night), archaeology has uncovered astonishing evidence that parts of human history now lie underwater, preserved in silence. Rising seas, earthquakes, and shifting coastlines have hidden entire communities beneath the ocean, turning myth into reality. Here are some of the most fascinating lost cities submerged beneath the waters of our planet.



Heracleion, Egypt

Once a bustling port at the mouth of the Nile, Heracleion was considered a gateway to ancient Egypt. For centuries, it thrived as a center of trade, religion, and culture. But sometime around the 8th century CE, natural disasters—likely earthquakes and flooding—dragged it beneath the waves of the Mediterranean. Rediscovered in 2000, divers found colossal statues, stone temples, and even intact ships resting on the seabed. Today, Heracleion stands as one of the greatest underwater archaeological finds, offering a rare glimpse into Egypt’s forgotten maritime past.

Pavlopetri, Greece

Believed to be over 5,000 years old, Pavlopetri is the world’s oldest known submerged city. Located off the coast of southern Laconia, Greece, it predates even Homer’s epics. This ancient town features streets, houses, and a complex drainage system—all remarkably preserved. Scientists think it was swallowed by the sea around 1,000 BCE, most likely due to earthquakes. Pavlopetri gives historians rare insights into the lives of Bronze Age societies, though it remains off-limits to divers without special permission to protect its fragile ruins.

Dwarka, India

Off the coast of Gujarat lies the legendary city of Dwarka, linked to the Hindu god Krishna. Long considered a myth described in sacred texts, evidence of a submerged settlement was discovered in the Gulf of Khambhat in the early 2000s. Divers uncovered structures resembling walls, roads, and pillars, suggesting a sprawling city once stood here thousands of years ago. While debates continue about its exact age and connection to mythology, the discovery has fueled both archaeological and spiritual fascination with what might be one of India’s most ancient lost cities.

Yonaguni Monument, Japan

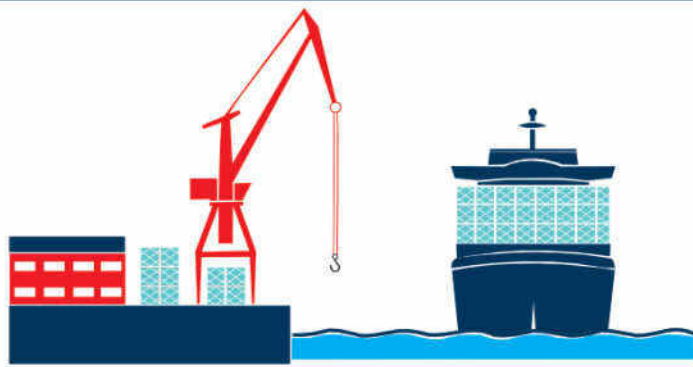
Off the coast of Yonaguni Island in Japan’s Okinawa prefecture lies one of the ocean’s greatest mysteries. Discovered in 1986, the Yonaguni Monument is a massive stone structure that looks eerily like a stepped pyramid. Its sharp edges and terraces spark debate: is it a man-made city submerged by rising seas, or a natural geological formation shaped by currents? Some divers even claim to see carvings and road-like paths. While the debate continues, Yonaguni remains a breathtaking and enigmatic underwater site, blurring the line between natural wonder and lost civilization.

Port Royal, Jamaica

Known as the “wickedest city on Earth,” Port Royal was once a bustling pirate haven during the 17th century. Wealthy and infamous, it was a place of excess and danger. But in 1692, a devastating earthquake caused much of the city to sink into the Caribbean Sea within minutes, killing thousands. Today, parts of the sunken city rest preserved under layers of sand and seawater, creating an archaeological time capsule. Divers have uncovered streets, buildings, and artifacts, giving a vivid look into the golden age of piracy.

The Ocean as a Time Capsule

These submerged cities remind us that the ocean is not just a natural wonder but also a vast archive of human history. Rising seas and shifting earth have erased civilizations from the land, but underwater they remain preserved, waiting for discovery. Each find challenges our understanding of the past, proving that the ocean still guards secrets we have yet to uncover. In the silent depths, entire cities sleep—echoes of worlds that once thrived above the waves.



Marine Insights

UNDERSTANDING BUNKERING

WHAT IS BUNKERING?

Bunkering is the process of supplying fuel to ships, a vital yet high-risk operation involving precise handling, safety protocols, and compliance with international environmental regulations.



TYPES OF BUNKERING

Bunkering can be carried out in several ways depending on port infrastructure, vessel type, and operational requirements.

- **Ship-to-Ship (STS):** In this method, fuel is transferred between two vessels positioned alongside each other. STS bunkering is commonly practiced at anchorages or offshore locations where onshore facilities are unavailable. It requires strict maneuvering, robust mooring, and vigilant communication to ensure stability and spill prevention.

- **Ship-to-Shore:** This involves a stationary vessel receiving fuel directly from a land-based storage terminal via pipelines. It is considered safer and more controlled, as the shore facilities often include spill containment systems, automated flow monitoring, and higher capacity for larger fuel deliveries.

- **Shore-to-Ship:** Smaller vessels may be supplied through trucks or road tankers delivering fuel to the pier side. Although flexible and cost-effective for limited quantities, it presents greater risks of hose handling errors and traffic-related delays.

Each method demands careful planning, coordination, and strict adherence to safety checklists.

TYPES OF MARINE FUELS

Marine fuels fall into distinct categories, each with unique properties and regulatory considerations.

- **Heavy Fuel Oil (HFO/HSFO):** Traditionally the most widely used, HFO is a viscous, residual product requiring heating and purification before use. While economical, it produces higher sulfur oxide emissions, increasingly restricted by regulations.

- **Very Low Sulfur Fuel Oil (VLSFO):** Introduced to meet the 0.50% sulfur cap under MARPOL Annex VI, VLSFO is a blended product with reduced emissions. However, compatibility and stability issues can arise when mixing different batches.

- **Liquefied Natural Gas (LNG):** An emerging alternative, LNG offers lower greenhouse gas emissions and negligible sulfur content. Its handling requires cryogenic storage, specialized piping, and rigorous safety standards.

- **Methanol:** This liquid fuel is easier to store than LNG and burns cleaner than oil. Growing pilot projects highlight its potential for greener shipping, though energy density is lower.

- **Biofuels and Synthetic Fuels:** Derived from renewable sources, these fuels promise carbon reduction. Still, concerns remain about availability, scalability, and long-term compatibility with marine engines.

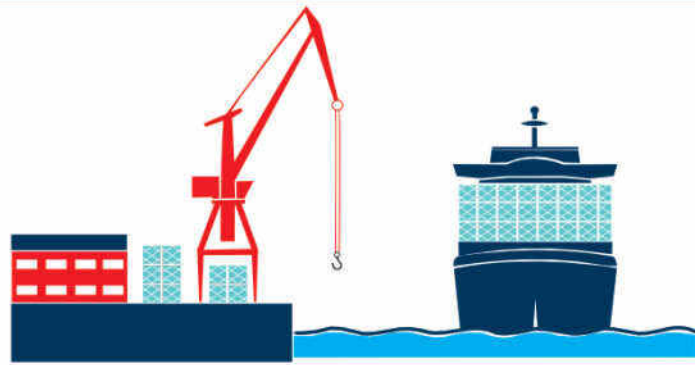
The ongoing transition reflects both environmental responsibility and regulatory enforcement.

BUNKERING PROCEDURE

Bunkering is a structured operation that goes beyond the simple transfer of fuel. It is a sequence of carefully managed phases, where safety, compliance, and accuracy must align to prevent costly incidents. The procedure can be broken down into distinct stages.

• Pre-Bunkering Phase

The success of bunkering begins well before a single drop of fuel is pumped. Clear communication and planning between the ship, supplier, and port authorities form the foundation. The Master or Chief Engineer ensures that the fuel order agreement—type, grade, and quantity—is verified against voyage requirements and regulatory limits.



Marine Insights

Next comes the preparation of checklists, risk assessments, and a bunker plan that covers valve line-ups, tank allocations, emergency shutdowns, and communication signals. Safety Management System (SMS) procedures, alongside SOPEP/SMPEP guidelines, provide a structured framework.

Independent bunker surveyors often participate to confirm quantities and witness sampling. Increasingly, ports like Singapore mandate the use of Mass Flow Meters (MFM), which deliver more accurate measurements than traditional tank soundings and minimize disputes over fuel quantity.

• Connection & Verification

Once the barge or shore source is alongside, the focus shifts to secure hose connection and sealing. Hoses are fitted to the ship's manifold, with flanges tightened and gaskets checked. Proper alignment is vital to avoid leaks under pressure.

Safety checks follow: drip trays are placed under flanges, scupper plugs are fitted to block drains, and in some cases, double valve isolation is applied to prevent backflow. A pre-transfer inspection confirms readiness and ensures both parties agree on signals for "start," "stop," and "emergency stop."

• Fuel Transfer Phase

Fuel transfer starts cautiously. The supplier begins with a low flow rate, allowing the crew to conduct a leak test. Any seepage at hoses or valves is corrected before proceeding.

Once cleared, the flow is ramped up gradually to the agreed transfer rate. The receiving team continuously monitors pressure, tank levels, and pumping speed to avoid overfilling. Regular tank soundings or automated gauges ensure that the fuel is being directed to the correct tanks.

• Sampling & Recording

Sampling protects both the supplier and the ship. The industry standard is the continuous drip sampling method, where a small amount of fuel is collected steadily throughout the entire transfer. This ensures the sample truly represents the delivered batch.

Two categories of samples are important:

MARPOL samples: sealed, labelled, and retained on board for at least 12 months as legal evidence for compliance checks.

Commercial samples: used for laboratory testing and potential quality disputes.

A strict chain of custody is maintained, with numbered seals and signatures recorded on the Bunker Delivery Note (BDN). Any break in this process can weaken evidence in case of a dispute.

• Completion & Disconnection

As tanks near capacity, the pumping rate is reduced to avoid surges or overflow. Once transfer ends, hoses are drained back to the barge, stripped of residual fuel, and disconnected carefully. All scupper plugs and drip trays are checked for contamination before removal.

The BDN is signed after verifying details such as quantity, density, and sulfur content. If discrepancies exist—like short delivery or off-spec quality—the ship may issue a "Note of Protest". This document, while acknowledging receipt, formally records disagreement and preserves legal rights for future claims.

NEWER BUNKERING TECHNOLOGIES

With alternative fuels entering mainstream shipping, new technologies are reshaping bunkering. Cryogenic hoses are used for LNG and increasingly for methanol, designed to handle extremely low temperatures safely.

Custody transfer automation through advanced metering and blockchain-backed systems reduces disputes by providing real-time, tamper-proof records of fuel flow. Similarly, digital fuel tracking systems allow operators to monitor deliveries, consumption, and emissions remotely, strengthening both compliance and operational efficiency.

CONCLUSION

Bunkering has evolved from a straightforward oil transfer to a complex operation shaped by stricter environmental rules, advanced measurement systems, and diverse fuel choices. For seafarers, it remains one of the most safety-critical tasks, demanding precision, compliance, and vigilance at every stage. Looking ahead, the industry is moving toward green fuels such as LNG, methanol, and biofuels, supported by automation and digital tracking. Safe, compliant, and efficient bunkering today will prepare crews for the cleaner, smarter bunkering practices of tomorrow.

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



NAVIGATING THE UNCHARTED



THE SELF HELP YOU ACTUALLY NEED

Ever noticed how your advice to friends is pure gold, but when it comes to your own problems... well, it's more like glitter? Why is it so easy to solve someone else's mess, but not your own? This strange little puzzle has a name: the **Solomon Paradox**. Named after the famously wise King Solomon, who gave great advice but struggled with his personal life, this idea shows how our brains work differently for others than for ourselves. And it all starts with the man behind the name.

The Wise King Who Made Dumb Choices

King Solomon was known as the wisest man in ancient times. People traveled from distant lands just to hear his advice. He even wrote powerful proverbs about self-control, fairness, and making good choices. But here's the twist: he didn't always live by them. Despite his wisdom, Solomon made poor decisions in love, power, and leadership. Kind of like a sailor who helps others navigate storms but can't steer his own ship straight. His story isn't just ancient history. It's a mirror. It shows us how even the smartest minds can slip when their own heart is on the line.

The Psychology Behind the Paradox

So, what's really happening in our heads when we fall into the Solomon Paradox? Why can we see other people's problems so clearly but get lost in our own?

Psychologists say it comes down to something called self-distancing. It means stepping back from your thoughts and emotions, almost like viewing your life from the outside. When we give advice to a friend, we naturally do this. We're not emotionally tangled in their situation, so we see things more clearly. We're calm, logical, and (let's be honest) sometimes even a bit smug about how obvious the solution is.

But when it's our turn in the emotional hot seat? Everything changes. Our brain is no longer cool and rational. It's swimming in worry, fear, ego, and what-ifs. That's called emotional bias, and it clouds our judgment like fog on a windshield. Even if we know the right thing to do, emotions can make it hard to act on that knowledge.

Imagine you're making a tough decision onboard under pressure – time limits, safety concerns, and crew expectations. It feels overwhelming. But discuss the same scenario later in a conference room, and it all seems obvious. Same brain, totally different results.

This is the core of the paradox: we become wiser when we step away from ourselves. And the good news? With practice, we can train our minds to self-distance even in our own lives.

Some people talk to themselves in the third person or ask, "What would I tell a friend in this exact situation?" These simple tricks create just

enough space between you and your emotions to let clarity in.

How to Be Your Own Wise Friend

So, now that you know about the Solomon Paradox and why it happens... the big question is: how do you flip the script? How do you stop being the clueless star of your own drama and become the wise friend you already are for everyone else?

Here's how to outsmart yourself – without losing your mind in the process.

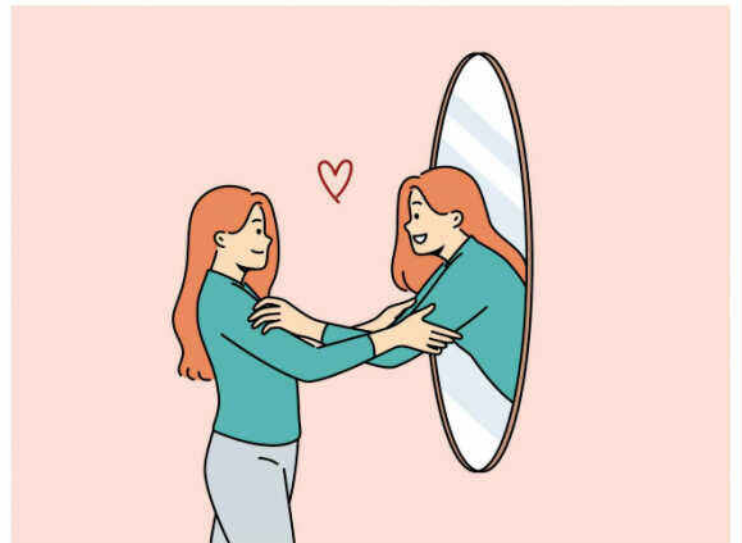
• Talk to Yourself (Without Feeling Like a Weirdo)

Yes, it sounds strange. But talking to yourself is one of the smartest things you can do.

This trick is called self-distancing through dialogue. You can try the mirror method, where you literally talk to your reflection, or the empty chair method, where you imagine you're talking to yourself as if you're your own therapist. It sounds awkward at first, but it works. You can even channel your inner movie critic.

Ask yourself: "Okay, what are you really doing here? And what advice would you give if this was your bestie?"

Speak to yourself like you would to someone you care about. Be honest. Be kind. Be wise. And yes, you can still roll your eyes while doing it.



• Write It Out (Then Read It Later Like It's a Movie Script)

When your mind feels like a tornado, writing things down can create space. Journaling isn't just for poets or teenagers, it's a proven method to gain emotional distance.



NAVIGATING THE UNCHARTED



Here's the twist: Don't just write it. Re-read it later. Pretend it's the script of a Movie drama. Would you root for this character? Would you scream, "No, don't text her/him!" or "Why are you still stuck in this? You know you deserve better."

That kind of emotional detachment can help you spot your own patterns, red flags, and blind spots. Suddenly, you're not trapped in the story; you're the wise viewer, popcorn in hand, seeing it all clearly.

• Be Someone Else (Sort Of)

Sometimes, the best way to understand yourself is by looking through someone else's lens. Ask people close to you, "Who do I remind you of?"

Maybe they'll say you're like that friend who never takes a break. Or maybe you're giving off big "always-fixing-everyone-else's-life" energy. Whatever the answer, it's a mirror in disguise.

Now, take that character and do a mini case study: What worked out for them? What didn't? What would you have advised them to do?

This mental trick helps you step out of your own head and see your life from the outside.

• Get a Support System

Finally, if all else fails, find that one friend or family member who tells it like it is – even if it stings.

You know the type. The one who says, "You're being dramatic," or "This isn't love, it's just loneliness in disguise." It might feel rude, but sometimes, clarity comes wrapped in brutal honesty.

Having a support system that keeps you grounded is a superpower. Not every voice needs to be gentle. Some just need to be clear.

In short? Outsmarting yourself isn't about pretending you're not emotional. It's about creating just enough space between you and your emotions to see the truth. Be your own wise friend. You've already been that person for others. Now it's your turn!

Wisdom in Leadership

Onboard a ship, leadership is about more than giving orders. Senior officers have a unique chance to model wise reasoning for their crew. When officers show calm and clear thinking, especially in tough situations, they set the tone for everyone. This helps build trust and confidence, which are crucial at sea.

One great way to bring Solomon's Paradox into ship life is through mentorship and open conversations. Experienced crew members can share their stories and lessons learned, helping others see things from different angles. When officers encourage their teams to talk openly

about challenges, it creates a culture where everyone feels supported and wiser.

Another powerful tool is using Solomon's Paradox in debriefs and case studies. After a difficult voyage or incident, step back and look at what happened—not just from your perspective but as if you were advising a friend. Discussing real situations helps crew members practice stepping outside their own shoes. It trains everyone to think more clearly, even when emotions run high.

So, next time you're stuck or facing a tough decision, try stepping outside your own shoes. Imagine what advice you'd give to a fellow sailor in your place. You might be surprised at how wise you already are.

Remember the saying, "He who walks with the wise grows wise." Just make sure to check your own shoes first. Being a wise leader starts with knowing yourself well.



Conclusion:

Are you the friend with all the answers but none for yourself? If so, you're not alone. The Solomon Paradox reminds us that even the wisest can struggle with their own problems. Solomon gave brilliant advice but stumbled in his personal life—just like many of us do. The good news is that wisdom isn't about perfection. It's about learning to see yourself clearly, just like you do for others.

By stepping outside your own shoes, talking to yourself like a trusted friend, or even journaling your thoughts, you can unlock your inner wisdom. Use these tools to become your own wise advisor, not just for others but for yourself too.

So, be wise like Solomon, but also not like Solomon—learn from his story, outsmart your own mind, and make your personal decisions with the clarity you offer to your friends.

(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

SOUTH KOREAN WORKER TELLS OF PANIC AND CONFUSION DURING HYUNDAI ICE RAID



A South Korean worker who witnessed a massive immigration operation at a car factory in Georgia has told of panic and confusion as federal agents descended on the site and arrested hundreds.

The man, who asked to remain anonymous, was at the factory which is jointly owned by Hyundai and LG Energy when agents from Immigration and Customs Enforcement (ICE) arrested 475 people, including 300 South Korean nationals, with some being led away in chains.

He said he first became aware of the raid when he and his colleagues received a deluge of phone calls from company bosses. "Multiple phone lines were ringing and the message was to shut down operations," he said.

As news spread of the raid, the largest of its kind since President Donald Trump returned to the White House, the man said panicked family members tried to contact the workers.

"They were detained and they left all their cell phones in the office. They were getting calls, but we couldn't answer because the office was locked," he said.

According to US officials, some workers tried to flee including several who jumped into a nearby sewage pond. They were separated into groups based on nationality and visa status, before being processed and loaded onto multiple coaches.

Some 400 state and federal agents had gathered outside the sprawling \$7.6bn factory complex, which is about half an hour from the city of Savannah, before entering the site.

The 3,000-acre complex opened last year and workers there assemble electric vehicles.

Immigration officials had been investigating alleged illegal employment practices at an electric vehicle battery plant that is being built in the compound.

The operation ultimately became the largest single-site immigration enforcement operation in the history of Homeland Security investigations, officials said, adding that hundreds of people who were not legally allowed to work in the US were detained.

Review of the footage posted on social media and apparently filmed inside the battery plant.

One video shows man lined up in a room as a masked man, wearing a vest with the initials HSI - Homeland Security Investigations and holding a walkie-talkie, tells them: "We're Homeland Security, we have a search warrant for the whole site. We need construction to cease immediately, we need all work to end on the site right now."

A worker, who is legally entitled to work in the United States, in Savannah, the nearest city to the massive car factory.

The man said he was "shocked but not surprised" by the immigration operation.

He said the vast majority of the workers detained were mechanics installing production lines at the site, and were employed by a contractor.

He also said a minority of those arrested had been sent from head office in Seoul and had been carrying out training.

The man said he believed nearly all the workers had some legal right to be in the US, but were on the wrong type of visas or their right to work had expired.

In a joint statement released after the raid, Hyundai and LG energy said they were "co-operating fully with the appropriate authorities regarding activity at our construction site. To assist their work, we have paused construction."

Hyundai also said that "based on our current understanding, none of those detained is directly employed by Hyundai Motor Company".

It added "it is committed to full compliance with all laws and regulations in every market where we operate".

Contacting the US Department of Homeland Security (DHS) for comment and for more details about exactly why the workers were detained and what they were doing at the plant.

The day after the raid, the ICE agent in charge of the operation, Steven Schrank said all 475 detainees were "illegally present in the United States".

He said they were workers "who have entered through a variety of different means into the United States, some illegally crossed the border, some that came in through visa waiver and were prohibited from working, some that had visas and overstayed their visas".

The raid, dubbed by officials "Operation Low Voltage", targeted an electric battery plant which was being built on the same site as an existing Hyundai car factory.

ICE has released footage of the raid showing federal agents arriving in armoured vehicles and lining up workers outside the factory, with some shown chained together before being loaded onto coaches.

Other images show two men in a river apparently trying to escape, and another man being hauled out of the water by agents who are speaking to him in Spanish.

The worker we spoke to said he had sympathy for those who had been detained, but he said a crackdown was not a surprise under the Trump administration. "Their slogan is America first, and if you work in America legally, you won't have an issue," he said.

The man said the time and administrative hurdles involved in obtaining US visas had encouraged foreign companies to cut corners in order to finish projects on time, but they might now need to reassess.

"I mean, after this happened, many companies will think again about investing in the United States because setting up a new

project might take so much longer than before," he said, adding that many of those who were detained were specialists and finding local workers to replace them would not be easy.

There were few visible signs of raid, although two security teams asked us to move on as we filmed from the side of the road.

The electric car factory in Ellabell, Georgia is a huge complex that dominates the landscape and has been a major source of employment since the project was announced in 2022.

Georgia's Republican Governor Brian Kemp has hailed the \$7.6bn complex, describing it as the largest economic development

project in the state's history.

The impact of the venture has been reflected in the resurgence of the Korean American Association of Greater Savannah. "It's a growing community," said Cho Dahye, the association's president.

Ms. Dahye, who became a US citizen in the 1980s and is also known by her American name Ruby Gould, said the ICE arrests had left people shocked.

She hopes the raid on her doorstep would not have a wider impact on US-South Korean relations. "It's very shocking to me and the image of a global, well-known company," she said.

DUPED OF MILLIONS IN 'DIGITAL ARREST', INDIAN WOMAN SEEKS ANSWERS FROM BANKS

Anjali's nightmare began with a phone call that would cost her 58.5m rupees (\$663,390).

The caller claimed to be from a courier company, alleging that Mumbai customs had seized a drug parcel she was sending to Beijing.

Anjali, a resident of Gurugram, a suburb of Indian capital Delhi, fell prey to a "digital arrest" scam - fraudsters posing as law enforcement officials on video calls and threatening her with life in prison and harm to her son unless she obeyed.

Over five harrowing days last September, they kept her under 24/7 surveillance on Skype, terrified her with threats, and coerced her into liquidating her savings and transferring the money.

"After that, my brain stopped working. My mind shut down," she says.

By the time the calls stopped, Anjali was broken her confidence shattered, her fortune gone.

Her case is far from unique.

Government data shows Indians lost millions of dollars to "digital arrests," with reported cases nearly tripling to 123,000 between 2022 and 2024.

The scam has grown so rampant that the government has resorted to full-page ads, radio and TV campaigns, and even a prime ministerial warning. Officials say they have blocked nearly 4,000 Skype IDs and over 83,000 WhatsApp accounts linked to the fraud.

Anjali has spent the past year shuttling between police stations and courts, tracing the trail of her vanished money and petitioning authorities including the prime minister for help.

Victims say soaring scams, weak bank safeguards, and poor recovery expose regulatory gaps in a country where digital banking has outpaced cybercrime checks, ensnaring people across classes.

Anjali says tracing her money trail exposed failures at every level of India's top banks.

She told she rushed to her HDFC Bank branch India's largest private lender on 4th September 2024, panicked and under video surveillance by scammers, transferring 28m rupees that day and another 30m the next.

She alleges that the bank failed to detect red flags or trigger alerts for abnormal transactions, even though the amounts she was transferring were 200 times larger than her usual pattern of

withdrawals.

She wonders why her premium account drew no call from her relationship manager and why the bank failed to flag such massive debits.

"Should the size of transfers that I made all in a matter of under three days not have been enough to raise suspicion and even prevent the crime?" Anjali asks, noting that if credit card spends of 50,000 rupees trigger verification calls, why not multi-million withdrawals from savings accounts.

In an email to Anjali, HDFC called her allegations "baseless" and said the incident of fraud was reported to the bank after a delay of two-three days. It added that the transactions were authorised by the bank on her instructions so its officials cannot be faulted.

India's banking ombudsman closed her complaint against HDFC, citing a 2017 rule that makes customers like Anjali bear the full loss if the fraud is deemed their mistake.

HDFC Bank did not respond to questions.

Anjali, showed a huge chart she had compiled of how her money travelled from one bank to another.

It showed the funds first went from HDFC into an account held by "Mr. Piyush" in ICICI Bank, also one of India's largest private lenders.

A police investigation into the money trail revealed that Mr. Piyush's account barely had a balance of few thousand rupees before the transfer.

Anjali questions why ICICI permitted multiple fund transfers into the account "when such sudden large deposits should ideally have triggered automated transaction monitoring systems under any bank's anti-money-laundering obligations".

She also wonders how the bank allowed a quick outflow of the money from Mr. Piyush's account without temporarily freezing it or doing additional Know Your Customer (KYC) verification.

While ICICI has lodged a complaint against Mr. Piyush, who was briefly arrested and then freed on bail Anjali says a delay in freezing his account proved very expensive for her.

In a statement, ICICI said they had followed all "prescribed know your client" procedures while opening the account and until the disputed transactions, it had exhibited no suspicious activity. It said "any insinuation that the bank failed in its due-diligence is entirely unfounded".

The bank said it froze the account immediately after Anjali's complaint and helped her file a police case and trace the mule account-holder.

The ombudsman has also closed her complaint against ICICI saying the bank had followed KYC rules when opening Mr. Piyush's account, and that it couldn't have predicted that it would be used for what it described were fraudulent activities.

Police found that within four minutes of reaching ICICI, most of her money was funneled into 11 accounts at Sree Padmavathi Cooperative Bank, an affiliate of Federal Bank in Hyderabad city.

They found that addresses of eight of the 11 were fictitious and the account holders couldn't be traced.

Their KYC documents were also not available with the bank. The remaining three account holders were a rickshaw driver, a widow doing tailoring work in a small shanty town and a carpenter.

Police found that except for one, the account holders were unaware of the large sums flowing through their accounts.

In May, police arrested former director of the cooperative bank Samudrala Venkateshwaralu, he remains in jail, with the court rejecting his bail petition three times "considering the gravity and far reaching impact of cyber frauds".

The police report alleges that many of these accounts were opened at the behest of Venkateshwaralu and were essentially mule accounts which are opened in other people's names but sold to criminals who operate them to launder money.

Over a year after losing her money, Anjali and others petitioned India's top consumer court in January, which admitted their complaint of "deficiency of services" by banks.

The banks must respond, with a hearing due in November.

As such scams get more complex, there are growing discussions

worldwide around who ultimately pays for financial fraud and what responsibility banks, financial institutions and regulators bear.

Last October the UK tightened rules around the liability of payment service providers, requiring them to reimburse customers, barring exceptions who fall victim to some types of financial fraud.

"Banks have a duty of care towards customers. If a bank observes any activity in an account that is inconsistent with its overall transaction patterns, it must stop that transaction," Mahendra Limaye, a lawyer who is fighting cases of a dozen digital arrest victims including Anjali's told.

He accuses the banks of indirectly "abetting the financial suicide" of the complainants by opening money mule accounts, failing in their duty to do continuous due diligence of customers and in their duty to preserve and protect their money.

But so far, relief has proved elusive for Anjali, she has managed to recover barely 10m of 58m rupees she lost to the fraud. And Mr. Limaye says it's likely to be a protracted battle ahead.

To add salt to her wounds, Anjali says, she is being forced to pay taxes on the money stolen from her.

Investments redeemed are taxed on capital gains, even when they are lost to fraudsters. She is now pleading for exemption from such taxation.

"As of now, there is no recognition of such crimes by the Income Tax department, This compounds the victims' financial misery," she says. "The victim's real name has been changed to protect her identity."

A TIME CAPSULE FROM 8,500 YEARS AGO: ARCHAEOLOGISTS DISCOVER PRESERVED CITY UNDER THE OCEAN

Archaeologists have uncovered a remarkably well-preserved Stone Age settlement submerged around 8,500 years ago beneath the waters of the Bay of Aarhus, off Denmark's coast. Dubbed the "Stone Age Atlantis," the site went underwater as massive ice sheets melted at the end of the last Ice Age, raising sea levels and flooding coastal communities. Preserved in an oxygen-free underwater environment, the settlement has effectively become a "time capsule," halting decomposition and providing unprecedented insight into early human life. Artefacts, including wooden tools, arrowheads, animal bones, hazelnuts, and seal teeth, reveal a thriving Mesolithic society skilled in fishing, hunting, and crafting tools.

Stone Age underwater city: A window into prehistoric life

The settlement offers a rare glimpse into Mesolithic life. Archaeologists have excavated about 430 square feet at a depth of 26 feet, uncovering evidence of organised human activity. The site's preservation provides valuable information on how early humans adapted to environmental changes, particularly rising sea levels that transformed coastlines and habitats.

This preservation makes it one of the most significant Mesolithic discoveries in Northern Europe to date.

Researchers employed specialised underwater technologies, including vacuum systems, to safely recover artefacts without damaging them. The oxygen-free conditions preserved both organic and inorganic materials, allowing archaeologists to study Mesolithic tools, structures, and dietary remains in remarkable detail.

Broader research and scientific significance

This discovery is part of a six-year, €15.5 million European Union-funded project mapping submerged prehistoric landscapes across the North and Baltic Seas. Scientists aim to reconstruct coastal human activity, subsistence strategies, and adaptation to climate change during the post-Ice Age period. The Aarhus site complements other submerged settlements, including locations near Alexandria, Egypt, and lakes in North America, shedding light on how ancient civilisations responded to rising waters and changing environments. Researchers believe such underwater finds may also help refine climate models by providing concrete data on past sea-level rise. The artefacts offer a fascinating glimpse into everyday life in the Stone Age. They also highlight the skill and ingenuity of early humans in using available resources.

Stone Age Atlantis demonstrates how early humans thrived despite environmental challenges. Artefacts such as fishing tools, seal remains, and arrowheads highlight their ingenuity, while the preserved settlement layout suggests organised community life. Beyond archaeology, the site offers valuable lessons for modern societies on climate resilience, illustrating how humans have historically adapted to rising sea levels—insights that remain highly relevant today. The Stone Age Atlantis discovery not only enriches our understanding of prehistoric human ingenuity but also underscores the enduring importance of studying ancient responses to environmental change. It reminds us that rising seas have always shaped human destiny. What we learn from the past may help guide our future survival.



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- You will be the first point of contact for all the software and hardware installation on the vessel for smooth communication/satellites and operations.
- You will be part of the Daily ICT Support team to provide technical support for users' onboard IT infrastructure and communications on the vessels worldwide.
- You will respond to queries from onboard users via telephone, email, chat room, or instant message, remotely, and identify technical problems and possible solutions.
- You will participate in projects and assist in the development of new IT solutions for the vessel's IT.
- You will maintain close communication with users and update them on the progress of Vessel IT tasks.
- You will be involved in the installation/upgrade of hardware/server installations on board the d'Amico Vessels, which will offer you a multi-cultural and demanding global environment.

Contact - recruit.in@damicoishima.com

Unlimited Internet access to all onboard

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

One of the Youngest Fleet.

CONTACT US:

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Andheri Kurla Road, Andheri (East), Mumbai - 400059.
Tel: +91 22 40372222 / 40502100
Email: mumbai@damicoishima.com
Please forward your CV on:
mumbai@damicoishima.com, hrsea@damicoishima.com

Contact No. :
Upendra (Deck): +91-9167077056
Roopali (Engine): +91-9930407137
Asvea (Ratings): 91-9167772141

DELHI OFFICE:
JA 912 & 914, 9th Floor, DLF Tower A,
Jasola District Centre, New Delhi - 110025.
Tel: +91-11-41658541 / 46075160
Email: delhi@damicoishima.com
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RPSL-MUM-295 | Valid From: 07.03.2024 | Valid Till: 07.03.2029
ISO 9001:2015 & MLC 2006, Certified Company

URGENT REQUIREMENTS:

FULLY PRESSURIZED

LPG TANKER

Master, CO, 2E, 3O, EO, Gas Engineer

BITUMEN TANKER

Master, CE, CO, 2O, 3O, 2E, 3E, ETO
Bosun, AB, Oiler, Engine Fitter
(COC holders - Indian / UK / Singapore / Malaysian)

CREW BOATS

NWKO, NCV Class IV
AB, Oiler, Cook
(Operating in ADNOC, Saudi Aramco, UAE)

FLAG STATE DOCUMENTATION:

Panama - Honduras - Liberia - Palau - St. Kitts & Nevis - Marshall Islands - Tuvalu flag

SEND YOUR APPLICATION BY EMAIL TO:

(Send CVs) : info@abbshipmanagement.com / capt.raju@abbshipmanagement.com

(Flag State Documentation) : docs@abbshipmanagement.com

(Port Agency) : agency@abbshipmanagement.com

(Purchase) : purchase@abbshipmanagement.com

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

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



BENEFITS

- ▶ Timely Relief
- ▶ Good Promotional Prospects
- ▶ Internet Access For All Crew
- ▶ Continuous Employment
- ▶ Timely Wages

PURCHASE

(SUPPLY OF SHIP SPARE PARTS)

- ▶ Auxiliary Engine Spares
- ▶ Main Engine Spares
- ▶ Pumps
- ▶ Compressors
- ▶ Mechanical Seals
- ▶ Hydraulic & Pneumatic Equipments
- ▶ Moulded Rubber Products
- ▶ Turbo Chargers
- ▶ Gaskets

AGENCY

- ↪ Waste oil, sludge and garbage removal from ship.
- ↪ Arrangement of conditional surveys, on/off hire survey, cargo surveyors.
- ↪ Technical & workshop support.
- ↪ Berth management of vessel.
- ↪ Vessel agent at Mumbai Port Trust.
- ↪ Sign on and sign off of crew at Major Sea Ports.
- ↪ Supply of lubricant oil, fuel provision, fresh water, etc.
- ↪ Delivery and clearance of spare parts.



REQUIREMENTS FOR BULK CARRIERS, CONTAINERS, MR TANKER AND LR TANKER VESSELS



RPSL/CHN/038 | Issue Date:19/01/2021 | Expiry Date:19/01/2026

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OFFICERS

Master
Chief Officer
2nd Officer
3rd Officer

ENGINEERS

Chief Engineer
2nd Engineer
3rd Engineer
4th Engineer
ETO (with license)

RATINGS

Bosun
Fitter
AB
Oiler
Chief Cook
Messman

WE OFFER

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- On board Wifi facility.
- Safe working conditions.
- Performance-based fast track promotions.
- Timely Relief.
- Empowered Frontline.

SHORE JOBS

Recruitment Executive

Preferred rank exp. is min. 2 years and above.

Operations Executive

Preferred rank exp. is min. 2 years and above.

Experience in communicating with agents, handling crew changes and travel bookings.

CONTACT US

Business Square, A-502, 5th Floor, A Wing Chakala, Andheri (East), Opp Apple Heritage, Mumbai - 400093.

Capt. Kadam
Contact No.: +91 8925879437

Ms. Sandhya Lohkare
Contact No.: + 91 8925879435
Email: fpd@bravoships.com



YUAM Crew Management Private Limited

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

WE REQUIRE THE FOLLOWING OFFICERS FOR MR TANKER (FLAG: LIBERIA)

Min. 12-24 months rank exp., Preferably with exp. on MR tankers Commonwealth (COC), & Valid Oil & Chemical DC.

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

WE REQUIRE EXPERIENCED CANDIDATES FOR OIL/PRODUCT & BITUMEN TANKERS, 4,000 TO 35,000 DWT, VESSEL ROUTE: FAR EAST/GULF.

Requirement: Commonwealth COC

- | | |
|--------------------------|---------------------------|
| ▶ Master | ▶ Chief Engineer (Urgent) |
| ▶ Chief Officer (Urgent) | ▶ 2nd Engineer (Urgent) |
| ▶ 2nd Officer | ▶ 3rd Engineer |
| ▶ 3rd Officer | ▶ 4th Engineer |
| | ▶ ETO/EO |

REQUIREMENTS FOR AN LPG TANKER VESSEL FLAG: MARSHALL ISLANDS, DWT: APPROX. 3,000, HANSHIN DIESEL ENGINE - 2,647 KW, TRADING BETWEEN EGYPT AND THE FAR EAST.

Min. 12-14 months rank exp., preferably with exp. on LPG tankers. Commonwealth (COC) & Valid Gas DC.

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

WE REQUIRE THE FOLLOWING OFFICERS AND CREW FOR A CAR CARRIER (APPROX. 4000 UNITS)

Min. Exp.: Top 4 Ranks 18 to 24 months; Junior Ranks 12 months with exp. on Car Carrier of about 4000 units.

Candidates must hold Commonwealth CoC.

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

PLEASE FORWARD YOUR CVs TO : YUAM Crew Management Private Limited

B-710, 7th Floor, Bonanza, Sahar Plaza Complex, Next to Kohinoor Continental Hotel, Andheri-Kurla Road, Nearest Landmark: Chakala Metro Station, Andheri (E), Mumbai - 400 059.

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

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

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

Interested candidates please share CVs to :
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Please directly contact us on: +91 77383 90219
We do not have any agency services.

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

Log on to : www.seajob.net



ALBA MARINE SERVICES PVT. LTD.

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

URGENT REQUIREMENTS FOR OUR EXPANDING FLEET OF BULK CARRIERS:

- > **MASTER**
- > **CHIEF OFFICER**
- > **CHIEF ENGINEER**
- > **2nd ENGINEER**
- > **2nd OFFICER**
- > **3rd ENGINEER**
- > **3rd OFFICER**
- > **ETO**
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YOGITA- 8828011486 / SANDHYA- 7710043784



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

WEBSITE: www.albamarine.in



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REQUIREMENTS:

- » **Urgently Required For Our Bulk Carriers**
Chief Engineer, 2nd Engineer
- » **We Require For Our Container Vessels**
Chief Engineer, 2nd Engineer, ETO (Reefer Experience)
- » **We Require For Our Oil/Chem Tanker**
Chief Engineer, Chief Officer
- » **Required Deck Operational Officers For**
Container / Bulk Vessels

CONTACT US

Registered Office:

7th Floor, Sunrise Tower,
Plot no. C-10, Central Road,
MIDC, Opp. Rolta Office,
Andheri (E), Mumbai - 400093.
Tel : +91 22 66982200 / 62318300
Fax : +91 22 66982210

Branch Office:

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



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hrsea.mni@marlowgroup.com

Website:

www.marlow-navigation.com

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2/O, 3/O, Jr. officer	Ms. Shikha Sharma - 7710010159 shikhasharma@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, Wiper, AB, OS, Cook, GS	Mr. Yogesh Gawde- 8655686476 yogeshgawde@sishipping.com

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RPSL-MUM-065 / Date of Expiry 01 Sept 2026
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RPSL-MUM-200

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- ◆ Chief Officer ◆ Chief Engineer
- ◆ 2nd Engineer ◆ 3rd Engineer
- ◆ Gas Engineer ◆ ETO

SHORE JOB REQUIREMENTS:

MARINE SUPERINTENDENT

Master Mariner with sailing experience on Gas Carriers.

TECHNICAL SUPERINTENDENT

Chief Engineer with sailing experience on Gas Carriers.

ACCOUNTS & FINANCE HEAD

Must hold professional accounting certification CA / ICWA with 5-8 years of experience in Ship management company.

DY. PURCHASE HEAD

Must hold a min. of 10 years of experience in the Ship management company.

PURCHASE MANAGER

Must hold a min. of 4-5 years of experience in Ship management company.

ADMIN MANAGER

Must hold MBA in Administration with min. 5 years of experience in a ship management company.

TECHNICAL ASSISTANT

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SOURCING EXECUTIVE

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ALTITUDE MARINE SERVICES PVT. LTD.

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



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

RATINGS:

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

SHORE JOB:

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▶ SOURCING EXECUTIVE

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Mr. Rabish Satapathy
(GM Recruitment) +91 8097578913

Branch Office in Chennai:
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T Nagar, Chennai - 600017,
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Mr. Asokavarthanan Karupiah
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Branch Office in Delhi NCR:
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RPSL-CHN-059 | DOI-29-11-2021 | DOE-29-11-2026

Requirements for: SUEZMAX TANKER

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

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RPSL-MUM-191. Valid from: 12.11.2020. Valid till: 12.11.2025.



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Ship Management

RPSL-MUM-018 | DOI: 14.10.2020 | DOE: 14.10.2025



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- 👤 CHIEF ENGINEER (WinGD Wartsila Exp.)
- 👤 CHIEF OFFICER (Port Headland Exp.)
- 👤 2ND ENGINEER (ME Exp.) 👤 ETO

REQUIREMENTS FOR LPG (PREFERRED WITH US VISA)

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

REQUIREMENTS FOR PCTC / CAR CARRIER

- 👤 MASTER 👤 CHIEF ENGINEER
- 👤 CHIEF OFFICER 👤 2ND ENGINEER

REQUIREMENTS FOR SELF-UNLOADER

- 👤 CHIEF OFFICER (with US Visa)
- 👤 AB (with US Visa)
- 👤 ETO (with US Visa)

REQUIREMENTS FOR LNG - BUNKER

- 👤 CHIEF ENGINEER 👤 2ND ENGINEER

CONTACT DETAILS-MUMBAI

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

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Address: 301/302, Delphi 'B' Wing, Orchard Avenue, Hiranandani Business Park,
Powai, Mumbai - 400076.

RPSL - MUM - 016 | Valid From: 08/04/21 | Valid Till: 08/04/26

www.nmg-stena.com


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Tel.: +91 90290 03060

Email: personnel@shanshipmanagement.com

Website: www.shanshipmanagement.com

FOLLOWING RANK REQUIREMENTS:

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

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

SHORE JOB OPPORTUNITIES

URGENT REQUIREMENTS:

Technical Superintendent:

Sailing Experience as 2E or CE in Oil Tankers

Safety & Quality Manager;

Crewing Manager:

2nd Officer with Tanker and Gas vessel Sailing experience.

Please send your resume:

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BONUS & REVISED
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OFFICERS & RATINGS

OWNERSHIP
WORKING
ENVIRONMENT

- ✓ Master
 - ✓ Chief Officer
 - ✓ 2nd Officer
 - ✓ 3rd Officer
 - ✓ Bosun
 - ✓ Chief Engineer
 - ✓ 2nd Engineer
 - ✓ 3rd Engineer
 - ✓ Fitters
- (with US Visa and E/R Watch keeping)
- (with US Visa and Log Carrier exp.)
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RPSL-MUM-162133 | D.O.I. 12/01/2023 | D.O.E. 12/01/2028
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FOR OUR EXPANDING POOL OF VLCCs / SUEZMAXs

We Invite Candidates with adequate experience to apply for the following positions

- + MASTER / CHIEF ENGINEER
CHIEF ENGINEER
(minimum 12 months rank experience)
- + 2ND OFFICERS / 3RD OFFICERS
(minimum 12 months rank experience)
- + JUNIOR OFFICERS
(minimum 12 months rank experience)
- + ETO FOR TANKERS
(with Adequate rank experience, and COC)
- + CHIEF OFFICER - URGENT / 2ND ENGINEER
(minimum 12 months rank experience)
- + 3RD ENGINEERS / 4TH ENGINEERS
(minimum 12 months rank experience)

RATINGS:

BOSUN, AB, PUMPMAN,
FITTERS & CHIEF COOK
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RPSL-CHN-061 | Valid From 21/10/2022 | Valid Till 21/10/2027

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WE REQUIRE FOR OUR EXPANDING FLEET

PRODUCT (OIL / CHEMICAL)

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

BULK CARRIER

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

GENERAL CARGO VESSEL

Electrical Officer

CONTAINER VESSEL

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

MR TANKERS (vessel age is 5 years old)

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

RATINGS

Able Bodied Seaman (3 months contract on tankers) /
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CONTACT US:

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ADDRESS:

Shane Marine Services Private Limited
Door No: 13/420/56T3, Fifth Floor, Tower 3, Alfa Horizon, Goshree Road,
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- Chief Officer - Chemical Tanker
- Second Engineer - Chemical Tanker (with ME Engine Exp.)
- Third Officer - Chemical Tanker
- Electric Officer - Chemical Tanker (with COC)

MAIN FLEET POSITIONS

- Chief Officer - Oil Chem
- Chief Engineer - Bulk
- 2nd Engineer - Bulk
- 3rd Engineer - PCTC Exp. Dual Fuel
- ETO - PCTC Exp. Dual Fuel
- ETO (with COC / without COC for Oil Chem)

OFFSHORE POSITIONS

(PSV/AHTS/HEAVY LIFT VESSELS)

- Chief Mate
- Second Mate
- Chief Engineer
- Second Engineer
- ETO
- AB
- Cook

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

- Bosun - Oil / Chem
- Pumpman - Chemical / Oil Chem
- AB - Chemical / Oil Chem / Oil / Bulk
- Fitter - Chemical / Oil Chem / Bulk
- Motorman - Chemical / Oil Chem

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Mobile: (+91) 8657530682
RPSL-MUM-1022, Valid till 19th June 2029

New Delhi:

1503, Tower B, Unitech Cyber Park,
Sector 39, Gurugram, Haryana -122001.
Tel No.: +91 124 4608400
RPSL-MUM-1022,
Valid till 19th June 2029

Chennai:

IV Floor, No 8, Amble Side,
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Chennai - 600006.
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RPSL-CHN-018, Valid till 30th Sep 2025



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

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- | | | |
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| ◆ Chief Officer | ◆ 2nd Engineer | ◆ AB (with Indian COP) |
| ◆ 2nd Officer | ◆ 3rd Engineer | ◆ Oiler (with Indian COP) |
| ◆ 3rd Officer | ◆ 4th Engineer | ◆ Chief Cook (with COC) |
| | ◆ Electrical Officer | |

CONTACT US:

Bhavik Shah: +91 8655790576

Email Id- crewmanagement.india@apollomaritimegroup.com

Mumbai Office

1402, Morya Grand, Off New Link Road, Andheri West, Mumbai - 400053, India.

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Kochi Office

11th Floor, Q1 Mall by Nippon Q1, Palarivattom, Vennala, Ernakulam, Kerala - 682028, India.

☎ +91 484 4606391

Vizag Office

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

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MSI SHIPPING SERVICES INDIA PVT. LTD.

(IMC SHIP MANAGEMENT PTE. LTD., SINGAPORE)

RPSL NO. MUM-146

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

URGENT REQUIREMENTS:

EXPERIENCED STAFF
WITH RELEVANT VESSEL EXPERIENCE

DIVING SUPPORT VESSEL OPERATING ON INDIAN COASTAL (OFFICERS WITH NCV)

MASTER
CHIEF OFFICER

CHIEF ENGINEER
SECOND ENGINEER

FOR HARBOUR TUG

(Requirements For Operating On West Coast Of India)

CHIEF ENGINEER
With Class I (Indian) For Short Contract

SECOND ENGINEER
With Class IV (Indian)

SHORE JOB - MUMBAI

MARINE SUPERINTENDENT
With experience of handling
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KINDLY CONTACT IMMEDIATELY / FORWARD RESUME

AT MUMBAI:

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

AT GURUGRAM:

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

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- Excellent Infrastructure
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- We are committed to enhance the Marine Human Resource Base

ARYA TANKERS PVT. LTD.

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

URGENT REQUIREMENTS FOR OUR OIL PRODUCT TANKERS

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

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



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

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RPS License No : MUM - 486 | Issue Date : 30-05-2016 & Valid Till : 02-05-2028 | CIN : U74120MH2016PTC273272 | ISO 9001:2015 Certified by IRQS | MLC 2006

REQUIREMENTS FOR OUR EXPANDING FLEET

FOR TANKERS:

MASTER, CHIEF ENGINEER, CHIEF OFFICER, 2ND ENGINEER, JUNIOR OFFICERS & ENGINEERS, ETO, BOSUN / PUMPMAN, AB / OILER

FOR CONTAINERS - 2000 TEU:

MASTER, CHIEF ENGINEER, CHIEF OFFICER, 2ND ENGINEER ALL RATINGS

READY TO SET SAIL ON YOUR NEXT CAREER JOURNEY?

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FOR LPG TANKERS - Ammonia Carriers:

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- 👉 **Containers** - 6 vessels (2000 TEU)

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- 👉 CoCs accepted for All Officers- India, UK, Singapore, Australia, New Zealand
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- 👉 Min 18 months Rank Exp. for Officers.
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ETO

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TEL: Chennai: +91-9884450085 | Cochin: +91-9633110085 | Mumbai: +91-22-40666200 | EMAIL: jobs@seaspanscrew.com

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SUNTECH

Crew Management Pvt. Ltd.

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- › Masters
- › Chief Officers
- › Second Officers
- › Third Officers
- › Electrical Officers
- › Jr. Officers / Jr. Engineers (Holding COC)
- › Chief Engineers
- › Second Engineers
- › Third Engineers
- › Pumpman
- › Fitter
- › Oiler
- › Bosun
- › Able Seaman
- › Chief Cook (Having Multi Cuisine Cooking Experience)

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

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EXMAR

SHIP MANAGEMENT

RPSL-MUM-078

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

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- ✓ Bright Promotional Prospects.
- ✓ Wages And Terms At Par With The Best In The Industry.
- ✓ Health Insurance For Seafarers And Family.
- ✓ Timely Relief.



We Require CHIEF ENGINEER with 24 months or more rank experience on LPG Tanker.

SHORE JOBS:

- FLEET PERSONNEL OFFICER (Crewing operations profile)
- CREW ADMIN OFFICER (Seafarer documentation profile)
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License No. RPSL-MUM-022 | Valid Till: 25.05.2026

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04 MONTHS CONTRACT

For Top 4 Ranks

GRATUITY SCHEME

For Top 4 Ranks

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WE OFFER:

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- ✓ New and modern bulk carrier in fleet.
- ✓ New vessel deliveries are planned.
- ✓ Excellent PSC Inspections record.
- ✓ Family carriage facility and airfare reimbursement.
- ✓ Good promotional prospects.
- ✓ Timely Relief.
- ✓ Regular on-board training and shore based training.

BULK CARRIER

Requirements for following ranks:

- Chief Officer (Urgent)
- Second Engineer (Urgent)
(ME Engine & Crane exp.; with valid US Visa)
- ETO (Urgent)
(with 36 months exp. on Geared Vessel with Valid US Visa; Electronic Main Engine exp.)
- Able Seaman (Top Urgent)
- Ordinary Seaman



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Contact Details:

Mr. Satish Kadam

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- Pumpman
- AB
- Oiler
- Chief Cook

Container

- All Ranks

Aframax Tanker (Takeovers)

- All Ranks

VLGC/LPG

- All Ranks

Oil/Chem Tankers

- All Ranks

CONTACT

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

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

Mr. Pankaj: +91 8169775914 (Gas)

cv@caspiaship.com

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(Similar Type Of Vessel Exp. Reqd.):

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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

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

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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

We Are Hiring Following Personnel
For Our AHTS In Cochin:

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

ALL RATINGS SHOULD APPLY. VALID PCC REQUIRED.

Urgent Openings For Our (AHT)
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- MASTER NCV
- CO NCV
- CE NCV SEO
- 2E CL IV FG OR NCV CL IV

ALL RATINGS SHOULD APPLY.

We Are Hiring For AHTS DP1
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- 20 FG COC
- CE CL I COC
- 2E CL II COC
- 3E CL IV COC
- EO

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- FITTER
- ABLE SEAMAN
- PUMPMAN
- MESSMAN

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D.O.I: 04.01.2018 / D.O.E: 29.09.2027 RPSL NO. CHN/045

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» CHIEF OFFICER	» SECOND ENGINEER
» SECOND OFFICER	» THIRD ENGINEER
» THIRD OFFICER	» FOURTH ENGINEER
» BOSUN	» ETO (With COC / ETR)
» A/B (With Indian COP)	» OILER (With Indian COP)

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Salary as per market / Trading Area: Persian Gulf

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

Contact Persons

Top 4 & ETO	- 87549 57322
Officers & Engineers	- 75300 44252
Ratings	- 99445 28339
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Branch Office
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HAPPY BIRTHDAY TO YOU
2/O - Phillip & Vith
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We don't have any Agents or Broker's acting on behalf of our company



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