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**Capt. Manish Arora, Country Head, Norbulk
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The Seajob Indian Anchor Awards is a celebration of the people and organizations that keep the maritime industry moving forward. It recognizes not only success but also the dedication, resilience, and professionalism that define our sector. Events like these strengthen industry relationships, encourage healthy competition, and inspire future generations of maritime professionals. We are proud to support an initiative that continues to elevate the standards and reputation of the Indian shipping industry.

**Capt. Vijay Kumar Singh, MD, Caspia
Ship Management Pvt. Ltd.**

By recognizing innovation, leadership, & commitment, the Seajob Indian Anchor Awards represents more than an awards ceremony, it reflects the industry's vision for the future. It encourages organizations & individuals to embrace new opportunities and continuously raise the bar. It is inspiring to witness an initiative that champions progress & positive change.





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FAX : 022-26845299

EMAIL : starship@andromeda-india.com

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4/E, FITTER
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C/E, 2/E, 3/E, 4/E
ETO – with COC

OIL CRUDE TANKER:

3/O, 2/E, 4/E, FITTER

CHEMICAL TANKERS:

3/E, 4/E
ETO – with COC

BULK:

C/O, 2/E, M/M
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LPG:

Capt., C/E, 3/E

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

CIN : U35111MH2001PTC133762

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

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

URGENT REQUIREMENTS OFFICERS

CHEMICAL TANKERS (Parcel Tankers)

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

LARGE CONTAINER VESSELS

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

LNG (X-DF & DFDE Experience Preferred)

- Chief Officer • Second Officer (with Superior license)
- Chief Engineer • First Assistant Engineer
- Second Assistant Engineer (with Superior license)
- Gas Engineer • ETO

LPG

- Chief Officer • Third Officer

PCTC (Pure Car & Truck Carrier)

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

- Master • Chief Engineer • Second Engineer
- Third Engineer

IGF TANKER (Dual Fuel Chemical Tanker)

- Chief Officer • First Assistant Engineer • ETO

VERY LARGE CRUDE TANKERS (VLCC)

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

OIL - CHEMICAL TANKERS

(with experience of sailing in Ice conditions)

- Chief Officer • Chief Engineer
- Third Officer • ETO

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

Contact Persons - Officers:

Mr. Yogesh Avhad - 9152440019

Mr. Mahesh Sanga - 8828800717

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LNG

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

Chemical Tankers (Parcel Tankers)

(Preferred with Parcel Tanker experience.)

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

Oil - Chemical Tankers

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

Container

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

All interested candidates, please send in your updated resume to

Email Id: mmsi.ratings@meiji-group.com

RATINGS

Mr. Nishant Verma
+91 9289427676

Mr. Pratik Bhopatkar
+91 8657565706

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Fax: +91 22 66960183

BRANCH OFFICE:

Unit No. CT2-10-001 and CT2-10-004, 10th Floor,
Capital Tower-2, Sector 26, Mehrauli
Gurgaon Road, Gurgaon, Haryana 122002

Contact Person:

Ms. Ritu Pandey - +91 8291100570

Email: mmsi.delhi@meiji-group.com



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

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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

LPG

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

VLCC

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

CHEMICAL TANKER

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

LNG

- ❖ 1st Asst. Engineer ❖ ETO

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

On board Vacancies (Seafarers):

Share your CV - nyksm.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

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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
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DELHI OFFICE

Contact: Mr. Vinay Kumar
Mob: 98100 65413

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Contact: Ms. Debashree Roy
Mob: +91 9836109255
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SHORE JOBS - SEAWOODS, NAVI MUMBAI

Purchase / Technical Coordinator.

Job Duties & Responsibilities:

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

Preferred Skills:

Qualification: Degree holder preferred.

Skills: Proficient in MS Office.

Attributes: Independent, meticulous, work well under pressure, proactive 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.smin-hr@nykgroup.com Only Shortlisted Candidates Will Be Contacted.

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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.
- **Gas Engineer (Steam COC mandatory)** with minimum 6 months' experience required on a Steam LNG vessel.
- **3rd Engineer (Steam COC mandatory)** with minimum 6 months' experience required on a Steam LNG vessel.

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 / SUEZMAX

- **Master, Chief Engineer, Chief officer & Second Engineer** with minimum 12 months rank experience
- **Chief Officer** with Framo pump experience on Product Tanker with minimum 15 months rank experience
- **Chief Engineer & Second Engineer** with ME engine experience with minimum 12 months rank experience

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.



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CONTAINERS

IMMEDIATE VACANCIES FOR OUR RAPIDLY EXPANDING FLEET OF CONTAINER VESSELS

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

ONSHORE POSITIONS

- **Technical Superintendent - Mumbai/Chandigarh/Kolkata**
Candidate should have sailed onboard an LNG carrier/Oil tanker/Chemical tanker/Bulk carrier as Chief Engineer. Min. experience 1-2 years, Freshers may also apply.
- **Marine Superintendent - Mumbai / Chennai / Kolkata / Chandigarh**
Sailed as Master on Oil/Chemical vessels.
- **Fleet Personnel Superintendent/Manning Superintendent - Mumbai**
Candidate should have sailed onboard an LNG vessel as a Chief Engineer

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).

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

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- Master
- Chief Officer
- Chief Engineer
- 2nd Engineer
- 2nd Officer
- 3rd Engineer
- 3rd Officer
- 4th Engineer
- J/O & J/E
- EO/ETO/TREO
- Pumpman (Oil + Chem)
- AB (Bulk)
- AB (Tanker)
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Afsha Fatima

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Sneha Pawar

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DELHI REGION

FOR OFFICERS :

Manoj Sharma

(Deputy General Manager) +91 83779 09271

Mayank Gogia

(Sr Recruitment Officer) +91 81710 87014

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RANK REQUIREMENTS

DECK

CHIEF OFFICER

Min. 12 months rank experience on container vessels

THIRD OFFICER

Min. 6 months rank experience on container vessels

ENGINE

CHIEF ENGINEER

Min. 12 months sea time in rank on UMS vessels, min. 20,000 BHP relevant engine types

SECOND ENGINEER

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

THIRD ENGINEER

Min. 6 months rank experience on vessels with UMS min. 20,000 BHP

FOURTH ENGINEER

Min. 6 months rank experience on vessels with UMS min. 20,000 BHP

ETO / EE

Min. 12 months rank experience on Container with COC, handling min. 250 reefers



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WALLEM

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URGENT REQUIREMENTS

VEHICLE CARRIER (DUAL FUEL PCTC/PCC)

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

Asphalt / Bitumen Tanker:

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

Oil / Chem Tanker:

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

VLCC Tanker:

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

Bulk Carrier:

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

Ratings:

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

Immediate requirements for PCTC / PCC vessel MASTER & CHIEF OFFICER

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Recruitment Contact



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WE CARE:

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

URGENT OPENINGS FOR OUR CONTAINER VESSELS:

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

Ratings:

- ▶ Chief Cook with COC
- ▶ OS with COP



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

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



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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.

Reinforcing its commitment to a sustainable future, the company has invested in 14 dual-fuel methanol-powered container vessels.

Additionally, several new builds, including 11,000 TEUs, are scheduled for delivery over the next 18 months, further strengthening Eastaway's fleet and environmental performance.

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

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Bulk
Carriers/PCC/
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Mr. Kishor Pati (HOD) - +91 86574 96806

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

Ms. Kajal Bohit (Dry Officers) - +91 70390 39225

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To The Readers ...

The Privilege of Life

Life itself is the greatest privilege because it offers us endless opportunities to learn, change, and grow. Every day presents a new experience, a new challenge, and a new decision that shapes who we become. While we cannot control every circumstance that comes our way, we always have the choice of how we respond.

Pressure is not meant to control us; it is meant to test how well we understand ourselves. Before looking for answers outside, we must first search inwards. Many people confuse pressure with stress, but they are not the same. Pressure is a situation; stress is often the result of not knowing how to deal with pressure. Decisions made by overwhelmed minds are rarely the right ones. A calm mind sees possibilities where a stressed mind sees only obstacles.

Comfort is often underestimated. It gives us the strength to recover, reflect, and prepare ourselves for what comes next. At the same time, growth demands the courage to step beyond comfort.

Every change in life, whether driven by circumstances, new opportunities, or personal ambition, pushes us toward becoming a different version of ourselves. At first, every new responsibility feels unfamiliar, but experience has a remarkable way of turning difficulty into routine.

Vehicles may look similar, but every road is different. Some roads are smooth while others are filled with unexpected turns. The wise

approach is to drive according to our ability, remain focused on the road ahead, and avoid constantly looking back. Progress is not measured by how fast we move, but by how steadily we continue our own journey.

Growing up also teaches us the importance of letting go. We have to let go of fear, comparison, and the belief that someone else has all the answers. Success teaches confidence, but failure reveals reality. It reveals our weaknesses, shows us where improvement is needed, and reminds us that every setback carries the possibility of a better decision.

Life offers no guarantee of certainty, and none of us truly knows how much time we have. That is why every decision matters. Standing alone with conviction is always stronger than standing with a crowd without a voice.

Opportunity is a privilege. Trust is a privilege. The chance to grow, learn, and become stronger is the true privilege. Pressure will always exist, but it is our decisions, our resilience, and our willingness to move forward that determine whether it becomes a weight that holds us back or a force that prepares us for the road ahead.

God Bless You
Roni Abraham
Editor



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YOUR FORECAST

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



- BY RANI

Aries (Mar 21 – Apr 20)

August encourages you to move with intention rather than urgency. A challenge that once felt complicated begins to reveal a simpler solution as you trust your own experience. Professional efforts are rewarded through confidence and careful preparation, while personal relationships deepen through honest conversations. Financial matters favor sensible planning instead of impulse. Focus your energy on goals that genuinely inspire you instead of trying to please everyone. You will sense growing confidence, positive progress, and opportunities that prove how capable you are when you commit fully to your chosen path every single day.

Taurus (Apr 21 – May 21)

August invites you to appreciate the power of consistency while staying open to pleasant surprises. Your practical nature creates stability at work, earning the respect of those who value your dependable approach. Relationships grow stronger through thoughtful gestures rather than costly displays. Reviewing your finances may reveal opportunities to improve long-term security. Time spent in nature or peaceful surroundings refreshes both body and mind. The stars will reward patience with the quiet confidence that comes from building something truly worthwhile. Trust steady progress and welcome new opportunities that are coming your way.

Gemini (May 22 – June 21)

Fresh ideas arrive quickly this month, but August strongly urges you to develop the most promising ones instead of pursuing everything at once. Professional opportunities grow through clear communication and a willingness to collaborate. Friends introduce interesting perspectives that broaden your thinking. Financial organization creates greater peace of mind and supports future ambitions. Learning something unfamiliar keeps your enthusiasm alive and sharpens your confidence. This is a time for discovery of joy in unexpected places, inspiring conversations, and unexpected experiences that reveal talents you may be unaware of until now.

Cancer (June 22 – July 22)

August drives your focus on what truly brings emotional security instead of carrying responsibilities that belong to others. Career matters become easier once priorities are clearly established. Family relationships strengthen through patience, understanding, and shared moments that create lasting memories. Your confidence in financial matters will grow through thoughtful planning and realistic expectations. Looking after your wellbeing lets you support others without becoming overwhelmed. Get ready for stronger connections, renewed optimism, and opportunities that help create the peaceful future that you have always imagined.

Leo (July 23 – Aug 23)

Your birthday season brings renewed enthusiasm and a welcome reminder of your natural strengths. August encourages bold ideas, but lasting success comes from balancing confidence with thoughtful preparation. Professional recognition grows as others notice your creativity and reliability. Relationships deepen when generosity is matched with attentive listening. Financial matters improve through careful decisions rather than emotional spending. Creative projects flourish under renewed motivation. Rewarding collaborations, and achievements will take center stage, reflecting your unique interpersonal abilities and generous spirit.

Virgo (Aug 24 – Sept 22)

As August unfolds, you begin noticing how small improvements create meaningful differences over time. Professional responsibilities become easier to manage when you focus on practical priorities instead of unnecessary perfection. Honest conversations strengthen teamwork and prevent misunderstandings before they grow. Personal relationships benefit from patience, kindness, and allowing others the space to contribute in their own way. Financial matters improve through careful planning and thoughtful decision-making rather than quick solutions. Maintaining healthy routines supports both your physical wellbeing and mental clarity. This month reminds you that confidence develops through experience, not flawless execution. Your instincts will help you make wise choices, finding greater independence, and renewed opportunities that reward your dedication. By trusting your judgment while remaining open to fresh ideas, you create a future that feels balanced, encouraging, and full of genuine promise.

Scorpio (Oct 24 – Nov 22)

This season will enable you to let go of situations that have already taught you everything they can. Looking ahead with confidence will serve you better than revisiting old frustrations. Professional responsibilities reward patience, careful observation, and thoughtful preparation. Relationships grow stronger through honesty and emotional openness. Financial stability improves through consistent habits and practical planning. Personal interests restore motivation and perspective necessary for growth. Invite fresh possibilities with renewed determination, and experience an unforeseen boost in self-confidence as well as self-esteem.

Sagittarius (Nov 23 – Dec 21)

August reminds you that every journey begins with one committed step, even when the destination is not yet fully visible. Career matters improve through optimism balanced with careful planning and steady effort. Conversations with inspiring people may encourage you to pursue ideas you have been quietly considering for some time. Financial decisions become easier when guided by long-term priorities instead of temporary excitement. Physical activity or time outdoors refreshes both body and mind. The stars beckon exploration, rewarding discoveries, meaningful growth, and opportunities that expand your world in unexpected and fulfilling ways.

Capricorn (Dec 22 – Jan 20)

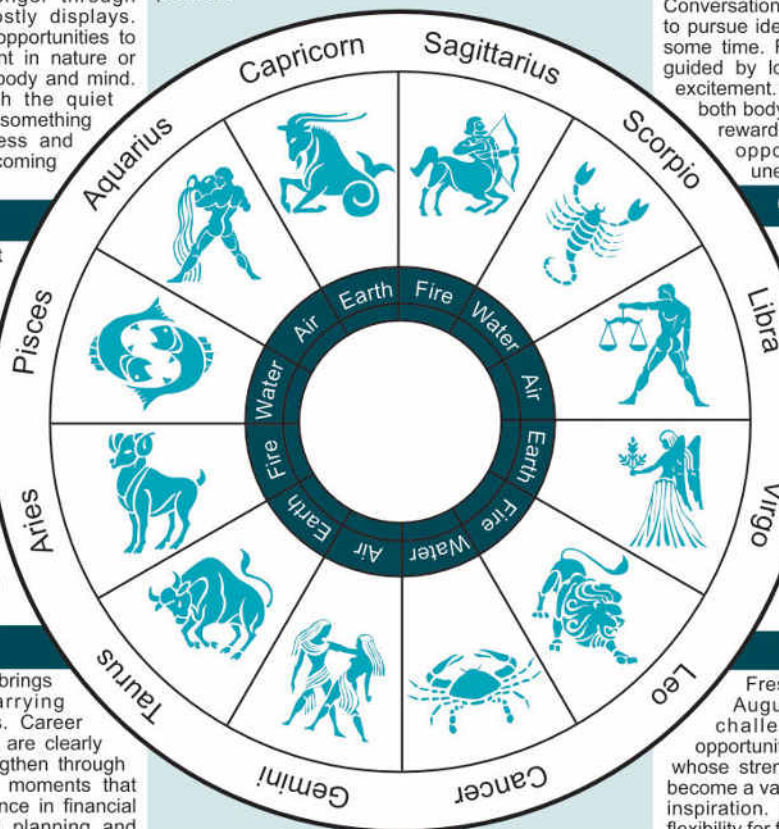
It is time to acknowledge and appreciate, how much your persistence has already accomplished. Professional responsibilities become more rewarding as others notice your reliability and thoughtful leadership. Family relationships benefit from giving your time as generously as your advice, creating stronger bonds and lasting trust. Financial confidence grows through disciplined planning and sensible choices. Healthy routines strengthen both resilience and concentration. Celebrate every milestone, even the smallest, because each reflects genuine progress. The future brings well-deserved recognition, opportunities, and lasting rewards.

Aquarius (Jan 21 – Feb 18)

Fresh perspectives arrive naturally during August, encouraging you to see familiar challenges in a new light. Professional opportunities grow through collaboration with people whose strengths complement your own. Friendships become a valuable source of encouragement and fresh inspiration. Financial organization creates greater flexibility for future plans and ambitions. Quiet moments help you organize your thoughts. Creative ideas deserve attention, even if they seem unconventional at first. The stars favor originality, exciting discoveries, and meaningful experiences that allow your unique outlook to make a lasting difference.

Pisces (Feb 19 – Mar 20)

August places trust both in your heart and practical judgment, allowing each to guide the other. Professional matters improve through consistency, patience, and thoughtful communication. Relationships grow stronger when kindness is shown through everyday actions rather than grand promises. Financial confidence increases as careful habits replace unnecessary worry. Creative pursuits bring inspiration and emotional renewal. Time near water or in peaceful surroundings restores your energy. You will experience a renewal of hope, fulfilling experiences, and quiet reminders that life's simplest blessings often bring the greatest happiness.



Libra (Sept 23 – Oct 23)

You need to place greater trust in your own judgment, especially when important decisions cannot be delayed any further. Professional matters improve through diplomacy, confidence, and clear communication, but keep stock of practical wisdom at hand. Relationships become more rewarding when expectations are expressed openly instead of assumed. Financial choices deserve careful planning, particularly if you're preparing for financial future commitments. Creative interests or quiet moments alone help restore your emotional balance and sharpen your perspective. This period reminds you that harmony begins within, not through pleasing everyone around you. You will find emotionally fulfilling partnerships, fresh inspiration, and a deeper appreciation of your own strengths. By choosing authenticity over imitation, you create opportunities that support both personal happiness and lasting confidence.



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MARITIME CORPORATE LIABILITY: WHEN SAFETY MANAGEMENT BECOMES CRIMINAL EVIDENCE

For generations, maritime casualties were investigated through a narrow lens identifying the individual whose error triggered the incident. Whether it was the Master, the Chief Engineer or the Officer of the Watch, liability often rested on those physically present on board. Modern maritime law, however, has fundamentally altered that approach. Today, investigators, prosecutors and courts increasingly ask a different question: Did the casualty originate not on the bridge, but in the boardroom?

The answer frequently lies within a document every shipping company proudly displays during audits the Safety Management System (SMS).

The International Safety Management (ISM) Code, made mandatory under Chapter IX of the International Convention for the Safety of Life at Sea (SOLAS), 1974, is not merely a compliance manual. It establishes a legal framework that allocates responsibility not only to the Master but equally to the Company operating the vessel.

Clause 1.2.2 of the ISM Code requires every Company to establish safeguards against all identified risks to its ships, personnel and the environment and to continuously improve safety management skills, including preparedness for emergencies. This is not an aspirational objective. It is a continuing legal obligation requiring companies to identify foreseeable risks, implement effective procedures, monitor compliance and rectify deficiencies before they result in casualties.

Equally significant is Clause 3, which imposes a positive duty upon the Company to provide adequate resources and shore-based support to ensure that the designated safety management system functions effectively. Safety cannot be delegated entirely to the Master while commercial decisions remain concentrated ashore. Where management knowingly under-resources a vessel, ignores maintenance recommendations, permits inadequate manning, or repeatedly prioritises commercial schedules over operational safety, responsibility inevitably extends beyond the vessel itself.

Perhaps the most powerful provision within the ISM framework is Clause 5, which requires every Company to establish within its Safety Management System that the Master possesses "the overriding authority and the responsibility to make decisions with respect to safety and pollution prevention." This principle is reinforced by Regulation 34-1 of Chapter V of SOLAS, which expressly provides that the owner, charterer, company operating the ship or any other person shall not prevent or restrict the Master from taking or executing any decision which, in the Master's professional judgment, is necessary for the safety of life at sea and the protection of the marine environment.

The legal implication is unmistakable. Where documentary evidence demonstrates that commercial pressure influenced navigational decisions, deferred essential repairs, discouraged deviation to a place of refuge or undermined the Master's statutory authority, such communications may become critical evidence in subsequent criminal proceedings. In many

investigations, the prosecution's strongest evidence is no longer recovered from the voyage data recorder but from internal emails, audit reports, management instructions, maintenance records and electronic communications originating ashore.

Corporate responsibility extends beyond the ISM Code. Regulation 4.3 of the Maritime Labour Convention, 2006 (MLC, 2006) obliges shipowners to maintain occupational safety and health policies that protect seafarers through effective risk prevention, training and continuous improvement. Likewise, the Standards of Training, Certification and Watchkeeping Convention (STCW), 1978, recognises that competent decision-making depends not only upon individual qualifications but also upon adequate training, familiarisation and organisational support. A competent crew cannot compensate indefinitely for an incompetent safety culture.

Recent developments in maritime casualty investigations demonstrate a clear international trend. Flag States, Port State Control authorities, insurers and prosecutors no longer confine their enquiries to operational failures aboard the vessel. They increasingly examine whether the Company's Safety Management System genuinely functioned as required under the ISM Code or merely existed to satisfy certification requirements. Internal audit findings, records of recurring non-conformities, corrective action reports, maintenance histories and management reviews frequently determine whether an incident is characterised as an isolated human error or evidence of systemic corporate negligence.

For shipping companies, this distinction carries profound legal consequences. A valid Document of Compliance and Safety Management Certificate may satisfy an external audit, but they offer little protection if documentary evidence reveals that management tolerated unsafe practices, ignored repeated warnings or failed to implement corrective measures required by its own Safety Management System. Courts are increasingly prepared to distinguish between a certified Safety Management System and an effective one.

The maritime industry has entered an era in which compliance is no longer measured solely by possession of certificates, but by demonstrable corporate conduct. Every risk assessment, every internal audit, every near-miss report and every management decision may ultimately be scrutinised as evidence of whether safety was genuinely embedded within the Company's culture or sacrificed in pursuit of commercial expediency.

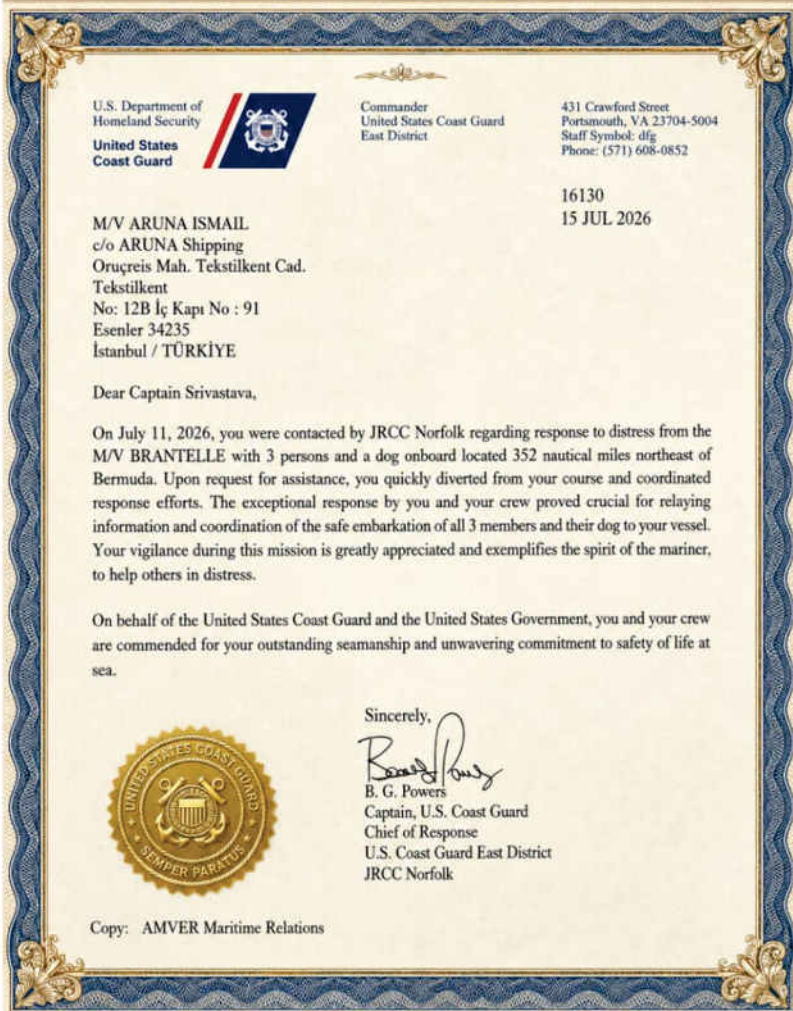
The true measure of a Safety Management System is not whether it passes an audit it is whether it withstands judicial scrutiny after a casualty. When a company's own records reveal that known risks were ignored, statutory responsibilities diluted or the Master's authority compromised, the Safety Management System ceases to be a compliance document. It becomes evidence.

In contemporary maritime law, the bridge may witness the casualty, but the boardroom increasingly determines liability.



SHIPPING NEWS

DG SHIPPING RECOGNISES OLYMPIA SHIP MANAGEMENT CREW FOR EXEMPLARY SEARCH AND RESCUE MISSION



The Directorate General of Maritime Administration acknowledged the exemplary seamanship and humanitarian commitment demonstrated by Capt. Raj Srivastava and the crew of MV Aruna Ismail, managed by Olympia Ship Management, during a search and rescue operation in the Atlantic Ocean on 11 July 2026.

While on passage to Savannah, USA, the vessel responded to a distress situation involving the fishing vessel Brantelle, which had been adrift without power, food, or water for several days. Despite challenging sea conditions, the crew undertook repeated rescue attempts before successfully bringing all three survivors, two citizens of the United States and one citizen of Canada, along with a pet dog, safely onboard.

The rescue operation reflected the highest standards of professional seamanship, perseverance, and commitment to the long-standing maritime obligation to render assistance to persons in distress at sea. Following the successful rescue, the survivors were provided care and support onboard while arrangements were coordinated with the relevant authorities.

This operation serves as a reminder of the vital role played by seafarers in safeguarding life at sea and exemplifies the values of responsibility, humanity, and international maritime solidarity that underpin the global shipping community.

The Directorate commended the Master and crew of MV Aruna Ismail for their professionalism and their contribution to upholding the finest traditions of the maritime profession.






RESCUE AT SEA

DGMA COMMENDS MV ARUNA ISMAIL CREW FOR
EXEMPLARY SEARCH AND RESCUE OPERATION









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ASIA-US CONTAINER RATES TO WEST COAST FALL, MIXED TO EAST COAST; TANKER RATES SOFTEN

Spot rates for shipping containers from east Asia and China fell to the West Coast and rates to the East Coast were mixed, while spot liquid tanker rates fell again.

CONTAINER RATES

Rates to the West Coast were lower and are now between \$5,800-\$7,100/FEU (40-foot equivalent unit), while rates to the East Coast were mixed and are now between \$7,600-\$9,150/FEU.

Rates from ocean and freight rates and analytics firm Xeneta ticked lower to the West Coast and were flat to the East Coast. Emily Stausboll, senior shipping analyst at Xeneta, said there are likely to be further declines at the start of August, but the gradual softening shows how rates fall far slower than they increase during a market spike. "Some blank sailings are beginning to appear on trades from Asia to North America, but even if rates are starting to soften, they are still at a very healthy level for carriers who will want to make sure they have capacity available to take advantage for as long as possible," Stausboll said.

Stausboll said that no individual carrier wants to be the first to pull significant capacity when competitors can step in and take their volumes, which limits the scope for capacity management to reverse the spot rate decline.

"Carriers will use the renewed conflict between Iran and the United States and the associated rise in bunker costs, as justification to slow the decline in rates through surcharges," Stausboll said. "But operationally, nothing has changed for container shipping because the vast majority of vessels were not transiting the Strait of Hormuz or the Red Sea before the latest escalation and they are not doing so now."

Rates from supply chain advisors Drewry fell to both coasts because of increased capacity and easing demand. Drewry said there were six blank sailings scheduled on the transpacific trade route next week, compared with nine scheduled, indicating higher capacity deployment by carriers and a widening supply/demand gap. Rates from online shipping marketplace and platform provider Freightos were flat to the East Coast and fell by 6% to the West Coast.

Judah Levine, head of research at Freightos, said that even as crude prices are rising because of the escalation of tensions in the Middle East, there is a slight easing overall for container rates as carriers add capacity to some lanes and unwind from an early peak season. "Carriers had announced significant GRIs [general rate increases] and PSSs [peak season surcharges] for 15 July, but instead spot rates declined slightly across the major east-west lanes, with Asia-N America East Coast prices staying level.

"Daily rates so far show West Coast and Asia-Mediterranean prices continuing to slide," Levine said. "That carriers decided against the mid-month hikes suggest that recent projections of cooling demand after a red hot, frontloaded, June and early-July may be playing out now."

Levine said congestion in Asian ports could mitigate the downward pressure on rates.

"At the same time, serious port congestion is absorbing capacity in the Far East, which may mitigate the degree of downward pressure there otherwise would be on spot rates via the current demand dip and capacity additions," Levine said. "Delays at major origin ports, initially caused by surging volumes, have increased from bouts of bad weather, including from last week's Typhoon Bavi."

Rates on the NYFI fell by 1% to the West Coast and rose by 7.0% to the East Coast while rates on the Shanghai Containerized Freight Index (SCFI), which tracks rates for containers leaving Shanghai, fell by 0.56%. Container ships and costs for shipping containers are relevant to the chemical industry because while most chemicals are liquids and are shipped in tankers, container ships transport polymers, such as polyethylene (PE) and polypropylene (PP), which are shipped in pellets. Titanium dioxide (TiO₂) is also shipped in containers.

They also transport liquid chemicals in isotanks.

TANKER RATES

US chemical tanker freight rates assessed by ICIS were softer overall with rates dipping lower for parcels from the US Gulf (USG) to the main trade routes.

Rates from the USG to Rotterdam fell slightly, particularly for the clean petroleum products (CPP) market where the decrease was significant. This sent more tonnage into the chemical space and in turn pushed rates lower. Overall, the spot market is notably quiet, although this trade lane seems to be the busiest compared to other trade lanes. Several large cargoes of biofuels were seen in the market and continue to dominate. Also seen were caustic soda, glycols and styrene for the end of July and early August loadings.

Similarly, there is continued downward pressure along the USG to Asia trade lane as the spot market has been relatively quiet. Overall, contract of affreightment (COA) volumes are heard to be lower than anticipated. As a result, this has put rates under continued downward pressure, softening even further. The regular carriers had to drop rates considerably under significant competitive pressure as several larger cargoes of ethylene dichloride (EDC) and monoethylene glycol (MEG) were fixed. Additionally, plenty of space remains available for July and several outsiders are showing space to return to the region for August, which could push the rates even lower.

The same story was seen along the USG to South America route with not many cargoes being quoted in the market and plenty of space remaining for July and August. Most participants believe that owners with any available space will likely have to lower rates to complete the stowage, pushing rates lower. Renewed proposed US tariffs on Brazil could lend pressure for this route particularly for benzene, ethanol and soybean oil, which could see those cargoes shift to Europe or Asia instead.

On the bunker side, fuel prices have surged on the back of soaring energy prices following the heightened tensions in the Middle East, and as a result were significantly higher.

SELECTIVE ENFORCEMENT: SAUDI CRUDE KEEPS MOVING UNDER THE HOUTHİ BLOCKADE

On July 20, Houthi-aligned forces announced a full naval blockade of Saudi Arabia, framed as retaliation for Saudi strikes on Sanaa airport. The declaration named Saudi, Israeli, and U.S.-linked tonnage as targets.

Within days, Houthi channels claimed strikes on two Saudi tankers. One is corroborated: UKMTO logged a projectile strike on the products tanker Encelia (IMO 9240172) roughly 70 nautical miles southwest of Al Shuqaiq, with a fire aboard and no casualties or pollution reported, and Saudi Arabia's Transport General Authority confirmed the vessel was hit and its crew safe. The second claim is not. The tanker named in it, the Bahri-managed VLCC Layla (IMO 9336098), has been AIS-dark since July 17, and no independent source has matched it to a strike.

The products tanker Encelia (IMO 9240172) and the VLCC Layla (IMO 9336098), the two vessels named in the Houthi strike claims, tracked in the southern Red Sea.

A July 22 joint maritime warning reported Houthi missiles and drones positioned to enforce the embargo, and the EU naval mission Aspides advised Israeli, U.S., and Saudi-linked vessels to avoid the Red Sea and Gulf of Aden. By the numbers, the blockade reads as active and dangerous. By vessel behavior, it reads as something narrower.

In the window after the declaration, two China-linked tankers loaded Saudi crude at Yanbu on July 20 and transited Bab al-Mandeb southbound, apparently unimpeded. Both were bound for China with early-August ETAs, and both transmit China crew and China ownership. Combined, roughly 3.96 million barrels of Saudi crude moved through the strait after the blockade was announced.

That is the detail the news cycle misses. The declaration named its targets by affiliation. Windward tracking shows the cargo moving through the chokepoint was Saudi in origin but Chinese in crew and destination, and it drew no interdiction. The two vessels held course through the same corridor that Western- and Saudi-linked operators were being warned to avoid.

Read against the target list, the pattern is consistent with enforcement calibrated to affiliation rather than cargo. The blockade is shaping who moves Saudi crude, not whether it moves.

The Other Side of the Strait

The same posture, concealment as the default and enforcement

as the variable, shows up 1,500 miles east in the Strait of Hormuz.

A single multi-source SAR pass over Hormuz on July 23, analyzed by Windward's Maritime Intelligence Operations Center, detected 19 vessels running dark with no AIS: 10 inbound, 8 outbound, 1 stationary. The same collection surfaced two active oil spill detections, one trailing from a stationary hull and one at an onshore facility. The gap between declared voyages and actual behavior runs through Saudi-bound traffic too. Of 14 tankers reporting the Red Sea or Saudi Arabia as their destination, Windward and Vortexa data show a consistent divergence between what they broadcast and what they do:

- Three went dark in the Gulf of Aden.
- Two diverted course while still transmitting AIS.
- Three Saudi-flagged tankers switched off AIS.

The vessels that went dark or diverted are sailing in ballast, consistent with intent to load at Yanbu rather than deliver against their reported destination.

Why It Matters

For compliance, insurance, and routing teams, a declared blockade is a blunt input. The operational question is narrower: which cargoes actually stop, and which keep moving. The July 20 to 23 picture indicates that Saudi crude continues to reach buyers when it travels under crew and ownership outside the named target set, even as the same corridor becomes higher-risk for Western and Saudi-linked tonnage.

That has two consequences. Rerouting and rate decisions built on the headline "Red Sea closed to Saudi crude" will misprice the risk, because the corridor is closed selectively, not absolutely. And screening that stops at flag or declared destination will keep missing what predicts a clean transit: the AIS gaps, the ballast diversions, and the crew-and-ownership profile behind the vessels that pass through untouched.

What to Watch

The open question is whether enforcement stays selective. If it does, China-crewed and China-destined tonnage looks like a standing route for Saudi crude even under a declared blockade. The signal to watch is whether the Houthis extend interdiction to non-Western-linked vessels carrying Saudi cargo. Until then, the corridor stays open to the right profile of vessel, and Saudi crude keeps finding its way to China.

BIOFUEL BUNKER SNAPSHOT: CONVENTIONAL FUEL GAINS LIFT B30 PRICES

As Iran tightens its grip on the Strait of Hormuz, its Yemeni allies, the Houthi rebels, want to disrupt shipping in the Red Sea to and from Saudi ports and could possibly disturb traffic in another strait, Bab el-Mandeb, which ships must cross to reach the Suez Canal, experts say.

These two passages, which lock access to the Gulf and to the Red Sea, are among the dozen or so straits considered vital to international trade.

Oil and gas tankers, bulk carriers and container ships loaded with

raw materials and goods pass through these narrow natural corridors.

The United Nations Convention on the Law of the Sea signed in Montego Bay on December 10, 1982, a kind of constitution for the oceans "formalises the fact that a strait is a natural feature that must not be subject to tolls" and where "the principle of free navigation" is guaranteed, Sylvain Domergue, a lecturer at Sciences Po Bordeaux and author of *Geopolitics of Maritime Spaces* told.



By contrast, canals such as Panama or Suez, which are man made waterways, may be subject to tolls levied by the states that control them.

In Hormuz, Iran, which “has not ratified the Montego Bay Convention, had until now respected it under customary law,” Domergue said.

Portugal, whose navigators were the first to open the sea route to the Indies, tried as early as 1507 to establish control over Hormuz to secure a monopoly on access to spices and the riches of the Orient, he said.

‘The sea belongs to none’

But after a famous controversy, the Mare Liberum thesis of Dutch jurist and philosopher Hugo Grotius prevailed in the early 17th century: straits were then seen as essential to long distance international trade because “the sea belongs to no one”.

“To guarantee freedom of navigation, one had to start by guaranteeing freedom of passage through the straits,” Domergue said. The Netherlands adopted this doctrine and defended freedom of the seas, followed by Britain and later by the United States which to this day respects “almost all of the Montego Bay Convention,” despite not having ratified it either, he said.

Yet the principle of free navigation “did not prevent the British from guiding their colonisation in part according to the geography of straits”, Domergue said.

Britain’s key military footholds were established along strategic waterways. Its great colonial naval base in Asia would be in Singapore, allowing control of Malacca, through which the largest

share of global maritime traffic from China now passes.

London would also establish bases on the island of Socotra, near Bab el Mandeb and the entrance to the Red Sea.

In Europe, the Danish straits (the Oresund, the Kattegat), which close off the Baltic, “were of great importance in the 19th century because they enabled the Danes, for a very long time, to collect a toll,” and are strategic because they “block access to the Atlantic for the Baltic powers, particularly the Russians,” the geographer said.

Turkish exceptions

The only major straits where a toll is still collected are the “Turkish Straits” of the Bosphorus and the Dardanelles, which are governed by earlier agreements, signed in Montreux in 1936.

“In the long run, other issues concerning straits will arise,” Domergue said, citing the Taiwan Strait, given China’s declared territorial ambitions in Southeast Asia, or the Strait of Malacca, shared by Singapore, Malaysia, and Indonesia.

“There is already a ‘war of sand’ going on in the Taiwan Strait: Chinese vessels come to collect marine sand for the construction sector in China, in waters claimed by Taiwan provocative actions,” he said.

Iran announced plans to introduce a toll in Hormuz, “the Malaysian prime minister spoke out to say it was a very good idea that he might emulate for Malacca, before backtracking,” Domergue noted. “If there were a toll in Malacca, Singapore would lose some of its splendour and its status as a hub of East Asia,” he added.

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THE SCIENCE OF FOCUS

Focus is more than just paying attention. It is your brain's ability to lock onto one task while filtering out everything that does not matter in the moment. Think of it as a mental spotlight. Wherever you point it gets your time, energy, and effort. Whether you are studying for an exam, solving a tricky problem, or reading a book, focus helps your brain stay on track instead of getting pulled in different directions.

The interesting part is that focus is not unlimited. Your brain uses mental energy to stay attentive, which means distractions, multitasking, and fatigue can drain it faster than you realize. That is why concentrating for hours without a break often feels impossible. The good news is that focus is not something you either have or do not have. It is a skill that can be trained, strengthened, and protected with the right habits, making everyday tasks easier and more productive.



The Neuroscience of Focus

Have you ever wondered why your brain can stay locked into a movie for two hours but struggles to focus on a textbook for ten minutes? The answer lies in how your brain manages attention. Instead of relying on one single area, your brain uses a network of regions that work together to decide what deserves your focus. Think of it like a team of traffic controllers directing your mental energy toward the most important task while pushing distractions to the side.

Every second, your brain is flooded with sights, sounds, thoughts, and notifications. It cannot process everything at once, so it constantly filters information and decides what should take priority. This process happens automatically and is influenced by your goals, emotions, environment, and even your level of tiredness. When these brain networks work together smoothly, staying focused feels effortless. When they

do not, even simple tasks can feel surprisingly difficult.

Role of the Prefrontal Cortex

If your brain had a CEO, it would be the prefrontal cortex. Located right at the front of your brain, this region is responsible for planning, making decisions, controlling impulses, and keeping your attention fixed on what matters most. It acts like your brain's executive control center, helping you stay organized and resist distractions. Every time you choose to finish an assignment instead of checking your phone, your prefrontal cortex is doing the heavy lifting. When it is working well, staying focused feels easier. When it becomes tired or overloaded, distractions become much harder to ignore, making even simple tasks feel more challenging.

Role of Dopamine

Dopamine is often called the brain's motivation chemical, but its job goes far beyond making you feel good. It helps your brain recognize rewards and encourages you to keep doing activities that feel satisfying or meaningful. Healthy dopamine levels make it easier to stay motivated, complete tasks, and maintain focus over time. The challenge is that constant digital stimulation from social media, games, and endless notifications can flood your brain with quick rewards. Over time, this may make slower activities like studying or reading feel less exciting, making it harder to stay focused without frequent distractions.

How the Brain Filters Distractions

Your brain is constantly surrounded by information. Every sound, notification, conversation, movement, and thought competes for your attention every single second. If your brain tried to process everything at once, it would quickly become overwhelmed. Instead, it acts like a smart filter, deciding what deserves your attention and what can be ignored. This filtering system is guided by your goals, the importance of the information, and its emotional relevance. That is why you can easily notice your name in a crowded room or suddenly become distracted by a message you have been waiting for. The brain naturally gives priority to what it believes matters most. By filtering out irrelevant details, it prevents cognitive overload and allows you to focus on the task in front of you. The better this filtering system works, the easier it becomes to stay productive, think clearly, and avoid getting pulled away by every distraction around you.

What Affects Our Ability to Focus?

Many factors influence how well we can focus, and even small changes in our daily routine can make a big difference. Lack of sleep is one of the biggest attention killers. During sleep, the brain restores itself, strengthens memories, and prepares for the next day. Without enough rest, concentration, decision-making, and mental clarity suffer.



HUSTLING HACKS



Stress and anxiety also make it difficult to stay focused. While a little stress can boost alertness, chronic stress increases cortisol levels, which interfere with the brain's ability to think clearly. Anxiety often shifts attention from the task at hand to constant worries and overthinking.

Modern life brings another challenge in the form of digital distractions and multitasking. Frequent notifications and switching between tasks reduce productivity because the brain needs time to regain its focus after every interruption.

Your lifestyle matters too. Nutritious food and regular exercise provide the brain with the energy and oxygen it needs to perform efficiently. Physical activity also improves blood flow, supports memory, and enhances concentration.

Finally, your environment plays a key role. Excessive noise, clutter, and poor lighting can reduce attention, while a quiet, organized, and comfortable workspace helps the brain stay focused and work more effectively.

Myths About Focus

There are many misconceptions about focus that can actually make it harder to work effectively. One of the biggest myths is that multitasking makes you more productive. In reality, your brain does not perform multiple demanding tasks at the same time. Instead, it rapidly switches between them. This constant task switching increases mistakes, slows down work, and reduces overall efficiency. Focusing on one task at a time almost always leads to better results.

Another common myth is that some people are naturally focused all the time. The truth is that everyone gets distracted, regardless of age or profession. The difference is that people with strong focus build habits that support concentration. Regular practice, healthy routines, and a distraction-free environment help strengthen attention over time. Focus is not a fixed talent but a skill that can be developed.

Many also believe that working longer hours means better concentration. However, the brain has limits. After long periods of continuous work, mental performance begins to decline, leading to fatigue and lower-quality output. Taking short breaks helps refresh the mind and improves attention. In the end, productive work is not about spending more hours at your desk but about making the hours you work count.

Science-Backed Ways to Improve Focus

• Time-Blocking

Time-blocking is one of the simplest ways to improve focus. Instead of constantly deciding what to do next, you assign fixed time slots for specific tasks. This reduces decision fatigue and helps your brain stay committed to one activity at a time. With fewer interruptions and a clear schedule, it becomes easier to enter a state of deep work where you can produce your best results.

• Pomodoro Technique

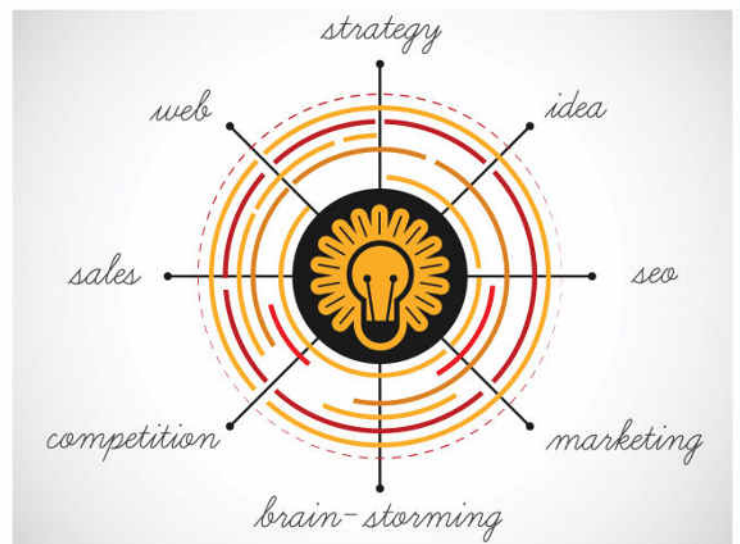
The Pomodoro Technique is designed to help you stay productive without feeling mentally exhausted. The method is simple: work with complete focus for 25 minutes, take a 5-minute break, and after completing four sessions, take a longer break. These regular pauses prevent burnout, refresh your mind, and make it easier to maintain concentration throughout the day.

• Mindfulness and Meditation

Mindfulness trains your brain to stay in the present moment instead of constantly jumping between thoughts. Research shows that practicing meditation for just 10 to 15 minutes a day can improve attention regulation, strengthen executive control, and reduce mind wandering. Over time, it becomes easier to resist distractions and bring your focus back whenever it starts to drift.

• Exercise

Physical activity benefits your brain just as much as your body. Aerobic exercises such as walking, jogging, cycling, or swimming improve memory, attention, and problem-solving skills by increasing blood flow to the brain. Regular movement also boosts the production of Brain-Derived Neurotrophic Factor (BDNF), a protein that supports learning, brain health, and the growth of new neural connections.



Conclusion

Focus is not a skill that some people simply have and others do not. It is a trainable ability that grows through consistent effort and mindful habits. By managing distractions, prioritizing sleep, staying active, and using structured work methods, anyone can strengthen their attention. Better focus leads to improved productivity, clearer thinking, and a healthier mind.

(Disclaimer: The information and statements provided are intended for educational purposes only and are not meant to substitute professional advice. If you notice any symptoms, please refrain from making any assumptions and seek guidance from a qualified medical practitioner.)

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Marine Insights

THE EVOLUTION OF DYNAMIC POSITIONING SYSTEMS

Modern shipping and offshore operations demand a level of precision that was unimaginable just a few decades ago. Whether conducting deep-sea drilling, installing subsea pipelines, supporting offshore wind farms, or carrying out scientific research, vessels often need to maintain an exact position despite the constant influence of wind, waves, and ocean currents. This challenge gave rise to one of the maritime industry's most significant technological innovations: Dynamic Positioning (DP) systems.

Dynamic Positioning has transformed the way ships operate by enabling them to maintain their position and heading automatically without relying on anchors or mooring lines. Today, DP technology is considered indispensable across numerous sectors of the maritime industry, offering greater operational flexibility, enhanced safety, and increased efficiency.

The Origins of Dynamic Positioning

Before Dynamic Positioning systems were introduced, vessels operating offshore primarily relied on anchors and conventional mooring arrangements to remain stationary. While effective in shallow waters, these methods became increasingly impractical as offshore exploration expanded into deeper waters. Deploying anchors at great depths required considerable time, manpower, and equipment, while certain seabed conditions made anchoring impossible altogether.

A major breakthrough came in 1961 with the drilling vessel CUSS I, often regarded as the world's first dynamically positioned ship.

Early Technological Developments

The first generation of DP systems relied on relatively simple computers and limited sensor inputs. Operators manually monitored vessel movements while computers calculated corrections that controlled the ship's thrusters. Early systems typically utilised:

- Gyrocompasses to determine heading
- Wind sensors to measure environmental forces
- Position reference systems such as taut wire systems
- Basic analogue computers for calculations
- Tunnel and azimuth thrusters for corrective movements

While these systems represented a major advancement, they required constant supervision and were limited by the

computing power available at the time.

The 1970s and 1980s witnessed rapid advances in digital computing. As microprocessors became more powerful and reliable, Dynamic Positioning systems evolved significantly. Digital computers enabled DP systems to process far larger amounts of data in real time. Instead of relying on a handful of sensor inputs, systems could simultaneously analyze multiple environmental factors and continuously calculate the optimal thrust required to maintain position.



Position Reference Systems Become More Sophisticated

One of the most significant aspects of DP evolution has been the improvement of position reference technologies.

Early taut wire systems were gradually supplemented and, in many cases, replaced by advanced positioning methods such as:

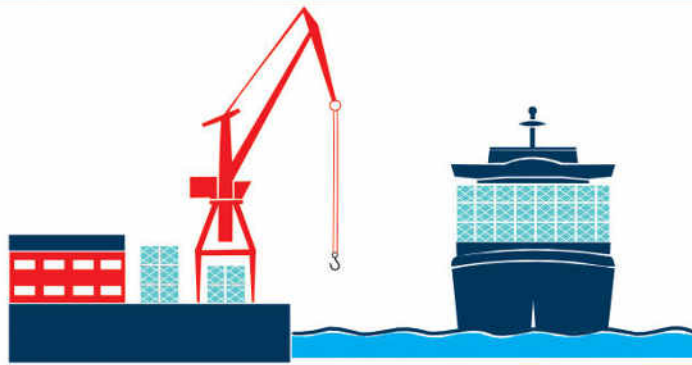
- Differential Global Positioning System (DGPS)
- Hydroacoustic Position Reference Systems (HPR)
- Laser-based positioning systems
- Fanbeam laser sensors
- Microwave positioning systems
- Inertial navigation systems

These technologies allow vessels to maintain remarkable positional accuracy, often within a few metres—or even less—depending on operational requirements.

Modern DP systems frequently combine several independent reference systems simultaneously, comparing data continuously to ensure accuracy and detect any anomalies.

Smarter Thruster Control

The evolution of propulsion technology has also played a crucial role in improving Dynamic Positioning performance.



Marine Insights

Modern vessels employ sophisticated combinations of:

- Azimuth thrusters capable of rotating 360 degrees
- Bow and stern tunnel thrusters
- Controllable pitch propellers
- Electric propulsion systems
- Hybrid propulsion arrangements

Advanced DP algorithms determine how each thruster should operate to produce the required force while minimising fuel consumption and reducing mechanical wear. Rather than simply maintaining position, today's systems continuously optimise thrust allocation based on changing weather conditions, vessel loading, and operational priorities.

Safety Through Redundancy

As offshore operations became increasingly complex, safety emerged as a primary consideration in DP system design. Modern Dynamic Positioning systems are classified according to their level of redundancy:

DP Class 1 systems have no redundancy and are generally suitable for operations where a loss of position presents minimal risk.

DP Class 2 systems include redundant components so that a single fault should not result in loss of position.

DP Class 3 systems provide the highest level of redundancy, including physical separation of critical equipment such as power supplies, control systems, and machinery.

This layered approach ensures that failures in one component do not compromise the vessel's ability to maintain station.

Expanding Applications

Although Dynamic Positioning was originally developed for offshore drilling, its applications have expanded dramatically over the past several decades.

Today, DP-equipped vessels are commonly used for:

- Offshore oil and gas exploration
- Subsea construction and pipeline installation
- Offshore wind farm construction
- Cable laying operations
- Scientific and oceanographic research
- Dive support operations
- Remotely Operated Vehicle (ROV) deployment

- Heavy lift operations
- Cruise ships operating in environmentally sensitive areas where anchoring is prohibited
- Shuttle tankers transferring cargo at offshore production facilities

The rapid expansion of offshore renewable energy has created an entirely new generation of specialised DP vessels designed specifically for wind turbine installation and maintenance.

The Role of Automation and Artificial Intelligence

Recent developments have introduced increasingly intelligent control systems capable of learning from operational data and predicting vessel behaviour under changing environmental conditions. Artificial intelligence and machine learning are beginning to assist DP systems by:

- Improving environmental modelling
- Predicting vessel motion more accurately
- Optimising fuel-efficient thrust allocation
- Detecting sensor anomalies
- Supporting predictive maintenance of propulsion equipment

While human operators remain essential, automation continues to reduce workload and improve decision-making during complex offshore operations.

Conclusion

Next-generation DP systems are expected to integrate with digital twins, allowing operators to simulate vessel behaviour before commencing operations. Enhanced satellite navigation, improved sensor fusion, and high-speed communications will provide even greater positional accuracy.

The transition towards hybrid and fully electric propulsion systems will also influence DP technology by reducing emissions while maintaining precise station-keeping capabilities. As maritime industries continue to embrace digitalisation and sustainable technologies, Dynamic Positioning systems will remain at the forefront of innovation, enabling vessels to operate safely and efficiently in some of the world's most demanding marine environments.

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

REVIEW CORNER



Exploring The Ocean's Mysterious Zones

The ocean is a world of mystery, with each zone hiding unique creatures and remarkable secrets. From the sunlit surface to the darkest depths, these underwater layers reveal the incredible diversity of marine life and the wonders that still await discovery.

1. The Sunlight Zone (Epipelagic Zone) – 0 to 200 meters

This is the brightest and most familiar part of the ocean. Sunlight reaches these waters, allowing plants and tiny organisms called phytoplankton to carry out photosynthesis. Since this process produces oxygen and forms the base of the marine food chain, the Sunlight Zone is full of life.

Many popular marine animals, including dolphins, sea turtles, tuna, sharks, and colourful coral reefs, live here. It is also the zone where most fishing, swimming, and recreational activities take place. Despite being the most explored part of the ocean, it remains vital to Earth's climate and food supply.

2. Twilight Zone (Mesopelagic Zone) – 200 to 1,000 meters

As sunlight fades, the ocean enters the mysterious Twilight Zone. Very little light reaches this depth, making it impossible for plants to grow. The water becomes colder, and the pressure increases.

This zone is home to fascinating creatures such as lanternfish, hatchetfish, squid, and jellyfish. Many of these animals have the remarkable ability to produce their own light through a process called

bioluminescence. They use this natural glow to communicate, attract prey, or confuse predators. Every evening, billions of small creatures

rise toward the surface to feed before returning to the depths at dawn, creating the world's largest daily animal migration.

3. Midnight Zone (Bathypelagic Zone) – 1,000 to 4,000 meters

The Midnight Zone is a world of complete darkness. No sunlight reaches these depths, and temperatures usually remain just above freezing. The pressure here is hundreds of times greater than at sea level.

Animals living in this zone have evolved extraordinary adaptations. Deep-sea fish often have huge mouths, expandable stomachs, and sharp teeth to capture any food that comes their way. The famous anglerfish uses a glowing lure above its head to attract unsuspecting prey. Giant squid and deep-sea octopuses also inhabit these mysterious waters, rarely seen by humans.



4. Abyssal Zone – 4,000 to 6,000 meters

The Abyssal Zone is one of the least explored environments on Earth. It is permanently dark, extremely cold, and experiences crushing pressure. The seabed is covered with fine sediments, while hydrothermal vents and cold seeps provide energy for unique ecosystems.

Unlike most life on Earth, organisms around hydrothermal vents do not rely on sunlight. Instead, bacteria use chemicals released from the vents to produce energy through chemosynthesis. These bacteria support unusual animals such as giant tube worms, deep-sea clams, shrimp, and crabs, proving that life can exist even in the harshest conditions.

5. Hadal Zone – Below 6,000 meters

The deepest part of the ocean is known as the Hadal Zone. It includes deep ocean trenches such as the Mariana Trench, the deepest known point on Earth. Conditions here are extreme, with enormous pressure, freezing temperatures, and complete darkness.

Despite these challenges, scientists have discovered microscopic organisms living in these trenches. Every new expedition reveals species never seen before, reminding us how little we know about our own planet.

The ocean's mysterious zones reveal a breathtaking world filled with underwater mountains and life forms that survive under unimaginable conditions. Every expedition uncovers new discoveries, proving that the deep sea is still one of Earth's final frontiers. As technology advances, we continue to unlock the secrets hidden beneath the waves, reminding us that protecting our oceans today will ensure future generations can continue exploring their incredible wonders.

Strange Objects Recovered From Historic Shipwrecks

For centuries, shipwrecks have rested silently beneath the ocean, preserving fascinating stories of exploration, trade, war and human survival. When archaeologists explore these underwater sites, they often discover objects that reveal how people lived, travelled and worked hundreds or even thousands of years ago. From ancient scientific instruments to ordinary shoes and cooking utensils, every object recovered from a shipwreck adds a new piece to history.



1. Personal Belongings from the Titanic

One of the most famous shipwrecks in history is the **Titanic**, which sank in the North Atlantic Ocean in 1912, is one of the world's most famous shipwrecks. Deep-sea expeditions have revealed many personal belongings connected to its passengers and crew.

Objects include:

Watches and jewellery, Shoes and eyeglasses, Letters and personal items, Perfume bottles, Fine China and dining equipment. Although these objects may appear ordinary, they provide a personal connection to the people who were aboard the ship. A watch, pair of shoes or perfume bottle reminds us that the Titanic was once filled with passengers, families and individual stories.

2. The Antikythera Mechanism: An Ancient Computer

One of the strangest objects ever discovered underwater is the **Antikythera Mechanism**. Found in 1901 in a shipwreck near the Greek island of Antikythera, it initially appeared to be a corroded lump of bronze.

Further research revealed that the object was an incredibly advanced mechanical device dating back more than 2,000 years. Often called the world's first analogue computer, it was used to track the movements of the Sun and Moon and predict astronomical events. The discovery changed historians' understanding of ancient civilizations. It proved that people in the ancient world possessed remarkable knowledge of science, mathematics and engineering.

3. Everyday Life Aboard the Vasa

The Swedish warship **Vasa** sank in Stockholm Harbour in 1628. When the ship was raised in 1961, archaeologists discovered a remarkable collection of well-preserved objects.

Finds included:

Wooden tools, Leather shoes, Coins, Cooking utensils, Clothing, Weapons, Musical instruments, Remains of food. These discoveries offered a detailed picture of everyday life aboard a 17th-century warship. They showed what sailors ate, wore, used and carried during their lives at sea.

4. The Treasure of Nuestra Señora de Atocha

The Spanish galleon **Nuestra Señora de Atocha** sank near Florida during a hurricane in 1622. It carried one of the richest underwater cargoes ever discovered. Divers recovered: Silver coins, gold bars, Emeralds, Jewellery, Religious artefacts. The discovery attracted worldwide attention. However, it also highlighted the importance of protecting underwater cultural heritage and preventing illegal treasure hunting.

5. Ancient Food Preserved Underwater

Ancient shipwrecks have also revealed sealed clay containers called **amphorae**. These were used to transport goods across the Mediterranean.

Some amphorae still contained traces of: Olive oil, Wine, Spices, Grains. Such discoveries provide valuable information about ancient trade routes, food habits and commerce. They show how ships connected distant civilizations and helped goods travel across the seas.

6. Mysterious Objects That Remain Unsolved

Not every discovery has an immediate explanation. Archaeologists have found carved statues, unusual navigation tools, decorative objects and unidentified metal pieces. These objects can provide clues about ancient: Technology, Religious beliefs, Trade, Navigation, Cultural traditions

Modern technologies, including underwater robots, laser scanning and 3D imaging, help scientists study fragile artefacts without damaging them. Advanced 3D mapping also allows researchers to create detailed records of shipwrecks and their surroundings.

7. Underwater Museums of History

Historic shipwrecks are more than collections of gold and valuable objects. They are underwater museums that preserve the stories of human civilization.

A simple cooking pot can reveal what sailors ate. A shoe can tell us about daily life. An ancient navigation device can demonstrate scientific knowledge. Every artefact, whether ordinary or extraordinary, helps historians understand the people who travelled across the world's oceans.

Shipwrecks remind us that history exists not only in books and museums but also beneath the waves. As technology advances, new expeditions will continue to uncover secrets from the deep.



SMYL ZONE



Son: I lost my job today.

Mom: Why? What did you do?

Son: An old woman came to the bank and asked me to check her balance, so I pushed her.



A man checked into a hotel and emailed his wife. By mistake, he sent it to a widow who had just returned from her husband's funeral.

She opened the email, read it, and immediately fainted.

Her son looked at the screen. It said, "My darling, I've just arrived. They have computers here, and I can even send you emails. The place is really nice but I'm lonely here. I have made necessary arrangement for your arrival tomorrow. I can't wait to see you."



Father: Hey, why don't you go and study...?

Son: For What?

Father: You will get good marks and a good job.

Son: And then?

Father: You will get new car.... Big house...

Son: Then?

Father: You will relax...

Son: What do you think I'm doing right now?



A man was not feeling well, so he goes to his doctor for a complete checkup. Afterwards, the doctor comes out with the results. "I'm

afraid I have some very bad news," the doctor says. "You're dying, and you don't have time left."

"Oh, that's terrible!" says the man.

"How long have I got?"

"Ten", The doctor says sadly.

"Ten?" the man asks. "Ten what? Months? Weeks? What?!"

The doctor replied, "Nine... Eight..."



A fat man sitting in a train cabin.

A man asks: Is this cabin for elephants only?!

Fat man humbly replies: No! Even monkeys like you can sit!



A woman approaches a man and says: Excuse me Sir I'm doing a little survey, can I ask you questions?

The man says: Yes of course

Woman: If you're travelling in a bus and a lady gets on the bus and she's got no available seat; would you give up your seat then?

Man: No

Woman: What if the lady that got on the bus was pregnant would you give up your seat, then?

Man: No

Woman: What if the lady that got on the bus was a senior lady would you give your seat then?

Man: No

Woman: You are one selfish man you have no manners. Who do you think you are?

Man: I am the Bus Driver!



Little Johnny: Teacher, can I go to the bathroom?

Teacher: Little Johnny, MAY I go to the bathroom?

Little Johnny: But I asked first!



Teacher: Because of Gandhiji's hard work what do we get on 15th August?

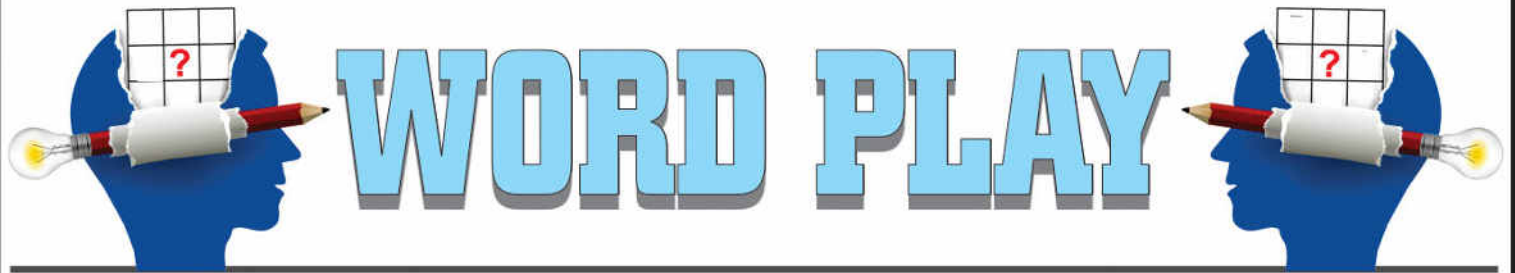
Student: Holiday!

A woman was found guilty in court of a traffic offence, and when asked for her occupation, she said she was a school teacher. The judge rose from the bench.

"Madam, I have waited years for a school teacher to appear before this court."

The Judge smiled with delight, and said: "Now sit down at that table and write 'I will not run a red light' 500 times."





Types Of Cheese

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

1. HERVE
2. CHEDDAR
3. BITTO
4. BURRATA
5. PROCESSED
6. VACHERIN

7. FONDUE
8. MASCARPONE
9. PARMESAN
10. CAFONE
11. BRUZZU
12. COTTAGE

13. TILSITER
14. BLUE
15. GOUDA
16. MANCHEGO
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18. RICOTTA

19. FETA
20. CASU
21. CACIOTTA
22. QUESITOS
23. GRUYERE



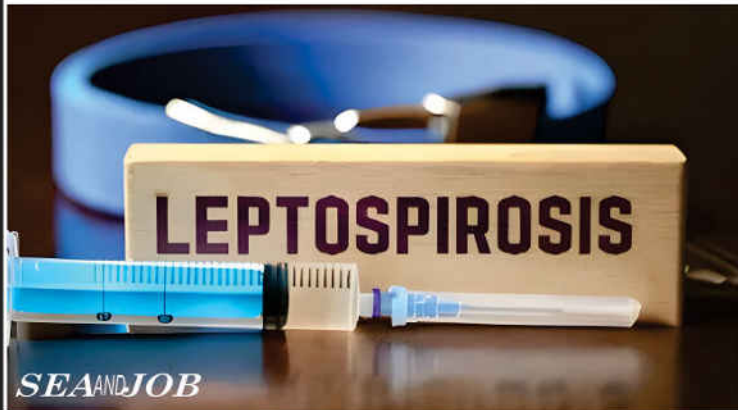
Health Zone



LEPTOSPIROSIS: THE MONSOON-BORNE INFECTION YOU SHOULDN'T IGNORE

When the monsoon arrives, it brings much-needed relief from the heat. However, heavy rainfall, flooding and waterlogging can also create conditions that allow several infections to spread. One such disease is **leptospirosis**, a bacterial infection that is often overlooked because its early symptoms can resemble common illnesses such as the flu, dengue or viral fever.

Leptospirosis is particularly vital during the rainy season because floodwater and muddy surroundings can become contaminated with the urine of infected animals, especially rats. People who walk through stagnant water, work in wet environments or come into contact with contaminated soil may unknowingly be exposed to the bacteria. Although many cases are mild, untreated leptospirosis can sometimes lead to serious complications.



What is leptospirosis?

Leptospirosis is an infectious disease caused by bacteria belonging to the *Leptospira* group. It is a zoonotic disease, meaning it can spread from animals to humans. A number of animals can carry the bacteria, including: **Rats** and other rodents, **Dogs, Cattle, Pigs, Horses, Goats** and **Wild animals**.

Infected animals may not always appear sick. However, they can release the bacteria through their urine. When this urine mixes with rainwater, floodwater, soil or mud, the environment can become contaminated. The bacteria can enter the human body through: Cuts and wounds on the skin, Scratches and cuts, eyes, nose, mouth and occasionally, through swallowing contaminated water or food. Person-to-person transmission is considered rare. The major risk usually comes from contact with contaminated water, soil or animal urine.

How does leptospirosis enter the body?

The bacteria can enter through even small breaks in the skin. A person may not always notice a tiny cut. If contaminated floodwater comes into contact with such a wound, the bacteria may enter the bloodstream. The eyes, nose and mouth are also possible entry points. This means that splashes of contaminated water can create a risk even when a person does not have a visible wound. The monsoon creates several conditions that favour the spread of leptospirosis. Heavy rain can wash animal urine from

the ground into streets, drains, puddles, lakes and other water sources. Flooding can further spread the bacteria over a wider area.

In cities, overflowing drains and waterlogged streets may contain waste and animal urine. In rural areas, people may come into contact with contaminated fields, ponds, streams and muddy soil. People are at greater risk when they:

- **Walk barefoot through floodwater**
- **Wade through waterlogged streets**
- **Have open cuts or wounds**
- **Work in fields or sewage-contaminated areas**
- **Clean flooded homes without protective equipment**
- **Handle animals or animal waste**
- **Live or work in areas with rodent infestation**

The risk can remain for days or weeks after heavy rainfall because contaminated water and soil may continue to expose people to the bacteria.

What are the symptoms?

The time between exposure and the appearance of symptoms can range from **2 to 30 days**, although illness commonly develops within about **5 to 14 days** after exposure. Early symptoms may include: **Sudden fever, Chills, Severe headache, Muscle pain, Tiredness, Nausea, Vomiting, Diarrhea, Stomach pain, Red or irritated eyes, Cough, Skin rash.**

One important symptom that may be seen in leptospirosis is **severe muscle pain, especially in the calf muscles and lower back**. The symptoms can be easily confused with other monsoon-related illnesses. This is one reason why people should inform a doctor if they have recently been exposed to floodwater, stagnant water, muddy soil or animals. The disease can sometimes occur in two phases. A person may initially develop fever and other symptoms and then feel better for a short time. In some cases, a more serious phase may follow.

When can leptospirosis become dangerous?

Most infections are mild or moderate, but severe leptospirosis can affect multiple organs.

1. Kidney damage

The infection can interfere with kidney function and may cause reduced urine production or kidney failure. Severe cases may require hospital care and, in some situations, dialysis.

2. Liver problems

Some patients develop jaundice, which causes yellowing of the skin and eyes. Severe liver involvement can occur along with other organ complications.

3. Breathing difficulties

In serious cases, the infection can affect the lungs and cause respiratory distress or pulmonary bleeding.



Health Zone



4. Heart complications

Severe infections can affect the heart and may cause inflammation or disturbances in heart rhythm.

Because the disease can progress quickly in some people, early medical attention is important. The CDC states that severe cases can lead to kidney failure, liver failure, respiratory failure, meningitis and other serious complications.

People more vulnerable to leptospirosis

Although anyone exposed to contaminated water or soil can become infected, certain groups may face a higher risk. People living in flood-prone areas, Sanitation and sewage workers, Farmers and agricultural workers, Animal handlers and veterinarians, People involved in disaster relief, Construction worker, People who regularly work in wet environments, Individuals who participate in outdoor water activities, People who frequently come into contact with rodents or animal waste.

During the monsoon, people who must walk through floodwater for work or travel should take extra precautions.

How is leptospirosis diagnosed?

Diagnosing leptospirosis can be difficult because its early symptoms are similar to those of several other infections. Doctors usually consider a combination of: Symptoms, Recent exposure to floodwater or contaminated soil, Contact with animals, medical history and Laboratory tests

How is it treated?

Leptospirosis is treated with **antibiotics prescribed by a healthcare professional**. Early treatment can reduce the severity and duration of the illness. Mild cases may be treated with oral antibiotics, while severe cases may require hospitalisation and intravenous medication.

Hospital treatment may also be necessary for patients who develop: Kidney failure, Severe dehydration, Breathing difficulties, Jaundice, Meningitis, Serious bleeding and other organ complications. People should **not self-medicate with antibiotics**. The choice of medicine and treatment duration depends on the patient's age, symptoms, health condition and severity of infection. If someone develops fever, severe muscle pain or other symptoms after exposure to floodwater, they should seek medical advice promptly.

How can leptospirosis be prevented during the monsoon?

Prevention is especially important because avoiding exposure can greatly reduce the risk of infection.

Avoid walking through floodwater whenever possible

Floodwater may contain animal urine, sewage and other contaminants. If you must cross waterlogged areas, wear waterproof footwear.

Protect cuts and wounds

Cover cuts, scratches and wounds with waterproof bandages before entering wet or muddy areas.

Wear protective equipment

People working in contaminated environments should use: Waterproof boots, Gloves, Protective clothing, Eye protection when necessary

Wash thoroughly after exposure

If you come into contact with floodwater or muddy water, wash your hands and body with clean water and soap as soon as possible.

Keep food and drinking water safe

Do not drink untreated water that may have been contaminated by floodwater. Water should be properly treated or boiled when safety is uncertain.

Control rodents

Keeping surroundings clean and reducing rodent infestations can help lower the risk. Food, garbage and waste should be stored safely and disposed of properly.

Leptospirosis and urban flooding

Urban flooding has made the disease an important public health concern in many cities. Rapid development, poor drainage, overflowing sewage systems and large rodent populations can create an environment where contaminated water comes into contact with people.

A person may not intentionally enter a river or lake to be exposed. Simply walking through a flooded street, cleaning a waterlogged home or handling wet garbage may create a risk. This is why monsoon health precautions should go beyond avoiding mosquitoes. While diseases such as dengue and malaria are widely associated with the rainy season, contaminated water can also spread bacterial infections such as leptospirosis.

When should you see a doctor?

Seek medical attention if you develop symptoms such as: Sudden high fever, Severe muscle pain, Headache, Vomiting, Diarrhea, Red eyes, Jaundice, Breathing difficulty.

Informing the doctor about the exposure is important. The connection between recent contact with contaminated water and the appearance of symptoms may help the healthcare provider consider leptospirosis as a possible diagnosis.



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(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.)

NEWS UPDATE FOR ONBOARD CREW

SPY SCARE AT NATO HEADQUARTERS: CANADIAN INTERN ARRESTED IN BELGIUM ON ESPIONAGE CHARGES



A Canadian intern has been arrested in Belgium on suspicion of espionage linked to NATO's military headquarters.

Belgian federal prosecutors said the individual is suspected of spying on behalf of a third country and of being a member of a criminal organisation.

The investigation focuses on the Supreme Headquarters Allied Powers Europe (SHAPE) in Mons, Belgium, NATO's operational military headquarters, where officials coordinate joint planning, strategy and operational command for the alliance.

NATO's political headquarters is located in Brussels, where representatives from its 32 member states meet to discuss defence policy, cyber threats, military spending and regional security. The alliance's cyber security centre is also based at SHAPE.

NATO officials stated that the arrest has not affected military operations.

"At this time, there is no indication that NATO or SHAPE operational readiness, command and control arrangements, or

ongoing tasks have been adversely affected. SHAPE continues to fulfil its responsibilities without interruption," said Colonel Martin L. O'Donnell, spokesperson for SHAPE.

The investigation comes amid heightened security concerns involving China. NATO leaders have previously described Beijing as posing "systemic challenges to the rules-based international order and to areas relevant to alliance security," citing concerns over military expansion, cyber threats and disinformation campaigns.

China has consistently denied these allegations, maintaining that its military development is defensive in nature.

The case also unfolds as NATO faces renewed political pressure from U.S. President Donald Trump, who has urged European allies to increase defence spending, assume a greater role in regional security and support military efforts against Iran.

Belgian authorities have not released the identity of the suspect or identified the country allegedly involved in the espionage investigation. The inquiry remains ongoing.

NEPAL PM BALENDRA SHAH TO MEET INDIAN AND CHINESE AMBASSADORS AMID POLITICAL PRESSURE

NEW DELHI: Nepal Prime Minister Balendra Shah is set to end his policy of avoiding one-on-one meetings with foreign diplomats by holding separate talks with Indian Ambassador Naveen Srivastava and Chinese Ambassador Zhang Maoming, marking a significant shift in his government's diplomatic approach.

The meetings are expected to be held on the same day, a move seen as underscoring the importance of both India and China in Nepal's foreign policy.

Shah assumed office on March 27 after a Gen Z-driven political campaign that promised to break from Nepal's traditional political establishment. In the early weeks of his administration, he declined individual meetings with foreign diplomats and visiting officials, including India's Foreign Secretary Vikram Misri, whose planned visit to Kathmandu was postponed. Senior U.S. diplomats, including Assistant Secretary of State Samir Paul Kapur, were also unable to secure one-on-one meetings.

Shah's office had described the approach as a "new protocol," under which the prime minister would not hold individual meetings with foreign officials below the rank of foreign minister. Such engagements were instead handled through Nepal's Foreign Ministry or conducted in group settings.

Although Shah accepted an invitation from Indian Prime Minister Narendra Modi to visit India soon after taking office, the visit has yet to take place.

Meanwhile, Rashtriya Swatantra Party (RSP) Chairman Rabi Lamichhane received a high-profile welcome in New Delhi, where he met Prime Minister Modi, Home Minister Amit Shah, External Affairs Minister S. Jaishankar, National Security Adviser Ajit

Doval, Foreign Secretary Vikram Misri and other senior leaders. Shah did meet ambassadors and heads of diplomatic missions collectively on April 8. During that gathering, attended by representatives from 17 countries and the United Nations, he reaffirmed Nepal's commitment to a "balanced and pragmatic foreign policy" based on trust, mutual respect and shared prosperity. His government later said the format reflected stricter implementation of Nepal's diplomatic code of conduct.

Officials familiar with the decision said beginning individual meetings with the Indian and Chinese ambassadors was a deliberate choice reflecting Nepal's foreign policy priorities. Scheduling both meetings on the same day is intended to avoid any perception of favouring one neighbour over the other.

The diplomatic shift comes after Shah's government completed its first 100 days in office, a period marked by growing public dissatisfaction.

Protests have erupted over the use of municipal police and bulldozers to remove landless settlements, street vendors and informal workers in Kathmandu, with critics arguing that the city's poorest residents have been disproportionately affected.

Border communities have also protested stricter enforcement of customs duties on goods valued at more than Nepali Rs 100 brought from Indian markets.

Public anger intensified after 25-year-old ride-hailing driver Ganesh Nepali set himself on fire following action by municipal police, prompting renewed demonstrations involving Gen Z activists, civil rights groups, informal workers and displaced residents.

BERLIN PRIDE ATTACK SUSPECT SHOT DEAD DURING POLICE OPERATION

The suspect in the deadly attack at Berlin's Pride celebrations was shot and killed by police during an operation at a garden complex in Spandau, authorities confirmed.

Berlin police said the suspect, identified as 21-year-old Abdul Ballout, was located at an allotment garden facility in Spandau at around 6 p.m. local time. According to police, he "rushed toward our emergency forces with a stabbing weapon, after which police firearms were used." Despite immediate resuscitation efforts, he died at the scene.

The incident followed allegations that Ballout drove a rented vehicle into a crowd near Berlin's Christopher Street Day Pride event, killing one woman and injuring 16 others. Some of the victims also suffered stab wounds.

Three of the injured remain in life-threatening condition.

Suspect Had History of Islamist Links

Ballout, a German citizen of Lebanese family background, was previously known to authorities as being part of the "Islamist spectrum," according to Berlin police. The public prosecutor's office released details of his criminal record, which included multiple convictions.

In 2024, Ballout published prohibited Islamic State propaganda on Instagram and allegedly "developed the desire to join the armed

struggle of ISIS," prosecutors said. In May 2025, he travelled to Lebanon via Turkey with the intention of reaching Syria to join the Islamic State group. He was arrested in Lebanon and sentenced to three months in prison for incitement to religious and sectarian conflict.

After returning to Germany in November 2025, he was arrested at Berlin Brandenburg Airport. In May 2026, the Tiergarten District Court sentenced him to one year and 10 months' imprisonment for "preparing a serious act of violence endangering the state," although the sentence was deferred for six months.

He also had previous convictions for assault and robbery dating back to 2019 and 2020.

Details of the Attack

Investigators allege that Ballout used a rented white Citroën SpaceTourer delivery van to carry out the attack. He drove into Tiergarten Park near the Brandenburg Gate at around 10 p.m., striking multiple people attending the Pride event before the vehicle came to a stop after hitting a tree. Police said several victims also sustained stab wounds.

Organisers of Christopher Street Day cancelled the remainder of the celebrations, which typically attract around one million participants.

TWO KILLED, FIVE INJURED IN MASS SHOOTING AT SEATTLE FOOD FESTIVAL

A mass shooting at Seattle Center left two people dead and at least five others injured, according to local authorities.

The shooting occurred at Seattle Center, where thousands of people had gathered for the annual Bite of Seattle food festival.

Witnesses reported hearing multiple gunshots before panic spread across the venue. People were seen running in different directions and taking cover as gunfire erupted across the 74-acre park complex.

Police and emergency responders rushed to the scene, and authorities launched an investigation into the incident.

One witness told local media, "I heard bang, bang, bang, and then people started screaming." A spokesperson for the Seattle Police Department said he was on his way to the scene and could not immediately provide further details.

Kayla Carris, 22, who was sitting outside the Seattle Center Armory during the festival, described the panic that followed.

"People suddenly started screaming and running inside the Seattle Center Armory building," she said. "Everyone was dropping their things and running. Everyone."

Authorities have not yet released information about a suspect or a possible motive. The investigation remains ongoing.

FIVE INJURED IN CALIFORNIA STABBING; 18-YEAR-OLD ARRESTED

Five men were injured in a stabbing following an alleged drunken altercation in Old Sacramento, California, and an 18-year-old suspect has been arrested, police said.

Authorities said the violence began as an argument that escalated into a stabbing near the intersection of Front Street and K Street shortly after 3 a.m.

Police found three men with stab wounds at the scene, while two additional victims later arrived at a local hospital with injuries linked to the same incident.

All five victims were hospitalized and were reported to be in stable condition.

Police arrested 18-year-old Sacramento resident Ezekiel Griffis

after identifying him as a person of interest in the investigation. He was booked into the Sacramento County Main Jail on assault charges.

Three people were initially detained following the incident, but two were later released. Police said the investigation remains ongoing.

The stabbing has renewed attention to safety concerns in Old Sacramento, which has experienced several high-profile violent incidents in recent years.

In 2021, the district witnessed a large brawl involving around 50 juveniles and a homicide later that year, prompting residents and business owners to call for stricter measures against street partying, public intoxication and other disturbances.

OVER 200,000 EVACUATED AS MASSIVE WILDFIRES SWEEP ACROSS SPAIN AND FRANCE

More than 200,000 people have been evacuated as rapidly spreading wildfires continue to devastate parts of Spain and France, with authorities warning that the blazes remain highly unpredictable.

Madrid regional president Isabel Díaz Ayuso described the blaze as the "worst fire in the history of the region," saying the area was facing a "perfect storm" of extreme temperatures, relentless winds and converging fire fronts.

Local emergency services said the wildfires were advancing towards the municipalities of Robledo de Chavela and Fresnedillas de la Oliva, around 50 kilometres (31 miles) from Madrid. "The wildfire is at its peak and is currently beyond the capacity of firefighters to contain," said Carlos Novillo, the Madrid regional government's emergency management chief.

"It's not possible to attack the fire in that area, so defensive measures are being taken," he added.

Spain has declared a national emergency, a measure that allows the central government to assume powers and responsibilities normally held by the country's autonomous regions. The measure has been invoked only once before, during the nationwide blackout in April 2025.

In southwestern France, around 200,000 people have been evacuated as wildfires spread across the Gironde and Landes regions. Authorities ordered the precautionary evacuation of four towns near Bordeaux — Saint-Médard-en-Jalles, Saint-Jean-d'Ilac, Martignas-sur-Jalles and Saint-Aubin-de-Médoc. The four municipalities have a combined population of approximately 58,400.

A major wildfire in southwestern France in 2022 burned more than 30,000 hectares and forced the evacuation of 50,000 people. The latest fires, fueled by dry conditions and strong winds, have swept through coastal pine forests, with flames reaching heights of up to 10 metres (30 feet).

French President Emmanuel Macron said France had activated the European Union's Civil Protection Mechanism as the country battled multiple wildfires following three successive heatwaves since May.

Scientists say climate change is increasing the frequency and intensity of extreme weather events by drying out soils and waterways, creating conditions that fuel wildfires and contribute to thousands of excess deaths. Europe is warming at nearly twice the global average rate.

GOVERNMENT SCHOOL BOMBED IN NORTHWEST PAKISTAN; NO CASUALTIES REPORTED

PESHAWAR: Unknown militants blew up a government school in Pakistan's Khyber Pakhtunkhwa province, officials said. No casualties were reported, and no group has claimed responsibility for the attack.

According to initial reports, unidentified militants planted explosive material at Government Middle School Loi Kharki in Bajaur district, triggering a powerful explosion that caused extensive damage to the school building.

Law enforcement agencies and other authorities reached the site shortly after the blast and launched an investigation.

Officials said efforts are underway to determine the nature of the explosion, identify those responsible and establish the motive behind the attack. The investigation remains ongoing.

According to investigative briefs by Human Rights Watch and the Human Rights Commission of Pakistan, militant groups have frequently targeted educational institutions for operational and ideological reasons.

A significant number of such attacks have been directed at girls' schools as part of efforts to enforce extremist restrictions on female education.

COMPLAINTS FILED AGAINST FORMER BANGLADESH PRESIDENT OVER ALLEGED 'CRIMES AGAINST HUMANITY'

DHAKA: Complaints have been filed with Bangladesh's International Crimes Tribunal (ICT) against former President Mohammed Shahabuddin, seeking an investigation into his alleged role in "crimes against humanity" during the 2024 uprising against the Sheikh Hasina government. The allegations relate to the same events for which former Prime Minister Sheikh Hasina was sentenced to death in absentia.

Shahabuddin, a longtime ally of Hasina, resigned from the presidency citing health complications. Home Minister Salahuddin Ahmed said the opposition, including the National Citizen Party, had raised allegations against Shahabuddin but added that the government had found no evidence warranting further consideration.

Law Minister Mohammad Asaduzzaman said, however, that Shahabuddin would be investigated over separate corruption allegations.

ICT Chief Prosecutor Md. Aminul Islam confirmed that his office had received two complaints — one from the Bangladesh Azad Party and another from the Rastrosonglap Forum.

"I have not yet gone through the complaints," Islam said.

Rastrosonglap Forum Central Member Secretary Al Nur Mohammad Ayash alleged that Shahabuddin, in his capacity as president at the time, had a role in the killings, torture and other crimes committed against students and protesters during the 2024 uprising.



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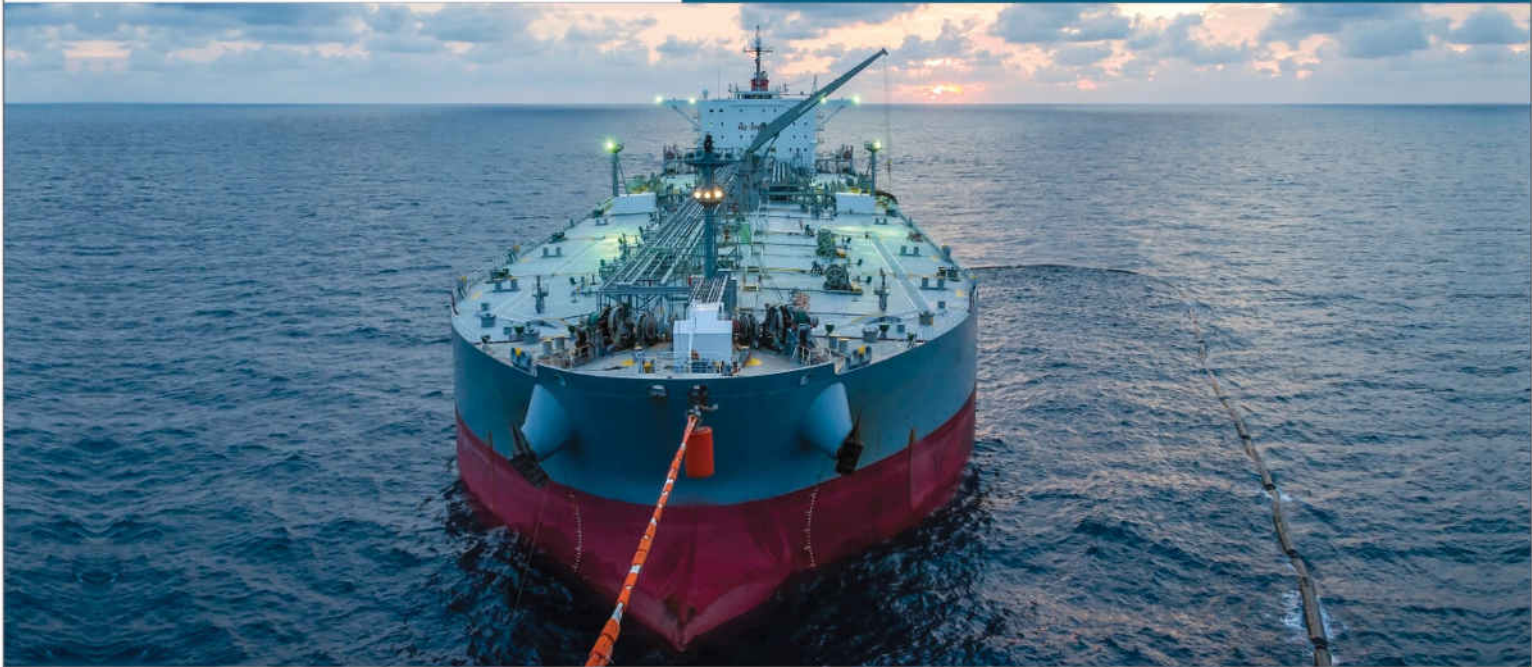
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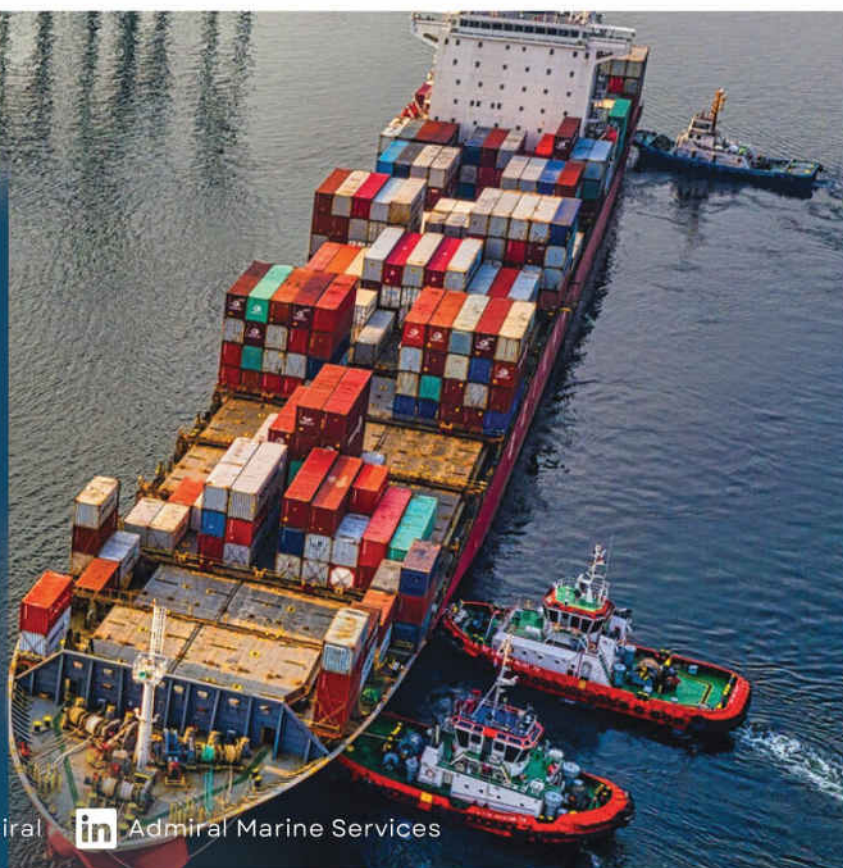


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Contact person: Samee Tambe – 9619011331 | **Landline:** 91-22-42175444

Email: mumbai@marnavishipping.com | **Website:** www.marnavi.it

Address: 503/504, Peninsula Plaza, 5th Floor, New Link Road, Andheri (West), Mumbai – 400 053, India.

Tangar

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

SHORE JOB REQUIREMENTS:



MARINE SUPERINTENDENT

Master Mariner with sailing experience on Gas Tanker.



SOURCING EXECUTIVE

Must hold MBA in HR with 1-3 yrs of experience in a ship management company.



TECHNICAL SUPERINTENDENT

Chief Engineer with sailing experience on Gas Tanker.



ACCOUNTS & FINANCE HEAD

Must hold professional accounting certification CA / ICWA with min. 5-8 yrs of experience in Shipping industry.



ACCOUNTS & FINANCE MANAGER

Must hold a bachelor's or master's degree in accounting or a related field, with a min. of 5-8 years of experience in Shipping industry.

WE INVITE CANDIDATES TO JOIN OUR NEW TAKEOVER OIL/CHEM VESSEL

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

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

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

Address: 12th Floor, Bayview Towers, Plot No. 7B, Sector 11, CBD Belapur, Navi Mumbai, Maharashtra 400614.

Contact No.: +91 22 41769999

Mobile No.: +91 7400150862 / 8655762559

Email: seafarers@tangarshipping.com

Website: www.tangarshipping.com

WE DO NOT HAVE ANY AGENTS & BRANCHES IN INDIA.



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Tangar Ship Management Private Limited
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ON SEAJOB.NET at Seajob Indian Anchor Awards 2022





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No of seats: 40
Batch start date: January 2027
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Ph: 0484-4011596, 8129823739

E-Mail: metihod@cochinshipyard.in

For more details and application visit:
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2/O, 3/O, Jr. officer	Mr. Pradeep Jadhav - 7304452361 pradeepjadhav@sishipping.com	3/E, 4/E, Jr. Engg, Pumpman, Fitters	Mr. Alston - 7208911344 alston@sishipping.com
Back Up All Ranks	Mr. Dilip Pandit - 8655797742 dilipandit@sishipping.com	Oiler, AB, OS, Cook	Mr. Yogesh Gawde - 8655686476 yogeshgawde@sishipping.com

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d'Amico Ship Ishima India Pvt. Ltd.

RPSL-MUM-030

Issue date: 18.04.2026

Valid till: 18.04.2031

(MASSA MEMBER)

URGENT REQUIREMENTS

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

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

WE URGENTLY REQUIRE FOR OUR BULK FLEET VESSEL

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

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



WE HAVE NO AGENTS IN INDIA.

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.
- Collect and analyse sustainability/emission data, and produce reports.
- 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.

Contact - recruit.in@damicoishima.com

MARINE SUPERINTENDENT

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

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

Job Profile:

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

Contact - recruit.in@damicoishima.com

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Email: mumbai@damicoishima.com

Please forward your CV on:

mumbai@damicoishima.com, hrsea@damicoishima.com

Contact No.:

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

DELHI OFFICE:

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

Please forward your CV on:

delhi@damicoishima.com

Website: www.damicoishima.com



ARYA TANKERS PVT. LTD.

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

URGENT REQUIREMENTS FOR OUR OIL PRODUCT TANKERS

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

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mumbai@tristarr-maritime.com
For all shore jobs please send resume to:
hr@tristarr-maritime.com
RPSL-MUM-162133 | D.O.I. 12/01/2023 | D.O.E. 12/01/2028
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COORDINATING OFFICE

NEW DELHI (Northern Region)
FAR SEAS SHIPPING AGENCY PVT. LTD.
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RPSL - MUM - 162153 | Issue Date : 28/04/2023 | Expiry Date : 28/04/2028

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- > **MASTER**
- > **CHIEF OFFICER**
- > **CHIEF ENGINEER**
- > **2nd ENGINEER**
- > **2nd OFFICER**
- > **3rd ENGINEER**
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| ⚓ 2ND OFFICER | ⚓ 3RD ENGINEER |
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Please send your resume:

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(IMC SHIP MANAGEMENT PTE. LTD., SINGAPORE)

RPSL NO. MUM-146

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

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EXPERIENCED STAFF
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DIVING SUPPORT VESSEL OPERATING ON INDIAN COAST

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CHIEF ENGINEER (Class I)

HARBOUR TUG

(Requirements For Operating On West Coast Of India)

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For Short Contract

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Capt. L. Sequeira, Mr. Naresh Kumar
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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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RPS License No. MUM-054 | Valid From: 17/12/2021 | Valid Till: 17/12/2026



REQUIREMENTS:

»BULK CARRIER (with US visa)

- CHIEF OFFICER (With 12 months exp. | Geared | Cranes & Grabs exp.) **urgent**
- SECOND ENGINEER (With COC | 6 months exp. | Geared | Cranes & Grabs exp. | ME Engine) **urgent**
- THIRD ENGINEER (With 6 months exp.)
- ETO (With COC | 6 months exp. | Geared | Cranes & Grabs exp. | ME Engine)

»CONTAINER VESSELS (with US visa)

- SECOND OFFICER (With 12 months exp.)
- THIRD OFFICER (With 6 months exp.) **urgent**
- THIRD ENGINEER (With 6 months exp.) **urgent**

»CHEMICAL TANKERS (with US visa)

- THIRD OFFICER (With 12 months exp.)
- ETO (With COC & Adv Oil or Oil/Chem Course) **urgent**

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- THIRD OFFICER (With 12 months exp.)
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Branch Office:

IndiQube Ocean Bay, Plot No. A-19 & A-20
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RPSL/CHN/003 | Expiry Date: 23rd Dec. 2026

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| ♦ Chief Officer | ♦ 2nd Engineer |
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| ♦ 3rd Officer | ♦ 4th Engineer |
| | ♦ ETO (With COC) |

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(OIL/CHEM AND GAS)
FOR MUMBAI, KOCHI AND VIZAG OFFICES.**

**URGENT
REQUIREMENT FOR
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(Minimum 10 years' experience in Crewing Operations and 2 years as Crew Manager)



CONTACT US:

Bhavik Shah: +91 8655790576 | Vishakha Koli : +91 8450952419

Suraj Johnson: +91 8655643356

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

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Ship Management

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



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- ETO (III/6) (Min 06 months exp)
- Pumpman with Oiler or Fitter background

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- Master (Min 12 months exp)
- CO (Min 12 months exp)
- CE (Min 12 months exp)
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Branch Office in Chennai:
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Mr. Asokavarthanan Karuppiah
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2	3221	Engine Room Simulator - (Management level) MEO Class II	5 Days	20	3123	High Voltage Safety And Switch Gear - (Operational Level)	1 Day
3	3121	Engine Room Simulator - (Operational level) MEO Class IV	3 Days	21	6101	Basic Safety Training [BST= EFA+FPFF+PST+PSSR]	12 Days
NAVIGATION SIMULATOR				22	6621	Security Training for Seafarers with Designated Security Duties - (STSDSD)	3 Days
4	4211	Global Maritime Distress Safety System (GMDSS)	12 Days	23	5121	Basic Training for Liquefied Gas Tanker Cargo Operations (BTLG)	5 Days
5	2121	Radar Observer Simulator - (ROSC)	10 Days	24	5111	Basic Training for Oil and Chemical Tanker Cargo Operations (BTOC)	7 Days
6	2122	Automatic Radar Plotting Aids - (ARPA)	5 Days	25	5211	Crowd Management, Passenger Safety & Safety Training - (PSF)	3 Days
7	2123	Electronic Chart Display And Information Systems - (ECDIS)	6 Days	26	6511	Ship Security Officers - (SSO)	3 Days
8	2221	Radar And Navigation Simulator (RANSCO)	6 Days	27	6411	Medical First Aid (MFA)	4 Days
COMPETENCY COURSES				ADVANCED MODULAR COURSE			
9	3231	MEO Class I	2 Months	28	5312	Advanced Training for Ships using Fuels covered within IGF code (AIGF)	5 Days
10	3211	MEO Class II	4 Months	29	5112	Advanced Training for Oil Tanker Cargo Operations (TASCO)	10 Days
11	-	MEO Class IV (Value Added)	2 Months	30	5122	Advanced Training for Gas Tanker Cargo Operations (GASCO)	10 Days
12	2211	Chief Mate (FG) Phase - I	3 Months	31	5113	Advanced Training for Chemical Tanker Cargo Operations (CHEMCO)	10 Days
13	2212	Chief Mate (FG) Phase - II	3 Months	32	1061	Vertical Integration Course For Trainers - (VICT)	10 Days
14	2111	Second Mate (FG)	4 Months	33	6421	Medical Care (MC)	10 Days
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15	1118	Revalidation / Refresher and Updating Training for Engineers and ETO (REO)	4 Days				
16	6412	Refresher Training in Medical First Aid Course (RMFA)	1 Day				
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- Third Engineer
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- Pumpman
- Bosun
- AB
- MTM
- Fitter

REQUIREMENTS FOR CONTAINER (with Indian COC / COP)

- | | | |
|------------------|-------------------|-------------------------|
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| • Chief Officer | • Second Engineer | • Bosun |
| • Second Officer | • Third Engineer | • AB |
| • Third Officer | | • MTM |
| | | • Fitter |

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ALL RANKS

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- | | |
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AFRAMAX TANKER

- Master • CE • CO • 2E
- ✓ Promotional Candidates Can Also Apply
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- Master • CO • CE • 2E
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- Oiler • Pumpman



BULK CARRIER

- Master • CE • CO • 2E
- ✓ Promotional Candidates Can Also Apply
- ✓ Indian Flag Vessel



OIL / CHEMICAL TANKER

- Master • CE • CO • 2E
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- AB • Bosun • Pumpman



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03 DP 1, 2 & 3 Vessels

Master (Matrix 18 Months) - Chief Engineer (Matrix 18 Months) - Chief Officer (Matrix 18 Months)
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TRITON
MARITIME

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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

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

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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

We Are Hiring Following Personnel For Our AHTS In Cochín:

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

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WE HAVE NO AGENTS.



ICOON MARINE PRIVATE LTD.

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

WE ARE HIRING

OIL TANKER

- ♦ Chief Officer
- ♦ Third Officer
- ♦ Fourth Engineer

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HOLY ANGEL MARINE SERVICES PVT. LTD.

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

URGENT REQUIREMENT FOR PANAMAX / MR TANKER VESSEL

- | | |
|-------------------------|---------------------------|
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| » SECOND OFFICER | » SECOND ENGINEER |
| » BOSUN | » THIRD ENGINEER |
| » PUMPMAN | » FOURTH ENGINEER |
| » DECK FITTER | » ETO (With COC / ETR) |
| » A/B (With Indian COP) | » OILER (With Indian COP) |

Preferred COC: Indian / UK / Australia / New Zealand
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Salary as per market / Trading Area: Persian Gulf

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Last Salary / Expected Salary

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Officers & Engineers - 87549 57322
Ratings - 75300 44252
Emergency - 99445 28339
- 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,
Jogeshwari West, Mumbai - 400102
Ph: 022 - 46677788

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



WORDS OF WISDOM!

- It's amazing how a little tomorrow can make up for a whole lot of yesterday.

John Guare

- The purpose of life is a life of purpose.

Robert Byrne

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

Eleanor Roosevelt

- Character is fate.

Heraclitus

- Don't judge each day by the harvest you reap but by the seeds that you plant.

Robert Louis Stevenson



ELVIS SHIP MANAGEMENT LLP RPSL-MUM-162114
Valid Till: 22/09/2027

REQUIREMENTS FOR OUR EXPANDING FLEET

Please send your resume:
crewing@elvisshipmanagement.com

REQUIREMENT OF FULL COMPLEMENT OFFICERS AND CREW RATINGS FOR AROUND 180,000 m³ AND 74,000 m³ CAPACITY LNG CARRIER

AFRAMAX, SUEZMAX, VLCC, OIL/CHEM, VLGC, VLEC & LPG:

Master, Chief Officer, 2nd Officer, Chief Engineer,
2nd Engineer, 3rd Engineer, AB, Oiler & Fitters.

VLGC / LPG:

Master, Chief Officer, 2nd Engineer, 3rd Engineer, 4th Engineer,
Gas Engineer, Deck and Engine Ratings.

SHORE JOB REQUIREMENTS:

- Technical Superintendent: Class-I or Class-II License Holder with Rank Experience.
- Technical Assistance:
3rd Engineer with Sailing Experience on Tanker & Gas Vessels & Class VI License Holder.
- SQM Assistant & Operation Assistant:
2nd Officer with Tanker & Gas Sailing Experience.

Address:

Unit No 209, Kilfire House, New Link Road, Andheri (West) Mumbai - 53.
www.elvisshipmanagement.com • Call Us : +91 8655788495



SEARLAND MANAGEMENT SERVICES PVT. LTD.

RPSL No.: MUM-489

Issue Date: 27th March 2023 | Valid Till: 27th March 2028

WE HAVE SUCCESSFULLY COMPLETED 25 YEARS IN 2026.



REQUIREMENTS FOR RORO FLEET

12 Months in Rank for Officers
(preferred 10000 GRT above)

"Success! It's where you choose to be."

- * CHIEF ENGINEER
- * SECOND ENGINEER
- * THIRD ENGINEER
- * FOURTH ENGINEER
- * ETO WITH COC

INDIAN COC ONLY & SULZER EXP.

REQUIREMENTS FOR TANKER FLEET:

- * CHIEF OFFICER
- * SECOND ENGINEER
- * ETO WITH COC
- * PUMPMAN
- * OILER

Increased Wages On Our Tanker & RORO Fleet From 1st January 2026

REQUIREMENTS FOR NEW ADDITION TO THE FLEET: (ME Engine Experience Required)

- * CHIEF ENGINEER
- * SECOND ENGINEER

Resume to be sent on crew@searland.co.in

Contact Us For RORO FLEET :

Ms. Aishwarya Kadam: +91 8655812751

Mr. Chirag Solanki: +91 8655812752

Contact Us For TANKER FLEET :

Mr. Vishal Bhawe: +91 8655812750

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- ➔ 90% Retention rate
- ➔ Timely Reliefs
- ➔ Internet On Board
- ➔ Most importantly - We care as family

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Web: www.searland.co.in



XT Ships Management India Pvt. Ltd.

RECRUITMENT & PLACEMENT SERVICE LICENSE NO.
RPSL-MUM-073 | Issued on 10/07/2026 | Valid till 10/07/2031



CHEMICAL TANKERS

- CHIEF OFFICER
- SECOND OFFICER
- THIRD OFFICER
- FIRST ASSISTANT ENGINEER
- THIRD ASSISTANT ENGINEER
- ELECTRICAL OFFICER
- ABLE SEAMAN
- ORDINARY SEAMAN
- WIPER

www.asm-maritime.com

CONTAINERS / BULK

- MASTER
- CHIEF OFFICER
- CHIEF ENGINEER
- FIRST ASSISTANT ENGINEER

www.xtholdings.com

ROUND THE YEAR MEDICAL INSURANCE FOR ALL BOSUNS, PUMPMANS AND COOKS AND THEIR FAMILIES. ATTRACTIVE PERSONAL FUND CREATED FOR ALL BOSUNS AND PUMPMANS WITH MONTHLY CONTRIBUTIONS ONLY FROM THE COMPANY.

- Ownership company, in existence for over 60 Years.
- Modern and Expanding Fleet.
- Seafarer - family health insurance benefits.
- Sea browser welfare system onboard with advance internet services.
- Short contract and Timely relief.
- ASM reward for Top four officers.
- Joining Bonus (USD 10,000 - USD 20,000)

- PSF (Personal Saving Fund) attractive personal fund created for all officers with monthly contribution only from the company.
- RJB (Re-joining Bonus) for top four Ranks.
- Friend Referral Bonus.
- Family carriage for all officers.
- Seniority Gifts.
- Long term employment with bright promotional prospects.

Any experienced Chemical Tanker Ratings who wish to join the company, please apply by email to jobs@xtindia.com.

Seafarers are only required to pay for their personal / travel documents for getting employment through us, all other expenses are paid by the Company.

MUMBAI OFFICE: C-Wing, 918-922, 215 Atrium, Andheri - Kurla Road, Andheri (East), Mumbai - 400093. TEL: +91 22 68732600 | FAX: 68732601 | EMAIL ID: jobs@xtindia.com.

We do not have any sub-agents in India, please contact directly.



Ocean Sparkle Limited

RPSL-MUM-196 | Valid till 30-Sep-2026.

Hiring Now For Following Ranks For Our Owned And Managed Fleet Of Vessels

For Dredgers

- Master (NCV / FG) / Dredger Master (Grade I / II)
- Chief Officer (NCV / FG) / Dredger Mate (Grade I / II) / NWKO (with 2 years exp.)
- Chief Engineer (NCV SEO / CEO)
- Dredger Engineer (Grade I / Grade II)
- 2nd Engineer / CL-IV Engineer
- Engine Driver ➤ Tube Operator

For Harbour Tugs

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

- » Officers holding Indian CoC may apply.
- » Candidates looking for change or promotions are also welcome.

Apply in person or send your application by email: crew.osl@adani.com

Contact No: **022 27578507/40**



SHORE JOBS

CREW MANAGER FOR HARBOUR TUGS

Location - Chennai & New Mangalore

RADIO OFFICER

with GMDSS having 2 years experience on Tug Vessel as Radio Officer & 3 months experience in Port Operations

What we offer:

- Ownership Company
- High Safety Standards on board
- Good promotional prospects
- Excellent Food and Remuneration
- Safe, Secure and Healthy Work Environment
- Regular placements & Timely relief

Address:

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

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

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

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2024

CONTACT US!

Tomini Shipping Pvt. Ltd. (Mumbai)

Capt. Randeep Bhalla (General Manager)

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

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

Viganesh Ambokar: +91 9136901621 (For Ratings)

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

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Best Employer for Dry Cargo Fleet

Seajob Indian Anchor Awards - 2024

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Best Dry Bulk Shipping Company of the Year

The Annual Global Economic Awards - 2023

The Bulk Ship Of The Year

IBJ Awards Ceremony - 2023

The Sustainable Shipping Award

Maritime Standard Awards - 2023

Best Employer for Dry Cargo Fleet

Seajob Indian Anchor Awards - 2022

Bulk Shipping Company of the Year

Maritime Standard Awards - 2022

Ship Operator of the Year

Shiptek International Awards - 2022



RPSL No: MUM-1003

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

Important Notice: We do not have any agents or representatives for recruitment. Please contract us directly only. Beware of fake job offers misusing our company name and inform us immediately if you come across any such activity.

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