

SEAJOB INDIAN ANCHOR AWARDS 2026

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For More Details, Kindly Turn Over...

It's Here Where Dreams Set Sail

The Seajob Indian Anchor Awards is a prestigious platform that Biennially Celebrates Trailblazers in the Shipping Industry. Over the years, the Awards Ceremony has grown exponentially in Scope, Visibility, And Grandeur, Attracting Increasing Participation from Seafarers and Maritime Organizations alike. Seafarers have been at the heart of the Seajob Indian Anchor Awards since its inception.

The inaugural Seajob Indian Anchor Awards ceremony was held in 2018 under the theme "Empowering the Seafarers To Recognize The Best In Shipping", reaffirming Seajob's commitment to the seafaring community. In 2022, Seajob carried forward the spirit with the "Proud to be a Seafarer" motto, further spotlighting the maritime professionals who keep global trade moving. In 2024, www.seajob.net marked 20 years of providing a credible and dependable platform that has empowered seafarers in their job search, with the theme "20 Years of Connecting Seafarers by Sea". Over the years, Seajob has emerged as a confluence where seafarers discover rewarding career opportunities and shipping companies connect with the finest talent in the country.

The 2024 Seajob Indian Anchor Awards Ceremony was attended by over 1,350 distinguished guests, with participation from more than 178 RPSL companies and 45 souvenir sponsors. Bringing together such accomplished personalities under one roof to celebrate excellence is what truly sets the Seajob Indian Anchor Awards apart. With every edition, the number of guests, participating companies, and souvenir sponsors continue to multiply.

What makes the Seajob Indian Anchor Awards the talk of the town year after year? Beyond being one of the most coveted recognitions in the maritime sector, the Awards offer unparalleled visibility and recognition to its celebrated Sapphires and Pearls. Souvenir sponsors receive prominent mention on the front page of every issue of the fortnightly SeaAndJob Magazine leading up to the ceremony. Following the event, winners continue to enjoy the same level of publicity for an entire year.

Seajob further amplifies this reach with full-page coverage in The Times of India, the world's largest-selling English-language daily. The event is supported by a dedicated website www.seajobindiananchorawards.com, for the reference of seafarers and maritime professionals and is streamed live on YouTube, extending its reach across the global maritime community. Long after the applause fades, the echoes of each edition remain and anticipation for the next continues to build.

As we now look ahead to the Seajob Indian Anchor Awards 2026, the theme, "It's Here Where Dreams Set Sail" is set to make a Bigger, Better, and more Powerful Impact. Be a part of this Skyrocketing Maritime Phenomenon, souvenir sponsorship opportunities are now open, reserve your slot and find recognition that knows no bounds.



For Souvenir Sponsorship Opportunities Please Write To Us At
info@seajob.net Or Contact Us On: Mob 8080454949; 9320224949

We look forward to your continued love and support!



In Memorium: Mr. Ashok Advani

It is with deep sorrow that we mourn the passing of Mr. Ashok Advani, a distinguished maritime professional and a revered leader in the shipping industry.

Mr. Advani served as Director – Technical & Operations at Confidence Shipping, where he played a pivotal role in driving transformation across technical and crew management systems. Mr. Advani began his illustrious maritime career at sea, sailing as Chief Engineer with The Shipping Corporation of India. Following his seafaring years, he went on to build exceptional expertise in ship crewing and ship management, earning admiration across the global maritime community. A pioneer in his field, he established Seaspans Crew Management, India, leading the organization from 2004 to 2013. He later headed Pacific Manning Agency from 2013 to 2019, the first manning office of the renowned Pacific International Line, Singapore.

Mr. Advani will be remembered not only for his professional excellence but also for his mentorship, humility, and lasting impact on the many lives he touched throughout his career. His legacy will continue to inspire generations within the maritime fraternity.

SEAANDJOB extends its deepest condolences to the family and friends of this remarkable soul.

May his soul rest in peace.

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In Remembrance Of: **SHRI AJIT PAWAR** Deputy Chief Minister Of Maharashtra (22nd July 1959 - 28th January 2026)

We are deeply saddened by the tragic passing of Shri Ajit Pawar ji and all those who lost their lives in the unfortunate air accident. This heartbreaking incident has cast a shadow of grief over countless families and communities, leaving an irreplaceable void in the

hearts of loved ones.

We also pray for eternal peace for the departed souls and hope that their legacy of warmth, kindness, and contribution will forever be remembered with respect and reverence.

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Maritime Seafarers Union (India)

Mr. Ajit Yeshwantrao, President
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Contact Persons - Officers:

Ms. Daisy Fernandes - 8657950693

Mr. Mahesh Sanga - 8828800717

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Contact Person: Ms. Ritu Pandey -

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

Viganesh Ambokar: +91 9136901621 (For Ratings)

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The Annual Global Economic Awards - 2023

The Bulk Ship Of The Year

IBJ Awards Ceremony - 2023

The Sustainable Shipping Award

Maritime Standard Awards - 2023

Best Employer for Dry Cargo Fleet

Seajob Indian Anchor Awards - 2022

Bulk Shipping Company of the Year

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

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- **Chief Officer** with 15-20 months rank experience on Aframax Tanker equipped with Framo Pumping System.
- **Chief Engineer & Second Engineer** with 15-20 months rank experience on Aframax Dual Fuel Tankers, holding Advance IGF Certificate.
- **Chief Engineer** with 15-20 months rank experience on Crude Tankers with ME Engines.

CHEMICAL TANKERS

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

GAS TANKERS – VLGC/LPG CARRIERS

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

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- **Chief Engineer, Second Engineer, Third Engineer, Fourth Engineer** holding Steam COC.



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

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Candidate should have sailed onboard an LNG carrier/Oil tanker/ Chemical tanker as Chief Engineer. Min. experience 1-2 years, Freshers may also apply.
- **HSEQA Superintendent – Chennai/Mumbai**
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- **Marine Superintendent – Mumbai/Chandigarh/Kolkata**
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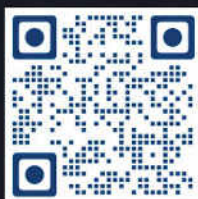
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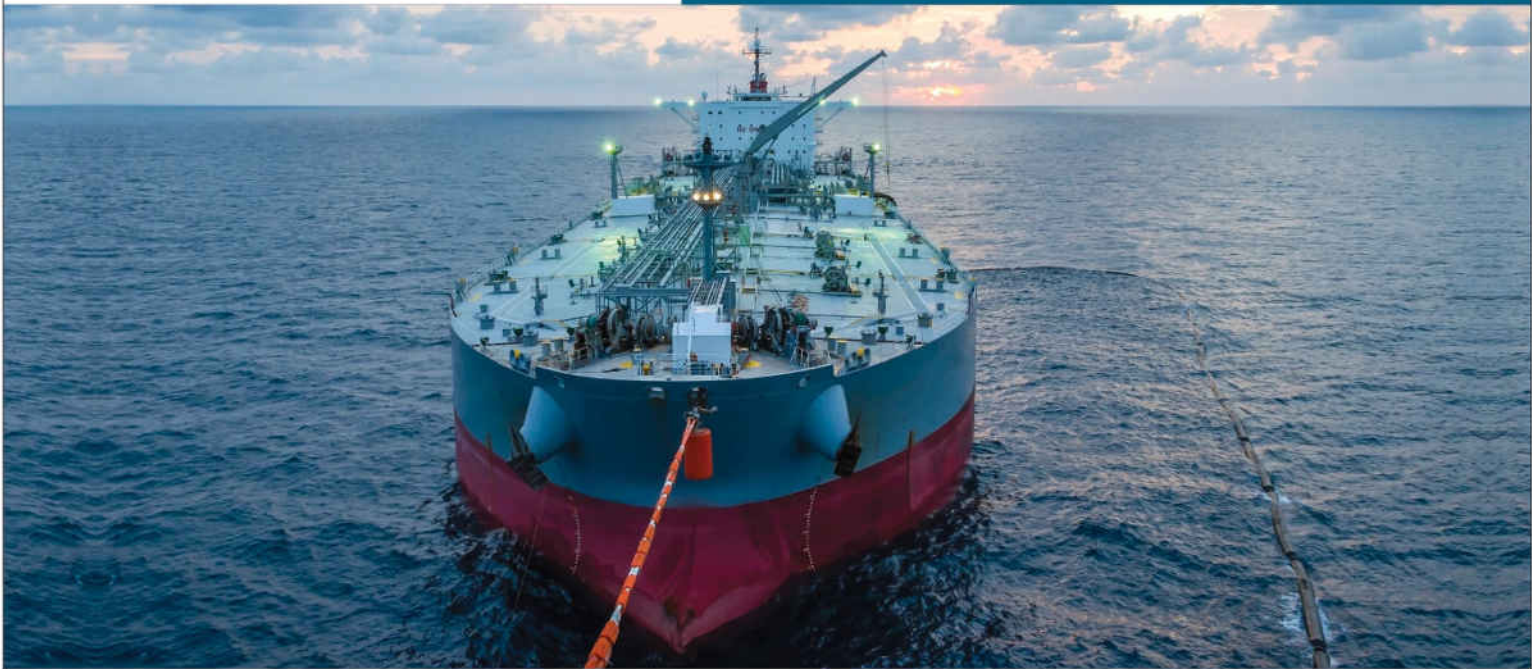
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RPSL-CHN-022 DOI: 07/04/2016 DOE: 21/04/2026

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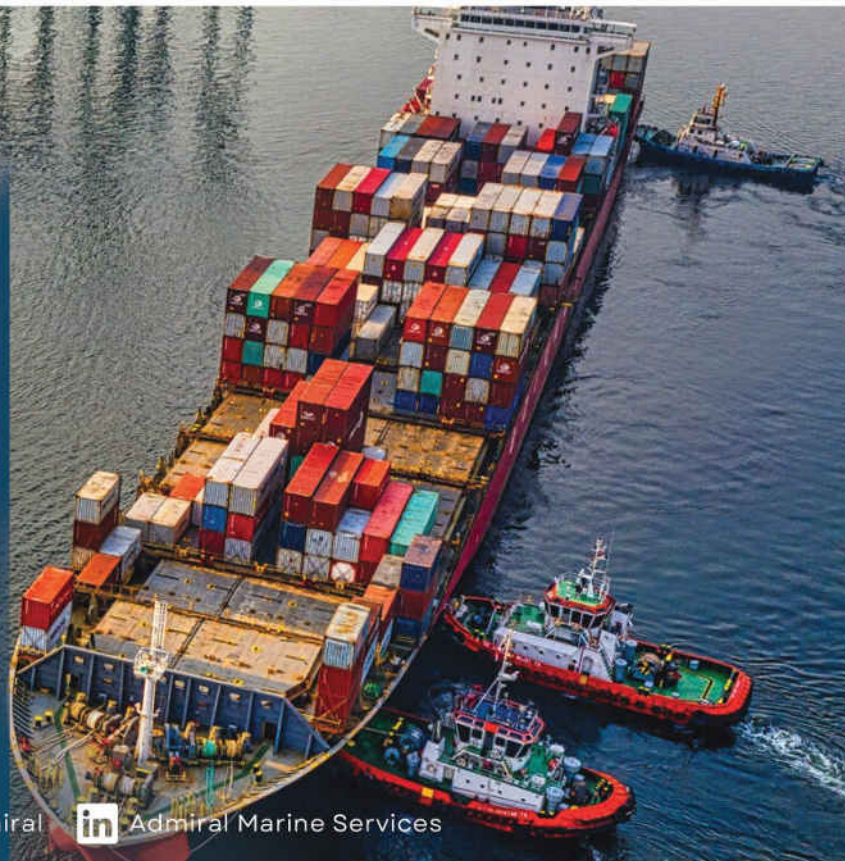


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THIRD ENGINEER

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FOURTH ENGINEER

Minimum 6 months rank experience on vessels with UMS

ETO/EE

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Revised wages with effect from April 2025

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- | | |
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| • 2nd Officer | • 2nd Assistant Engineer |
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RPSL: MUM-162104 | DOI: 24 May 2022 | DOE: 24 May 2027

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To The Readers ...

Don't Run, Chase!

Motion is everywhere today, but intention is rare, and that is where the line between running and chasing begins to blur. Running is impulsive; chasing is intentional. Running follows the noise, the weather, and the crowd. Chasing, on the other hand, demands clarity, purpose, and vision.

Chasing does not mean pursuing everything that crosses your path. It means choosing what truly matters like your ideas, goals, and ambitions that promise a positive impact and meaningful outcome. Before you begin the chase, you must visualize it. Ask yourself: What am I chasing, and why? Blind effort without direction only leads to exhaustion. When you chase with a clear idea in mind, every step you take has meaning, and every setback becomes a lesson rather than a failure.

Equally important is how you carry yourself during this journey. Your approach, your attitude, and the way you present yourself leave a lasting impression wherever you go. A well-thought-out approach not only opens doors but also builds credibility and respect.

However, chasing is a two-way street. Your effort alone is not enough; what you chase must also have the willingness to meet you halfway. If consistent effort brings no progress or results, it may be a sign that you are chasing beyond your range or outside your potential. This is not failure, it is feedback. Growth happens step by step. Build knowledge, sharpen skills, and take calculated risks. Courage is essential in decision-making, but so is awareness of your

limits. Knowing how much risk you can handle is as important as having the guts to take one.

Extraordinary achievements demand letting go of comfort, distractions, and sometimes even habits that don't serve us. Principles become your compass in these moments. When you have no backup plan, your priorities, discipline, and values decide how far you are willing to go. This is where patience plays its most powerful role. Patience does not mean inactivity; it means trusting the process. Results may take time, but when they arrive, they often do so tenfold, rewarding every ounce of perseverance.

In a competitive world, speed and uniqueness matter. You must act before others even realize that the opportunity exists. Innovation favors those who think ahead, plan better, and move smarter. Remember, brands don't replicate; we create through vision, planning, and skillful strategy.

So don't just run through life reacting to circumstances. Chase with intention, clarity, and courage. Because when you chase the right things, in the right way, success doesn't just follow, it multiplies.

God Bless You
Roni Abraham
Editor



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

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Plato

- I find that the harder I work, the more luck I seem to have.

Thomas Jefferson

- When we strive to become better than we are, everything around us becomes better too.

Paulo Coelho

- He who cannot obey himself will be commanded

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- I am not what happened to me, I am what I choose to become.

Carl Jung



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Marine Insights

EMISSIONS REPORTING & FUEL TRACEABILITY IN THE MARITIME INDUSTRY

The maritime industry moves around 80–90% of global trade by volume, but it also accounts for a significant share of global greenhouse gas (GHG) emissions. As regulators tighten climate rules and cargo owners demand cleaner supply chains, two capabilities have moved from “nice to have” to operational essentials: emissions reporting (the ability to measure and disclose emissions accurately) and fuel traceability (the ability to prove what fuel was used, where it came from, and what its lifecycle impact is). Together, they shape compliance, commercial competitiveness, and credibility in decarbonisation claims.



Why emissions reporting has become mission-critical

Historically, shipping emissions were tracked through internal fuel consumption records and periodic audits, often with limited standardisation. That is changing fast. Today, emissions data affects:

- **Regulatory compliance:** Regional and global schemes require ships and companies to monitor, report, and verify emissions, and in some cases pay for them.
- **Commercial contracts:** Charterers and cargo owners increasingly request emissions intensity metrics for voyages, and may prefer operators with transparent data.
- **Financing and insurance:** Lenders and insurers are paying closer attention to climate exposure, and data quality influences perceived risk.
- **Reputation:** Stakeholders now scrutinise sustainability

claims; robust reporting reduces the risk of accusations of “greenwashing.”

At its core, emissions reporting converts operational activity burning fuel at sea and in port into **verified** numbers that can be compared across voyages, vessels, and fleets.

The building blocks of accurate emissions reporting

1. Activity data (fuel use and distance):

Most reporting frameworks rely on the quantity of fuel consumed, broken down by fuel type, and sometimes also distance travelled, cargo carried, and time at sea versus in port. The main fuel consumption data sources include bunker delivery notes, flow meters, tank soundings, engine logs, and increasingly, digital noon reports integrated into fleet management platforms.

2. Emission factors and calculation methods:

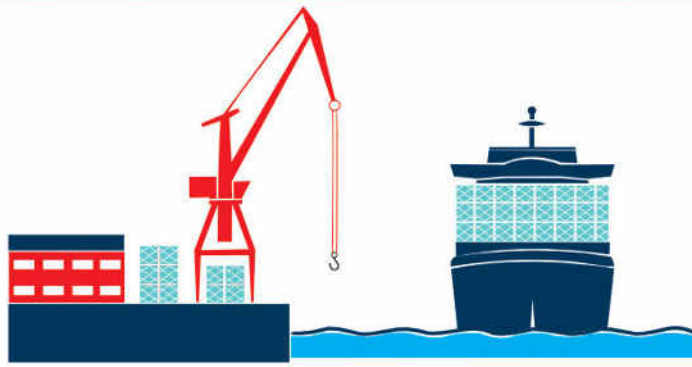
Emissions are typically calculated by multiplying fuel consumption by an emission factor for CO₂, and in some schemes adding CH₄ and N₂O. With alternative fuels (LNG, methanol, biofuels, ammonia, hydrogen), the calculation becomes more nuanced especially when accounting for methane slip (for LNG) or when comparing **tank-to-wake** (TTW) and **well-to-wake** (WTW) emissions.

3. Data governance and assurance:

Strong emissions reporting needs controls: defined roles, standard operating procedures, versioning of data, audit trails, and periodic verification. Without governance, “garbage in, garbage out” becomes a real compliance and reputational risk.

The role of the EU and IMO in pushing reporting forward

While the International Maritime Organization (IMO) has established global requirements for fuel oil consumption data collection, the European Union has moved more aggressively into carbon pricing and tighter reporting within its jurisdiction. For ships trading to Europe, emissions reporting is not just a technical exercise it directly influences cost exposure. This has pushed ship operators to treat emissions data with the same seriousness as financial reporting: accurate, timely, and auditable.



Marine Insights

What is fuel traceability—and why it's the new frontier

If emissions reporting answers “how much did we emit?”, fuel traceability answers “what exactly did we burn, and can we prove its attributes?” This matters because shipping is moving toward a multi-fuel future, and not all “green” fuels are equally green once lifecycle impacts are counted.

Fuel traceability typically covers:

- i. Origin and supply chain:** Where the fuel was produced, who handled it, and how it moved.
- ii. Fuel specification and quality:** Sulphur content, density, viscosity, contaminants, stability, and other parameters that affect both compliance and engine safety.
- iii. Sustainability attributes:** For biofuels and synthetic fuels, proof of feedstock type, land-use impacts, production pathway, and certification.
- iv. Chain of custody:** Evidence that the fuel delivered is the fuel claimed, with safeguards against mixing, substitution, or double counting of environmental benefits.

As alternative fuels scale, **traceability becomes the foundation of credibility**. A ship can't credibly claim emissions reductions from sustainable fuels unless it can prove the fuel's certified attributes and how the benefits are allocated.

Technologies enabling better reporting and traceability

The industry is adopting tools that make emissions reporting and fuel traceability more reliable:

Digital MRV platforms:

These systems consolidate noon reports, AIS data, bunker records, and engine performance into standardised emissions calculations. The best platforms provide automated validation (flagging anomalies) and generate ready-to-submit compliance reports.

Flow meters and automated fuel measurement:

Mass flow meters reduce disputes and improve accuracy by directly measuring fuel delivered and consumed. Better measurement equals better emissions data.

Fuel quality analytics and testing:

Laboratory testing remains important, especially for detecting contaminants that can damage engines. For alternative fuels, quality parameters and impurity

thresholds can be even more critical.

Blockchain and secure digital documentation:

Some stakeholders are experimenting with blockchain-based or tamper-evident digital records to strengthen chain-of-custody. The technology is less important than the principle: an immutable, auditable trail from producer to vessel.

Book-and-claim systems:

In early-stage green fuel markets, physical supply may not always match demand where ships bunker. Book-and-claim allows a buyer to purchase the environmental attributes of a sustainable fuel even if the physical fuel is consumed elsewhere. It can accelerate market growth but only works if certificates are rigorously tracked and not double counted.

The commercial upside: transparency as a competitive advantage

In a market where customers and regulators increasingly demand proof, transparency can differentiate operators. Ships with strong emissions reporting can offer charterers clearer emissions intensity figures. Operators with credible fuel traceability can support cargo owners' Scope 3 emissions reporting and sustainability claims. Over time, that credibility may translate into better charter opportunities, stronger stakeholder trust, and improved access to finance.

Decarbonisation in shipping will not be driven by technology alone it will be driven by trustworthy measurement and verifiable claims. Emissions reporting ensures ships know, disclose, and manage their footprint. Fuel traceability ensures that when the industry shifts to greener fuels, the environmental benefits are real, auditable, and properly allocated.

As rules tighten and scrutiny increases, the leaders in maritime decarbonisation will be those who treat emissions data and fuel provenance as core operational disciplines embedded into daily routines, supported by digital tools, and verified with the same seriousness as safety and financial performance.

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REVIEW CORNER



Evolution Of The Winter Olympics

"What distinguishes a true competitor from a mere participant is that the competitor derives enjoyment from the nature of the competition aside from the prize at the end."

— Alisa Melekhina

The Winter Olympics, a global celebration of athletic excellence on ice and snow, have evolved dramatically since their modest beginnings in the early 20th century. What started as a small gathering of winter sports enthusiasts has transformed into one of the world's most watched sporting spectacles, showcasing cutting-edge technology, extraordinary athleticism, and shifting social values. The story of the Winter Olympics is not just about sport—it is also about culture, politics, innovation, and humanity's enduring drive to push limits.

• Origins and Early Beginnings

The roots of the Winter Olympics can be traced to the early 1900s, when winter sports such as figure skating and ice hockey began gaining international popularity. Before a separate winter event existed, these sports were included in the Summer Olympics. Figure skating debuted at the 1908 London Games, while ice hockey was introduced at the 1920 Antwerp Games.

As interest in winter sports grew, the need for a dedicated international platform became clear. This led to the organization of the International Winter Sports Week in 1924 in Chamonix, France. The event was later officially recognized as the first Winter Olympics, marking the beginning of a new global sporting tradition. The inaugural Games in Chamonix featured just 16 events across six sports, with 258 athletes from 16 countries. Compared to today's massive scale, it was a modest affair. However, it laid a strong foundation.

Over the following decades, the Games steadily expanded. New disciplines such as alpine skiing, bobsleigh, and cross-country skiing were introduced, reflecting the growing diversity of winter sports. More countries began participating, turning the Olympics into a truly international celebration.

• Expansion of Sports and Innovation

One of the most visible signs of the Winter Olympics' evolution is the expansion of events and disciplines. Traditional sports like skiing and skating remain central, but modern additions have reshaped the Games' identity.

Snowboarding made its Olympic debut in 1998, bringing a

younger and more diverse audience. Freestyle skiing, ski cross, and big air events have since added excitement and creativity. These changes reflect the International Olympic Committee's effort to keep the Games relevant to younger generations while embracing evolving sporting cultures.

• Rising Participation and Gender Equality

The early Winter Olympics offered limited opportunities for women. Female athletes were restricted to only a few events, and participation was minimal. Over time, this has changed significantly.

Today, women compete in nearly all disciplines, and gender balance has become a central goal of Olympic organizers. The introduction of mixed-gender team events, where men and women compete together, symbolizes a modern commitment to equality and inclusion.

• The Future of the Winter Olympics

In response to these challenges, the Olympics continue to adapt. Recent host cities have emphasized sustainability by using renewable energy, reusing venues, and investing in long-term urban benefits rather than short-lived infrastructure.

Technology is also reshaping the experience. From advanced training tools for athletes to real-time data, global streaming, and immersive fan experiences, innovation is redefining how the world engages with the Games.

• A Tradition That Continues to Evolve

From a small winter sports gathering in the French Alps to a global phenomenon watched by billions, the Winter Olympics have undergone a remarkable transformation. Their evolution mirrors broader changes in society, technology, and global values.

As the world continues to change, so too will the Winter Olympics—adapting to new challenges, embracing innovation, and inspiring future generations to chase excellence on snow and ice.



Valentine's Day Rituals Around the World

Valentine's Day may be a global celebration of love, but the rituals surrounding it are anything but uniform. While some cultures express affection through grand gestures, others prefer subtle symbolism, humor, or community-driven traditions. From chocolate diplomacy in East Asia to handcrafted tokens in Europe and mass weddings in Southeast Asia, these five countries offer fascinating perspectives on how love is celebrated.

1. Japan: When Chocolate Becomes a Language of Love

In Japan, Valentine's Day flips conventional romantic roles. On February 14, women give chocolates to men—but the meaning depends on the type of chocolate. Giri-choco ("obligation chocolate") is given to male colleagues, bosses, and acquaintances as a polite social gesture. Honmei-choco is reserved for romantic partners or serious love interests. There's also a growing trend of tomo-choco (friendship chocolate) exchanged between friends, and even jibun-choco, where people buy chocolates for themselves as an act of self-love. The celebration doesn't end there. On White Day (March 14), men are expected to return the favor with gifts—often chocolates, sweets, or jewelry. This two-step tradition turns Valentine's Day into a thoughtful exchange rather than a one-sided expression.

2. South Korea: Love Has a Calendar of Its Own

South Korea takes Japan's concept and expands it into a full romantic calendar. Valentine's Day and White Day are widely celebrated, but the most unique addition is Black Day (April 14). On Black Day, singles who didn't receive gifts on the previous occasions gather with friends to eat bowls of jajangmyeon—noodles in black bean sauce. While it may sound melancholic, the day is actually lighthearted and social, offering a sense of solidarity among single people. South Korea's approach acknowledges every relationship status—coupled or single—making loneliness, love, humor, and friendship all part of the conversation.

3. Wales: Love Carved in Wood

In Wales, romance is expressed not through flowers or chocolates, but through craftsmanship. The tradition of gifting hand-carved wooden love spoons dates back to the 17th century. Young men would carve spoons for the women they admired, using the design to communicate their feelings. Each symbol carved into the spoon holds meaning: a. Hearts symbolize love b. Keys represent security and trust c. Chains indicate a desire for long-term commitment. Today, love spoons are still exchanged on Valentine's Day and are also popular as wedding gifts and family heirlooms. They serve as a reminder that meaningful love often lies in time, effort, and intention—not price tags.

4. Denmark: Anonymous Letters and Winter Flowers

Denmark celebrates Valentine's Day with charm and subtlety. Instead of roses, people exchange snowdrops, delicate white flowers that bloom in late winter and symbolize hope and new beginnings. One of the most unique Danish traditions is the "gaekkebrev"—a playful, anonymous love letter. These letters are often written in rhyme and decorated with paper cutouts. The sender signs with dots instead of their name. If the recipient correctly guesses who sent the letter, they win a chocolate Easter egg later in the year. It's a tradition that blends mystery, flirtation, and humor, making romance feel more like a game than a pressure-filled performance.

5. Philippines: When Valentine's Day Means "I Do"

In the Philippines, Valentine's Day often becomes a day of lifelong commitment. Many cities and towns host mass wedding ceremonies on February 14, sponsored by local governments. Hundreds of couples gather in public venues to get married together, often because they may not otherwise be able to afford a traditional ceremony. These events transform Valentine's Day into not just a celebration of romance, but of community, accessibility, and shared joy. The sight of dozens—or even hundreds—of couples exchanging vows on the same day is both powerful and deeply symbolic, reinforcing the idea that love is strongest when supported by society.

Different Rituals, Same Emotion

From Japan's nuanced chocolate culture to South Korea's inclusive calendar, from Wales' carved symbols to Denmark's anonymous poetry and the Philippines' collective weddings, these traditions prove one thing: love is universal, but its expression is beautifully diverse. No matter how it's celebrated—with sweets, wood, letters, noodles, or vows—Valentine's Day remains a reminder that affection, connection, and meaning transcend borders.





Health Zone



NUTRITION MYTHS TO LEAVE BEHIND THIS YEAR

Nutrition myths are everywhere, shaping the way people eat, think, and feel about food. They are so common because nutrition science is complex, constantly evolving, and often simplified into catchy but misleading messages. Social media plays a major role in spreading these myths, with viral trends, influencers, and unverified advice reaching millions within seconds. Fad diets, quick-fix solutions, and misinformation often sound more appealing than evidence-based guidance.

Debunking these myths is especially important this year as lifestyle-related health issues is rising. Clearing nutrition misconceptions helps people make informed choices, develop a healthier relationship with food, and focus on long-term well-being rather than short-term trends.

• Common Nutrition Myths Explained

Below are some widely believed nutrition myths that continue to influence eating habits. Understanding the truth behind them can help people make healthier, evidence-based dietary choices.

• Carbohydrates Make You Gain Weight

Carbohydrates are often blamed for weight gain, but this belief is misleading. Weight gain occurs due to excess calorie intake, not from one specific nutrient. Carbohydrates are the body's primary source of energy and are essential for brain function and physical activity.

Whole carbohydrates such as fruits, vegetables, legumes, and whole grains provide fiber, vitamins, and minerals. Problems arise when refined carbs like sugary snacks and processed foods are consumed in excess. Eliminating carbohydrates can lead to fatigue, nutrient deficiencies, and poor digestion. Balance and portion control are key rather than complete avoidance.

• Skipping Meals Helps With Weight Loss

Many people believe skipping meals reduces calorie intake and leads to weight loss. In reality, skipping meals often backfires by slowing metabolism and increasing hunger later in the day. This can result in overeating or poor food choices.

Regular meals help maintain stable blood sugar levels, support metabolism, and provide consistent energy. Skipping meals may also lead to nutrient deficiencies and low concentration.

Sustainable weight loss is achieved through balanced meals, mindful eating, and consistent habits rather than extreme restrictions that are difficult to maintain long term.

• All Fats Are Bad for Health

Fats have long been misunderstood as harmful, but not all fats are unhealthy. Healthy fats, such as those found in nuts, seeds, avocados, olive oil, and fatty fish, are essential for hormone

production, brain health, and absorption of fat-soluble vitamins. Trans fats and excessive saturated fats are the ones associated with health risks.

Completely avoiding fats can lead to nutritional imbalances and increased cravings. Including the right types of fats in moderation supports overall health and helps maintain satiety and balanced meals.

• Eating After 8 PM Causes Weight Gain

The idea that eating after 8 PM automatically causes weight gain is a myth. Weight gain depends on total calorie intake and food quality, not the time of eating. Late-night eating becomes problematic only when it involves excessive calories or unhealthy food choices.

People with different schedules, such as night-shift workers, may eat later without negative effects. Listening to hunger cues and maintaining balanced meals throughout the day is more important than focusing on the clock.

• Detox Diets and Cleanses Remove Toxins

Detox diets claim to flush toxins from the body, but there is little scientific evidence to support this. The human body already has efficient detoxification systems—primarily the liver, kidneys, lungs, and digestive system.

Extreme detox diets can lead to dehydration, nutrient deficiencies, and low energy levels. Instead of relying on cleanses, supporting the body through a balanced diet rich in fruits, vegetables, fiber, and adequate hydration is a healthier and safer approach to overall well-being.

• Sugar-Free Products Are Always Healthier

Sugar-free foods are often perceived as healthier, but this is not always true. Many sugar-free products contain artificial sweeteners, preservatives, or added fats to enhance flavor. These products may still be high in calories and low in nutrients.

Additionally, consuming large amounts of artificial sweeteners may increase cravings for sweet foods. Reading food labels and focusing on whole, minimally processed foods is more beneficial than relying solely on sugar-free claims.



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COMMON
NUTRITION
MYTHS**



Health Zone



• You Need Supplements to Be Healthy

While supplements can be useful in certain cases, they are not necessary for everyone. A well-balanced diet usually provides all essential nutrients needed for good health. Over-reliance on supplements may lead to excessive intake of certain vitamins or minerals, which can be harmful. Supplements should only be used when recommended by a healthcare professional, such as in cases of deficiency, pregnancy, or medical conditions. Whole foods remain the best source of nutrients due to their complex nutritional profile.

• Fresh Foods Are Always More Nutritious Than Frozen Foods

Fresh foods are often considered superior, but frozen foods can be equally nutritious. Fruits and vegetables are usually frozen shortly after harvesting, which helps preserve their nutrients. In contrast, fresh produce may lose nutrients during transportation and storage. Frozen foods are convenient, affordable, and have a longer shelf life. Choosing unsweetened and unseasoned frozen options can be a healthy and practical alternative, especially when fresh produce is not easily available.

• Plant-Based Diets Don't Provide Enough Protein

A common misconception is that plant-based diets lack sufficient protein. In reality, many plant foods such as legumes, lentils, beans, tofu, nuts, seeds, and whole grains are rich in protein.

When consumed in variety, plant-based diets can easily meet protein requirements. They also offer additional benefits such as fiber and antioxidants.

With proper planning, plant-based diets can support muscle health, energy needs, and overall nutrition.

• Eggs Increase Cholesterol and Should Be Avoided

Eggs were once discouraged due to their cholesterol content, but research now shows that dietary cholesterol has a limited effect on blood cholesterol for most people. Eggs are a highly nutritious food, providing high-quality protein, vitamins, and healthy fats. For the majority of individuals, moderate egg consumption does not increase heart disease risk. Avoiding eggs unnecessarily can mean missing out on valuable nutrients that support overall health.

• Gluten-Free Diets Are Healthier for Everyone

Gluten-free diets are essential for people with celiac disease or gluten sensitivity, but they are not healthier for everyone. Many gluten-free products are highly processed and may lack fiber and essential nutrients. Avoiding gluten without medical need can limit food choices and nutritional balance. Whole grains containing gluten, such as wheat and barley, provide important nutrients. Gluten-free diets should be followed only when medically necessary.

• High-Protein Diets Are Harmful to the Kidneys

High-protein diets are often believed to damage kidney health, but this is generally true only for individuals with pre-existing kidney

disease. For healthy individuals, protein is essential for muscle repair, immune function, and overall health.

Extremely high intake over long periods may be unnecessary, but moderate high-protein diets can be safe and beneficial when balanced with other nutrients. Adequate hydration and dietary balance are important.

• Natural Sugar (Honey, Jaggery) are Harmless

Natural sugars like honey and jaggery are often considered healthier alternatives to refined sugar, but they are still forms of sugar. While they may contain small amounts of minerals, excessive consumption can still contribute to weight gain and blood sugar spikes. Moderation is essential, regardless of the sugar source. Replacing refined sugar with natural alternatives should not mean unlimited intake, as overall sugar consumption still affects health.

Conclusion

Nutrition myths continue to influence food choices, often leading to confusion, unnecessary restrictions, and unhealthy relationships with food. As seen throughout this article, many commonly believed ideas about diet are based on misinformation rather than scientific evidence. In today's digital age, where social media trends and quick-fix solutions dominate health conversations, it is more important than ever to question and verify nutrition advice.

Debunking these myths helps individuals focus on balance, moderation, and long-term well-being instead of extreme or unrealistic dietary practices. Understanding that nutrition is not one-size-fits-all encourages people to make informed choices suited to their lifestyle and health needs.

By relying on credible sources and evidence-based information, individuals can move away from fear-driven eating and toward sustainable, healthy habits. Leaving these nutrition myths behind allows for a more positive, practical, and empowered approach to food and overall health.



(Disclaimer: This article is not intended to diagnose, treat, cure, or prevent any disease. Information and statements made are for educational purposes and are not intended to replace the advice of your medical practitioner. If you have a severe medical condition, see your physician of choice.)

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► MARINE SUPERINTENDENT:

With Tanker 1 year shore experience.

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SHOOLIN SHIP MANAGEMENT PVT. LTD.

► ASSISTANT TECHNICAL SUPT.

Experience: Minimum 1 Year As 2nd Engineer

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or contact +91 9321347600

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Job Location : Navi Mumbai & Chennai
Freshers can also apply.

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Registered candidates please log on to www.seajob.net to apply directly.

Log on to : www.seajob.net



SMYL ZONE



Jack walked into a sports bar around 9:58 p.m. He sat down next to a girl at the bar and stared up at the TV. The 10:00 news was on. The news crew was covering a story about a man on the ledge of a large building, preparing to jump. The girl looked at Jack:

Girl: Do you think he'll jump?

Jack: You know what? I bet he will.

Girl: Well, I bet he won't.

Jack: You're on!

Just as the girl placed her money on the bar, the guy did a swan dive off the building. The girl was very upset and handed her \$30 to Jack.

Jack: Fair's fair... here's your money. I can't take your money. I saw this earlier on the 5 o'clock news, and I knew he would jump.

Girl: I did too, but I didn't think he'd do it again. Jack took the money back.



Millionaire: If I start driving my car at sunrise, I will not be able to cover half of my estate properties even by sunset.

Man: Even I had such a useless car but I sold it.



Two old ladies, Dolly and Ruby, were talking about their grandchildren.

Dolly said, "Each year I send each of my grandchildren a card with a generous cheque inside. I never hear from them—never receive a thank-you message."

Ruby replied, "I also send my grandchildren a very generous cheque, but I hear from them within a week after they receive it. In fact, they each pay me a personal visit."

"Wow! How come?" remarked Dolly.

Ruby replied, "Very simple solution! I don't sign the cheque"



I was in the Hospital lift and a woman entered the lift with a small girl. I just asked her, "Second or third?"

She said, "Shut up! I am not married. This is my neighbor's daughter," and walked away seriously.



A classic example of effective communication in an Indian household.

An old man was on the operating table, awaiting a complicated heart surgery, and he insisted that his daughter-in-law, a renowned cardiac surgeon, perform the operation.

As he was about to receive anesthesia, he spoke to his daughter-in-law.

"Yes, Dad, what is it?"

"Don't be nervous, Child. Do your best, and just remember—if something happens to me, your mother-in-law will come and live with you."

The surgery was a great success.



PARENTING TIPS

Always snatch and eat one third of your child's chocolate and ice-cream. Let them cry. Doesn't matter. This will prepare them to pay Income Tax when they grow up.

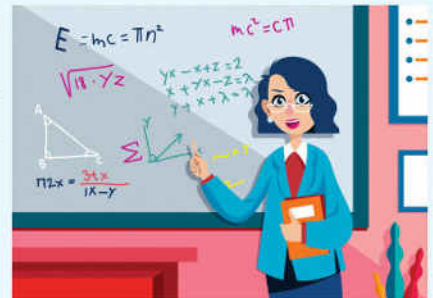


You can even take the first bite before the child eats. This will prepare them for TDS when they get their salary.

I met one of my Maths teacher one day, we greeted and she asked for directions to the Bank. I told her make a 360° turn and walk for like 1.8 meters, then subtend the angle of X using Pythagoras theorem and

round bit up to the nearest degree using $\tan(\theta)$. From that point, draw a parabolic curve and walk 3.42 meters on its major axis and bisect the straight road at an obtuse angle. That's where the bank is.

Let her feel what I felt when I was in school. I think she should be lost by now.





Guest Column

MR. SUBRAT KULSHRESTHA
- Marine Lawyer



GUIDANCE ON MARITIME CLAIMS

(In continuation to the article of 1st January, Issue)

SALVAGE CLAIMS

1.2 Contributing Interests

In the event of peril, the following interests are normally at risk:

- Human life; • The cargo; • Containers;
- The ship; • Bunkers; • Freight.

In general terms, the master is considered to have authority as an agent of necessity to enter into a salvage contract on behalf of all such interests and therefore, to bind each interest to pay their proportion of any subsequent salvage award. This authority is now enshrined in Article 6.2 of the International Convention on Salvage 1989 which states that: "The master of a ship in distress has authority to bind the owners of property on board the ship to a salvage contract." If such interests are saved as a result of the salvage services, the salvage award is payable by each interest according to the proportion that the post-salvage value of each interest bears to the total value saved. However, there is one exception to this rule. Since it is difficult if not impossible to value human life in financial terms, Article 16 of the International Convention on Salvage 1989 makes it clear that persons who are saved are not expected to contribute to the salvage award. If the salvors succeed in saving human life and property, the salvage award is consequently increased and the enhanced award is shared proportionally between the other salvaged interests. However, in the unusual case that the salvors save human life but no property, there is generally no right on the part of the salvors to recover from the persons saved. Nevertheless, the public policy of some countries (e.g. the UK) requires the government to make some payment to the salvors in such circumstances (i.e. to pay for life salvage). The salvor generally has a maritime lien on physical salvaged property such as the ship, the cargo, containers or bunkers and may arrest that property unless he receives adequate security for that property's proportion of any subsequent salvage award. The salvor will normally require separate security from each of the salvaged interests and where LOF has been signed, such security must be provided within 14 days of the completion of the salvage services, failing which the salvor is entitled to arrest that property. Where the property at risk is insured such security is normally provided by insurers acting for each interest and usually in a form published either by the International Salvage Union (ISU) or by the Council of Lloyd's. However, where the property at risk is uninsured, the onus is on the owners of that property to provide security in a form acceptable to the salvor. If the vessel is time chartered at the time of the salvage services it is likely that the bunkers will be the property of the time charterers and will consequently be at their risk. Therefore, liability for that proportion of the salvage award which is payable in respect of the value of bunkers saved will be borne by the time charterers and their insurers. On the other hand, if the vessel is voyage chartered, the bunkers will normally be owned by the shipowner and that proportion of the salvage award which is payable in respect of the value of bunkers saved will be borne by the shipowners and their insurers. That proportion of the salvage award which is payable in respect of the value of the freight at risk will be borne either by the shipowners and their insurers or by the cargo owners and their insurers depending on whether it is payable on completion of the voyage or after loading. If freight is payable on completion of the voyage it will be at the risk of the shipowners and their insurers whereas, if it is payable in advance after loading and non-returnable (ship and/or cargo lost or not lost), it will be at the risk of the cargo owners and their insurers. In the latter event, the value of the freight will be included in the value of the cargo and freight will not contribute separately.

1.3 Special Compensation (Environmental Salvage)

Article 8 of the International Convention on Salvage 1989 obliges a salvor when performing salvage services to "exercise due care to prevent or minimise damage to the environment." The salvor may incur substantial expenditure in doing so and runs the risk that if salvage efforts are unsuccessful, he may receive no compensation for such expenditure. In order to protect the salvor in such circumstances Article 14 of the International Convention on Salvage 1989 provides that a salvor who has prevented or minimised damage to the environment may be paid special compensation. The provisions of Article 14 are normally incorporated into LOF contracts and state that if efforts to save property which poses a threat to the environment are unsuccessful or only partially successful, the salvor is, nevertheless, entitled to receive his reasonable

expenses from the owner of the vessel and an increment of 30 percent (rising in exceptional circumstances to 100 percent) of such expenses, but only if, and to the extent that, such expenses, together with the increment, are greater than any amount otherwise recoverable under the traditional 'no cure-no pay' basis. Because of the various technical difficulties which are inherent in assessing remuneration under Article 14 of the convention, it has become more common for claims to be assessed under the Special Compensation P&I Clause (SCOPIC) which is included as an option in LOF salvage contracts. Salvors will normally wish to claim traditional salvage remuneration on a 'no cure-no pay' basis but are given the option to invoke the SCOPIC clause should they consider that the measures that are necessary to protect the environment will not be adequately remunerated under the 'no cure-no pay' principle. Should the salvor invoke the SCOPIC clause then:

Salvage services shall continue to be assessed on a 'no cure-no pay' basis but SCOPIC remuneration shall also commence to be assessed as from the time that SCOPIC was invoked;

- The shipowners shall, within two working days, provide security for SCOPIC remuneration in the form of a bank guarantee or a P&I letter of undertaking in a form reasonably satisfactory to the salvor;
- The SCOPIC remuneration shall be assessed on the basis of the tariff rates set out in the SCOPIC clause enhanced by a standard bonus of 25 percent which may be increased in special circumstances;
- The SCOPIC remuneration will be payable (if at all) solely by the shipowners and their insurers;
- SCOPIC remuneration is payable only if it exceeds the salvage award that is payable on a 'no cure-no pay' basis by all salvaged interests including cargo, bunkers etc.

The SCOPIC scheme is supported by a non-binding Code of Practice between the International Salvage Union (ISU) and the International Group of P&I Clubs (IG) relating to the provision of SCOPIC security and by another similar non-binding Code of Practice between the ISU and the International Group and property insurers regulating the payment of costs incurred by a Special Casualty Representative (SCR) who is appointed by representatives of the International Group, the ISU, the International Union of Marine Insurance (IUMI) and the International Chamber of Shipping (ICS) (collectively known as the SCOPIC Committee) and has the responsibility to use his best endeavours to liaise with the salvor in order to minimise damage to the environment and to achieve a proper delineation between 'no cure-no pay' services and SCOPIC services. The salvage master remains in overall charge of the operation. However, the SCR is to be kept informed by, and to consult with, the salvage master on a daily basis throughout the salvage and is obliged to communicate any difference of opinion to the salvage master and the other interested parties. On completion of the salvage services the SCR must issue a final salvage report commenting on:

- The facts and circumstances of the casualty and the salvage operation insofar as they are known to him;
- The tugs, personnel and equipment employed by the salvor; and
- A calculation of the SCOPIC remuneration to which the salvor may be entitled.

Whilst these provisions encourage salvors to take measures that are necessary to protect the environment, they face a potential penalty if SCOPIC is invoked in inappropriate circumstances. If it is assessed in due course that the traditional 'no cure-no pay' salvage award is greater than the SCOPIC remuneration, the 'no cure-no pay' award will be discounted by 25 percent of the difference between the 'no cure-no pay' award and the amount of SCOPIC remuneration that would have been assessed had the SCOPIC remuneration provisions been invoked on the first day of the salvage services.

To be continued in next article.....

(If required, you can directly mail him at subrat@bhlegalease.co.in)



SHIPPING NEWS

PIRACY WILL CONTINUE TO AFFECT SEAFARERS IF WE DO NOT START TAKING ACTION, WARNS MENTAL HEALTH SUPPORT SOLUTIONS

Seafarers continue to face serious mental health challenges following encounters with maritime piracy, according to Mental Health Support Solutions (MHSS), member of OneCare Group.

Clinical Psychologist at MHSS, Alexander Dimitrevich, has extensive experience working with piracy survivors. Through the Maritime Piracy Humanitarian Response Program, he has conducted more than 140 interviews and meetings with former hostages and their families, gaining deep insight into the long-term psychological effects of captivity.

Whilst piracy remains an industry issue, it's seafarers who bear the brunt of it, and it is crucial maritime leaders treat this extreme security threat as a priority when it comes to the safety of crews, Mr. Dimitrevich explained.

"The maritime sector must finally accept that piracy is, at its core, a human problem. The people at risk are not abstractions. They are the very workforce that keeps global trade functioning, and their psychological resilience is not a luxury or an optional extra. It must become standard practice for companies to provide serious pre-joining preparation, clear and honest communication about protocols, structured decompression time after release and long-term access to qualified mental health professionals. Anything less is a failure of duty and a failure of leadership," he said.

Over the past decade, more than 6,000 seafarers have been held hostage by pirates, often enduring prolonged captivity and

intense psychological pressure. MHSS reports that the mental and emotional impact of these experiences can last much long post-release.

"Some seafarers develop anxiety or hyper-vigilance when operating in high-risk areas, while others can initially refuse to acknowledge potential danger. Both responses can affect their ability to follow safety protocols and manage risk effectively," he said.

MHSS emphasises that many seafarers join vessels without adequate psychological preparation. Clear company protocols and guidance on emergency procedures are crucial for helping crews manage the stress and uncertainty of piracy situations.

"Seafarers need to understand not only the operational procedures but also how their company will support them and their families if an incident occurs," Mr. Dimitrevich added.

He also explained the unexpected differences in piracy globally, stating that piracy often involves the hijacking of entire vessels and can include prolonged captivity, manipulation, and harsh treatment of crews. In contrast, Nigerian piracy typically targets crews for shorter periods, with seemingly less cases of violence, however significant psychological effects still remain.

MHSS urges shipping companies and charterers to recognise the mental health risks associated with piracy and to provide proactive and informative access to psychological support before, during, and after exposure to high-risk waters.

WEATHERNEWS WARNS SHIPPING INDUSTRY THAT RISING OPERATIONAL VOLATILITY IS UNDERMINING EFFICIENCY GAINS

Weathernews Inc. has issued a stark warning to the global shipping industry, noting that the major strides made in vessel efficiency over the past decade are increasingly being cancelled out by a more unpredictable and hostile operating environment.

While ships have become cleaner and more technically efficient, they face rising disruption from volatile weather, shifting regulations, and geopolitically altered trade routes that work directly against those fuel savings.

The company believes that the industry is now entering a new 'era of adaptation', where the ability to protect time and fuel performance in deteriorating conditions will define the next decade of performance. Weathernews argues that greater vessel efficiency does not make voyages more predictable, and that relying on fixed plans or individual judgement is no longer

sufficient to manage the complexity and volatility of modern shipping.

In the current operating reality, risk acts as a chain reaction where a single weather deviation creates a cascade of consequences. Delays lead to increased fuel burn, emissions, and higher carbon costs, which in turn trigger speed changes that can negatively impact a vessel's CII rating performance.

The Red Sea provides an instructive example of this new reality; the Houthi threat has forced a massive shift in global trade routes, pushing vessels away from the Suez Canal and onto the more weather-exposed paths around the Cape of Good Hope. This transition is occurring alongside a marked increase in bad weather days, meaning vessels are spending more time battling the elements rather than benefiting from improvements to their technical design.



This volatility is now manifesting in a breakdown of traditional performance assessment. Under traditional logic, heavy weather periods are typically excluded from Charter Party (CP) performance warranties. As vessels encounter more frequent heavy weather on the Cape route, a greater portion of each voyage is excluded from measurement, creating a critical data gap. For an operator who has just invested millions in the latest efficiency technology, this is a commercial blind spot: they can no longer measure if their investments are delivering the intended ROI because weather interference is masking true vessel performance. Ultimately, this uncertainty undermines investment confidence and complicates capital allocation decisions worth hundreds of millions of dollars.

Because these commercial uncertainties ultimately affect future charter selection and investor confidence, every delayed decision now impacts the very core of the shipping business.

To address these structural weaknesses, Weathernews is calling for a shift toward a more dynamic kind of resilience, where operators treat volatility as a normal input rather than an exception.

By using AI-driven predictive intelligence and probabilistic

forecasting, fleet managers can turn storm probabilities into clear route scenarios, gaining days to negotiate with charterers rather than hours to react. This level of foresight allows operators to anticipate disruption before it impacts cost or schedule, ensuring that commercial performance and competitive advantage are protected even when external conditions move against them.

Craig West, CEO Europe, Weathernews said, "In today's volatile industry, the reality is that efficiency gains are increasingly being wiped out by factors beyond an operator's control. As geopolitical shifts force vessels into different operating environments, the resulting weather interference is masking true performance and obscuring the ROI of green technology. It is clear that the industry must move beyond static planning and adopt a mindset of constant adaptation, where volatility is treated as a manageable input rather than an unexpected crisis."

For four decades, Weathernews has supported safe operations through changing weather, and it now seeks to help the industry move beyond reactive management. By connecting weather risk with technical and commercial impact, the company aims to give fleets the confidence to make better decisions earlier, ensuring that nothing is left to chance in an increasingly volatile world.

KOREA'S RENEWED SHIPBUILDING BOOM REIGNITES GRIEVANCES OVER SUBCONTRACTOR BONUSES

As profits return to Korea's shipyards after years of stagnation, so has an old fault line. A dispute over performance bonuses is exposing persistent inequalities between full-time workers and the subcontracted labor that underpins much of the industry. Korea's shipbuilders have reclaimed a global order share above 20 percent, signaling a return to a boom cycle as new contracts flow in and shipbuilding cooperation with the United States gathers momentum under the bilateral "Make American Shipbuilding Great Again" initiative.

Major shipbuilders, including HD Hyundai, Samsung Heavy Industries and Hanwha Ocean, were finalizing their 2025 business results while weighing the size and timing of performance bonus payments, industry insiders said. The combined operating profit of HD Korea Shipbuilding & Offshore Engineering, Samsung Heavy Industries and Hanwha Ocean is expected to reach 6.21 trillion won (\$4.3 billion) in 2025, an increase of about 35 percent from the previous year.

HD Hyundai, which has typically paid bonuses in December, delayed payments until February. A company official said the move was intended to "accurately reflect last year's management performance when determining compensation." But industry observers say the delay also reflects growing pressure to reassess bonus structures as calls for equal treatment of regular and subcontracted workers gain traction.

Samsung Heavy Industries is expected to pay bonuses under its excess profit incentive (OPI) system after completing its annual settlement. Under the OPI program, employees receive up to 20 percent of profits exceeding annual targets, capped at 50 percent of their annual salary. The debate over bonuses has highlighted the shipbuilding industry's complex labor structure. Shipyards rely on large numbers of workers across welding, piping, assembly and outfitting, but the industry's exposure to economic cycles has

made companies reluctant to expand permanent payrolls. Instead, they have long depended on extensive networks of in-house subcontractors. According to the Ministry of Employment and Labor's 2025 employment-type disclosure, subcontracted workers account for 63 percent of the shipbuilding work force, or roughly 71,000 people — nearly four times the average across all industries.

That structure has entrenched disparities between regular employees and subcontracted workers, particularly in pay and benefits. Shipbuilders typically allocate a total bonus pool to subcontracting firms based on annual performance indicators, leaving each firm to distribute payments according to its own standards, such as individual performance and length of service. Samsung Heavy Industries has been a notable exception, applying the same bonus criteria to both groups. The Korean Metal Workers' Union said subcontracted shipyard workers received year-end bonuses last year that were between 11.39 percent and 47.5 percent lower than those paid to regular employees. At Hanwha Ocean, for example, regular employees received bonuses equivalent to 150 percent of base pay in 2024, while subcontracted workers received just 75 percent.

The issue took on new significance after a court ruling in July last year recognized Hanwha Ocean's user responsibility — when it operated as Daewoo Shipbuilding & Marine Engineering — for bonuses and tuition support. The company subsequently agreed to pay equal bonuses to regular and subcontracted workers, a decision that sent ripples across the industry. President Lee Jae Myung referenced the case during a Ministry of Employment and Labor briefing last December, calling it "a desirable corporate culture." The shipbuilding subcontractor branch of the metalworkers' union has since called for equal bonus rates to be extended across all major shipyards.



Tensions have intensified ahead of the March implementation of revisions to Article 2 of the Trade Union and Labor Relations Adjustment Act, widely known as the “Yellow Envelope Act.” Until now, compensation systems at subcontracting firms were largely viewed as internal matters. Under the revised law, however, subcontracted workers gain the right to bargain directly with prime contractors if those companies exercise substantial control over their working conditions.

“Each subcontractor operates under a different wage system, and applying the same bonus rate would require companies to closely examine how those systems work,” a business insider said. Such an approach could “undermine subcontractors’ managerial

independence or be interpreted as recognizing the prime contractor as the actual employer,” the insider added. Lee Youngmyon, a professor of business administration at Dongguk University, said Hanwha Ocean’s decision to effectively guarantee subcontractor bonuses could strengthen the case for direct bargaining under the revised law.

Still, he noted that “once the Yellow Envelope Act is fully implemented, courts will determine employer responsibility on a case-by-case basis. Given the level of social attention the issue has drawn, companies and labor groups will need to reach agreements from a cooperative standpoint.”

BOUND4BLUE COMPLETES FIRST eSAIL® INSTALLATION UNDER MAERSK TANKERS AGREEMENT

bound4blue and Maersk Tankers have reached a major milestone in their collaboration with the installation of eSAIL® units on board the Maersk Trieste. Four of the 24-metre ‘plug and play’ suction sails were fitted on the vessel, completing the first stage of an agreement that will see a total of 20 units installed across five advanced Medium-Range (MR) tankers. The contract, agreed in December 2024, is bound4blue’s largest order to date. bound4blue CEO and co-founder José Miguel Bermúdez heralded the development as “a watershed moment” in the further acceptance and adoption of wind power for an industry in transition.

The advantage of innovation

bound4blue’s autonomous eSAILS® work by drawing air across an aerodynamically optimised surface to generate lift up to seven times greater than conventional rigid sails of a comparable size. With configurations tailored for individual vessels, eSAILS® can deliver double-digit percentage reductions in fuel consumption and CO₂ emissions, while significantly improving a vessel’s Carbon Intensity Indicator (CII) rating. The systems also unlock regulatory and cost benefits under frameworks such as FuelEU Maritime, via the Wind Reward Factor, and EEDI/EEXI.

From contract to completion

bound4blue, Maersk Tankers and system integrator Njord chose a two-step installation process for the Maersk Trieste, maximising efficiency while minimising vessel downtime. Following preparatory ‘wind ready’ work carried out at Yiu Lian Shipyard in Shenzhen, China – including the installation of deck pedestals and electrical modifications – the vessels arrived at EDR Shipyard in Belgium. Here, the units were lifted onboard, secured to the pre-installed foundations, and connected to onboard power and data networks in a pre-commissioned ‘plug-and-play’ process. The mechanical simplicity of the design supports straightforward integration into conventional shipyard workflows, helping to minimise downtime during retrofit projects.

Tailored for tankers

“Our system was designed from day one to deliver maximum performance with minimum complexity,” comments Bermúdez, “and that’s especially important for scaling up installations within segments that present specific integration challenges, such as tankers.

“The size and efficiency of eSAILS® enable tankers to benefit from

wind propulsion safely and cost-effectively, without altering operational profiles – avoiding tilting systems and retaining a normal operational air draft, and all with the simplicity of a non-ATEX solution. These latest installations demonstrate that globally leading shipowners appreciate these benefits, while sharing our vision for a more sustainable, cost effective and compliant maritime future. We’d like to thank Maersk Tankers for this unique, important and powerful partnership.”

Tangible actions

Commenting on the development, Claus Grønberg, Chief Investment Officer, Maersk Tankers, said, “For the tanker industry, progress on emissions reduction requires concrete investments and implementation. At Maersk Tankers, we focus on deploying advanced energy-efficient technologies to reduce fuel consumption and CO₂ emissions. Implementing Wind-Assisted Propulsion Systems at scale enables more energy-efficient voyages for our customers, while supporting compliance with FuelEU Maritime and the EU Emissions Trading System.”

bound4blue’s DNV Type Approved technology is designed for simplicity and ease of integration on both newbuild and retrofit projects, across a wide range of ship types (including tankers, bulk carriers, Ro-Ros, cruise vessels, ferries, and gas carriers, amongst others). Installations can be undertaken to fit individual vessels and schedules, with streamlined processes enabling entire systems to be fitted in under a day, when necessary.

Wave of adoption

The Maersk Tankers project follows a series of high-profile eSAIL® contracts and installations with shipowners such as Louis Dreyfus Company, Eastern Pacific Shipping, Odfjell, Klaveness Combination Carriers, and BW Epic Kosan. Taken together, these projects provide further proof that wind propulsion is rapidly moving from niche innovation to mainstream decarbonisation strategy – driven by tightening regulations, rising fuel costs, and growing industry confidence in the technology’s commercial benefits.

“This is more than just another installation,” concludes Bermúdez. “It’s proof that wind propulsion is ready to deliver at scale, even for complex vessel types like tankers. By partnering with a forward-thinking company like Maersk Tankers, we’re showing that practical decarbonisation solutions are already here and ready to make a measurable impact today.”

YOUR FORECAST

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



- BY RANI

Aries (Mar 21 – Apr 20)

February fuels motivation and encourages practical action toward goals already in motion. Career efforts benefit from consistency and thoughtful planning. Relationships improve through direct communication and shared expectations. Financial discipline creates reassurance and control. Energy levels rise when rest supports effort. Creative confidence grows through persistence. The year ahead supports leadership, progress, and well-earned success, helping you move forward with courage, optimism, and renewed self-belief. The right initiative will continue to reveal solid and visible progress, urging you to push boundaries positively.

Taurus (Apr 21 – May 21)

February encourages steady movement toward security, reminding you that small, consistent efforts bring lasting rewards. Professional matters improve through patience and reliability. Financial choices benefit from long-term thinking. Relationships feel grounding when you allow honesty and emotional presence. Health improves with simple, sustainable routines. Creative inspiration emerges through comfort and familiarity. The days to come ahead favors stability, emotional strength, and gradual prosperity, offering reassurance that your dedication will continue to bear fruit. Your steadiness will be rewarded, as long as you keep moving ahead.

Gemini (May 22 – June 21)

February sharpens focus and supports meaningful communication. Career discussions benefit from preparation and clarity. Social interactions feel engaging yet purposeful, strengthening useful connections. Financial decisions improve when you avoid distraction. Learning opportunities spark motivation and direction. Health benefits from mental balance and structure. Creative ideas gain traction when you commit to follow-through. Your adaptability will spur growth, and rewarding opportunities, guiding you towards a future shaped by confidence and expanding possibilities. Your curiosity will bring you fresh ideas for enhanced growth.

Cancer (June 22 – July 22)

February highlights emotional balance and thoughtful planning. Career responsibilities feel lighter when approached calmly and methodically. Family matters improve through understanding rather than expectation. Financial stability strengthens through careful organization. Rest and emotional care restore inner harmony. Creative activities bring clarity and purpose. Your self-trust and maturity are your strengths. Expect deeper sense of security, stronger bonds, and personal growth, helping you build a future grounded in compassion and resilience. Your empathy will be your strength throughout this year, making you a better leader.

Leo (July 23 – Aug 23)

February emphasizes discipline and measured ambition, reminding you that consistency builds lasting results. Professional efforts gain recognition through reliability and preparation. Relationships improve when cooperation replaces control. Financial matters stabilize with practical planning. Health strengthens through structured routines. Taking a grounded approach towards problem-solving will help. Creative energy will develop steadily. Maturity and focus will resolve all issues. Always remember that patience and persistence in leadership offer you opportunities for meaningful achievement and recognition that feels earned.

Virgo (Aug 24 – Sept 23)

February encourages you to simplify priorities and focus on what truly supports your long-term growth. Work matters benefit from organization, realistic scheduling, and a willingness to refine existing plans. Communication improves when you choose clarity over overthinking, allowing collaboration to feel smoother and more productive. Personal relationships feel more balanced as you practice patience and allow space for different perspectives. Health improves through consistent habits rather than sudden changes. Financial awareness strengthens when you review details carefully and commit to sustainable choices. This month highlights progress through intention, not pressure. The year ahead continues to support learning, confidence, and gradual success. By trusting your methods and honoring your progress, you build momentum. Your attention to detail, adaptability, and quiet determination will guide you toward outcomes that feel stable, rewarding, and deeply satisfying with steady optimism.

Scorpio (Oct 24 – Nov 22)

February brings focus and emotional clarity, encouraging intentional progress rather than impulsive change. Career goals gain direction as priorities sharpen. Relationships strengthen through honesty and trust. Financial discipline creates empowerment and confidence. Creative pursuits offer grounding and renewal. Health improves with mindful routines. This phase supports steady transformation. The period favors resilience, depth, and purposeful evolution, guiding you toward a future defined by strength and self-mastery. Months ahead continue to reveal moments of personal empowerment and a steady period of professional stability.

Sagittarius (Nov 23 – Dec 21)

February encourages practical optimism and clearer direction. Career progress benefits from commitment and structured planning. Financial matters stabilize through thoughtful choices. Relationships thrive through shared goals and open dialogue. Physical energy improves with balanced routines. Learning and exploration bring renewed motivation. This period supports growth with intention. Your unique take on things will bring opportunities, expansion, and meaningful achievement, helping you move forward with long-term purpose. Your creative streak will tether you, while the months ahead continue to reveal broader perspectives in your life.

Capricorn (Dec 22 – Jan 20)

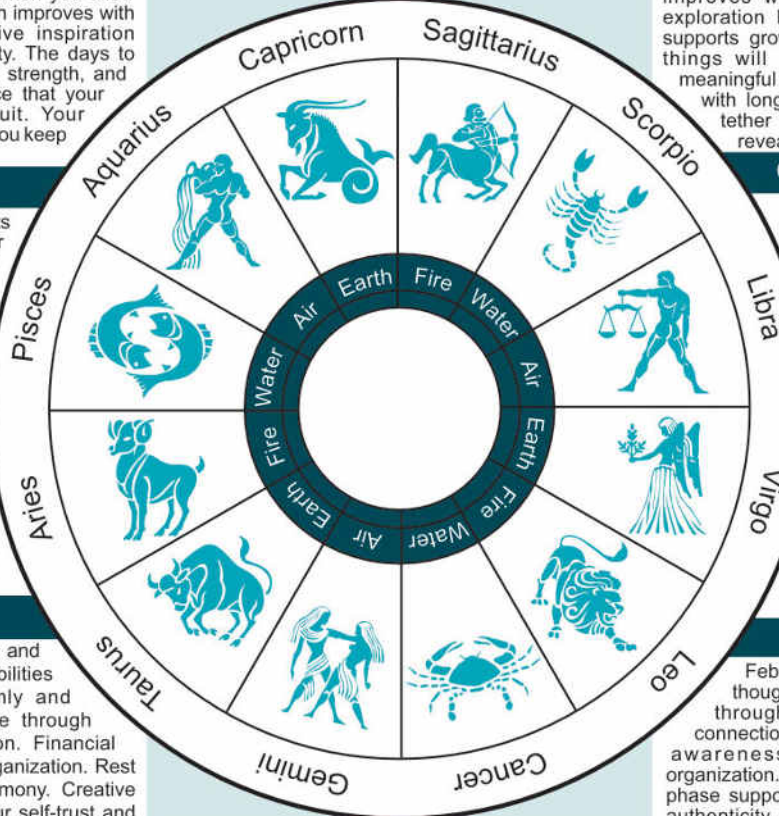
February strengthens focus and reinforces responsibility. Career efforts show progress through discipline and consistency. Financial security improves with long-term planning. Relationships benefit from dependability and honest communication. Health strengthens through steady habits. This month rewards perseverance and promises recognition, stability, and lasting success built through dedication, resilience, and confidence in your abilities. Your disciplined nature will reap progress in every sphere of life, while the months ahead continue to reveal tangible success and meaningful momentum in professional settings.

Aquarius (Jan 21 – Feb 18)

February highlights innovation supported by thoughtful action. Career paths evolve positively through collaboration and originality. Social connections inspire fresh perspectives. Financial awareness improves through planning and organization. Solitude restores clarity and balance. This phase supports meaningful progress and encourages authenticity, creativity, and purposeful contribution, helping you shape a future aligned with your ideals and vision. Your innovation is powerful but it needs nourishment, reading will be especially beneficial as it leads you to perspectives other than your own. Spontaneity will bring delights.

Pisces (Feb 19 – Mar 20)

February encourages emotional grounding and practical decision-making. Career choices benefit from intuition paired with realism. Relationships deepen through empathy and understanding. Financial confidence improves through awareness and moderation. Creative expression restores balance. This month supports inner alignment. The time ahead promises fulfillment, growth, and emotional strength, guiding you toward a future shaped by compassion, clarity, and purpose. Your imagination will give wings to your skills, leading you to success and ingenuity, while you continue to enjoy a sense of gentle fulfillment and restorative peace.



Libra (Sept 23 – Oct 23)

February invites you to act with confidence and align choices with your personal values. Career matters progress when you trust your judgment instead of delaying decisions. Relationships benefit from honesty, balance, and shared responsibility. Financial stability improves as you define priorities and avoid unnecessary compromises. Inner calm grows through creative outlets and thoughtful reflection. Health strengthens when emotional harmony becomes a focus. This month supports maturity and self-respect. The year ahead brings meaningful connections, stronger confidence, and clearer direction. By honoring your voice and setting healthy boundaries, you create lasting harmony and fulfillment. February reminds you that progress doesn't require perfection, only commitment to what feels true. Staying present, adaptable, and open to feedback will help you strengthen trust, deepen cooperation, and maintain forward momentum.

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



HUSTLING HACKS



WHY WE THINK EVERYONE IS WATCHING?

Have you ever walked into a room and felt like all eyes were on you, judging every move you made? This uncomfortable feeling is known as the spotlight effect. The spotlight effect is the tendency for people to overestimate how much others notice and judge their appearance, actions, or mistakes. It is a common psychological phenomenon because humans are naturally self-focused and see the world from their own perspective. As a result, we assume others are paying as much attention to us as we are to ourselves. For example, wearing a slightly mismatched outfit can feel embarrassing, even though most people barely notice.

Origin and Background

The concept of the spotlight effect did not emerge from casual observation but from scientific curiosity about human self-awareness. Psychologists Thomas Gilovich, along with his colleagues Victoria Medvec and Kenneth Savitsky, introduced the term in the late 1990s. They were interested in understanding why people feel so visible in social situations and why minor mistakes seem painfully obvious to the person who makes them. Through a series of experiments, they discovered that individuals consistently overestimate how much others notice their behavior or appearance.

The basic idea behind the theory is simple yet powerful: because people are the center of their own experiences, they struggle to step outside their perspective. This egocentric viewpoint creates the illusion that a mental spotlight is constantly shining on them, even when others are largely preoccupied with their own thoughts and concerns.

Psychological Explanation

At the heart of the spotlight effect lies self-consciousness, a mental state where individuals become intensely aware of themselves and their behavior. When people feel self-conscious, their attention turns inward, magnifying every small detail about how they look or act.

This inward focus is closely linked to egocentrism, a natural tendency in human thinking where individuals view the world primarily through their own perspective. Because people experience their thoughts and emotions so vividly, they assume others are equally aware of them.

In reality, most individuals are busy managing their own worries and impressions. This mismatch causes people to overestimate how much others notice their mistakes, appearance, or awkward moments. The mind essentially projects its own level of attention onto others, creating the illusion of constant observation. As a result, situations that feel humiliating or highly visible often pass unnoticed, except in the imagination of the person standing under the perceived spotlight.

Experiments Supporting the Spotlight Effect

Scientific research has strongly supported the idea of the spotlight effect through clever and revealing experiments. One of the most well-known studies is often called the "Barry Manilow T-shirt" experiment, conducted by Thomas Gilovich and his colleagues. In this experiment, participants were asked to wear a T-shirt featuring an image of the singer Barry Manilow—someone the participants believed their peers would find uncool. The participants then entered a room full of strangers and were later asked to estimate how many people noticed their shirt. While participants believed nearly half the group noticed it, in reality, only a small fraction actually did.

In a different variation of the experiment, participants wore T-shirts with embarrassing images. Once again, they dramatically overestimated how much attention others paid to their appearance. Across multiple studies, the key finding remained consistent: people assume their flaws are far more visible than they truly are.

These experiments reveal an important truth about human perception. Individuals are trapped inside their own point of view, making it difficult to accurately judge what others notice. The studies highlight how attention is limited and selective, and how people are far more focused on themselves than on scrutinizing others.



Examples of the Spotlight Effect in Everyday Life

The spotlight effect quietly influences everyday situations, often increasing anxiety without reason. In public speaking or classroom settings, students may fear that a small mistake, such as mispronouncing a word or forgetting a point, will be remembered by everyone.

In reality, listeners are usually more focused on the overall message or on their own thoughts. Social media also intensifies the spotlight effect, as people worry excessively about how

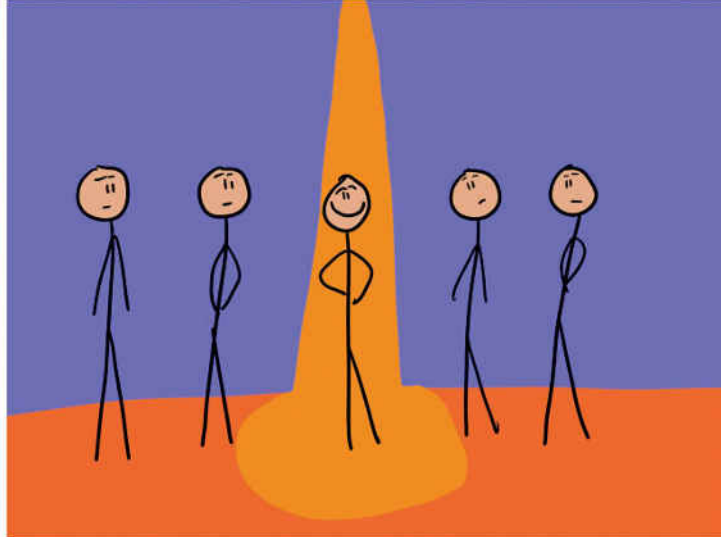


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their photos, captions, or likes will be judged. A minor flaw in appearance can feel magnified, even though most viewers scroll past without much notice.

In the workplace, employees may believe that coworkers are closely observing their every move, from a presentation error to an awkward comment during a meeting. Similarly, in social interactions, people often replay conversations in their minds, assuming others noticed their nervousness or clumsiness. Making a mistake in public, such as tripping or spilling something, can feel humiliating, yet bystanders usually forget the incident within moments. These everyday examples show how the spotlight effect exaggerates self-awareness and creates unnecessary pressure in ordinary life.



Positive and Negative Impacts of the Spotlight Effect

Negative Impacts

• Avoidance of opportunities:

People may avoid speaking in public, trying new activities, or taking risks because they fear being noticed or judged by others.

• Reduced confidence:

Constantly believing that others are observing flaws can lower self-esteem and make individuals doubt their abilities.

• Connection to social anxiety:

The spotlight effect can intensify social anxiety by creating the illusion of constant scrutiny in social situations.

• Fear of judgment and embarrassment:

Small mistakes feel exaggerated, leading to a persistent fear of being embarrassed or negatively evaluated.

• Stress, overthinking, and self-doubt:

Replaying interactions and worrying about others' opinions can cause mental exhaustion and chronic self-doubt.

Positive Aspects

• Encourages self-awareness:

The spotlight effect can make individuals more conscious of their behavior and social presence.

• Can motivate self-improvement:

Believing one is being observed may encourage people to improve skills, manners, or presentation in constructive ways.

How to Overcome the Spotlight Effect

Overcoming the spotlight effect begins with intentionally shifting focus outward rather than inward. Instead of obsessing over how you appear, try paying attention to the environment, the conversation, or the people around you. This simple shift reduces self-consciousness and reminds you that others are not fixated on you.

Another effective strategy is reality-checking your thoughts. Ask yourself whether there is real evidence that people noticed or judged you, or if your mind is exaggerating the situation. Often, you will realize these fears are based on assumptions rather than facts.

Practicing self-compassion is equally important. Accept that making mistakes is a natural part of being human, and treat yourself with the same kindness you would offer a friend. Finally, exposure and confidence-building strategies can significantly weaken the spotlight effect.

Gradually placing yourself in situations you normally avoid, such as speaking up in a group or trying something new—helps you learn that feared outcomes rarely occur. With repeated exposure, confidence grows, and the imagined spotlight slowly fades into the background.

Conclusion

Understanding the spotlight effect can be especially empowering for seafarers, whose lives often unfold in close quarters and high-pressure environments. Working at sea means living and working alongside the same people for long periods, which can easily create the feeling of being constantly observed or judged.

Recognizing that this feeling is often an illusion helps reduce unnecessary stress and self-criticism. Encouraging self-acceptance is essential in such settings.

No one on board is flawless, and mistakes are part of learning, teamwork, and professional growth. By accepting themselves with their strengths and imperfections, seafarers can build confidence and resilience. Letting go of the imagined spotlight allows individuals to focus on their duties, relationships, and well-being rather than fear of judgment. Ultimately, self-acceptance fosters a healthier mindset, stronger cooperation, and a more positive experience at sea, reminding seafarers that they are respected for their efforts, not judged for every small flaw.

(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.)

NEWS UPDATE FOR ONBOARD CREW

'EUROPE FINANCING WAR AGAINST THEMSELVES': INDIA-EU 'MOTHER OF ALL TRADE DEALS' DRAWS US IRE



US treasury secretary Scott Bessent attacked the India-EU free trade agreement, accusing Europe of indirectly funding the Russia-Ukraine war through energy trade routed via India. The pact has been dubbed as "mother of all deals," by both Indian and European leaders.

The senior aide to President Trump said European governments were undermining their own security stance by buying refined oil products from India that originate from Russian crude, while Washington continues to impose punitive tariffs on New Delhi for the same reason.

Bessent defended the Trump administration's decision to slap steep tariffs on Indian goods, linking them directly to India's energy trade with Moscow.

"We have put 25 per cent tariffs on India for buying Russian oil", Bessent added, "And just to be clear again, the Russian oil goes into India, the refined products come out, and the Europeans buy the refined products. They are financing the war against themselves."

The remarks came as leaders from India and the EU are set to formally announce the conclusion of negotiations on a comprehensive free trade agreement at a high-level summit, marking the end of talks that lasted for 18 years.

The announcement was made as European Commission President Ursula von der Leyen and European Council President António Costa were in India on a state visit and were also the chief guest at the country's 77th Republic Day celebrations.

Bessent framed the issue as a mismatch in burden-sharing between the US and its allies, arguing that while Washington has pushed for energy decoupling from Moscow and imposed tariffs, Europe continues to benefit from what he described as loopholes in global oil trade.

He said President Trump had borne a disproportionate economic and political cost while working to negotiate a settlement to the Russia-Ukraine conflict, adding that under Trump's leadership, "we will eventually end the war."

Earlier at Davos during World Economic Forum, Bessent had made a similar argument calling Europe buying refined products from India an act of stupidity.

India-EU trade deal near finish line

India's commerce secretary Rajesh Agrawal confirmed that India and the EU have concluded negotiations on a free trade agreement covering goods, services and other areas of cooperation.

"It will be a balanced, forward-looking deal for better economic integration with the EU. It will propel trade and investment between both sides," Agrawal said.

Commerce and industry minister Piyush Goyal in January had said the free trade agreement between India and EU, where negotiations are in the final phase, will be the "mother of all deals"

signed by the country so far.

Later, European Commission president Ursula von der Leyen in an address at the World Economic Forum in Davos called the potential deal between India-EU as "mother of all deals."

"I will travel to India. There is still work to do. But we are on the cusp of a historic trade agreement. Some call it the mother of all deals. One that would create a market of 2 billion people, accounting for almost a quarter of global GDP," she said.

Officials said the agreement, which got fresh momentum in 2024 amid global trade realignments, including Trump's reciprocal tariff policies, would provide zero-duty or preferential access for a wide range of Indian exports. These include textiles, leather, marine products, chemicals, gems and jewelry, electrical machinery, footwear and automobiles. In return, India is expected to offer concessions in sectors such as automobiles, wines and spirits.

European commissioner for trade and economic security Maros Sefcovic said the aim was to achieve full or partial tariff reductions on 97-99 per cent of goods, while accounting for sensitivities in agriculture and dairy. He said the EU was seeking a combination of lower tariffs on a specified number of vehicles along with phased reductions, noting that the auto sector was complementary for both sides.

"We are looking at the way which would help us find solutions, create new supply chains and make an even better business case for European car makers, while opening new possibilities for cooperation," Sefcovic said, underlining the agreement's strategic goal of building resilient supply chains and reducing risky dependencies.

The deal is expected to take several months to be legally vetted and ratified by the European Parliament and could come into force in early 2027.

Tariffs and possible relief

The Trump administration has imposed tariffs of up to 50 per cent on Indian goods, including a 25 per cent levy linked directly to India's purchases of Russian oil, with measures doubled in August. However, Bessent has suggested there could be a path to easing these tariffs.

Speaking to Politico on the sidelines of the World Economic Forum, he said Indian refinery purchases of Russian crude had fallen sharply.

"Indian purchases by their refineries of Russian oil have collapsed. So that is a success. The tariffs are still on, 25 per cent tariffs for Russian oil are still on. I would imagine there is a path to take them off," Bessent said.

Data shows India's Russian oil imports in December fell to their lowest level in two years, while the share of oil sourced from OPEC producers rose to an 11-month high.

ANCIENT POWER SYMBOL? INDIA'S LONGEST IRON AGE SPEARS UNEARTHED AT TAMIL NADU BURIAL SITE

CHENNAI: An ancient warrior could have used this iron spear to protect cattle and wealth from enemies, or it could have been a ceremonial piece smelted for a powerful person and buried with him.

After getting the oldest Iron Age date (3,345 BCE) from Sivagalai in Tuticorin, archaeologists from Tamil Nadu have unearthed an 8ft long iron spear from Thirumalapuram, about 80km away. Experts say this is the longest iron implement from the Iron Age discovered in India so far.

Archaeologists also found a second spear of shorter length. "We found two spears placed in an 'X' formation next to an urn. One was 8ft long and the other 6.5ft. There were also gold objects inside the urn," said K Vasanthakumar, who excavated the site. The longer spear is slightly rounded at one end, indicating ease of holding.

"It might have been used by ancient warriors, as such burial sites have thrown up several weapon-grade objects such as daggers, swords, knives, and spears," said Vibha Tripathi, an Iron Age expert and retired professor of archaeology at Banaras Hindu University.

"They might have also buried them underground, inside a chamber. Preservation of iron is much better here than in other parts of the country. In the Gangetic plains, the soil is moist,

making iron corrode faster, so much that sometimes we get only an impression of iron," she added.

RK Mohanty, former professor in proto and ancient Indian history, department of archaeology, Deccan College, Pune, said the longest spear could have been a customized piece for ceremonial purposes. "It might have been made to show the social status and position of the person buried in the urn," he said.

Tripathi and Mohanty urged the TN state department of archaeology to conduct more studies to learn about the evolution of iron use in the region to gain global acceptance for the finding. "It takes high temperatures of 1,200°C to 1,500°C to smelt iron. We should expand the studies to other sites within the region and outside Tamil Nadu," Mohanty said.

"It is the technological expression of that period. The iron product was in existence in Tamil Nadu between 3000 BCE and 2500 BCE," said K Rajan, academic and research adviser to the TN state department of archaeology.

"In two years, the department, in partnership with department of metallurgy at IIT Gandhinagar, will conduct a study of various iron age sites across the state to track the evolution of iron technology," said R Sivanandam, joint director of TN state department of archaeology.

WEST VIRGINIA WOMAN ARRESTED IN ALLEGED TRUMP ASSASSINATION PLOT; SHERIFF SAYS SHE TRIED TO RECRUIT PEOPLE ON SOCIAL MEDIA

A woman in West Virginia was arrested after she allegedly tried to recruit people to assassinate President Donald Trump, the Jackson County Sheriff's Office said.

The woman has been identified as Morgan Morrow, 39, and was charged with one count of terroristic threats.

Deputies said Morrow was recruiting individuals to "pursue and assassinate" Trump, and said further details will be released as the investigation continued.

How Deputies caught the woman?

The complaint said that on January 25, 2026, deputies learned of an alleged threat of violence "directed toward an unknown individual, which was believed to be a public official".

According to the complaint, deputies said they learned that the reported threat originated from a public Tik Tok account allegedly belonging to Morrow.

The complaint said the Tik Tok post included the sentence: "Surely a sniper (sniper) with a terminal illness can't be a big ask out of 343 million."

Authorities reviewed the content, context and wording of the post and interpreted the statement as a message to encourage and advocate for the assassination of U.S. President Donald Trump, the complaint said.

According to the complaint, Jackson County deputies, the Jackson County Bureau of Investigations and the Ravenswood Police

Department responded to Morrow's home, where she was detained and taken to the sheriff's department for further investigation.

The complaint stated that after Morrow was read her Miranda rights, she admitted in an interview with police that she had written and posted the statement on Tik Tok and claimed it was "intended as a threat directed toward President Donald J. Trump."

The complaint said Morrow told authorities her "personal reasons for wishing harm upon the President," but it did not disclose those reasons.

In the complaint, deputies said that while Morrow claimed she had no intention to personally carry out a threat, statements such as the one made on Tik Tok are "designed to encourage, inspire or entice others to carry out the threatened act, regardless of whether the speaker publicly intends to personally do so."

Sheriff Mellinger said in a Facebook post that Morrow's arrest was not a political statement, as making threatening statements about any public official is illegal according to West Virginia State code.

"This is not meant to be a political oriented statement. This is an active criminal investigation with documented and troubling concerns," Sheriff Mellinger said.

Following the announcement of Morrow's arrest, the Jackson County Public Library released a statement on social media saying that Morrow was one of their employees and they were addressing the matter internally.

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

03 DP 1, 2 & 3 Vessels

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

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- Timely Relief and Assignments • Internet Access • Family Insurance

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

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

+91 226 253 0800
seajobs@aships.co.uk

WhatsApp CV's on
+91 740 043 3800

The Affaires CHS Ltd, Office No. 1404, Plot no. 9, Sector - 17,
Palm Beach Road, Sanpada, Navi Mumbai - 400705



MSI SHIPPING SERVICES INDIA PVT. LTD.

(IMC SHIP MANAGEMENT PTE. LTD., SINGAPORE)

RPSL NO. MUM-146

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

URGENT REQUIREMENTS:

EXPERIENCED STAFF
WITH RELEVANT VESSEL EXPERIENCE

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

MASTER
CHIEF OFFICER
SECOND OFFICER
THIRD OFFICER

CHIEF ENGINEER
SECOND ENGINEER
THIRD ENGINEER

FOR HARBOUR TUG

(Requirements For Operating On West Coast Of India)

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



KINDLY CONTACT IMMEDIATELY /
FORWARD RESUME

AT MUMBAI:

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

AT GURUGRAM:

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

WE HAVE NO AGENTS IN INDIA.

Log on to : www.seajob.net



MARNABI

Shipping Management Pvt. Ltd.

RPSL-MUM-131 | Issue Date: 12.02.2024 | Valid Till: 12.02.2029

JOIN THE FAST EXPANDING, YOUNG AND MODERN FLEET OF CHEMICAL / OIL TANKERS

WE REQUIRE FOLLOWING FOR OUR CHEMICAL / OIL TANKERS

- CHIEF OFFICERS ➤ SECOND OFFICER - Experience on Transas ECDIS
- THIRD OFFICER ➤ CHIEF ENGINEER ➤ SECOND ENGINEERS
- THIRD ENGINEERS ➤ ELECTRICAL OFFICER
- PUMPMAN ➤ FITTER ➤ ABLE SEAMAN ➤ COOK (Italian Exp.)

All candidates must have valid Chemical & Oil endorsements and rank experience on Chemical Tankers

➤ REQUIRE JUNIOR OFFICER

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

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

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RPSL-MUM-078

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

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Visit our website:

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Dr. Ashish Chaudhari's

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- ✦ P&I Club Medical Requirements
- ✦ Offshore Medical Examinations - OEUK, TIDEWATER
- ✦ Unannounced Or Random Drugs Of Abuse And Alcohol
- ✦ Testing - On Vessels Worldwide Ports / Locations
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CONTACT:

Dr. Ashish Chaudhari - +91 9820189028

Email: marinemedical@gmail.com /

info@marinemedicalservices.in

Website: www.marinemedicalservices.in

FORT CLINIC:

209, 210, 211 Mint Chamber,
45 / 47 Mint Road, Near G.P.O.,
Fort, Mumbai - 400 001.

Tel: +91 22 22611213 / 22675152 / 49717345

ADDRESS:

MARINE MEDICAL SERVICES LLP

ANDHERI CLINIC:

703 Samarpan Complex, Link Road,
Chakala, Next to Hotel Mirador,
Andheri East, Mumbai 400099.

Tel: +91 9321057216 / +91 8828257216



ALTITUDE MARINE SERVICES PVT. LTD.

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



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LPG Carriers, Containers, Tankers & Offshore Vessels:

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

RATINGS:

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

SHORE JOB:

We require the below position for our esteemed company.

► SOURCING EXECUTIVE

Job Location : Navi Mumbai & Chennai

Freshers can also apply.

Interested candidates can send their resume to:
resume@altitudemarine.net

Head Office in Mumbai:

509-510, Kamdhenu Commerz,
Plot No. 2, Sector 14, Kharghar,
Navi Mumbai - 410210,
Maharashtra, India.
Tel: +91-22-4826 0382,
Mr. Rabish Satapathy
(GM Recruitment) +91 8097578913

Branch Office in Chennai:

No. 20 / 3&4, Indra Devi Complex,
2nd Floor, Gopalakrishnan Street,
T Nagar, Chennai - 600017,
Tamil Nadu, India.
Mr. Asokavarthanan Karupppiah
Mob: +91 9597746669 /
Landline No.: +91-44-31445815

Branch Office in Delhi NCR:

No. 519, Fifth Floor,
Satya - The Hive, Sector 102,
Gurugram - 122017,
Haryana, India.
Capt. Jaideep Yadav
Mob: +91 9825272925

Website: www.altitudemarine.net

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SHORE JOB OPPORTUNITIES





ALBA MARINE SERVICES PVT. LTD.

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

URGENT REQUIREMENTS FOR OUR EXPANDING FLEET OF BULK CARRIERS:

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



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



MARLOW NAVIGATION INDIA PVT. LTD.

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

REQUIREMENTS:

- » **Supramax Bulk**
All Engineers, preferably with ME B/C experience
- » **Oil/Chem Tanker**
Chief Engineer, Chief Officer
- » **RO RO Vessels**
Chief Engineer, 2nd Engineer & ETO
- » **All Officers and Ratings for Bulk Carriers**
- » **All Officers and Ratings for Container Vessels**



CONTACT US

Registered Office:

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

Branch Office:

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

Email:

hrsea.mni@marlowgroup.com

Website:

www.marlow-navigation.com

WE DO NOT HAVE ANY AGENTS OR BROKERS ACTING ON BEHALF OF OUR COMPANY.

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SUNTECH

Crew Management Pvt. Ltd.

Formerly known as Navig8 Shipmanagement Services Pvt. Ltd.

To cater to our massive expansion plan during the year, we need following ranks for our large pool of Tanker vessels including yard deliveries:

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

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Website : www.suntech-maritime.com

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

Tangar

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

WE INVITE CANDIDATES TO JOIN OUR EXISTING GAS TANKER

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

BENEFITS:

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



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SEAFARERS' CHOICE AWARD
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Tangar Ship Management Private Limited conferred with the title
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at Seajob Indian Anchor Awards 2022



SHORE JOB REQUIREMENTS:

MARINE SUPERINTENDENT

Master Mariner with sailing experience on Gas Tanker.

TECHNICAL SUPERINTENDENT

Chief Engineer with sailing experience on Gas Tanker.

ACCOUNTS & FINANCE HEAD

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

SOURCING EXECUTIVE

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

DY. PURCHASE HEAD

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

PURCHASE EXECUTIVE

Must hold MBA in supply chain management.

OPERATIONS EXECUTIVE

MBA in Operations with 1+ years of experience in shipping industry.

MANAGEMENT TRAINEE

Must hold MBA in HR with 3-6 months of experience in ship management company or Freshers

Follow us on:

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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 7400150861 / 7400150862

Email: seafarers@tangarshipping.com | Website: www.tangarshipping.com

WE DO NOT HAVE ANY AGENTS & BRANCHES IN INDIA.



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

TYPES OF VESSELS

- Crude Oil Tanker
- Dual Fuel Large Container Vessel - 9000 to 23000 TEUs

We are exclusively Recruiting for
FEMALE CANDIDATES

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

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



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

Our principal partners & Associates:



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



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- * Timely Relief And Assignments
- * 24 X 7 Medical support onboard by MedSea

**IMMEDIATE
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AFRAMAX, VLCC, LPG
AND LNG VESSELS**

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

NEW OFFICE ADDRESS wef 1st April 2024

K LINE SHIP MANAGEMENT (INDIA) PVT. LTD.

Marathon Futurex, Mafatal Mills Compound,
Unit No. 1001, 10th Floor, 'C' Wing, N. M. Joshi Marg,
Lower Parel (E), Mumbai - 400013.
Email: all.users@klsmumbai.com



NOTICE

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

www.klsmindia.com

Log on to : www.seajob.net



YUAM Crew Management Private Limited

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

WE HAVE THE FOLLOWING REQUIREMENTS FOR AFRAMAX / SUEZMAX / VLCC / LNG / LPG (VLEC-Very Large Ethane Carrier)

- ▶ **Master** – Minimum 40 months in rank
- ▶ **Chief Officer** – Minimum 12 months in rank
- ▶ **Second Officer** – Minimum 18 months in rank
- ▶ **Third Officer** – Minimum 12 months in rank
- ▶ **Ship Admin Assistance** – Minimum 12 months in rank
(For Aframax & Suezmax only)
- ▶ **Chief Engineer** – Minimum 40 months in rank
- ▶ **Second Engineer** – Minimum 12 months in rank
- ▶ **Cargo Engineer** – Minimum 12 months in rank
(For LNG & VLEC only)
- ▶ **Third Engineer** – Minimum 18 months in rank
- ▶ **Fourth Engineer** – Minimum 12 months in rank
- ▶ **ETO** – Minimum 12 months in rank

GENERAL REQUIREMENTS (ALL VESSELS)

- Time in Rank (TIR) : Seetime as mentioned
- All vessels are UMS class
- All seafarers need to have working knowledge of English and pass the MARLINS / CES (Seagull/OTG)
- All seafarers need to have valid Basic & Advanced STCW certificates as applicable & Experience on similar vessel type

PLEASE FORWARD YOUR CVs TO : YUAM Crew Management Private Limited

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

Phone No. : +91 22 4974 0300 / +91 97574 82004 | Email : hr@yuamship.com



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URGENT REQUIREMENT

Master For LPG Vessel



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FOR LPG/VLCC, SUEZMAX AND TANKERS**

For Specific Ranks

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2/O, 3/O, Jr. officer	Ms. Shikha Mehra - 7710010159 shikhamehra@sishipping.com	3/E, 4/E, Jr. Engg, Pumpman, Fitters	Mr. Alston - 7208911344 alston@sishipping.com
Back Up All Ranks	Mr. Dilip Pandit - 8655797742 dilippandit@sishipping.com	Oiler, AB, OS, Cook	Mr. Yogesh Gawde - 8655686476 yogeshgawde@sishipping.com

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(Post Sea Training Centre)



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DIRECTOR : +91 91768 34833 , +91 88258 77750

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S.NO	ID	COURSE	Duration	S.NO	ID	COURSE	Duration
ENGINE ROOM SIMULATOR				BASIC MODULAR COURSES			
1	3241	Diesel Engine Combustion Gas Simulator MEO Class I	3 Days	19	5311	Basic Training for Ships using Fuels covered within IGF code - (BIGF)	4 Days
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 (BTLC)	5 Days
5	2121	Radar Observer Simulator - (ROSC)	10 Days	24	5111	Basic Training for Oil and Chemical Tanker Cargo Operations (BTCC)	7 Days
6	2122	Automatic Radar Plotting Aids - (ARPA)	5 Days	25	5211	Crowd Management, Passenger Safety & Safety Training - (PSF)	3 Days
7	2123	Electronic Chart Display And Information Systems - (ECDIS)	6 Days	26	6511	Ship Security Officers - (SSO)	3 Days
8	2221	Radar And Navigation Simulator (RANSCO)	6 Days	27	6411	Medical First Aid (MFA)	4 Days
COMPETENCY COURSES				ADVANCED MODULAR COURSE			
9	3231	MEO Class I	2 Months	28	5312	Advanced Training for Ships using Fuels covered within IGF code (AIGF)	5 Days
10	3211	MEO Class II	4 Months	29	5112	Advanced Training for Oil Tanker Cargo Operations (TASCO)	10 Days
11	-	MEO Class IV (Value Added)	2 Months	30	5122	Advanced Training for Gas Tanker Cargo Operations (GASCO)	10 Days
12	2211	Chief Mate (FG) Phase - I	3 Months	31	5113	Advanced Training for Chemical Tanker Cargo Operations (CHEMCO)	10 Days
13	2212	Chief Mate (FG) Phase - II	3 Months	32	1061	Vertical Integration Course For Trainers - (VICT)	10 Days
14	2111	Second Mate (FG)	4 Months	33	6421	Medical Care (MC)	10 Days
REFRESHER COURSES							
15	1118	Revalidation / Refresher and Updating Training for Engineers and ETO (REO)	4 Days				
16	6412	Refresher Training in Medical First Aid Course (RMFA)	1 Day				
17	6122	Refresher Training for Proficiency in FPFF	Half Day				
18	6112	Refresher Training for Proficiency in PST	Half Day				



APOLLO CREW MANAGEMENT INDIA PVT. LTD.

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

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

VACANCIES

OIL - CHEMICAL TANKERS / BULK CARRIERS / GAS CARRIERS

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

- ◆ Master
- ◆ Chief Officer
- ◆ 2nd Officer
- ◆ 3rd Officer
- ◆ Chief Engineer
- ◆ 2nd Engineer
- ◆ 3rd Engineer
- ◆ 4th Engineer
- ◆ Electrical Officer

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

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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RPSL-MUM-295 | Valid From: 07.03.2024 | Valid Till: 07.03.2029
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CRUDE OIL TANKER (COPT)

Master, CE, 2E, 20, 3E, 30,
4E, AB

BUNKER TANKER

Master, CO, CE,
2E, 3E, 4E

OIL/CHEMICAL TANKER

CO, 20, 30, 4E,
AB, Bosun, Pumpman

INDIAN COASTAL TUG

Master NCV, Chief Mate NCV,
Class 4 NCV
(PCC Required)

AFRAMAX TANKER

Master, CE, CO, 2E
(Promotional Candidates
Can Also Apply)
Indian Flag vessel

BULK CARRIER

Master, CE, CO, 2E
(Promotional Candidates
Can Also Apply)
Indian Flag vessel

CONTAINER

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

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Mr. Satish Kadam

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 Tel: 022-46084088 / 47496657
mumbai@tristarr-maritime.com
 For all shore jobs please send resume to:
hr@tristarr-maritime.com
 RPSL-MUM-162133 | D.O.I. 12/01/2023 | D.O.E. 12/01/2028
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- 2nd Officer
- 3rd Officer
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(AB / OS/ Oiler / Ch. Cook may also apply)
- Chief Engineer
- 2nd Engineer
- 3rd Engineer
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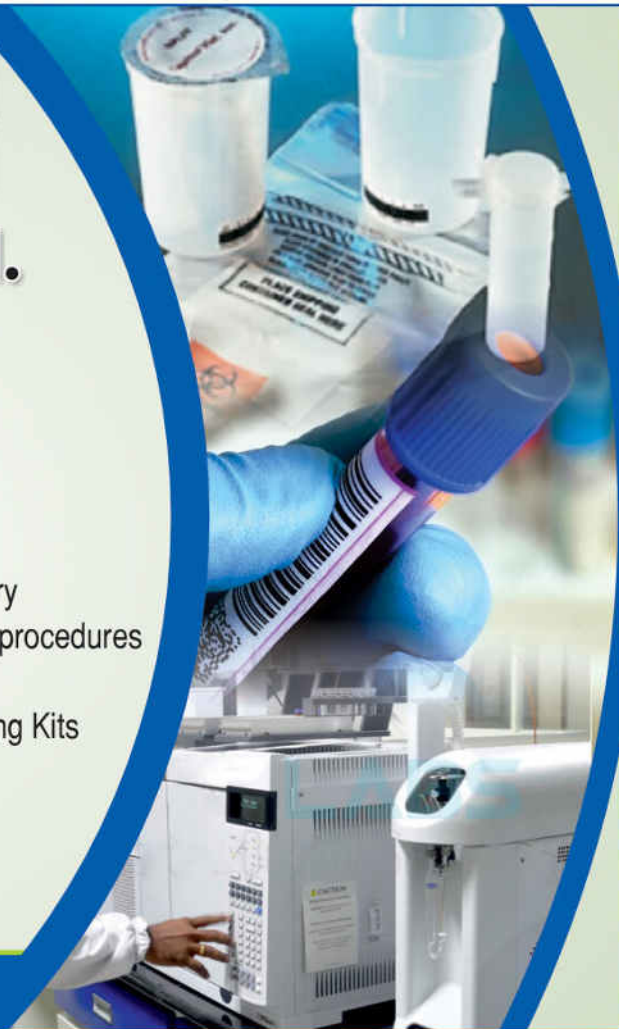
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RPSL NO: 162270 | Issue Date: 23.09.2024 | Valid till: 23.09.2029

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STS MARINE MANAGEMENT PVT. LTD.

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

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Join our growing team! We're hiring skilled seafarers with at least 6 months' rank experience on Oil/Chemical Tankers.

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- 2nd Engineer
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RPS License No : MUM - 486 | Issue Date : 30-05-2018 & Valid Till : 02-05-2028 | CIN : U74120MH2016PTC273272 | ISO 9001:2015 Certified by IRQS | MLC 2006

REQUIREMENTS FOR OUR EXPANDING FLEET

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

FOR LPG TANKERS - Ammonia Carriers:

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

FOR BULK:

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2ND ENGINEER, JUNIOR OFFICERS & ENGINEERS,
ETO, OILER / AB (With Crane Operators Certificate)

FOR CONTAINERS - 2000 TEU:

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ALL RATINGS

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- 🌟 **Safety at Work:** Commitment to a safe and secure working environment.
- 🌟 **Timely Relief:** Prompt crew changes to ensure well-being and rest.
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- 🌟 **Timely Re-Employment:** Assurance of continuous employment opportunities.
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- 📄 Min 18 months Rank Exp. for Officers.
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RPSL-CHN-061 | Valid From 21/10/2022 | Valid Till 21/10/2027

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BULK CARRIER

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

GENERAL CARGO VESSEL

Electrical Officer

CONTAINER VESSEL

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

MR TANKERS (vessel age is 5 years old)

3rd Officer / Electrical Officer
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RPSL-MUM-125 | DOI: 08-04-2021 | DOE: 08-04-2026

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(minimum 12 months rank experience)

- + **ETO FOR TANKERS**
(with Adequate rank experience, and COC)
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(minimum 12 months rank experience)
- + **3RD ENGINEERS / 4TH ENGINEERS**
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- Second Engineer - Chemical Tanker (with ME Engine Exp.)
- Third Officer - Chemical Tanker
- Electrical Officer - Chemical Tanker (with COC)

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- Chief Officer - Chem (Soft Chem)
- Second Officer - Chem (with Mate COC)
- Third Officer - Oil Tanker (Aframax)
- Third Engineer - Chem (with Class II COC)
- ETO - with COC for Oil / Chem
- Master - PCTC

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

OFFSHORE POSITIONS (PSV/AHTS/HEAVY LIFT VESSELS)

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- Chief Engineer
- Chief Mate
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- Second Mate
- ETO with DPM

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RPSL-MUM-1022, Valid till 19th June 2029

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Sector 39, Gurugram, Haryana -122001.

Tel No.: +91 124 4608400

RPSL-MUM-1022,

Valid till 19th June 2029

Chennai:

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KNK Road, Nungambakkam,
Chennai - 600006.

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RPSL-CHN-018, Valid till 29th Sep 2030



RPSL : MUM 201
Valid Till : 27-07-2026

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- ★ Timely Wages
- ★ Continuous Employment
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- ★ Safety Conscious Environment



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Thane, Maharashtra 401107, India.

Tel.: +91 90290 03060

Email: personnel@shanshipmanagement.com

Website: www.shanshipmanagement.com

FOLLOWING RANK REQUIREMENTS:

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

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

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Safety & Quality Manager;

Crewing Manager:

2nd Officer with Tanker and Gas vessel Sailing experience.

Please send your resume:

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ARYA TANKERS PVT. LTD.

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

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seaspan
safe | reliable | economical

License no RPSL-MUM-014 | Valid until February 15, 2026
(CIN no U 78100 MH 2005 PTC 152233)

ADDRESS: Seaspan Crew Management India Private Limited, 501, Kamla Executive Park, Andheri (E), Mumbai 400 059, India
TEL: Chennai: +91-9884450085 Cochin: +91-9633110085 Mumbai: +91-22-40666200 | EMAIL: jobs@seaspancrew.com

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(with advanced oil COP)**

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- **THIRD OFFICER**
- **SECOND ENGINEER**
- **ELECTRICAL OFFICER**

CONTACT DETAILS:

501, The Eagle's Flight, 263,
Suren Road, Near W.E.H. Metro Stn.,
Andheri (East), Mumbai - 400093.

TEL : 91-22-26845850 / 80 / 48 / 68

FAX : 022-26845299

EMAIL : starship@andromeda-india.com

RPSL-MUM-058 (Valid From: 03.11.2021) (Valid Till: 03.11.2026)

SEARLAND MANAGEMENT SERVICES PVT. LTD.

RPSL No.: MUM-489

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



REQUIREMENTS FOR RORO FLEET

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

* **CHIEF ENGINEER** * **ETO WITH COC**

* **SECOND ENGINEER**

* **FOURTH ENGINEER**

(INDIAN COC ONLY)

REQUIREMENTS FOR TANKER FLEET

* **FOURTH ENGINEER**

* **ETO WITH COC (ME ENGINE EXPERIENCE)**

* **PUMPMAN**

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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Mumbai (Parekh Group)



**We Are Hiring Following
Personnel For Our DP2 PSV Vessels
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- MASTER FG DPO / NCV
- CO FG DPO / NCV
- 20 FG / NCV
- CE CEO
- 2E (CL IV FG With 24 Months Rank Exp. / SEO With 12 Months Rank Exp.)
- 3E CL IV FG

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

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

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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

**We Are Hiring Following Personnel
For Our AHTS In Cochin:**

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

ALL RATINGS SHOULD APPLY. VALID PCC REQUIRED.

**We Are Hiring For AHTS DP1
VESSEL - Non DP Charter:**

- MASTER FG COC (With Handling and Towing Exp.)
- CO FG COC (With Handling and Towing Exp.)
- 20 FG COC
- CE CL I COC
- 2E CL II COC
- 3E CL IV COC
- EO

Share Your CV At crewing@triton-maritime.com

Contact No.: +91 8600842570 / 9820952983

**Police Clearance Certificate Or
Pass Cancellation Mandatory.**

WE HAVE NO AGENTS.



HOLY ANGEL MARINE SERVICES PVT. LTD.

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

URGENT REQUIREMENT FOR SUEZMAX / PANAMAX TANKER VESSEL

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

Preferred COC: INDIAN / UK / AUSTRALIA / NEW ZEALAND / SINGAPORE
MALAYSIA / UAE / SOUTH KOREA / SWEDEN / IRAN

Salary as per market / Trading Area: Persian Gulf
Interested Candidates are requested to send your CV Date of Availability
Last Salary / Expected Salary

Contact Persons

Top 4 & ETO - 87549 57322
Officers & Engineers - 75300 44252
Ratings - 99445 28339
Emergency - 93844 05435

E-mail:

support@holylangelmarine.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 - 28176633

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



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RPSL-MUM-073 | Issued on 02/12/2016 | Valid till 23/07/2026

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- THIRD OFFICER
- FIRST ASSISTANT ENGINEER
- SECOND ASSISTANT ENGINEER
- THIRD ASSISTANT ENGINEER
- ELECTRICAL OFFICER
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GET IN TOUCH WITH US FOR MORE INFORMATION:

MUMBAI (HEAD OFFICE):
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Sagar Tech Plaza, Sakinaka Junction,
Andheri East - 400072.

PIC: TEJAL NAIK: +91 8879771240
REENA BHALEKAR: +91 8879773104
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 - ♦ Module 2: South Shields On Campus UK.
- LAST ACCEPTANCE DATE:
1ST WEEK OF MAY

VACANCY FOR MUMBAI OFFICE:

Operation Executive (Graduate Female)
Interested Candidates Share your updated CV:
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ELVIS SHIP MANAGEMENT LLP

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

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

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- ◆ Second Engineer
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RPSL-MUM-162206 | Valid from 16/02/2024 Till 16/02/2029



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- 3rd Engineer

Crude Oil Tanker

- Chief Officer
- 3rd Officer
- Chief Engineer
- 2nd Engineer
- AB

Oil/Chem Tanker

- Chief Officer
- Chief Engineer
- 2nd Engineer
- AB

Container

- 2nd Engineer

Offshore (Crew Boat)

- All Ranks

CONTACT

Ms. Mansi:
+91 8169460864 (Oil/Chem & Container)
Ms. Priyanka:
+91 8169460851 (Oil/Chem & Gas)
Ms. Rity: +91 8169776094 (Oil/Gas/Chem)
Mr. Umesh: +91 8104418969
(Offshore/Container/Chem)
cv@caspiaship.com

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

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- 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)
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Disclaimer: We do not have any agents.

RPSL-MUM-191. **Valid from:** 12.11.2025 **Valid till** 12.11.2030

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