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To nominate, please submit your entry through your official company email ID, mentioning your designation, contact details, & attaching valid company ID proof. Kindly ensure all submissions are sent on or before **18th June 2026**.

Send your nomination to seajobleadershipawards@gmail.com along with the required supporting documents of the nominated individual for verification. All nominations will be treated with strict confidentiality, and nominee details will not be disclosed.

(Terms and conditions strictly by Admin)

Best Leader of the Year (Company Head) India.

Voting Will Be Done By

Company OTP Users, Seafarers, Jury, & Seajob Admin.

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Capt. Vinay Singh Chauhan, Eastaway (India) Private Limited



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Mr. Rajesh Nair, Director, Cenmar Maritime Agencies (India) Pvt. Ltd.



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

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

LNG

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

- Third Assistant Engineer

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- Master • Chief Officer (with Master COC)
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(with experience of sailing in Ice conditions)

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

Contact Persons - Officers:

Ms. Daisy Fernandes - 8657950693

Mr. Mahesh Sanga - 8828800717

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Chemical Tankers (Parcel Tankers)

(Preferred with Parcel Tanker experience.)

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

Oil - Chemical Tankers

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

Container

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

All interested candidates, please send in your updated resume to
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RATINGS

Ms. Yamini Nair
+91 8657558536

Ms. Riza Dutta
+91 8291821227

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Contact Person:

Ms. Ritu Pandey - +91 8291100570

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3rd Engineer & Juniors Engineer

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Saif Khan (For Officer): +91 22 49795601 / +91 9136470200

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

Viganesh Ambokar: +91 9136901621 (For Ratings)

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The Annual Global Economic Awards - 2023

The Bulk Ship Of The Year

IBJ Awards Ceremony - 2023

The Sustainable Shipping Award

Maritime Standard Awards - 2023

Best Employer for Dry Cargo Fleet

Seajob Indian Anchor Awards - 2022

Bulk Shipping Company of the Year

Maritime Standard Awards - 2022

Ship Operator of the Year

Shiptek International Awards - 2022





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

URGENT REQUIREMENTS ON VLCC FOR FOLLOWING RANKS:

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

For More Information Visit: <https://www.mol-tankship.com/>

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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- Chief Engineer
- Second Engineer
- Electrical Officer

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Ms. Lathika

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(1 yr Exp) - Male

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

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Eastaway

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Eastaway operates a diversified global fleet of more than 70 container vessels, with capacities of up to 7,000 TEUs.

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URGENT REQUIREMENTS FOR:

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

(with previous experience in applied rank)

Eastaway (India) Private Limited

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

CALL/WHATSAPP:

Sr. Officers - +91 7678028220

Jr. Officers - +91 7710887767 / Ratings - +91 7738375635

EMAIL: seajobs@eastaway.com

WEBSITE: www.eastaway.com

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- ▶ **BOSUN** (OIL/CHEM TANKER)
- ▶ **PUMPMAN** (CHEMICAL TANKER)

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- ▶ **MASTER** (BULK CARRIER / CONTAINER)
- ▶ **CHIEF OFFICER** (BULK CARRIER / CONTAINER)
- ▶ **SECOND OFFICER** (CONTAINER)
- ▶ **THIRD OFFICER** (BULK CARRIER)
- ▶ **CHIEF ENGINEER** (BULK CARRIER / CONTAINER)
- ▶ **SECOND ENGINEER** (BULK CARRIER / CONTAINER)
- ▶ **AB** (RORO / PCTC)
- ▶ **BOSUN** (RORO / PCTC)
- ▶ **FITTER WITH WATCH KEEPING** (RORO)

VLGC / LPG / LNG CARRIER:

- ▶ **MASTER** (VLGC)
- ▶ **CHIEF ENGINEER** (SULZER EXP LPG)
- ▶ **ETO** (VLGC / LPG)

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AHTS/PSV - DP

- ▶ **MASTER** - SDPO
- ▶ **CHIEF OFFICER** - DPO
- ▶ **SECOND OFFICER** - DPO
- ▶ **SECOND ENGINEER**
- ▶ **THIRD ENGINEER**

AHTS NON DP

- ▶ **MASTER**
- ▶ **CHIEF OFFICER**
- ▶ **SECOND OFFICER**
- ▶ **CHIEF ENGINEER**
- ▶ **SECOND ENGINEER**

Contact Us:

Mumbai Head Office

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WALLEM

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URGENT REQUIREMENTS

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

Asphalt / Bitumen Tanker:

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

Oil / Chem Tanker:

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

VLCC Tanker:

- ▶ Chief Officer - Min 12 months rank experience.

Bulk Carrier:

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

Ratings:

- ▶ Fitter - With Class approved 6G certificate & Watchkeeping
- ▶ Able Seafarer Deck - With PCTC experience (Min. 12 months on type of vessel)

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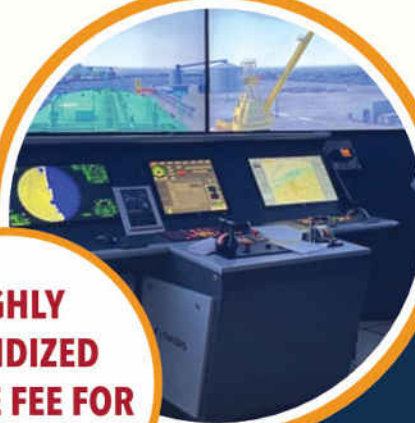
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- ▶▶ ETO

SUEZMAX TANKER

- ▶▶ SECOND ENGINEER
- ▶▶ ETO

OIL/CHEMICAL TANKER

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

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

GAS TANKERS – LNG CARRIERS

IMMEDIATE VACANCIES FOR OUR EXPANDING FLEET OF LNG CARRIERS

- **Master & Chief Officer** with minimum 12 months experience in specific type of vessel mentioned.
- **Chief Engineer & Second Engineer** with Steam and Motor Licenses, and minimum 12 months of rank experience.

DUAL FUEL – AFRAMAX TANKERS

- **Master & Chief Officer** with minimum 12 months experience holding advance IGF COP.
- **Chief Engineer & Second Engineer** with minimum 12 months rank experience holding advance IGF COP & should have experience on WinGD W7X62DF Engines).

GAS TANKERS – VLGC/LPG CARRIERS

- **Chief Officer** with minimum 36 months rank experience.
- **ETO & Trainee ETO**
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 months rank experience & with similar type of vessel mentioned.

VLCC AND SUEZ MAX TANKERS (ME ENGINE)

- **Master & Chief Engineer** with 12 months rank experience.
- **Chief Officer** with Framo Pump experience on product tanker with minimum 15 months rank experience.
- **ETO & Trainee ETO**
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 months rank experience & with similar type of vessel mentioned.

CHEMICAL TANKERS

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

CONTAINERS

IMMEDIATE VACANCIES FOR OUR RAPIDLY EXPANDING FLEET OF CONTAINER VESSELS

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



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Email: seajobs@executiveship.com

Contact No: +912267551777/
+912267551700

ONSHORE POSITIONS

- **Technical Superintendent – Mumbai/Chandigarh/Kolkata**
Candidate should have sailed onboard an LNG carrier/Oil tanker/Chemical tanker as Chief Engineer. Min. experience 1-2 years, Freshers may also apply.
- **HSEQA Superintendent – Chennai/Mumbai/Kolkata**
Candidate should have sailed onboard an Oil/Chemical tanker as Chief Engineer/Master. Minimum experience 1-2 years. Freshers may also apply. Second Engineer (2E) with Bulk carrier experience may also apply.
- **Marine Superintendent – Mumbai/Chandigarh/Kolkata**
Candidate should have sailed onboard a Gas tanker (LPG) as Master. Minimum experience 1-2 years. Freshers may also apply.
- **Technical Support Manager – Mumbai/Chennai/Kolkata**
Candidate should have sailed onboard a foreign going vessel as Chief Engineer. Should have expert knowledge on various types of ship engines and environmental compliances including EU-ETS & IMO-DCS. Candidates with work experience in ship classification societies will be preferred. Naval architects with aforesaid work experience may also apply.

SIMS FACULTY

- **Marine Engineering Faculty for SIMS – Mumbai/Lonavala**
Candidate should be a Graduate Marine Engineer, MEO Class 1 certified and sailed onboard a merchant vessel as Chief Engineer. Sailing experience on ME engines will be preferred.
- **Electrical Faculty for SIMS – Mumbai**
Candidate should have sailed onboard a merchant vessel as Electro Technical Officer (ETO) or Electrical Officer (EO).

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

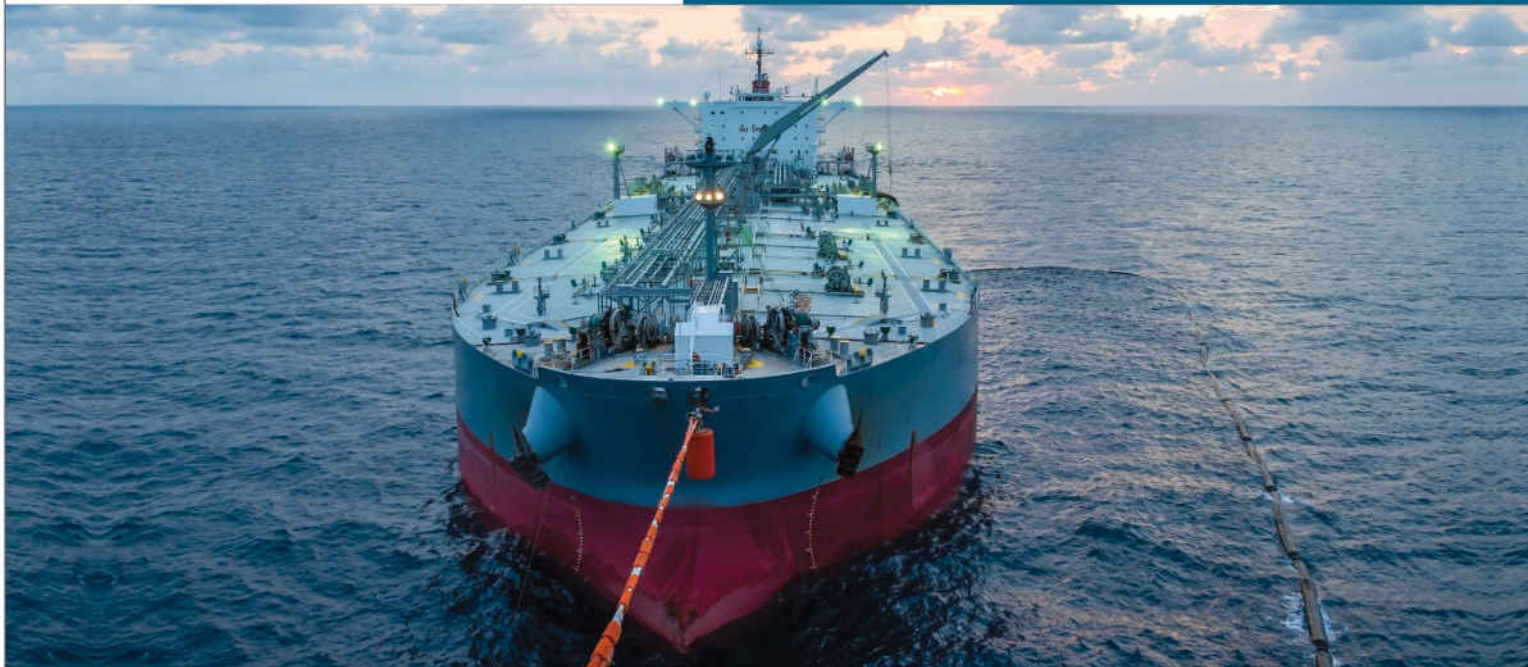
ESM recruits directly through its 7 manning offices listed below. We caution all prospective candidates against any agent claiming to represent us.

Mumbai . Delhi . Chennai . Cochin . Kolkata . Chandigarh . Patna

**Committed
To
Seafarers**

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

NauticFleet



URGENT REQUIREMENTS:

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

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

We welcome walk-in interviews for all Seafarers.

**Below Is Our Seafarer's Portal & QR Code
To Register, Upload & Update CVs-**

<https://applicant-nauticfleet.mariapps.com/>



**Below is the link to our Company
mobile app, for seafarers to download -**

<https://play.google.com/store/apps/details?id=com.mariapps.seafarerportal.nauticfleet>

NauticFleet Private Limited

Office No 907, B Wing, Mittal Commercial,
Hasan Pada Road, Marol, Andheri East,
Mumbai 400059.

Telephone : +91 22 40022698/99

E-mail : recruitment@nauticfleet.com

Website : www.nauticfleet.com

Sr. Rank :

+91 8976718690

+91 8976718697

+91 8976718695

Jr. Rank :

+91 8976714932

+91 8655474349

Rating :

+91 8976807262

+91 8976718698

+91 8976714931

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Log on to : www.seajob.net



CREW WANTED

We are looking for candidates for the following positions:

Officers:

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

Ratings:

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

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

Chennai

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

Kochi

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

Goa

T: +91 89 767 59 325
sanjay.misra@bs-shipmanagement.com

Colombo

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

Kolkata

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

Patna

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

Delhi

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

Mumbai

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

For ratings:

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

Scan to apply:

www.bs-shipmanagement.com/careers-at-sea



Please note BSM has no agents acting on behalf of the company. All recruitment is done directly by the office in a fair and ethical manner.
RPSL NO: 142, Valid from 9th Aug 2024, Valid until 9th Aug 2029.

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



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**Seajob Indian
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URGENT REQUIREMENTS FOR OUR EXPANDING FLEET

CAR CARRIER (WITH US VISA)

- MASTER
- 3RD OFFICER

KAMSARMAX BULK (WITH US VISA)

- 3RD OFFICER
- ABLE SEAMAN ■ OILER

FEEDER CONTAINER

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

VLCC/OIL-CHEM TANKER VESSELS - FOREIGN PRINCIPLES

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

OIL-CHEM TANKER VESSELS - FOREIGN PRINCIPLES

- CHIEF OFFICER - WITH 18 MONTHS EXPERIENCE
- CHIEF ENGINEER - WITH 18 MONTHS EXPERIENCE
- SECOND ENGINEER - WITH 18 MONTHS EXPERIENCE
- ELECTRICAL OFFICER - WITH 12 MONTHS EXPERIENCE

VLCC TANKER VESSEL - FOREIGN PRINCIPLES

- PUMPMAN - WITH 36 MONTHS EXPERIENCE WITH TASCO COURSE/US VISA
- FITTER- WITH 36 MONTHS EXPERIENCE WITH TASCO COURSE /US VISA /INDIAN WK /
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9321276989 - TOP 4
8850817031 - JR. OFFICERS
9321277001 - RATINGS
9321276995 - RATINGS

BULK / CONTAINER / PCTC:

9321277003 - TOP 4 & JR. OFFICERS & RATINGS
9321276984 - TOP 4 & JR. OFFICERS & RATINGS (CONTAINER ONLY)
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WE DO NOT HAVE ANY AGENTS IN INDIA.

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

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

- Master
- Chief Officer
- Chief Engineer
- 2nd Engineer
- 2nd Officer
- 3rd Engineer
- 3rd Officer
- 4th Engineer
- J/O & J/E
- EO/ETO/TREO
- Oiler (Bulk)
- AB (Bulk)



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MUMBAI REGION

FOR RATINGS:

Pradeep Yadav

(Sr Recruitment Officer) +91 8291960943

FOR OFFICERS :

Ravi Shankar Kanithi

(Sr. Manager – Recruitment) +91 9004008027

Afsha Fatima

(Asst. Manager-Recruitment) + 91 77188 60740

Sneha Pawar

(Sr Recruitment Officer) +91 8291293924

DELHI REGION

FOR OFFICERS :

Manoj Sharma

(Deputy General Manager) +91 83779 09271

Mayank Gogia

(Sr Recruitment Officer) +91 81710 87014

PATNA REGION

FOR OFFICERS :

Chandan Kumar

(Asst. Manager-Recruitment) + 91 80834 71212

WE HAVE NO AGENTS ACTING ON BEHALF OF THE COMPANY.

BE AWARE OF FRAUDULENT JOB OFFERS MISUSING OUR NAME AND REPORT IMMEDIATELY TO US.

www.mtmshipmanagement.com / mtmjjobs.india@mtmsm.com

Log on to : www.seajob.net



NYK SHIPMANAGEMENT (INDIA) PVT. LTD.

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

BRINGING VALUE TO LIFE

YARD DELIVERY & VESSEL TAKE-OVER ANNOUNCEMENT

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

WE OFFER: → Revised Wage Scale for LNG Junior Officers effective 1st April 2026
→ Special Bonus Incentive for Top 4 Officers on Open Hatch Gantry Vessels

WE ARE EXPANDING & LOOKING FOR ENTHUSIASTIC & EXPERIENCED OFFICERS

CONTAINER

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

CHEMICAL

- ❖ 3rd Officer

LPG

- ❖ Gas Engineer (with higher license)
- ❖ ETO

VLCC

- ❖ Chief Officer (Master license preferred)

GANTRY CRANE

(Open Hatch General Cargo Vessel)

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

PCC

- ❖ Chief Officer (with exp.)
- ❖ 2nd Officer (with higher license)
- ❖ 3rd Officer
- ❖ Chief Engineer
- ❖ 1st Asst. Engineer

LNG

- ❖ 1st Asst. Engineer ❖ ETO

On board Vacancies (Seafarers):

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

WE OFFER:

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

CONTACT US:

NEW OFFICE ADDRESS

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

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

CHENNAI OFFICE

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

DELHI OFFICE

Contact: Mr. Vinay Kumar
Mob: 98100 65413

KOLKATA OFFICE

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

SHORE JOBS - SEAWOODS, NAVI MUMBAI

Purchase / Technical Coordinator.

Job Duties & Responsibilities:

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

Preferred Skills:

Qualification: Degree holder preferred.

Skills: Proficient in MS Office.

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

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

Good communication skills - spoken and written English.

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.

PIL (INDIA) PRIVATE LIMITED

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



WE CARE:

Seafarers Of Sri Lankan Nationality can also apply.

URGENT OPENINGS FOR OUR CONTAINER VESSELS:

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

Ratings:

- ▶ Chief Cook with COC



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- ▶ RE-JOINING BONUS

Shore Jobs

Chennai Location:

- ▶ **Deputy Head of Manning:**
Required C/E with Container Exp. & Shore Exp. will be considered.
Wages as per market standard.



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Interested Candidates Please Contact Us At

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

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URGENT REQUIREMENTS

CONTAINER:

MASTER / CO / 20 / 30

(with min. 6 months rank exp.)

CE / 2E / 3E / 4E / ETO

(with min. 6 months rank exp.)

BOSUN / AB (with COP) /

OILER (with COP) / FITTER /

PUMPMAN

OIL TANKERS:

3RD OFFICERS

(with min. 6 months rank exp.)

4TH ENGINEERS

(with min. 6 months rank exp.)

AB (with COP)

OILER (with COP)

3E & 4E with advance

Oil & Chemical DCE

OIL / CHEM TANKERS (FRAMO):

3RD OFFICERS

(with min. 6 months rank exp.)

4TH ENGINEERS

(with min. 6 months rank exp.)

AB (with COP)

OILER (with COP)

CRUISE & RIVER CRUISE REQUIREMENTS

DECK (OCEAN CRUISE):

MASTER / STAFF CAPTAIN

(with min. 12 months cruise exp.)

CO / SAFETY OFFICER

(with min. 6 months rank exp.)

20 & 30 (passenger vessel exp. preferred)

BOSUN / AB (with COP & cruise vessel exp.)

DECK CADETS (pre-sea approved course)

ENGINE (OCEAN CRUISE):

CE (with min. 12 months cruise exp.)

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

ELECTRO-TECHNICAL OFFICER (ETO)

(HV certificate mandatory)

MOTORMAN / OILER / FITTER

(with COP & cruise exp.)

ETO with advance HV & Automation Training

HOTEL / HOSPITALITY:

HOTEL DIRECTOR / F&B MANAGER

(with min. 2 years cruise exp.)

EXECUTIVE CHEF / SOUS CHEF

(international cuisine exp.)

BARTENDERS / WAITERS / STEWARDS

(fluent English, hospitality exp.)

HOUSEKEEPING / CABIN STEWARDS

(grooming & service trained)

GUEST SERVICES / PURSERS

(cruise line exp. preferred)

SHORE EXCURSION / ACTIVITY STAFF

(multilingual preferred)

RIVER CRUISE

CAPTAIN / MASTER (Inland)

(Rhine/Danube/Seine exp.)

1ST OFFICER / HELMSMAN

(inland waterway COC)

CHIEF ENGINEER (Inland)

(MaK / MTU / Volvo Penta exp.)

2E / MOTORMAN

(river/inland exp. preferred)

DECKHAND/MATELOT

(mooring & lock operations)

CEVNI / ADN certificate

preferred

Mr. Nand Kishor: +91 93217 10233

Telephone: +91 22 69567567

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XFINITY MARITIME SERVICES PVT. LTD.

Office no. 1006, 10th floor, Kesar Solitaire,

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

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Rank Requirements

CHIEF OFFICER

Minimum 12 months rank experience on container vessels

THIRD OFFICER

Minimum 6 months rank experience on container vessels

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
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- 👍 INCLUSIVE LEADERSHIP
- 👍 COMMITMENT TO VALUES AND PURPOSE
- 👍 LEADERS IN GREEN TECHNOLOGY
- 👍 MEDICAL BENEFITS



SCAN TO APPLY

Maersk Fleet and Procurement India Private Limited

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Mumbai MH 400079

Mobile: + 91 92288 11466/ +91 92288 24167

Email: Marinejobs.India@maersk.com

Web: www.maersk.com

RPSL-MUM-490 from 30/5/2023-Valid upto 30/05/2028

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MAERSK

Swaraj Marine Services Private Limited



Urgent Openings For The Following :

Oil Tanker / Bulk Carrier

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

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

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

Shore Job

- * Crew Manager (with Shipping Experience)

CONTACT DETAILS

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

WE DO NOT HAVE ANY BRANCHES OR AGENTS IN INDIA.

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

UDYA SHIPPING SERVICES PVT. LTD.

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

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

MASTER, CHIEF OFFICER, SECOND OFFICER, THIRD OFFICER, CHIEF ENGINEER, SECOND ENGINEER, THIRD ENGINEER, ETO (III/6), BOSUN, A/B, OILER, FITTER and COOK
 (Officers holding a valid IND/UK/Singapore/New Zealand (FG) CoC only may apply. All officers must have a min. of two year's rank exp. on a similar vessel type.)

TOP URGENT REQUIREMENTS FOR AHTS VESSEL OPERATING IN FOREIGN WATERS (ADNOC)

MASTER, CHIEF OFFICER, SECOND OFFICER, CHIEF ENGINEER, SECOND ENGINEER, THIRD ENGINEER, ETO (III/6) ELECTRICIAN, CRANE OPERATOR, BOSUN, A/B, OILER, FITTER AND COOK
 (Officers holding a valid Indian/UK/Singapore/New Zealand (FG) CoC only may apply. All officers must possess a min. of two years' rank exp. on similar types of vessels. ADNOC-approved officers will be given preference.)

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

MASTER, CHIEF OFFICER, SECOND OFFICER, THIRD OFFICER, CHIEF ENGINEER, SECOND ENGINEER, THIRD ENGINEER, FOURTH ENGINEER, ETO (III/6), ELECTRICIAN, CRANE OPERATOR, BOSUN, AB, OILER, FITTER, COOK AND THRUSTER MECHANIC
 (Officers holding Indian (FG/NCV)/UK/Singapore/New Zealand CoC only may apply. All officers must have a min. of two years' rank exp. on similar vessel types.)

ADDRESS:

B-204/205, SAI SANGAM, PLOT NO -85, SECTOR -15, CBD BELAPUR, NAVI MUMBAI-400614.
 TELEPHONE: 022-4162 6363 (100 LINES) / Fax: 022-2756 0096
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BASED ON IMO MODEL COURSE/SIRE 2.0

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Sr.	ONLINE SIMULATOR COURSE	DURATION	IMO MODEL COURSE	SIRE 2.0/ QUESTIONNAIRE
1	SCRUBBER OPERATION, MAINTENANCE & TROUBLESHOOTING	2 DAYS	(ALFA LAVAL PURE SOX ECA HYBRID (OPEN AND CLOSE LOOP) U-TYPE CLOUD BASED SIMULATOR)	—
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To The Readers ...

Reading Between The Lines

Life, like any great conversation, does not deliver its meaning in full sentences. Everything cannot be said but everything has to be understood. Every conversation is twofold, the words spoken aloud and the meaning that lurks beneath them. There is a kind of intelligence that no classroom can teach. The acumen that flourishes in the pauses between all the noise – it manifests in the difference between hearing a person and understanding them, between watching a situation unfold and foreseeing your next moves. This is the intelligence of reading between the lines.

Every pause is not a stagnation. Every closed door is not a rejection. The question is whether you're alert enough to tell the difference. These readers measure the pulse-rate of a room, they feel the temperature of silences, and notices doors that open onto new avenues of opportunities.

Opportunities are omnipotent. Every friction, every loss, every conversation that ends badly – is showing us signs. The chess player does not wait for the perfect move. They work with what is in front of them, direct their pieces with intention, and trust that direction. The right direction, at the right time leads to the right decision. The board does not change. The player does. What is meant for you will come to you. But the awareness that comes with reading between



the lines, positions you in the right place to receive your prize. But what about those that do nothing and still seem to thrive?

There is a harder truth here. Anything that comes free will cost you later. The shortcut that saves you a month, will cost you a year. The decision made from fear, is paid with uncertainty and anguish. To read between the lines is to foresee these costs, giving you the power to opt out of the purchase before it is invoiced in your name.

What looks like profit sometimes is a mere distraction, and what looks like loss sometimes is exactly what you needed to pay. Confidence is one of those things that are never free—it is built. And once built, it speaks before you do. People may not listen to your words, but they always respond to your presence. Personality, when shaped with awareness, becomes strength. Growth is not a one-time event, it is a perpetual reading of life's silences.

Time only works in your favor when you are paying attention.

Time will pass anyway. Opportunities will come and go. People will agree and disagree. But if you cannot read between the lines of your own life, you will always depend on others' lousy translations.

*God Bless You
Roni Abraham
Editor*



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▶ Nelson Mandela



- It does not matter how slowly you go, as long as you do not stop.

▶ Confucius



- It is during our darkest moments that we must focus to see the light.

▶ Aristotle



- The future belongs to those who prepare for it today.

▶ Malcolm X



- You are never too old to set another goal or dream a new dream.

▶ C.S. Lewis



SHIPPING NEWS

GEOPOLITICS AT SEA: UNDERSTANDING THE INTERPLAY BETWEEN P&I AND WAR



The maritime industry has long operated at the intersection of global commerce, diplomacy, and conflict. In an era marked by geopolitical instability, regional wars, sanctions, and supply chain disruptions, maritime stakeholders are increasingly required to navigate a far more complex risk environment. Addressing these growing concerns, an interactive session titled “Geopolitics at Sea: The Interplay Between P&I and War” was organized by the Company of Master Mariners of India (CMMI) in collaboration with WMU India Alumni Association on 7th May 2026 at Hotel The Paradise by Tunga.

Capt. M. P. Bhasin, MD, MSC Shipmanagement and Chairman of CMMI, conveyed the opening address, highlighting the achievements of CMMI and its commitment towards seafarers. Capt. Rajnish Khandelwal, Chairman of WMU India Alumni Association also addressed the audience to reiterate the association’s commitment towards excellence in the maritime industry. Supported by NorthStandard, the event brought together maritime professionals – World Maritime University Alumni, esteemed members of CMMI, insurance specialists, ship owners and industry leaders to examine the direct impact of geopolitical tensions on marine insurance, vessel operations, and the resilience of global trade.

The session explored several key themes, including sanctions, conflict zones, due diligence, war risks, insurance coverage, and claims recovery. As political instability and military conflicts continue to affect major shipping routes, the role of Protection and Indemnity (P&I) insurance has become increasingly significant in safeguarding maritime operations.

The event was attended by Chief Guest Capt. S. I. Abul Kalam Azad, Nautical Advisor-cum-Additional Director General of Shipping (Nautical), whose presence underscored the importance of regulatory preparedness and maritime awareness during periods of global uncertainty.

The distinguished speaker panel from NorthStandard included Mr. Johnny Clapham, Underwriter; Mr. Scott Oakes, P&I Claims

Director; and Capt. Savraj Mehta, Chief Commercial Officer. Their discussions highlighted how evolving geopolitical developments are reshaping marine liability, operational risk management, and insurance response strategies across the shipping industry.

A major focus of the session was the growing need for resilience within maritime operations. With shipping routes increasingly vulnerable to conflict-related disruptions, experts emphasized the importance of enhanced due diligence, strict compliance with international sanctions, and stronger cyber security frameworks. Discussions also highlighted how P&I insurance has evolved beyond traditional marine liabilities to become a critical strategic safeguard against emerging geopolitical and operational risks.

The agenda featured keynote presentations, interactive discussions, and a panel session moderated by Capt. Savraj Mehta. The panel included Mr. Johnny Clapham, Mr. Scott Oakes, and industry veterans – Capt. L. K. Panda and Capt. Mohan Naik, Director, Dynacom Tankers. The conversation addressed practical challenges faced by shipowners, operators, and charterers, including war risk assessments, conflict-related claims management, and ensuring continuity in global trade operations during periods of instability.

The event further emphasized the importance of collaboration between insurers, regulators, and shipping companies. As maritime trade continues to serve as the backbone of the global economy, protecting vessels, cargo, and seafarers from geopolitical uncertainty requires coordinated industry efforts and informed decision-making.

The closing address was delivered by Capt. Amandeep Bhalla from d’Amico Ishima Ship Management. “Geopolitics at Sea” served as a timely platform for professional engagement and knowledge sharing. By examining the intersection of war, risk, and maritime insurance, the session reinforced the importance of preparedness, adaptability, and strategic risk management in securing the future of international shipping.

BIMCO AND ICS WELCOME BEIJING CONVENTION COMING INTO FORCE

The Convention, officially the United Nations Convention on the International Effects of Judicial Sale of Ships, entered into force on 17th February.

The Convention is intended to address the transborder effects of judicial sales and aims to clarify the legal uncertainty regarding the clean title which the judicial sale is supposed to confer upon the purchaser of a ship in a judicial sale. Its entry into force marks a significant step forward for legal certainty in international

maritime trade.

The International Chamber of Shipping (ICS) and BIMCO are supportive of the Convention and encourage states to sign and ratify it. The main reasons for this are as follows:

- The Convention establishes a harmonised regime for giving international effect to judicial sales. Under the Convention, the effects of a judicial sale conducted in one State Party is recognised by all other Parties.



- The purchaser is granted “clean title”, eliminating the likelihood that buyers could face arrests, liens or maritime claims in other jurisdictions and therefore ensuring that a ship is purchased clean and unencumbered. This gives comfort to purchasers of ships and their financiers encouraging higher participation in judicial sales, increasing the sale proceeds which will then be distributed among creditors.

- To ensure transparency, each State where a sale occurs must issue a notice of judicial sale and, as appropriate, a certificate of judicial sale. The certificate of judicial sale ensures that the purchaser will be able to deregister a ship in its old register and reregister it in the ship register of their choice.

- The Beijing Convention imposes safeguards in respect of due process for the benefit of shipowners and holders of mortgages and other encumbrances on the ship.

The International Maritime Organization (IMO) acts as the

repository for notices and certificates of judicial sale under the Convention, which are open to consultation by any interested party on IMO’s Global Integrated Shipping Information System (GISIS).

In summary, the ICS and BIMCO are confident that the Convention will aid judicial ship sales in becoming internationally reliable with more legal certainty and commercial appeal, benefitting buyers, creditors, lenders and the maritime trade as a whole.

The Convention has been ratified by Barbados, El Salvador and Spain – the third ratifying state having triggered the application of article 21 of the Convention and coming into force of the Convention on 17th February 2026. Panama has since ratified in March this year. However, since the Convention is based on the principle of reciprocity, i.e. between ratifying states only, ratification by as many states as possible is key to securing its success.

CARRIERS TO REMAIN CAUTIOUS TRANSITING STRAIT OF HORMUZ AMID ON-AGAIN, OFF-AGAIN PEACE TALKS

For the second time in a month, carriers must decide whether passage through the Strait of Hormuz is safe after on-again, off-again peace talks, and one shipping analyst expects shipping lines to exercise caution.

Lars Jensen, president of consultancy firm Vespucci Maritime, said he expects carriers to exercise extreme caution when it comes to transits of the vital waterway where about 20% of global crude supply passes through.

“For shipping lines, the effect of these developments will be a very cautious approach to any new announcements of open passage through the Strait of Hormuz,” Jensen said. “Likely many will have a ‘let’s wait a while and see if it holds’ attitude and consequently this will serve to further prolong a normalization of the situation even if a peace agreement is signed.” Transits through the Strait have been essentially halted since late February when the US and Israel attacked Iran.

The closure has had less impact on container shipping as less than 2% of global container capacity passes through the strait each year but has contributed to higher rates mostly because of surging

bunker fuel prices.

However, the closure has had a much greater impact on crude oil and chemical markets as around one-third of global seaborne crude flows and up to 20% of the world’s total oil flows pass through.

US President Donald Trump said over the weekend in a Truth Social post that he was initiating Project Freedom to assist trapped vessels in exiting the Persian Gulf. After two days, Trump said in a social media post that Project Freedom will be paused for a short period of time to see whether a peace agreement could be finalized and signed.


According to the Strait of Hormuz tracker, a free, real-time dashboard that tracks the ongoing crisis using AI-powered analysis of current strait conditions, insurance markets and diplomatic developments using real-time web data and AIS data for vessel positions, three vessels have transited the strait over the past 24 hours. The tracker shows 400 vessels waiting to transit the Strait. Global crude oil prices fell on the news of the pause, but remain elevated, which has led to soaring bunker fuel prices for shippers.

JAPAN’S MOL TARGETS SOUTHEAST ASIA FOR FSRU MARKET GROWTH

Japan’s shipping company Mitsui O.S.K. Lines sees Southeast Asia as an important focus market for floating storage and regasification units, Hideyuki Irisawa, an executive officer at the company, told Platts, part of S&P Global Energy.

Irisawa is an executive officer of Mitsui O.S.K. Lines. He is also secondary responsible for the Southeast Asia and Oceania Region (Business) and deputy managing director of MOL (Asia Oceania) Pte Ltd. “The FSRU business represents a priority area for MOL as part of our broader LNG infrastructure strategy,” Irisawa said. “We see Southeast Asia as an important focus market, and within the region, Malaysia and Vietnam in particular offer strong potential, given their growing demand for flexible LNG import solutions.”

“MOL is in a unique position in the shipping industry as it owns FSRUs,” Irisawa said. “MOL has already accumulated operational experience through the deployment and management of multiple FSRUs. This track record is a key strength for us and enables us to differentiate ourselves from shipping companies that lack hands-on involvement across the LNG value chain.”

MOL started commercial operations of the Jawa Satu FSRU for the Jawa 1 LNG-fired power plant in Indonesia in March 2024. In October 2024, MOL announced that the company had agreed with Singapore LNG Corp. on a long-term time charter contract for one newbuilding FSRU. The FSRU is expected to start operation in 2029, Irisawa said. “Traditional shipping segments such as 

dry bulk and tankers are inherently exposed to market volatility. By combining these businesses with relatively stable, project-based activities such as FSRUs, we aim to enhance the overall resilience and earnings stability of our portfolio," he added.

LNG transition fuel pathway

MOL considers LNG bunker as a bridge fuel, not a long-term solution. "At present, LNG should be viewed as a transitional solution for marine fuel rather than a final decarbonization endpoint," Irisawa said. "Over the longer term, other zero and near-zero emission fuels — including ammonia, could emerge as one of the main options, depending on fuel availability, regulatory alignment and the maturity of supply chains," he added.

The LNG bunker industry has been experiencing growth in global demand to reduce greenhouse gas emissions, especially after the implementation of the EU Emissions Trading System and FuelEU Maritime.

"While LNG bunkering supply is expected to expand, our strategic focus is not on bunkering as a standalone activity. Instead, we are looking to participate across the broader value chain, encompassing fuel sourcing, logistics and infrastructure, in a manner that supports both operational reliability and long-term decarbonization goals," Irisawa said.

Bio LNG

Although MOL considers LNG bunker as a tentative solution, Irisawa said bio-LNG is one of the areas MOL is watching closely as an opportunity. "We see strong potential in Malaysia and other parts of Asia for bio-related energy, including bio-LNG, as regional supply chains continue to develop," Irisawa said.

"If such fuels — together with other forms of bioenergy can be secured at competitive and scalable prices, we would like to procure a certain volume as a regional initiative and supply it as bunker fuel for MOL's commercial vessels. Beyond securing cleaner energy, we also view this as an opportunity to progressively adapt and strengthen our fleet in line with evolving customer and regulatory expectations," he added.

LNG carrier market outlook

The shipping industry observed that LNG carrier deliveries are likely to decline in 2029 and 2030. However, LNG demand is expected to continue growing even after 2029. There is a concern that LNG ship supply might tighten, according to shipping industry sources. "LNG carrier supply is influenced by newbuilding ordering trends. Given that vessels typically require several years from order placement to delivery, shifts in ordering activity can result in periods of tighter market conditions," Irisawa said.

SHIPPING INDUSTRY WARNED OF THE SAFETY RISKS OF CUTTING SEATIME REQUIREMENTS FOR JUNIOR OFFICERS

A new briefing paper by the Maritime Professional Council of the UK warns that reducing mandatory seagoing service for Officer of the Watch (OOW) candidates risks weakening safety standards across the shipping industry at a time when regulators should be reinforcing competence, not diluting it.

According to the Council, the decision at IMO sub-committee level to reduce required seatime for STCW II/1 candidates from 12 months to 9 months, with simulator training allowed to substitute for part of that period, represents a serious step in the wrong direction.

The Council argues that shipboard experience is not an optional add-on to maritime education but the foundation on which judgement, situational awareness, resilience and safe watchkeeping are built.

The briefing paper draws on the experience of master mariners and maritime educators within the Maritime Professional Council and relies heavily on a submission to IMO by The Nautical Institute.

It argues that no convincing evidence has been produced to show that a reduction in sea service can be made without lowering safety margins for newly qualified officers who may soon find themselves alone on the bridge of large commercial vessels.

While recognising that simulators are useful training tools, the Council says they cannot reproduce the accumulated effects of fatigue, the pressure of real accountability, the physical realities of shipboard life, or the gradual development of what generations of seafarers have described as a seaman's eye.

The paper warns that over-reliance on simulator time risks creating overconfidence without equivalent depth of experience.

The Council is also concerned that key industry voices appear to have been largely absent from the debate. In particular, the paper highlights the lack of visible participation by insurers, P&I Clubs and classification societies, despite their extensive knowledge of casualty patterns, operational risk and the cost of failure at sea.

In the Council's view, any proposal to cut practical training time should be tested against hard safety evidence from those sectors before being progressed further.

The paper further argues that the move sits uneasily with the IMO's core purpose of encouraging and facilitating the highest practicable standards of maritime safety and efficiency of navigation.

If the underlying pressures are a shortage of training berths, smaller crews, heavier administrative burdens and reduced mentoring capacity on board, the Council says those problems should be addressed directly rather than papered over by cutting required sea time.

A spokesperson for the Maritime Professional Council said, "Maritime safety depends on competence that has been earned in the real operating environment. Reducing sea service before an officer first takes independent responsibility risks lowering standards at the very point where sound judgement matters most."

The Council is calling on regulators and industry stakeholders to reconsider the reduction and to ensure that any final decision is firmly grounded in evidence.

VESSEL AND MARINE DATA FOR MIDDLE EAST WATERS FREE OF CHARGE ON THE SEANAVIGATOR MARINE WEATHER SERVICE

In response to the recent tensions in the Strait of Hormuz and the resulting rise in maritime logistics risks, Weathernews Inc. (Headquarters: Chiba, Japan; President and Representative Director: Tomohiro Ishibashi) has released vessel and marine data for Middle East waters free of charge for a limited time on the website of its integrated marine weather service, SeaNavigator.

Currently, the top priority around the Strait of Hormuz is ensuring the safety of vessels waiting amid geopolitical tensions. Because this strait has narrow navigation routes and presents high risks of vessels being blown off course by wind, colliding with quays, or running aground, Weathernews is providing a portion of its normally paid port forecasts free of charge.

This site allows users to view the latest vessel position data along with weather and marine forecasts such as wind and waves, as well as detailed wave and wind forecasts for approximately 140 ports. The forecasts are powered by Weathernews' proprietary Global Weather and Wave Forecasting System, achieving world-class accuracy and resolution. This service can be used by ship captains and operations managers for safe operations in the face of the shamal, the strong winds unique to the Persian Gulf, as well as sudden squalls. It also enables cargo owners and energy professionals to identify arrival delay risks for LNG carriers, tankers, and container ships, supporting time-critical decision-making on the front lines. Driven by its dream of "saving the lives of sailors," which it has upheld since its establishment, Weathernews will continue to help maintain maritime safety and international logistics by providing timely relevant information.

Emergency Release of SeaNavigator: Providing World-Class Accuracy and High-Resolution Wave & Wind Forecasts

From among the vast volume of marine weather data normally provided for a fee, Weathernews is offering the latest vessel positions, weather and marine data, and highly localized port forecasts to help ensure safety in Middle Eastern waters. These data are powered by Weathernews' proprietary Global Weather

and Wave Forecasting System, which achieves world-class accuracy and resolution in wave and wind forecasts. The free release will continue until the current situation has stabilized and maritime safety is confirmed.

SeaNavigator: An AI-Powered Marine Weather Service to Support Optimal Operational Decisions

Since October 2024, Weathernews has been providing shipping operators with SeaNavigator, an integrated marine weather service that supports environmentally sustainable, safe, and cost-efficient vessel operations. SeaNavigator is a single-platform service offering AI support before, during, and after voyages, with capabilities such as optimal route selection, CO₂ emission visualization, grounding avoidance, and vessel performance analysis.

Full Features in the Paid Version of SeaNavigator

- **AI Weather Insight:** AI automatically generates weather and marine analysis and identifies vessels affected by inclement weather.
- **AI Agent:** AI helps optimize operations through analysis of vast amounts of marine and voyage data.
- **Fleet Status Monitoring:** Monitors the latest weather and marine data and identifies vessels affected by inclement weather.
- **Logbook+:** Analyzes vessel performance based on data such as vessel reports.
- **Voyage Monitoring:** Identifies risks in operational conditions.
- **Voyage Comparison:** Calculates arrival times and fuel consumption by route and vessel speed to support optimal operations.
- **Navigation:** Uses voyage plans and chart data to identify risks such as grounding.
- **Emission Dashboard:** Analyzes environmental data such as CO₂ emissions and fuel performance rating systems, among others.

ABS AND HD KSOE TO SET NEW INDUSTRY BENCHMARKS FOR DIGITAL SHIPBUILDING AND VESSEL INTELLIGENCE

ABS and HD Korea Shipbuilding & Offshore Engineering (HD KSOE) signed a memorandum of understanding to cooperate on digital technologies to strengthen safety and performance in shipbuilding.

The agreement establishes a framework for the organizations to collaborate on Digital Threads, secure and integrated flows of data, across the entire vessel value chain. Areas of focus will include digital engineering, autonomous vessel systems and integrated cybersecurity tools.

"This MOU is another milestone in the long-running collaboration between ABS and HD Hyundai. Digital technologies are reshaping shipbuilding, and this agreement reflects our shared commitment to lead at the cutting edge of the maritime industry, helping to improve safety and operational value now," said John McDonald, ABS Chairman and CEO. "Through collaboration with ABS, we

expect to lead the development of digital engineering standards spanning the entire vessel lifecycle and to accelerate market entry by securing global class certifications," said Ki-sun Chung, Chairman and CEO of HD Hyundai. The two organizations will also explore the establishment of a 3D model-based approval and trusted data exchange between the shipyard and classification society.

This collaboration will further examine the integration between HD KSOE's Software Defined Vessel architecture and ABS Wavesight™, the company's digital platform for fleet performance and compliance monitoring. On the cybersecurity front, ABS and HD KSOE will jointly develop integrated cybersecurity and data safety guidelines for autonomous vessel environments, building on and extending beyond current IACS requirements to address the evolving threat landscape facing next-generation fleets.

YOUR FORECAST

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



- BY RANI

Aries (Mar 21 – Apr 20)

The warmth of this time brings renewed focus, encouraging you to follow through on plans with steady determination. Career efforts benefit from consistency and practical thinking. Relationships improve through clear communication and mutual respect. Energy stays balanced when you prioritize rest and hydration. Creativity grows through discipline and intention. Your goals in leadership and financial wellbeing will be shaped by the hard work you put in now. This phase highlights your initiative, while the months ahead reveal strong forward momentum. Opportunities expand as you get committed and grounded in purpose.

Taurus (Apr 21 – May 21)

This time brings the spotlight on stability and thoughtful action. Professional progress comes through patience, consistency, and reliability. Financial decisions benefit from long-term thinking and careful planning. Relationships deepen with trust and emotional openness. Health improves through steady routines and balance. Creativity grows within comfort and familiarity. The year ahead supports security, gradual growth, and lasting success built on perseverance. This phase highlights your steadiness, while the months ahead continue to reveal meaningful progress and enduring stability. Your efforts now build calm and confidence ahead.

Gemini (May 22 – June 21)

The stars enable a sharpening of focus and encourage purposeful communication. Career discussions benefit from clarity, adaptability, and confident expression. Social connections feel engaging, supportive, and productive. Financial organization improves both confidence and a sense of control. Mental balance strengthens efficiency while supporting creativity and fresh thinking. Ideas gain momentum through consistent follow-through and practical effort. The year ahead supports versatility, and new opportunities. This phase highlights your curiosity, while the months ahead reveal meaningful possibilities ahead.

Cancer (June 22 – July 22)

Welcome emotional balance and thoughtful planning. Career matters improve when approached calmly and consistently, keeping in mind that your voice impacts those you lead. Family bonds strengthen through empathy and patience. Financial stability grows with careful organization and mindful choices. Rest restores inner harmony and supports overall wellbeing. Creative outlets bring comfort, clarity, and gentle inspiration. The year ahead supports resilience, deeper connections, and personal growth. This phase highlights your empathy, while the months ahead continue to reveal emotional strength and meaningful, lasting progress.

Leo (July 23 – Aug 23)

You are ready to witness an increase in responsibility and quiet confidence. Professional efforts gain recognition with persistence. Relationships improve with cooperation, patience, and mutual understanding. Financial matters stabilize through structured planning and an increased awareness of financial systems. Health benefits from consistent routines and mindful habits. Creativity grows steadily with focus and intention. The year ahead rewards dedication, maturity, and leadership. This phase highlights your leadership, while the months ahead continue to reveal well-earned recognition and lasting success.

Virgo (Aug 24 – Sept 23)

Mid-May encourages you to refine your approach and focus with calm confidence. Professional matters benefit from structured planning and realistic pacing, allowing your efforts to unfold without unnecessary pressure. Collaboration improves when communication remains clear and adaptable. Personal relationships feel more balanced as you practice patience and understanding. Health strengthens through consistent routines that support both productivity and rest. Financial awareness grows when you review commitments and prioritize sustainability. This period reminds you that success is built through persistence rather than perfection. The year ahead continues to support resilience, confidence, and steady achievement. By trusting your analytical strengths and remaining flexible, you create reliable momentum. Your discipline, insight, and attention to detail will guide you toward accomplishments that feel stable, rewarding, and deeply fulfilling bringing long term clarity and direction.

Scorpio (Oct 24 – Nov 22)

The summer breeze brings good luck and optimism, encouraging steady transformation. Career ambitions gain direction through determination and a reassessment of your schedule. Relationships deepen with trust, honesty, and mutual understanding. Embrace help in the form of therapy. Financial discipline brings confidence. Creative pursuits bring renewal, insight, and inspiration. Health improves with mindful balance and consistent care. The year ahead supports resilience, strength, and purposeful growth. This phase highlights your intensity, while the months ahead continue to reveal personal empowerment.

Sagittarius (Nov 23 – Dec 21)

Your belief in yourself will bring purposeful action and clear direction. Career progress benefits from commitment, discipline, and strong organization. Money matters will come to your favor as long as you're thoughtful with how you spend. Work matters improve steadily. Relationships thrive through shared goals, trust, and open communication. Energy remains steady when balance is maintained. Learning brings inspiration and fresh perspective. The year ahead offers opportunity, expansion, and achievement. This phase highlights your exploration, while the months ahead continue to reveal broader horizons.

Capricorn (Dec 22 – Jan 20)

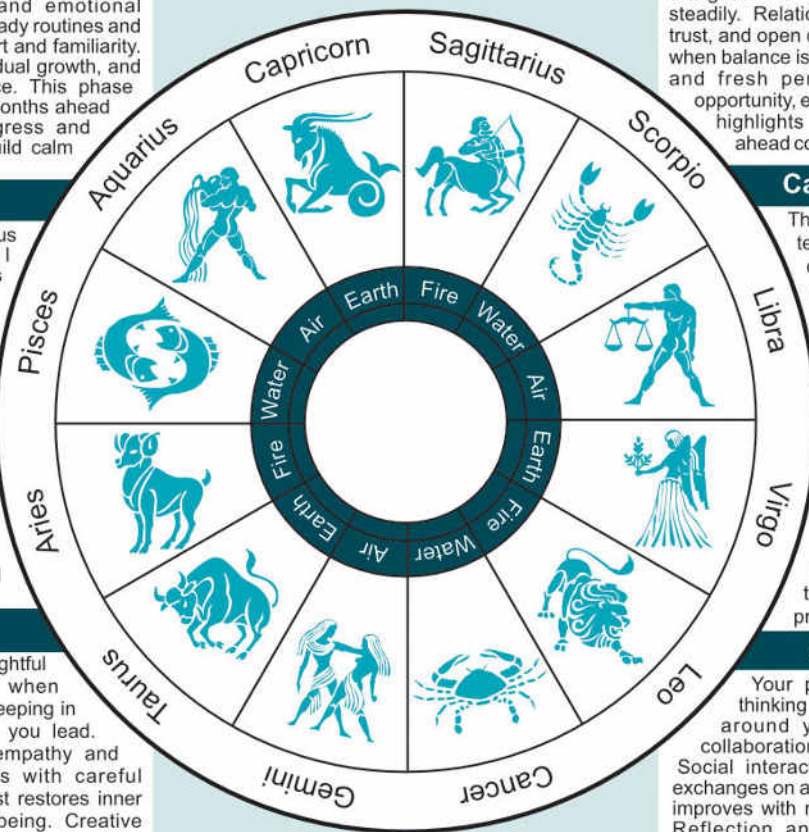
The stars reinforce discipline and long-term focus, as you enter into a productive cycle. Career efforts show progress as your responsible nature is appreciated. Financial security strengthens with careful planning of resources and opening of new income streams. Relationships benefit from reliability, trust, and an empathetic approach. Expert interventions in matters of health and wellness bring positive results. The year ahead promises recognition, stability, and success built on dedication. This phase highlights your discipline, while the months ahead continue to reveal tangible success, and meaningful progress ahead.

Aquarius (Jan 21 – Feb 18)

Your penchant for innovation and forward thinking will bring a wave of positivity in those around you. Career paths evolve through collaboration, creativity, and fresh perspectives. Social interactions bring new ideas and inspiring exchanges on a professional level. Financial awareness improves with mindful choices and a positive outlook. Reflection and mindfulness restore clarity and strengthens direction. The year ahead supports originality, and purpose. This phase highlights your innovation, while the months ahead continue to reveal purposeful change, new opportunities, and consistent growth.

Pisces (Feb 19 – Mar 20)

Your greatest blessings this season will be that of emotional clarity and faithful companionship. Career choices benefit from striking a healthy balance between both logic and instinct. Relationships deepen with empathy and understanding as well as expression. Financial confidence grows through awareness of all your leverage. Creative acts restore harmony and inner balance, bonding over creativity is on your cards. The year ahead supports fulfillment, and emotional strength. This phase highlights your imagination, while the months ahead continue to reveal gentle fulfillment, and deeper connections.



Libra (Sept 23 – Oct 23)

Mid-May invites you to align your actions with clarity and confidence. Career progress improves when you trust your judgment and communicate effectively with others. Relationships benefit from fairness, honesty, patience, and shared effort in everyday interactions. Financial stability strengthens through mindful planning, awareness, and balanced decisions over time. Inner calm develops through reflection, quiet moments, and meaningful creative expression. Health improves when emotional balance and rest become central priorities. This phase highlights self-awareness, growth, and maturity. The year ahead promises meaningful connections, growing confidence, and clearer direction. By honoring your values and maintaining healthy boundaries, you create harmony that supports lasting fulfillment, emotional stability, and genuine personal happiness. This approach helps you move forward with clarity and lasting confidence.

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



NAVIGATING THE UNCHARTED



SMALL DAILY EFFORTS CREATE BIG ACHIEVEMENTS

In a world obsessed with speed, instant results, and overnight success stories, the Turtle Theory offers a refreshingly different perspective: real success is not built in a sprint, but in steady, deliberate steps. Inspired by the timeless lesson of "slow and steady wins the race," this theory emphasizes patience, consistency, discipline, and long-term growth over shortcuts and temporary victories. The Turtle Theory is not about moving slowly for the sake of it; rather, it is about moving with purpose. Like a turtle that carries its home wherever it goes and continues forward without distraction, people who follow this mindset focus on persistence instead of pressure. They understand that meaningful achievements, whether in career, education, fitness, relationships, or personal growth are rarely instant. They are the result of small efforts repeated consistently over time.

The Origin Behind the Concept

The Turtle Theory draws its inspiration from one of nature's most symbolic creatures—the turtle. Known for its calm movement and remarkable endurance, the turtle has long represented wisdom, patience, resilience, and stability across different cultures and philosophies. Unlike animals that rely on speed and aggression, the turtle survives through persistence, steady progress, and the ability to keep moving forward despite obstacles.

This idea gradually evolved into a modern mindset that challenges today's fast-paced success culture. In an era where people constantly chase instant gratification, viral fame, and rapid achievements, the Turtle Theory offers a quieter but more sustainable approach to growth. It suggests that lasting success is rarely immediate; instead, it is built through consistent effort, discipline, and emotional resilience over time. By embracing the turtle's symbolic nature, the theory encourages individuals to trust their own pace, remain patient during slow progress, and understand that endurance often leads to deeper and more meaningful success.

Why the Turtle Symbol Matters

• Turtle Symbolizes Patience And Calmness

The turtle represents the power of patience in a world driven by urgency. It does not rush, panic, or compete with speed, yet it continues progressing steadily. Its calm nature reflects emotional balance and thoughtful decision-making, teaching that success achieved peacefully and consistently is often stronger and more sustainable in the long run.

• Represents protection and inner strength

A turtle carries its shell everywhere, symbolizing self-protection, emotional security, and inner resilience. Rather than relying on aggression, it survives through quiet strength and stability. This reflects how true confidence often comes from within, reminding people that enduring challenges requires mental toughness, self-belief, and the ability to stay grounded under pressure.

• Moves Slowly But Rarely Stops Moving Forward

The turtle may move slowly, but its greatest strength lies in consistency. It keeps advancing without becoming distracted by comparison or temporary failures. This symbolizes the importance of persistence in personal growth, proving that even small, steady efforts made every day can eventually lead to meaningful achievements and long-term success.

• Reflects Resilience During Obstacles And Setbacks

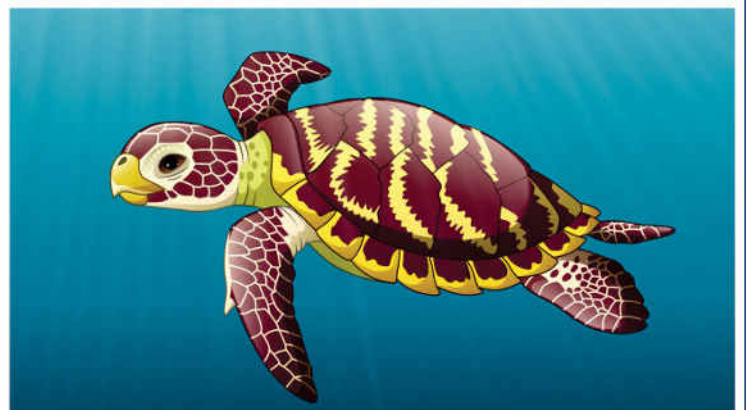
Turtles survive harsh environments through endurance and adaptability, making them powerful symbols of resilience. They remind us that setbacks are not the end of progress but part of the journey itself. Instead of giving up during difficult times, the Turtle Theory encourages people to remain patient, recover steadily, and continue moving forward.

• Encourages Balance And Stability In Life

The turtle's slow and grounded movement symbolizes balance, stability, and mindful living. It teaches that life should not always revolve around constant speed or pressure. By maintaining a steady pace and avoiding unnecessary chaos, individuals can build healthier habits, stronger relationships, and a more stable path toward long-term happiness and fulfillment.

The Core Principle

- **Small actions repeated daily create major results:** Small, consistent efforts gradually build meaningful success over time.
- **Consistency is more important than speed:** Steady progress matters more than rushing, because consistency creates lasting improvement.
- **Sustainable progress prevents burnout:** Working at a balanced pace protects mental and physical well-being while maintaining productivity.
- **Focus on long-term goals rather than quick wins:** The Turtle Theory encourages patience and commitment toward goals that require time and dedication instead of chasing temporary achievements or instant rewards.





NAVIGATING THE UNCHARTED



The Turtle Theory in Personal Growth

- **Fitness:** The Turtle Theory in fitness emphasizes gradual improvement rather than extreme shortcuts. Consistent workouts, balanced habits, and patience create stronger and healthier results over time. Instead of chasing rapid transformations, it encourages sustainable progress, proving that small daily efforts in exercise, nutrition, and discipline eventually lead to long-term physical and mental well-being.
- **Career:** In careers, the Turtle Theory highlights the value of steady learning, persistence, and experience. Success does not always happen quickly, but continuous improvement builds strong professional foundations. By remaining patient, adaptable, and committed to long-term goals, individuals can achieve meaningful growth without becoming overwhelmed by competition, pressure, or unrealistic expectations.
- **Self-development:** The Turtle Theory encourages self-development through consistent personal growth and self-awareness. Developing confidence, emotional intelligence, discipline, and healthy habits takes time and patience. Rather than expecting instant change, this mindset focuses on gradual improvement, reminding individuals that becoming a better version of themselves is a continuous journey, not a rushed destination.

Practical Ways to Apply the Turtle Theory Daily

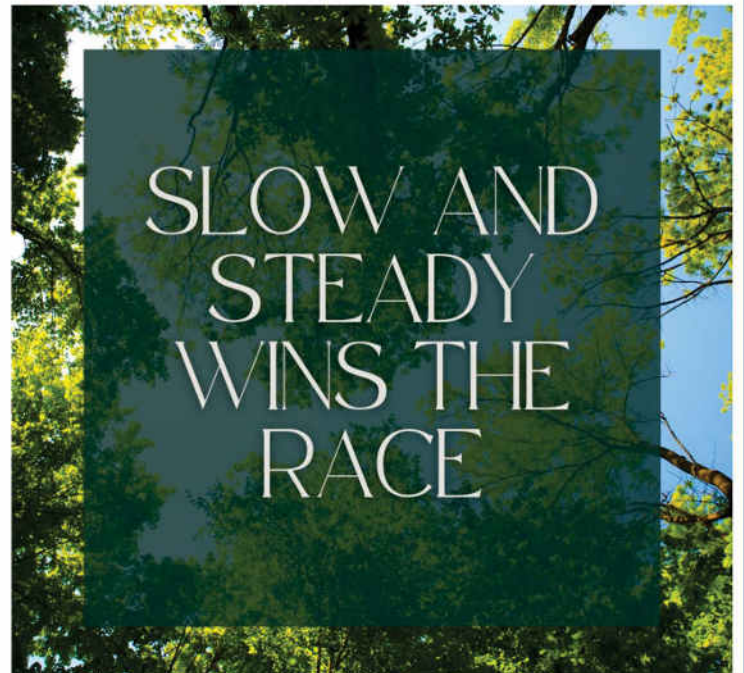
- **Set realistic and achievable goals:** Applying the Turtle Theory begins with setting goals that are practical, clear, and manageable. Unrealistic expectations often create frustration and burnout, while achievable goals build confidence and motivation. Instead of focusing only on massive outcomes, break larger ambitions into smaller steps that can be completed consistently. This approach makes progress feel less overwhelming and more sustainable over time. Realistic goals also encourage patience, helping individuals understand that meaningful success is built gradually.
- **Focus on daily progress instead of perfection:** The Turtle Theory teaches that progress matters far more than perfection. Many people lose motivation because they expect flawless results immediately, but growth rarely happens without mistakes or slow phases. Focusing on small daily improvements creates a healthier and more sustainable mindset. Even minor actions, when repeated consistently, lead to meaningful long-term achievements. Instead of criticizing every imperfection, individuals should recognize the value of showing up and trying each day.
- **Build routines and healthy habits:** Routines and healthy habits are essential to the Turtle Theory because lasting success depends on consistency rather than occasional bursts of effort. Simple daily actions such as exercising regularly, reading, maintaining discipline, or managing time effectively gradually shape long-term results. Healthy habits also create stability, making progress feel natural instead of forced. The Turtle Theory emphasizes that transformation is often the outcome of repeated behaviors rather than sudden breakthroughs.
- **Avoid comparing your journey to others:** The Turtle Theory reminds individuals that every person moves through life at a different

pace. Constant comparison often creates insecurity, pressure, and dissatisfaction, especially in a world dominated by social media and visible achievements. Focusing too much on others can distract people from their own progress and goals. Instead of measuring success against someone else's timeline, the theory encourages self-awareness and personal growth. Everyone faces unique challenges, opportunities, and experiences, making comparisons unfair and unhealthy. By concentrating on individual improvement rather than external validation, people can maintain confidence, stay motivated, and appreciate their own journey without unnecessary stress or competition.

- **Celebrate small improvements consistently:** Celebrating small improvements is an important part of the Turtle Theory because progress often happens gradually. Many people wait for major achievements before feeling proud of themselves, but recognizing smaller victories builds confidence and motivation along the journey. Simple improvements, such as completing a task, developing a habit, or overcoming a challenge, deserve appreciation because they represent growth. Acknowledging these moments helps maintain a positive mindset and encourages consistency. The Turtle Theory teaches that long-term success is created through many small steps combined over time. By valuing each improvement, individuals stay encouraged, focused, and emotionally connected to their personal development process.

Conclusion:

In today's fast-paced culture, where comparison and urgency often create anxiety, the Turtle Theory reminds us that progress does not need to be dramatic to be valuable. Even the smallest step forward matters. It teaches that resilience, patience, and unwavering consistency often outperform talent, speed, or impulsive ambition in the long run.



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

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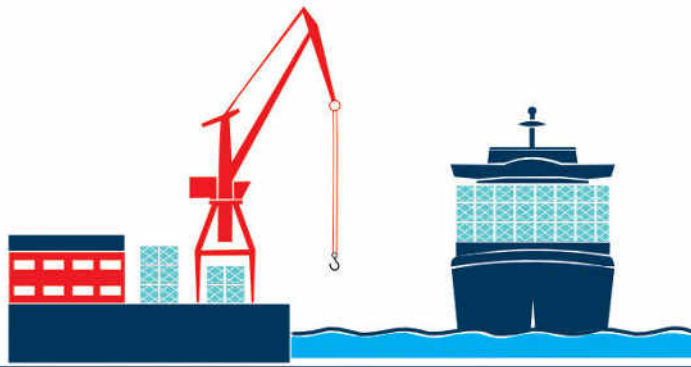
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Marine Insights

WHY CONTINUOUS MARITIME TRAINING IS CRUCIAL FOR SEAFARERS

The maritime industry is the backbone of global trade, carrying over 80% of the world's goods across oceans. Behind this vast and complex network are seafarers—highly skilled professionals who operate in one of the most demanding environments on Earth. However, the nature of maritime work is constantly evolving, shaped by technological innovation, regulatory changes, and emerging global challenges. In this context, continuous maritime training is not just beneficial—it is essential. Continuous training ensures that seafarers remain competent, safe, and competitive throughout their careers. It goes beyond initial certification, fostering a culture of lifelong learning that enhances both individual performance and the overall efficiency of the maritime industry.

Enhancing Safety at Sea

Safety is the cornerstone of maritime operations. The ocean is inherently unpredictable, and even minor errors can lead to catastrophic consequences, including collisions, oil spills, or loss of life. Continuous training equips seafarers with updated knowledge and practical skills to respond effectively to emergencies.

Regular drills, simulation exercises, and refresher courses in areas such as firefighting, survival techniques, and first aid help reinforce critical responses. These repeated practices build muscle memory and improve decision-making under pressure. Moreover, as new safety equipment and protocols are introduced, ongoing training ensures that seafarers can operate them efficiently. Human error remains a leading cause of maritime accidents. Continuous education minimizes this risk by keeping crews alert, informed, and prepared for a wide range of scenarios. Ultimately, well-trained seafarers contribute to safer ships, safer cargo, and safer oceans.

Keeping Pace with Technological Advancements

Modern ships are no longer just mechanical vessels; they are technologically advanced systems equipped with digital navigation tools, automated engines, and data-driven monitoring systems. Innovations such as electronic chart display systems (ECDIS), satellite communications, and predictive maintenance technologies are transforming maritime operations. Without continuous training, seafarers risk falling behind these advancements. Learning how to operate new software, interpret digital data, and troubleshoot complex systems is now a fundamental part of the job. Training programs help bridge the gap between

traditional seamanship and modern technological demands.

Additionally, cybersecurity has emerged as a critical concern in the maritime sector. Ships are increasingly connected, making them vulnerable to cyber threats. Continuous training ensures that seafarers understand cybersecurity protocols and can protect onboard systems from potential breaches.

Immersive Technologies: VR, AR, and Mixed Reality

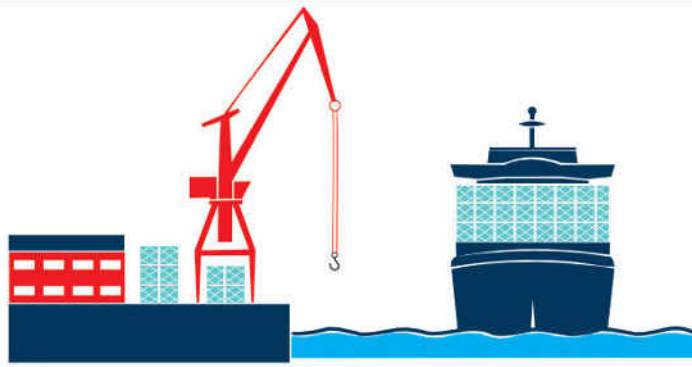
One of the most significant developments shaping the future of maritime education is the integration of immersive technologies such as Virtual Reality (VR), Augmented Reality (AR), and Mixed Reality (MR). These technologies allow trainees to experience highly realistic maritime environments using head-mounted displays and interactive simulations. Virtual reality training provides a safe environment where complex or hazardous maritime situations can be simulated without real-world consequences. Cadets can practice tasks such as navigating through storms, responding to fires in the engine room, or handling emergency evacuations.

Meeting Regulatory and Certification Requirements

The maritime industry is one of the most heavily regulated sectors in the world. International conventions and standards set strict requirements for safety, environmental protection, and crew competency. Many certifications have limited validity and require periodic renewal.

Continuous maritime training ensures compliance with these regulations. Seafarers must undergo refresher courses, revalidation programs, and assessments to maintain their certifications. Failure to do so can result in penalties, detentions, or even loss of employment.





Marine Insights

Beyond compliance, ongoing training demonstrates professionalism and accountability. It signals that a seafarer is committed to maintaining high standards and adhering to global best practices. For shipping companies, having a well-trained crew reduces legal risks and enhances operational reliability.

Improving Employability and Career Growth

In a competitive job market, continuous training can significantly enhance a seafarer's career prospects. Employers increasingly prefer candidates who actively upgrade their skills and stay current with industry trends. Advanced certifications in specialized areas—such as tanker operations, dynamic positioning, or marine engineering—can open doors to higher-paying roles and leadership positions. Continuous learning also builds confidence, enabling seafarers to take on greater responsibilities onboard.

Moreover, training is not limited to technical skills. Courses in leadership, communication, and teamwork are equally important. As seafarers progress in their careers, they are expected to manage crews, resolve conflicts, and make strategic decisions. Continuous development in these areas prepares them for such roles. Ultimately, a commitment to learning translates into long-term career stability and growth.

Adapting to Industry Changes and Sustainability Goals

The maritime industry is undergoing significant transformation, particularly in response to environmental concerns. Stricter regulations on emissions, the adoption of alternative fuels, and the push for greener shipping practices are reshaping operations. Seafarers must adapt to these changes, and continuous training plays a crucial role in this transition. Understanding new fuel systems, energy-efficient technologies, and environmental compliance measures requires updated knowledge and skills. Continuous education ensures that the maritime workforce remains aligned with global sustainability goals, contributing to a cleaner and more responsible industry.

Strengthening Soft Skills and Mental Resilience

Life at sea is not only physically demanding but also mentally challenging. Long periods away from family, isolation, and high-pressure situations can take a toll on seafarers' mental health. Continuous training can help address these challenges by focusing on personal

development and well-being. Programs that emphasize communication, teamwork, and cultural awareness improve onboard relationships, especially in multicultural crews. Effective communication reduces misunderstandings and fosters a collaborative work environment.

Training in stress management and mental health awareness is equally important. It equips seafarers with tools to cope with isolation, fatigue, and anxiety. A mentally resilient crew is more productive, focused, and capable of handling emergencies. By investing in soft skills, continuous training contributes to a healthier and more harmonious shipboard environment.

Building a Culture of Lifelong Learning

Continuous maritime training is not a one-time requirement; it is a mindset. In an industry that evolves rapidly, the willingness to learn and adapt is a defining trait of successful seafarers. A culture of lifelong learning encourages curiosity, innovation, and professionalism. It empowers seafarers to take ownership of their development and stay ahead of industry changes. For organizations, fostering this culture leads to improved performance, reduced risks, and enhanced reputation.

Training institutions and shipping companies play a key role in promoting this approach by providing accessible and relevant learning opportunities. E-learning platforms, onboard training modules, and simulation-based programs have made continuous education more flexible and effective.

Conclusion

Continuous maritime training is indispensable in today's dynamic and demanding shipping industry. It enhances safety, keeps seafarers updated with technological advancements, ensures regulatory compliance, and supports career growth. At the same time, it prepares the workforce to adapt to environmental changes and strengthens both technical and interpersonal skills. For seafarers, training is more than a professional obligation—it is an investment in their future. For the maritime industry, it is a critical factor in maintaining efficiency, safety, and sustainability. In a world where the seas are constantly changing, the most valuable asset a seafarer can possess is not just experience, but the commitment to keep learning.

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SMYL ZONE



Q : What do we learn from animals like Buffaloes and Cows?

A: That not everyone can lose weight by eating greens and salads.



A t an election booth, a woman was applying electoral ink to her forefinger.

She asked, "How long will this last?"

The officer replied, "60 days!"

The woman asks, "Could you please colour my hair as well?"



T he interviewer examined the job application then turned to the prospective employee.

"I see you have put 'ASAP' down for the date you are available to start, meaning as soon as possible, of course. However, I see you've put 'AMAP' down for required salary. I don't believe I've ever seen that before, what does it mean?"

The applicant replied, "As much as possible!"



S tore owner: Thank you for your patronage. I wish I had twenty customers like you.

Customer: Gosh, it's nice to hear that, but I'm kind of surprised. You know that I argue over every bill and always pay late.

Store owner: I'd still like twenty customers like you. The problem is, I have two hundred customers like you.



A new hair salon opened up for business right across the street from the old established hair salon place.

They put up a big bold sign which read: "WE GIVE SEVEN DOLLAR HAIR CUTS!"

Not to be outdone, the old Barber put up his own sign: "WE FIX SEVEN DOLLAR HAIR CUTS!"



W hen my son graduated from high school, he had to give a speech. He began by reading from his prepared text.

"I want to talk about my mother and the wonderful influence she has had on my life," he told the audience. "She is a shining example of parenthood, and I love her more than words could ever do justice."

At this point he seemed to struggle for words. After a pause, he looked up with a grin and said, "Sorry, but it's really hard to read my mother's handwriting."



A n old man walked into a car showroom and found the car he wanted to buy.

He requested that the salesman not sell the particular model till the next day, since he wanted to buy it on his birthday.

The salesman gave his word. The next day the old man visited the showroom, only to find the car being sold to a young lady.

The young lady looked really gorgeous. The old man asked the salesman, "I told you to keep this car on hold. Not only did you fail to keep your word, you also sold it at a discounted rate."

The salesman replied, "She insisted to buy only this car, and with a discount. Look how beautiful she is? How could I say no to her?"

The young lady walked up to the old man, gave the car keys to him and said, "Didn't I tell you they'd give me a discount? Happy birthday Dad!"



A little girl asks her father, "Dad, what is corruption?"

Dad: Go bring me a beer and I'll tell you.

Daughter: But mommy said you should stop drinking!

Dad: Get yourself an ice-cream too while you bring me that beer.

Daughter: Oh, okay!



I t's my wife's birthday tomorrow.

She's been leaving jewelry catalogues all over the house, so I've bought her a magazine rack.



Board Games

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

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|---------------|---------------|----------------|--------------|
| 1. HANABI | 7. RISK | 13. FLASHPOINT | 19. QUARTO |
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Health Zone



FOOD AND APPETITE MYTHS YOU SHOULD STOP BELIEVING

You have probably heard countless rules about food and appetite that sound convincing but are not actually true. From eating late at night to skipping meals for weight loss, these myths often shape how people think about nutrition. The problem is they can quietly harm your health and relationship with food. It is time to question what you have been told and uncover the truth behind these common beliefs.

• You should always eat when you're hungry

The idea that you should always eat whenever you feel hungry sounds simple, but it is not always reliable. Hunger is not just a physical signal from your body needing fuel. It can also be triggered by emotions like stress, boredom, or even routine habits such as eating at a certain time each day. This can lead to unnecessary snacking or overeating without real nutritional need.

Learning to recognize the difference between true physical hunger and emotional or habitual cravings helps you make more mindful food choices and build a healthier relationship with eating over time.

• Skipping meals slows your metabolism drastically

The belief that skipping meals drastically slows your metabolism is widely misunderstood. While your body does adjust slightly when you go without food for a short time, it does not suddenly shut down or burn calories at a much lower rate. For most people, occasionally skipping a meal or practicing short-term fasting has little impact on overall metabolism.

What matters more is your long-term eating pattern and total nutrition. However, regularly missing meals can lead to low energy, overeating later, and poor food choices, which can affect your health over time.

• Carbs make you fat

The idea that carbs automatically make you gain weight is a common myth. Carbohydrates are simply one of the body's main sources of energy, and they do not directly cause fat gain on their own. Weight gain happens when you consistently consume more calories than your body needs, regardless of whether those calories come from carbs, fats, or proteins.

In fact, whole sources of carbohydrates like fruits, vegetables, and grains can support a balanced diet. The real issue is overeating and highly processed foods, not carbs themselves.

• Eating late at night causes weight gain

The belief that eating late at night automatically leads to weight gain is misleading. Your body does not suddenly store more fat just because it is nighttime. What truly matters is how many calories you consume throughout the entire day, not the specific time you eat them.

Late night eating can sometimes lead to weight gain, but usually

because it is linked to mindless snacking or excess calorie intake. If your overall diet is balanced and within your needs, eating later in the evening will not by itself cause weight gain.

• You need to eat every 2–3 hours to boost metabolism

The idea that you need to eat every two to three hours to boost your metabolism is a popular myth. While frequent meals may help some people manage hunger, they do not significantly increase how many calories your body burns. Your metabolic rate is influenced more by factors like age, body composition, and overall calorie intake rather than how often you eat.

What truly matters is the total amount and quality of food you consume throughout the day. Choosing an eating pattern that fits your lifestyle and keeps you satisfied is far more important than strict meal timing rules.

• Healthy foods can be eaten in unlimited quantities

The idea that healthy foods can be eaten in unlimited amounts is misleading. While nutritious options like fruits, nuts, and whole grains are good for your body, they still contain calories. Eating them in large quantities can lead to consuming more energy than your body needs, which may result in weight gain over time.

Healthier choices improve the quality of your diet, but portion sizes still matter. Balance is key, and paying attention to how much you eat helps maintain both good nutrition and a healthy weight.

• You must finish everything on your plate

The idea that you must finish everything on your plate is an outdated habit that can work against your body. While it may have been taught to avoid food waste, it often encourages ignoring your natural fullness cues.

Your body signals when it has had enough, but forcing yourself to keep eating can lead to overeating and discomfort. Over time, this habit can disrupt your ability to listen to your appetite. It is healthier to stop eating when you feel satisfied, even if there is still food left on your plate.



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Health Zone



• Cravings mean your body needs that specific food

The idea that cravings always mean your body needs a specific food is not entirely true. While certain deficiencies can sometimes influence appetite, most cravings are driven by emotions, habits, or environmental cues rather than real nutritional needs.

Stress, boredom, or even seeing or smelling food can trigger strong desires for specific items, often high in sugar or fat. Acting on every craving can lead to overeating and imbalance. Learning to pause and understand the reason behind a craving can help you make more mindful and healthier food choices.

• Drinking water suppresses appetite enough to cause weight loss

The belief that drinking water alone can suppress appetite enough to cause weight loss is misleading. While water can help you feel fuller for a short time, it does not replace the need for proper nutrition or significantly reduce calorie intake on its own. Weight loss depends on a combination of balanced eating, overall calorie control, and lifestyle habits.

Relying only on water to manage hunger can leave you unsatisfied and low on energy. It can support healthy habits, but it is not a magic solution for losing weight.

• Sugar is addictive like drugs

The claim that sugar is addictive in the same way as drugs is often overstated. Sugar can certainly be very appealing and trigger strong cravings because it activates the brain's reward system, making sweet foods enjoyable and easy to overeat. However, scientific evidence does not show that sugar causes addiction in the same biological and behavioral sense as substances like drugs or alcohol.

Instead, habits, environment, and emotional eating play a much bigger role in sugar overconsumption. Reducing added sugar can improve health, but it is more about managing preferences than overcoming a true addiction.

• If you feel hungry, you're definitely not eating enough

The idea that feeling hungry always means you are not eating enough is not entirely true. Hunger is a natural and dynamic signal that can change throughout the day based on activity levels, sleep, stress, hydration, and even routine.

Sometimes you may feel hungry even after a balanced meal simply because your body is responding to normal fluctuations in energy needs or external cues.

Occasional hunger does not automatically indicate under-eating or poor nutrition. Understanding these signals in context helps you respond more thoughtfully rather than assuming something is wrong with your diet.

• Artificial sweeteners always increase appetite

The idea that artificial sweeteners always increase appetite is not supported by consistent evidence. These sweeteners provide

sweetness without adding significant calories, and their effects on hunger can differ widely from person to person. Some studies suggest they may have a slight impact on cravings in certain contexts, while others show no meaningful change in appetite or overall food intake.

Factors like diet quality, habits, and individual response play a much bigger role than the sweeteners themselves. Overall, artificial sweeteners do not universally cause increased appetite, and their impact depends on the individual and situation.

• You can rely on willpower alone to control appetite

The belief that willpower alone is enough to control appetite oversimplifies how eating behavior actually works. Hunger and food choices are not just a matter of self-control but are shaped by many internal and external factors.

Poor sleep can increase cravings, stress can drive emotional eating, and hormones help regulate when and how hungry you feel. Even your environment, like food availability and portion sizes, can strongly influence intake without you realizing it.

While willpower can help in some situations, sustainable appetite control depends more on managing these broader biological and lifestyle factors.

Conclusion

Understanding food and appetite myths helps you make healthier and more realistic choices about eating. Many common beliefs oversimplify how the body works and can lead to unnecessary guilt or confusion around food. In reality, appetite is influenced by a mix of biology, emotions, habits, and environment rather than strict rules.

By focusing on balance, awareness, and overall nutrition instead of myths, you can build a more positive and sustainable relationship with food and better support your long-term well-being.



(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



The history of maritime exploration is, in many ways, the history of how humanity came to understand the shape and scale of the world. Long before satellites and digital maps, explorers ventured into unknown oceans with little more than courage, rudimentary instruments, and a desire for discovery. Their journeys not only connected continents but also transformed global geography, trade, and cultural exchange. Among these figures, a few stand out for fundamentally reshaping how the world was perceived.

• Christopher Columbus and the Atlantic Crossing

When Christopher Columbus set sail in 1492 under the Spanish crown, he aimed to find a westward route to Asia. Instead, he encountered the Americas—lands previously unknown to Europeans. Although not the first to reach these continents, Columbus's voyages initiated sustained contact between Europe and the New World.

This moment dramatically altered European geographical understanding. Maps had to be redrawn to include entirely new landmasses, challenging long-held assumptions about Asia's proximity and the structure of the globe. The Columbian voyages also triggered waves of exploration, colonisation, and global exchange that would define the modern era.

• Ferdinand Magellan and the First Circumnavigation

The expedition led by Ferdinand Magellan (1519–1522) provided the first practical demonstration that the Earth could be circumnavigated by sea. Although Magellan himself did not survive the journey, his crew completed the voyage, proving conclusively that the planet was far larger than previously imagined.

This expedition transformed geography by offering concrete evidence of the Earth's vastness and the interconnectedness of oceans. It also revealed the immense scale of the Pacific Ocean, correcting earlier underestimations. The circumnavigation not only advanced cartography but also reshaped global trade routes,

Maritime Explorers Who Redefined Geography

"Man cannot discover new oceans unless he has the courage to lose sight of the shore."

— André Gide

paving the way for a truly interconnected world economy.

• Vasco da Gama and the Sea Route to India

In 1498, Vasco da Gama successfully navigated from Europe to India by sailing around the Cape of Good Hope. This achievement was monumental: it established a direct maritime link between Europe and Asia, bypassing overland routes that were costly and politically unstable.

Da Gama's voyage had profound geographical implications. It confirmed the navigability of the southern tip of Africa and demonstrated that the Indian Ocean was accessible from the Atlantic. This discovery reshaped global trade geography, shifting the balance of power toward maritime nations and initiating centuries of European dominance in sea-based commerce.

• James Cook and Scientific Mapping of the Pacific

By the 18th century, exploration had evolved from mere discovery to precise scientific mapping. James Cook exemplified this shift. Through his voyages across the Pacific Ocean, Cook charted coastlines of New Zealand, Australia, and numerous Pacific islands with remarkable accuracy.

Cook's expeditions corrected many misconceptions about the southern hemisphere, including the myth of a vast southern continent (Terra Australis). His meticulous records and use of advanced navigational techniques significantly improved the accuracy of global maps. Unlike earlier explorers driven primarily by trade or conquest, Cook's work marked the beginning of geography as a scientific discipline grounded in observation and measurement.

Conclusion

These maritime explorers did more than discover new lands—they redefined humanity's understanding of the world. From Columbus's unexpected encounter with the Americas to Magellan's circumnavigation, from da Gama's trade route to Cook's scientific mapping, each contributed to a more accurate and interconnected vision of global geography. Their legacies continue to shape how we understand the world today, reminding us that exploration is as much about expanding knowledge as it is about crossing physical boundaries.



The Oldest Known Ships in Maritime History

The history of ships is deeply intertwined with the story of human civilization. From the earliest attempts to cross rivers to ambitious sea voyages, ships have played a crucial role in trade, exploration, and cultural exchange. The oldest known ships provide fascinating insights into the ingenuity of ancient societies and their relationship with water. These early vessels, though simple in design, laid the foundation for modern maritime technology.

• Prehistoric Beginnings: Dugout Canoes

The earliest known boats were dugout canoes, crafted by hollowing out tree trunks. Archaeological discoveries such as the Pesse Canoe from the Netherlands, dating back to around 8000 BCE, are considered among the oldest known watercraft. This simple vessel, carved from a single log, demonstrates that even prehistoric humans possessed the skills necessary for basic boat construction. Their design was practical and efficient, allowing early humans to navigate rivers and lakes

• Early River Civilizations: Egypt and Mesopotamia

As civilizations developed along major rivers, boat-building techniques became more sophisticated. One of the most remarkable discoveries is the Khufu Ship, dating to around 2500 BCE and found near the Great Pyramid of Giza. Constructed from cedar wood and measuring over 40 meters in length, this ship reflects advanced craftsmanship and engineering. Similarly, in Mesopotamia, people built boats using reeds and bitumen. These vessels were well-suited for navigating the Tigris and Euphrates rivers. They played a crucial role in trade and communication, connecting cities and facilitating economic growth. The development of such boats highlights how early societies adapted their technologies to suit their environments.

• Seafaring Expansion: The Bronze Age

The Bronze Age marked a turning point in maritime history, as humans began to venture beyond rivers into open seas. The Uluburun Shipwreck, discovered off the coast of Turkey and dating to around 1300 BCE, provides valuable evidence of early seafaring trade. This ship carried a diverse cargo, including copper ingots, ivory, and luxury goods, indicating extensive trade networks across the Mediterranean.

Ships from this period were more complex, often featuring planks joined together and sails for propulsion. These innovations allowed for longer journeys and greater cargo capacity. Maritime trade became a driving force behind cultural exchange, spreading ideas, technologies, and goods across regions.

• Classical Antiquity: Greek and Roman Ships

In ancient Greece and Rome, shipbuilding reached new levels of sophistication. Greek triremes, warships equipped with three

rows of oars, were designed for speed and agility. They played a crucial role in naval battles and the expansion of Greek influence.

The Romans, on the other hand, developed large merchant ships capable of carrying heavy cargo across the Mediterranean. These ships supported the vast Roman Empire by enabling efficient trade and supply chains. The remains of Roman ships found in shipwrecks reveal advanced construction techniques, including the use of nails and mortise-and-tenon joints.

• Northern Europe: Early Maritime Innovation

In Northern Europe, early ships such as the Hjortspring Boat (around 350 BCE) and later Viking ships demonstrate significant advancements in shipbuilding. The Hjortspring Boat, constructed using wooden planks sewn together, was likely used for warfare and transport.

Viking ships, though slightly later in history, are among the most iconic early vessels. Their sleek design and shallow draft allowed them to navigate both open seas and narrow rivers. These ships enabled the Vikings to explore, trade, and raid across vast distances, from Europe to North America.

• Significance and Legacy

The oldest known ships are more than archaeological artifacts; they are symbols of human curiosity and innovation. The study of ancient ships provides valuable insights into early economies, social structures, and interactions between civilizations. Shipwrecks, in particular, serve as time capsules, preserving details about trade routes and daily life in ancient times. By studying the origins of maritime history, we gain a deeper appreciation for the ingenuity of our ancestors and the enduring importance of the sea in shaping human civilization.



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RUPEE UNDER PRESSURE: WILL THE INDIAN CURRENCY CONTINUE FALLING AGAINST THE US DOLLAR OR RECOVER?

The Indian rupee has come under sustained pressure in 2026, hovering near the ₹94-95-per-dollar range after weakening sharply over the past two years. Analysts say rising crude oil prices, geopolitical tensions, foreign investor outflows, and global economic uncertainty are all weighing heavily on the currency.

The rupee has already declined more than 5% this year after posting a similar fall in 2025, making it one of the weaker-performing major emerging-market currencies. Economists note that the decline is particularly striking because several Asian currencies—including the Taiwan dollar, Thailand baht, and Malaysia ringgit—have strengthened during the same period.

Why the rupee is weakening

The latest pressure on the rupee stems largely from escalating tensions involving the United States, Israel, and Iran, particularly disruptions around the Strait of Hormuz—a key global oil shipping route. India imports more than 85% of its crude oil requirements, making it highly vulnerable to spikes in energy prices.

As crude prices climbed above \$100 per barrel, India's import bill expanded sharply, increasing demand for dollars and putting additional strain on the rupee. Analysts say oil remains the single biggest macroeconomic risk for India's currency.

Foreign investor outflows add pressure

Another major factor is the continued withdrawal of foreign investment from Indian markets. Overseas investors have reportedly pulled more than \$21 billion from Indian equities this year, increasing demand for dollars as investors convert rupees into foreign currency.

Economists warn that high US bond yields, concerns over corporate earnings, geopolitical instability, and expensive Indian equity valuations have contributed to these outflows.

RBI's efforts to stabilise the currency

The Reserve Bank of India (RBI) has intervened repeatedly in currency markets, selling dollars from its reserves and tightening speculative activity in the forex market. India's foreign exchange

reserves remain near \$700 billion, providing a significant buffer.

However, RBI officials have repeatedly stressed that the central bank is not targeting a fixed exchange-rate level. Governor Sanjay Malhotra has said the market should determine the rupee's value over the long term.

The RBI has also imposed restrictions on speculative currency positions and taken steps to reduce volatility, including tighter controls on derivative trading and forward contracts.

How a weak rupee affects ordinary Indians

A weaker rupee has broad consequences across the economy:

- Imported products such as electronics, machinery, and automobiles become more expensive
- Fuel costs rise because India imports most of its crude oil
- Inflation increases as transportation and logistics costs climb
- Overseas education and travel become costlier
- Gold prices rise in domestic markets due to import dependence

At the same time, a weaker rupee can benefit exporters by making Indian goods and services more competitive globally. Sectors such as IT, pharmaceuticals, textiles, and manufacturing may gain from improved export demand.

Where could the rupee head next?

Currency analysts believe the rupee may witness short-term recoveries if geopolitical tensions ease or oil prices decline. However, the broader outlook remains weak unless global conditions improve substantially.

Some experts expect the dollar-rupee pair to remain in the ₹95-97 range through the end of 2026 if crude oil prices stay elevated and foreign investor sentiment remains cautious. Others warn that renewed geopolitical escalation or further oil shocks could push the rupee even weaker temporarily.

Despite these pressures, analysts note that India's broader macroeconomic fundamentals remain relatively stronger than many emerging markets. Still, the rupee's trajectory increasingly depends on global developments rather than purely domestic conditions.

AFTER 43 YEARS, US FAMILY SELLS ELECTRICAL COMPANY FOR \$1.7 BILLION AND SHARES \$240 MILLION WITH WORKERS


A business owner in the Louisiana has shared \$240 million with 540 employees after selling his family's company in a deal worth \$1.7 billion.

Graham Walker, the former CEO of Fibrebond Corp., sold the electrical-equipment enclosure manufacturer to Eaton, a global power-management company. Before finalising the sale, Walker reportedly insisted that 15% of the proceeds be distributed among

employees, despite workers holding no ownership stake in the company.

The average payout amounted to roughly \$443,000 per employee.

Bonuses tied to retention

The payments are being distributed over five years under a retention agreement requiring employees to remain with the 

company to receive the full amount. Workers above the age of 65 were exempt from the condition, allowing many longtime staff members to retire immediately.

When asked why he chose to allocate 15% of the sale proceeds, Walker reportedly replied: "It's more than 10%."

Employees reacted emotionally to the announcement, with some initially believing it was a prank. Others reportedly celebrated openly after learning about the payouts.

A company built through setbacks

Fibrebond was founded in 1982 by Walker's father, Claud Walker, manufacturing structures for telephone and electrical equipment.

The company endured major setbacks over the years. Its factory was destroyed by fire in 1998, and the dot-com collapse later reduced demand sharply, cutting the workforce from roughly 900 employees to around 320. Despite financial strain, the Walker family reportedly continued paying staff salaries during difficult periods, earning strong loyalty from workers.

Data-centre boom fuelled dramatic growth

The company's fortunes changed after a major investment in data-centre infrastructure, including enclosures for power systems. Demand surged during the expansion of cloud computing and later accelerated further through AI-related infrastructure growth and LNG export projects.

Sales reportedly increased nearly 400% over five years, eventually attracting interest from larger corporate buyers.

Life-changing payouts for workers

The employee windfall has already transformed lives.

One longtime employee paid off her mortgage and launched a clothing boutique. Another retired and purchased a new vehicle for her family. A business-development executive reportedly funded a large family holiday to Cancún.

Walker stepped down from the company at the end of the year, while the Walker family reportedly received more than \$1 billion from the sale.

EXPLOSION AT FIREWORKS PLANT IN CHINA KILLS AT LEAST 26, INJURES DOZENS

A powerful explosion at a fireworks manufacturing plant in China has killed at least 26 people and injured 61 others, according to state media reports.

Authorities have suspended all fireworks production in the surrounding area following the blast.

The explosion occurred at a fireworks facility in Changsha, in Hunan.

The plant was reportedly operated by Huasheng Fireworks Manufacturing and Display Co. in the county-level city of Liuyang, a major centre for fireworks production in China.

Rescue efforts and continuing hazards

Local officials said search and rescue operations had largely been completed, though verification of casualties and identification of victims were still ongoing.

Chen Bozhang expressed condolences to victims' families and apologised publicly over the tragedy, saying authorities felt "extremely pained and deeply remorseful."

Emergency officials said the site contained large quantities of finished and semi-finished fireworks products that continued to ignite after the initial explosion, causing repeated secondary blasts.

According to Ding Weiming, warehouses storing black powder posed additional risks to rescue teams, while collapsed walls and roofs trapped people inside the damaged factory complex.

Production halted across Liuyang

Authorities ordered all fireworks and firecracker manufacturers

in Liuyang to suspend operations as investigations continue into the cause of the explosion.

Hundreds of rescuers were deployed to the site, and residents living near danger zones were evacuated due to concerns over further blasts.

Emergency teams also used robots during search and rescue operations to reduce risks to personnel.

Police have reportedly detained the person in charge of the company while investigators examine the cause of the disaster.

Xi Jinping calls for accountability

Xi Jinping called for "all-out efforts" to locate missing people and treat the injured. He also ordered a swift investigation into the incident and demanded accountability for those responsible.

Xi urged authorities to strengthen public safety management and improve hazard controls in key industries to prevent similar accidents.

Liuyang's historic role in fireworks production

Liuyang has long been regarded as one of China's most important fireworks manufacturing hubs.

Historical records and accounts linked to the Guinness World Records trace some of the earliest documented fireworks to the region during the Tang dynasty.

The city remains globally associated with fireworks production, though the industry has faced repeated safety concerns in recent years, including several deadly explosions around the Lunar New Year period.

NEWLY RELEASED FBI UFO FILES REVEAL BIZARRE CLAIMS OF SMALL 'SPACE-SUITED' BEINGS

Newly declassified files from the Federal Bureau of Investigation (FBI) contain unusual witness accounts linked to unidentified flying object sightings reported during the 1960s.

The documents were released as part of a transparency initiative under the administration of Donald Trump. Among the material made public, a 1966 internal memo from the FBI's San Francisco office to longtime director J. Edgar Hoover has drawn particular attention for its descriptions of alleged UFO occupants.

Claims of small beings in "space suits"

According to the memo, some witnesses reported seeing "crewmen" emerge from unidentified craft. The entities were described as being roughly three-and-a-half to four feet tall and wearing what appeared to be space suits and helmets.

The accounts formed part of a broader FBI summary describing 1965 as a peak year for UFO sightings worldwide. Witnesses allegedly reported metallic objects capable of hovering silently before accelerating at extraordinary speeds.

Reports of advanced technology

The files also reference claims that the objects interfered with electrical and electromagnetic systems. Some witnesses allegedly reported scorched ground beneath the craft after departure.

According to the documents, investigators also examined alleged

debris from supposed crashed saucers on three occasions. Laboratory descriptions referenced unusually hard metallic materials and magnesium alloys, including one material said to contain microscopic metal spheres and signs resembling micro-meteorite impacts.

Public controversy and political pressure

The memo discussed the public reaction to the book *Flying Saucers – Serious Business* by Frank Edwards, which accused the United States Air Force of withholding information about UFOs out of fear of public panic.

The documents also noted that future US President Gerald Ford—then serving as a congressman—had called for official hearings into the phenomenon. That pressure later contributed to the commissioning of a scientific study led by physicist Edward U. Condon at the University of Colorado Boulder.

Officials urge caution

The release follows an executive order directing Defence Secretary Pete Hegseth to declassify records related to unidentified aerial phenomena (UAPs).

Despite the sensational claims, officials have stressed that the documents primarily summarise witness reports, public speculation, and contemporary literature rather than provide verified evidence of extraterrestrial life.

NEPAL OBJECTS TO KAILASH MANSAROVAR YATRA ROUTE VIA LIPULEKH; INDIA RESPONDS

Nepal has objected to plans by India and China to conduct the upcoming Kailash Mansarovar Yatra through the Lipulekh Pass, claiming the route passes through territory it considers part of Nepal.

In a statement issued by Nepal's foreign ministry, Kathmandu said it had not been consulted before the pilgrimage route was finalised and reiterated its long-standing territorial claim over the disputed region.

The ministry stated that Limpiyadhura, Lipulekh, and Kalapani east of the Mahakali River are integral parts of Nepal under the 1816 Treaty of Sugauli.

Kathmandu said it had communicated its position to both India and China through diplomatic channels and reiterated earlier objections to activities such as road construction, border trade, and pilgrimage operations in the area.

India rejects Nepal's claim

Responding to Nepal's objections, India's Ministry of External Affairs said its position remained "consistent and clear," arguing that Lipulekh Pass has been used as a route for the Kailash

Mansarovar Yatra since 1954.

MEA spokesperson Randhir Jaiswal said the pilgrimage through the route has continued for decades and does not represent a new development.

He also rejected Nepal's territorial assertions, saying India considers such claims unjustified and unsupported by historical facts and evidence.

At the same time, India said it remains open to constructive dialogue with Nepal on unresolved boundary issues through diplomatic channels.

Long-running border dispute

The disagreement reflects a broader and long-standing border dispute between India and Nepal involving the Kalapani-Lipulekh-Limpiyadhura region in the western Himalayas.

The issue intensified after India inaugurated a road link to Lipulekh in 2020, prompting strong objections from Nepal, which subsequently released a new political map incorporating the disputed territory within its borders.



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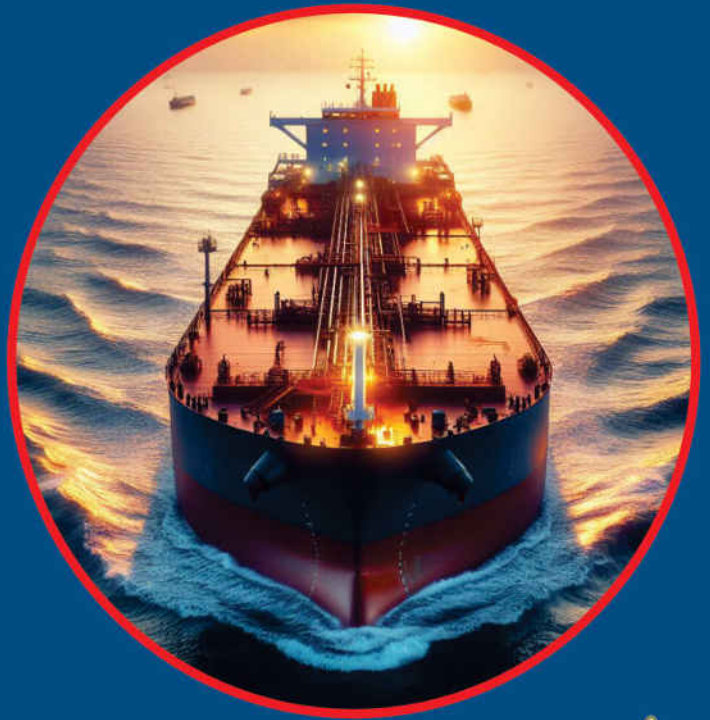
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REQUIREMENTS FOR PCTC / CAR CARRIER

- ▶ MASTER
- ▶ CHIEF ENGINEER
- ▶ CHIEF OFFICER
- ▶ SECOND ENGINEER

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022 - 3088 2750

wsm-bom-recruitment@wilhelmsen.com

www.wilhelmsen.com

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RPSL NO. - MUM - 162185 | DOI - 07.09.2023 | DOE - 07.09.2028

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- Fully compliant LPG Tankers

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- 2nd Engineer
- 3rd Engineer
- 4th Engineer
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(IMC SHIP MANAGEMENT PTE. LTD., SINGAPORE)

RPSL NO. MUM-146

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

URGENT REQUIREMENTS:

EXPERIENCED STAFF
WITH RELEVANT VESSEL EXPERIENCE

DIVING SUPPORT VESSEL OPERATING ON INDIAN COAST

MASTER (NCV)
SECOND ENGINEER (CLASS IV)

HARBOUR TUG

(Requirements For Operating On West Coast Of India)

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

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PORT CAPTAIN / MARINE SUPERINTENDENT
with Indian COC



KINDLY CONTACT IMMEDIATELY / FORWARD RESUME

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

AT GURUGRAM:

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

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TOP URGENT REQUIREMENTS:

FOR FOREIGN FLAG LPG / VLGC / AFRAMAX OIL TANKER VESSELS

- Master
36 months Rank Exp.
- Chief Officer
18 to 24 months Rank Exp.
- 2nd Engineer
18 to 24 months Rank Exp.
- 3rd Engineer / 4th Engineer
15 to 18 months Rank Exp.
- ETO
36 months Rank Exp.



FOR FOREIGN FLAG BUNKER / BITUMEN TANKER VESSELS

- Master / 2nd Officer / 3rd Officer
12 months Rank Exp.
- Chief Officer / 3rd Officer
12 months Rank Exp.
- Chief Engineer / 2nd Engineer / 3rd Engineer / 4th Engineer
12 months Rank Exp.
- Electrical Officer
12 months Rank Exp.
- Junior Officer
4 months Rank Exp.

Attractive Benefits:

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- ✈️ Travel Allowance
- 🏠 Home Town repatriation to all Crew
- 🏥 Telemedical and Mental Wellness Support T&C Apply.

Shore Jobs:

- Sourcing Officer
- Office Assistant

Ratings - Bunker/Bitumen

- Pumpman / Bosun (with COP II/5)
- AB (with COP II/5)
- Oiler (with COP III/5)
- Welder / Fitter (Min. 12 months Rank Experience)

Riding Squad Rank

- Welder, Fitter, Fabricator
- Electrician
- Rigger
- Wireman (Mandatory US Visa / Schengen Visa)

RPSL/MUM-037/DOE-06-02-2031

www.nauticalglobal.com

Address: 3, Victory Mansion, 2nd Floor, Sitladevi Temple Road, Mahim (W), Mumbai - 400 016, Maharashtra, India. Tel - +91 22 61237777

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- ✓ Timely Relief.

BULK CARRIER

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- Master (Top Urgent)
- Second Engineer (Top Urgent)
- ETO
 - Age not more than 50 years.
 - Must possess an ETO/ETR certificate.
 - About 36 months or more rank exp. in good company.
 - Exp. of trouble shooting on electro-hydraulic cranes.
 - About 18 months exp. on UMS vessels.
 - Has sailed for a min. of 1 contract on Electronic Main Engines (ME type).
- OS (With US Visa)



Substantial Wages revision for Ratings w.e.f. 01.01.2026

Free INTERNET Onboard

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Contact Details:

Mr. Satish Kadam

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Requirements in Ownership Company!

01 Chemical Tankers (YARD DELIVERY TAKEOVERS) 2026 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, CCK (Matrix 24 Months)

02 Bulk Carrier (YARD DELIVERY TAKEOVERS) 2026 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, CCK (Matrix 24 Months)

03 DP 1, 2 & 3 Vessels

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, CCK (Matrix 24 Months)

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RPSL-MUM-441 // Date : 18th Aug' 22 // Valid Till : 18th Aug' 27

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Palm Beach Road, Sanpada, Navi Mumbai - 400705

MARLOW NAVIGATION INDIA PVT. LTD.

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

mn
MARLOW NAVIGATION

REQUIREMENTS:

BULK CARRIER

- CHIEF ENGINEER
- SECOND ENGINEER

HEAVYLIFT

- THIRD OFFICER
- CHIEF ENGINEER
- 2ND ENGINEER
- ETO

CHEMICAL TANKERS

- CHIEF OFFICER (18M exp)
- THIRD OFFICER (12M exp)
- 4th ENGINEER (12M exp)
- ETO (18M exp)

CONTAINER VESSELS

- CHIEF OFFICER
- THIRD OFFICER

RORO VESSELS

- CHIEF ENGINEER
- SECOND ENGINEER



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CONTACT US:

Registered Office:
7th Floor, Sunrise Tower, Plot no. C-10,
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Tel : +91 22 66982200

Branch Office:

IndiQube Ocean Bay, Plot No. A-19 & A-20,
CIPET Road, SIDCO Thiru Vi Ka Industrial Estate,
Guindy, Chennai - 600032.
Tel : +91-9136484832
Alternate Contact : + 91-9819449378

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- ✓ Public Health Officer
- ✓ Upholsterer
- ✓ Fitter Machanic
- ✓ Plumber

Candidates having Cruise experience will be an advantage

All recruitment is free.

We have NO AGENTS acting on behalf of the Company.

Be aware of fraudulent job offers misusing our name and report immediately to us.

Only shortlisted Candidates will be invited for interview by appointment in person.

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MSC MSC CREWING SERVICES PVT. LTD.
License No: RPSL-MUM-052 Valid Till: 11/11/2026

ARYA TANKERS PVT. LTD.

URGENT REQUIREMENTS FOR OUR OIL/CHEMICAL TANKERS

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

URGENT REQUIREMENTS FOR OUR OIL PRODUCT TANKERS

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

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REGISTERED OFFICE:

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LNG CARRIER

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» ETO (XDF/MEGI/MEGA Experience preferred)

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RPSL - MUM - 016 | Valid Till: 10/03/31

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EXMAR

SHIP MANAGEMENT

RPSL-MUM-078

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

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- ETO with ME engine exp. for LPG Tanker
- Third Officer for LPG Tanker
- Chief Officer for LPG Tanker

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- CREW ADMIN OFFICER
- CREW TRAINING & DEVELOPMENT OFFICER



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



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

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CONTAINER OPENING:
URGENT REQUIREMENT

• MASTER • CO • CE • 2E • ETO

Container Openings

- Master (Min 06 - 12 months exp)
- CO (Min 06 - 12 months exp)
- CE (Min 06 - 12 months exp)
- 2E with (Min 08 - 12 months exp)
- ETO (III/6)
- REEFERMAN

Requirements for: SUEZMAX TANKER

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

Looking for female candidates for
all ranks to takeover for containers

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



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

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- › 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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Website : www.suntech-maritime.com

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

Log on to : www.seajob.net



APOLLO CREW MANAGEMENT INDIA PVT. LTD.

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

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VACANCIES

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



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Email Id- recruitment@apollomaritimegroup.com

Mumbai Office

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

Kochi Office

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

Vizag Office

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

WE DO NOT HAVE ANY AGENTS OR REPRESENTATIVES



d'Amico Ship Ishima India Pvt. Ltd.

RPSL-MUM-030

Issue date: 18.04.2026

Valid till: 18.04.2031

MASSA MEMBER

URGENT REQUIREMENTS

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

- ◆ Master (with 20-24 months Tanker experience)
- ◆ Chief Officer (12 months Tanker experience)
- ◆ Chief Engineer (with ME Electronic Engine experience)
- ◆ 2nd Engineer (Rank Experience of 12 Months Tanker experience)
- ◆ 3rd Engineer (with 12 months Rank experience holding valid documents and management level DCE Oil / Chemical)
- ◆ 3rd Officer (with 12 months Rank experience holding valid documents and management level DCE Oil / Chemical)
- ◆ 4th Engineer (with 12 months Rank experience holding valid documents and management level DCE Oil / Chemical)
- ◆ Electrical Officer ◆ Bosun ◆ AB (preferably with Tanker exp.)
- ◆ Chief Cook (with Italian experience)

WE URGENTLY REQUIRE FOR OUR LNG VESSEL

Master / Chief Officer / 2nd Officer / 3rd Officer / Chief Engineer / 2nd Engineer / 3rd Engineer / 4th Engineer / Gas Engineer / Electrical Officer (Engineers With Steam exp.) / Bosun / AB / OS / Fitter / Oiler / Wiper / Chief Cook / Messman.

WE URGENTLY REQUIRE FOR OUR BULK FLEET VESSEL

Master / Chief Officer / 2nd Officer / 3rd Officer / Chief Engineer / 2nd Engineer / 3rd Engineer / 4th Engineer / Electrical Officer / Fitter / Bosun / AB

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



WE HAVE NO AGENTS IN INDIA.

FLEET PERFORMANCE ANALYST, MUMBAI

- Technical performance investigations to improve the efficiency of the entire fleet operated by d'Amico Shipping Group.
- Delivering vessel and fleet performance fact-based analyses and recommendations using our in-house vessel performance systems/external systems.
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- Analyse sustainability data for Emission Compliance Regulations.
- Monitor and maintain an evidence pack for the emission fleet.
- Energy Management analysis as per ISO 50001:2018 and TMSA Audit Energy Analysis.
- Minimum Degree in Engineering (Naval Architecture, Hydrodynamic or a related discipline).
- Minimum of 0-2 years' experience in a similar position.

Contact - recruit.in@damicoishima.com

TECHNICAL SUPERINTENDENT, MUMBAI

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

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MARINE SUPERINTENDENT

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

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Job Profile:

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- Follow up of assigned vessels on daily basis regarding HSQE & marine ops. matters.
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Contact No. :

Upendra (Deck): +91-9167077056
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3	3121	Engine Room Simulator - (Operational level) MEO Class IV	3 Days	21	6101	Basic Safety Training [BST= EFA+FPFF+PST+PSSR]	12 Days
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7	2123	Electronic Chart Display And Information Systems - (ECDIS)	6 Days	26	6511	Ship Security Officers - (SSO)	3 Days
8	2221	Radar And Navigation Simulator (RANSCO)	6 Days	27	6411	Medical First Aid (MFA)	4 Days
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- MTM
- Fitter

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- Chief Officer
- Second Officer
- Third Officer
- Chief Engineer
- Second Engineer
- Third Engineer
- ETO (with Indian COC)
- Bosun
- AB
- MTM
- Fitter

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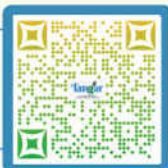
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- Master
- Chief Officer
- 2nd Officer
- 3rd Officer
- Chief Engineer
- 2nd Engineer
- 4th Engineer
- ETO
- AB

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- Master
- Chief Officer
- Chief Engineer
- 2nd Engineer

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MR Tanker (Indian Coastal)

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CONTACT

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

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

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- » MASTER
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- » SECOND OFFICER
- » THIRD OFFICER
- » PUMPMAN
- » A/B (With Indian COP)

- » CHIEF ENGINEER
- » SECOND ENGINEER
- » THIRD ENGINEER
- » FOURTH ENGINEER
- » ETO (With COC / ETR)
- » OILER (With Indian COP)

Preferred COC: Indian / UK / Australia / New Zealand / Singapore / Malaysia / Panama

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

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

Contact Persons

Top 4 & ETO - 87549 57322

Officers & Engineers - 75300 44252

Ratings - 99445 28339

Emergency - 93844 05435

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

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



Branch Office
Key Tech Park, 7th Floor, Off. No - 704,
B Wing, Oshiwara of S.V.Road,
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Ph: 022 - 46677789

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



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

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- ♦ Fourth Engineer
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- ♦ AB with COP
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