

# SEAJOB INDIAN ANCHOR AWARDS 2026

Mr. Deepak Shetty, I.R.S. (Retd.), Former Secretary to the Govt. of India & Director General of Shipping, Ministry of Shipping



It is a matter of immense satisfaction to note that these premier awards, straddling numerous representative categories, are curated basis well defined & objective criteria and transparent selection processes. They are bestowed upon outstanding maritime professionals / entities, biennially, over the past several years now. They stand very well recognized, respected and received. They are conferred at well-appointed functions that draw a large array of maritime luminaries. These attributes, which I have been privy to on a couple of occasions, hitherto, are a testament to the salient confidence and trust reposed thereon by the maritime industry. I convey my best wishes for the enduing success of these awards and their conferral ceremonies. May these continue to grow from strength to strength in the years ahead!



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Seajob Indian Anchor Awards 2026

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**STEP FORWARD AND NOMINATE THE LEADER WHO INSPIRES YOU**

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

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

*(Terms and conditions strictly by Admin)*

**Best Leader of the Year (Company Head) India.**

**Voting Will Be Done By**

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

100% = 25% + 25% + 25%

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## Capt. Hector Engineer, Crewing Head, NauticFleet Private Limited

The Seajob Indian Anchor Awards spotlights leadership and the relentless drive shaping the industry's future. What makes it truly exceptional is the way it connects professionals across the maritime industry. Our association goes beyond visibility; it represents alignment with a platform that values excellence. The Awards recognize achievement, inspiring the next wave of maritime talent. Through this engagement, we aim to strengthen our presence, contribute to industry advancement, and align ourselves with a vision that celebrates progress, resilience, and collective success.

## Capt. Arun Kumar Sharma, MD, GEM Manning Services Pvt. Ltd.

The Seajob Indian Anchor Awards brings a refreshing and much-needed spotlight to the people behind the maritime industry — the individuals whose commitment and expertise often go unseen, yet are vital to keeping the world connected. Beyond being an awards ceremony, the event serves as a meaningful gathering point for the maritime fraternity to celebrate milestones, and strengthen industry relationships. At a time when the maritime sector is embracing transformation and new challenges, initiatives like this play an important role in inspiring progress and recognising those shaping the industry's future. We are pleased to be souvenir sponsors of an event that values excellence, community, and the enduring spirit of seafaring.



## Capt. Sujit Churi, Head - Fleet Personnel Department, The Great Eastern Shipping Co. Ltd.

The Seajob Indian Anchor Awards stands as a powerful tribute to the resilience, dedication, and progress of India's maritime ecosystem. Our workforce is foundational to global supply chains and it deserves recognition on the world stage. The calibre of talent, the scale of ambition, and the depth of collaboration on display reminds us why India is increasingly central to the future of global shipping. Events like this don't just matter locally, they reshape how the world perceives Indian maritime leadership and thus we are proud souvenir sponsors of this celebration of our industry.



On the occasion of International Day for Women in Maritime, **Mrs. Aishwarya Gupta Pilankar** was felicitated for excellence in promoting women in maritime by the National Maritime Day Celebration Committee of the **Directorate General of Shipping & Ministry of Ports and Waterways.**



### STEP FORWARD AND NOMINATE THE LEADER WHO INSPIRES YOU

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

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

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## URGENT REQUIREMENTS OFFICERS

### CHEMICAL TANKERS (Parcel Tankers)

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

### LARGE CONTAINER VESSELS

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

### LNG

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

### LPG

- Third Assistant Engineer

### PCTC (Pure Car & Truck Carrier)

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

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- Third Engineer

### IGF TANKER (Dual Fuel Chemical Tanker)

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- Master • Chief Officer (with Master COC)
- Third Officer • ETO

### OIL - CHEMICAL TANKERS

(with experience of sailing in Ice conditions)

- Chief Officer • Chief Engineer
- Third Officer • ETO

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

Contact Persons - Officers:

Ms. Daisy Fernandes - 8657950693

Mr. Mahesh Sanga - 8828800717

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- › Chief Cook (COC)

#### Chemical Tankers (Parcel Tankers)

(Preferred with Parcel Tanker experience.)

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

#### Oil - Chemical Tankers

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

#### Container

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

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#### RATINGS

Ms. Yamini Nair  
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Ms. Riza Dutta  
+91 8291821227

#### MMS MARITIME (INDIA) PVT. LTD.

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Tel: +91 22 40620100 / 66960181 / 82  
Fax: +91 22 66960183

#### BRANCH OFFICE:

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

Ms. Ritu Pandey - +91 8291100570

Email : [mmsi.delhi@meiji-group.com](mailto:mmsi.delhi@meiji-group.com)



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• 9833255062	• 9920902616
• 9820743664	• 9820036516

#### Contact for Ratings (Mumbai office)

- 9152616060
- 9321139476

#### Contact for Officers & Ratings

(Chennai office) (Delhi office) (Kolkata office)

- 9940487493
- 9810784400
- 9830370375
- 9840381531
- 9599040741
- 9831135558

PLEASE NOTE THAT WE DO NOT EMPLOY ANY AGENTS FOR JOBS



SCAN TO APPLY

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-  Travel & Training Support

## URGENT REQUIREMENTS

### CONTAINER:

**MASTER / CO / 20 / 30**  
(with min. 6 months rank exp.)  
**CE / 2E / 3E / 4E / ETO**  
(with min. 6 months rank exp.)  
**BOSUN / AB** (with COP) /  
**OILER** (with COP) / **FITTER** /  
**PUMPMAN**

### OIL / CHEM TANKERS (FRAMO):

**3RD OFFICERS**  
(with min. 6 months rank exp.)  
**4TH ENGINEERS**  
(with min. 6 months rank exp.)  
**AB** (with COP)  
**OILER** (with COP)

### OIL TANKERS:

**3RD OFFICERS**  
(with min. 6 months rank exp.)  
**4TH ENGINEERS**  
(with min. 6 months rank exp.)  
**AB** (with COP)  
**OILER** (with COP)

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

## CRUISE & RIVER CRUISE REQUIREMENTS

### DECK (OCEAN CRUISE):

**MASTER / STAFF CAPTAIN**  
(with min. 12 months cruise exp.)  
**CO / SAFETY OFFICER**  
(with min. 6 months rank exp.)  
**20 & 30** (passenger vessel exp. preferred)  
**BOSUN / AB** (with COP & cruise vessel exp.)

### ENGINE (OCEAN CRUISE):

**CE** (with min. 12 months cruise exp.)  
**2E / 3E / 4E** (with min. 6 months rank exp.)  
**ELECTRO-TECHNICAL OFFICER (ETO)**  
(HV certificate mandatory)  
**MOTORMAN / OILER / FITTER**  
(with COP & cruise exp.)

**ETO with advance HV & Automation Training**

### HOTEL / HOSPITALITY:

**HOTEL DIRECTOR / F&B MANAGER**  
(with min. 2 years cruise exp.)  
**EXECUTIVE CHEF / SOUS CHEF**  
(international cuisine exp.)  
**BARTENDERS / WAITERS / STEWARDS**  
(fluent English, hospitality exp.)  
**HOUSEKEEPING / CABIN STEWARDS**  
(grooming & service trained)  
**GUEST SERVICES / PURSERS**  
(cruise line exp. preferred)  
**SHORE EXCURSION / ACTIVITY STAFF**  
(multilingual preferred)

### RIVER CRUISE

**CAPTAIN / MASTER (Inland)**  
(Rhine/Danube/Seine exp.)  
**1ST OFFICER / HELMSMAN**  
(inland waterway COC)  
**CHIEF ENGINEER (Inland)**  
(MaK / MTU / Volvo Penta exp.)  
**2E / MOTORMAN**  
(river/inland exp. preferred)  
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(mooring & lock operations)  
**CEVNI / ADN certificate  
preferred**

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

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→ Special Bonus Incentive for Top 4 Officers on Open Hatch Gantry Vessels

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#### CONTAINER

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

#### CHEMICAL

- ❖ 3rd Officer

#### LPG

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

#### VLCC

- ❖ Chief Officer (Master license preferred)

#### GANTRY CRANE

(Open Hatch General Cargo Vessel)

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

#### PCC

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

#### LNG

- ❖ 1st Asst. Engineer ❖ ETO

#### On board Vacancies (Seafarers):

Share your CV - [nyksm.s.smin-cvmumbai@nykgroup.com](mailto:nyksm.s.smin-cvmumbai@nykgroup.com) Only Shortlisted Candidates Will Be Contacted.

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

##### CHENNAI OFFICE

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

##### DELHI OFFICE

Contact: Mr. Vinay Kumar  
Mob: 98100 65413

##### KOLKATA OFFICE

Contact: Ms. Debashree Roy  
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**Qualification:** Degree holder preferred.

**Skills:** Proficient in MS Office.

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

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

Good communication skills - spoken and written English.

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



# SHOOLIN SHIP MANAGEMENT PVT. LTD.

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RPSL-MUM-162067 | DOI: 25-Oct-21 | DOE: 25-Oct-26

## **REQUIREMENTS FOR BITUMEN TANKERS:**

Master / Chief Officer  
2nd Officer / 3rd Officer  
Chief Engineer / 2nd Engineer  
3rd Engineer / Electrical Officer

## **REQUIREMENTS FOR MR TANKERS:**

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2nd Officer / 3rd Officer  
Chief Engineer / 2nd Engineer  
3rd Engineer / Electrical Officer

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### **CONTACT PERSONS**

For Officers: +91 93219 88233 / +91 86554 45670 / +91 87798 59250  
For Ratings: +91 91371 04852  
Landline: +91 22 4802 4564

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# AG. MARITIME PRIVATE LIMITED

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



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- CHIEF OFFICER

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- CHIEF ENGINEER ■ 2ND ENGINEER ■ 3RD ENGINEER
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**FEEDER CONTAINER**

- CHIEF ENGINEER ■ 2ND ENGINEER
- ELECTRICAL OFFICER

**VLCC/OIL-CHEM TANKER VESSELS - FOREIGN PRINCIPLES**

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

**OIL-CHEM TANKER VESSELS - FOREIGN PRINCIPLES**

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- CHIEF OFFICER - WITH 18 MONTHS EXP.
- CHIEF ENGINEER - WITH 18 MONTHS EXP. ■ SECOND ENGINEER - WITH 18 MONTHS EXP.
- 3RD OFFICER - WITH 6 MONTHS EXP. ■ 4TH ENGINEER - WITH 6 MONTHS EXP.
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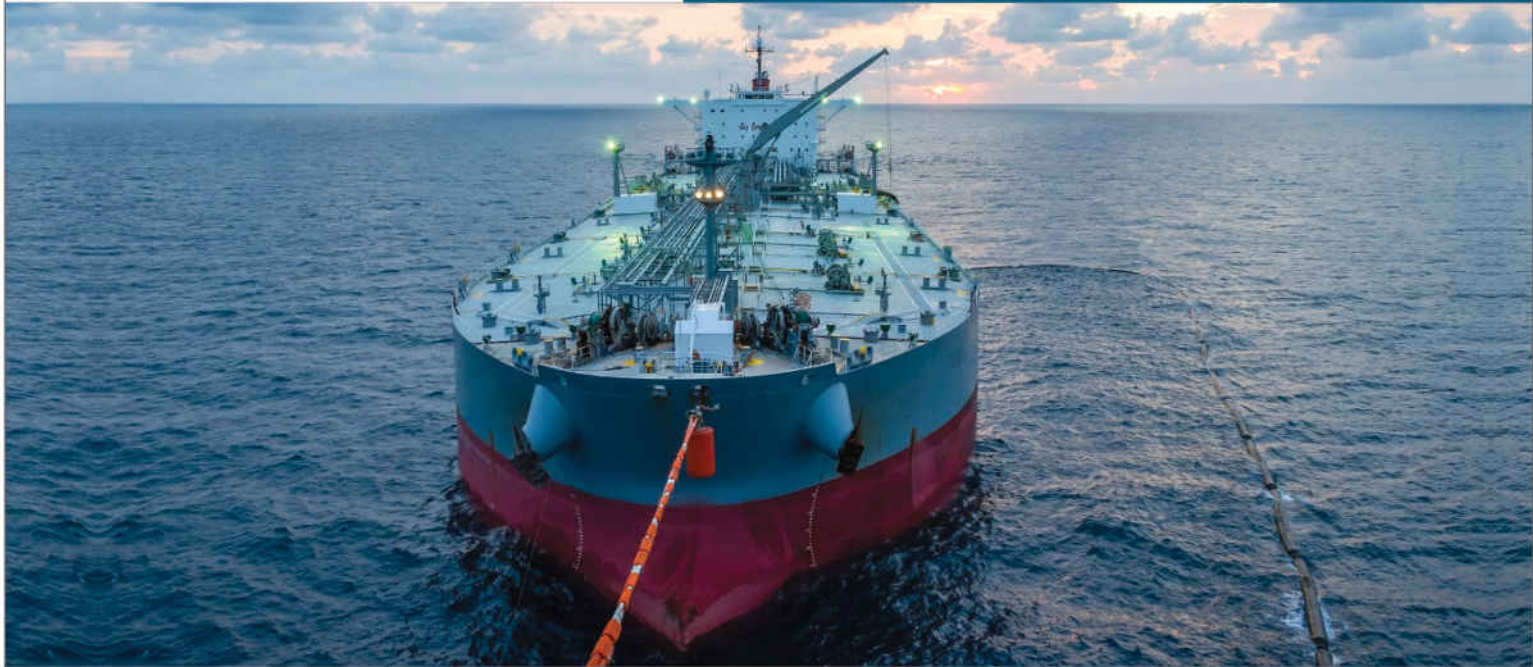


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RATINGS



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- ✓ RELEVANT QUALIFICATION
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- ✓ STRONG SAFETY & ENVIRONMENTAL AWARENESS



## CONTACT US

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- ✦ 3rd Officer
- ✦ Chief Engineer
- ✦ 2nd Engineer
- ✦ 4th Engineer
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RPSL: MUM-162104 | DOI: 24 May 2022 | DOE: 24 May 2027

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

### CHEMICAL TANKERS

- **Master, Chief Officer, Chief Engineer, ETO & Trainee ETO**
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- ▶ Chief Officer
- ▶ Second Officer
- ▶ Second Engineer
- ▶ Third Engineer

#### Oil / Chem Tanker:

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

#### VLCC Tanker:

- ▶ Chief Officer - Min 12 months rank experience.

#### Bulk Carrier:

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

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## Urgent Requirements

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- ▶ **CHIEF ENGINEER** (OIL TANKER) WITH RT FLEX ENGINE EXP.
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- ▶ **THIRD ENGINEER** (OIL / CHEM TANKER)
- ▶ **ETO** (OIL / CHEMICAL TANKER)

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- ▶ **SECOND OFFICER** (REEFER CONTAINER / BULK CARRIER)
- ▶ **THIRD OFFICER** (BULK CARRIER)
- ▶ **CHIEF ENGINEER** (BULK CARRIER / CONTAINER)
- ▶ **SECOND ENGINEER** (BULK CARRIER / CONTAINER)
- ▶ **THIRD ENGINEER** (BULK CARRIER / CONTAINER)
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- ▶ **AB** (RORO / BULK)
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# To The Readers ...

## Own Your Life

**Y**our presence walks into the room before you do. The way you carry yourself, the weight of your words, the steadiness of your gaze – that's your personality showing up in real time. People don't just see you; they feel you. And that feeling is what inspires them. Whether you Build it with intention, or let it form by default is your choice.

Confidence isn't an innate quality. Nobody wakes up with confidence as a blessing. You build it the hard way, by taking calculated risks, absorbing the fallout, and realizing you survived. And then doing it all over again. Think of every scary decision you've been avoiding: that's your confidence sitting in a locked box. Go find the key.

Here's the uncomfortable truth: you can't have focus and have everything else too. You either cut things out or stay mediocre. It's that simple. Are you the horse that runs in the race, or the donkey weighed down by everyone else's baggage? Nothing worth having arrives without sacrifice. Pick your trade-offs before life picks them for you.

Let's be honest, everyone carries a flicker of jealousy. Seeing someone drive the car you want, live the life you imagined, do the work you wish you'd started. That sting is real. But the most self-

aware people in any room are the ones who clock that feeling and redirect it. Jealousy is fuel. The question is whether you put it in an engine or set yourself on fire with it.

You are the architect of your own happiness. Life won't be easy but you get to decide whether you fight for it or settle around it. Nobody is coming to fix your life. Not your boss, your family, your situation. Happiness is your personal project. You can push back, adapt, fight, rebuild or you can accept the default settings and wonder why nothing ever changes. Combat or compromise. The priority is yours.

Never be fully satisfied with where you are, hunger is what keeps you moving. Expect more from yourself, demand more from your effort, and you'll produce more than you thought was possible. But here's the balancing act: don't let your expectations become your enemy. At the end of every day, if you gave everything you had, that counts. Rest with it. Then wake up and raise the bar again.



*God Bless You*  
*Roni Abraham*  
*Editor*

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# YOUR FORECAST

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



- BY RANI

## Aries (Mar 21 – Apr 20)

June arrives with a renewed sense of purpose, encouraging decisive action and clearer long-term planning. Professional matters benefit from confidence, persistence, and practical thinking. Relationships feel more balanced when communication remains open and direct. Financial decisions become easier when guided by patience. Energy levels improve through a balance between activity and recovery. Your dreams gain momentum as discipline replaces hesitation. The months ahead favor bold choices, and outlooks that allow your efforts to receive recognition. Your determination will bring a transformative phase ahead.

## Taurus (Apr 21 – May 21)

The monsoon season encourages steadiness, patience, and thoughtful reflection. Career responsibilities unfold smoothly when approached with consistency and calm judgment. Financial matters benefit from long-range planning and mindful spending habits. Relationships deepen through honesty, emotional warmth, and reliability. Wellness improves through routines that create comfort and stability. Familiar surroundings inspire growth. The year ahead supports personal security, and gradual accomplishments that reflect your dedication. By trusting your pace, you create space for a fulfilling and prosperous chapter to unfold naturally.

## Gemini (May 22 – June 21)

June encourages fresh thinking and meaningful conversations that open unexpected doors. Career opportunities emerge through adaptability, curiosity, and quick decision-making. Social interactions feel lively and productive, bringing useful collaborations and new perspectives. Financial awareness strengthens when organization replaces distraction. Mental clarity improves through structure and focused routines. The months ahead favor learning, exploration, and exciting developments that broaden your horizons. Your ability to communicate, connect, and adapt will continue attracting opportunities for significant professional advancement.

## Cancer (June 22 – July 22)

The monsoon season invites emotional renewal and a stronger sense of inner balance. Career matters become easier to manage when approached calmly and methodically. Family relationships benefit from empathy, patience, and thoughtful communication. Financial stability improves through careful organization and practical choices. Rest and emotional care help restore peace of mind. Recreation becomes a source of comfort and inspiration. The year ahead supports stronger emotional foundations, meaningful connections, and personal growth. By trusting your instincts, you move toward a more secure and emotionally fulfilling phase of life.

## Leo (July 23 – Aug 23)

June highlights responsibility, determination, and the quiet confidence that comes from preparation. Professional efforts begin attracting recognition through reliability and focused effort. Relationships improve when mutual understanding replaces the need for control. Financial matters benefit from practical planning. Health improves through consistency and balanced routines. Self-confidence encourages self-expression. The months ahead favor leadership, maturity, and achievements that reflect your dedication. By remaining patient and focused, you create opportunities that bring both satisfaction and greater visibility for your talents.

## Virgo (Aug 24 – Sept 23)

June encourages you to organize your priorities and approach responsibilities with calm focus. Professional matters benefit from thoughtful planning and realistic expectations, allowing progress without unnecessary pressure. Collaboration improves when communication remains clear, flexible, and constructive. Personal relationships feel more balanced as you practice patience and understanding. Health strengthens through consistent routines that support productivity while allowing sufficient rest. Financial awareness grows when you review commitments carefully and focus on long-term stability. This period reminds you that meaningful development comes through persistence rather than perfection. The year ahead continues to support resilience, confidence, and lasting accomplishment. By trusting your analytical strengths and remaining adaptable, you create dependable forward movement. Your discipline, insight, and practical wisdom will guide you toward opportunities that feel rewarding, secure, and deeply fulfilling in the months ahead.

## Scorpio (Oct 24 – Nov 22)

June brings emotional insight and a stronger sense of determination, encouraging change through awareness and discipline. Career ambitions gain momentum through strategy, focus, and careful planning. Relationships deepen when honesty and trust remain central. Financial discipline creates greater confidence and control. Expressing yourself will bring relief and catharsis. Health improves through mindfulness and healthier routines. The year ahead favors transformation, resilience, and opportunities that strengthen your sense of purpose. By embracing growth without rushing outcomes, you move toward a more empowered and rewarding chapter.

## Sagittarius (Nov 23 – Dec 21)

The monsoon season inspires purposeful action and a broader perspective on future goals. Career development benefits from planning, commitment, and a willingness to adapt. Financial matters improve through patience and practical thinking. Relationships grow stronger through kind and honest communication. Physical energy remains balanced when rest supports activity. The months ahead encourage exploration, personal growth, and exciting possibilities that expand your understanding of what is achievable. Your optimism and willingness to embrace change continue opening doors that lead toward enriching experiences and future success.

## Capricorn (Dec 22 – Jan 20)

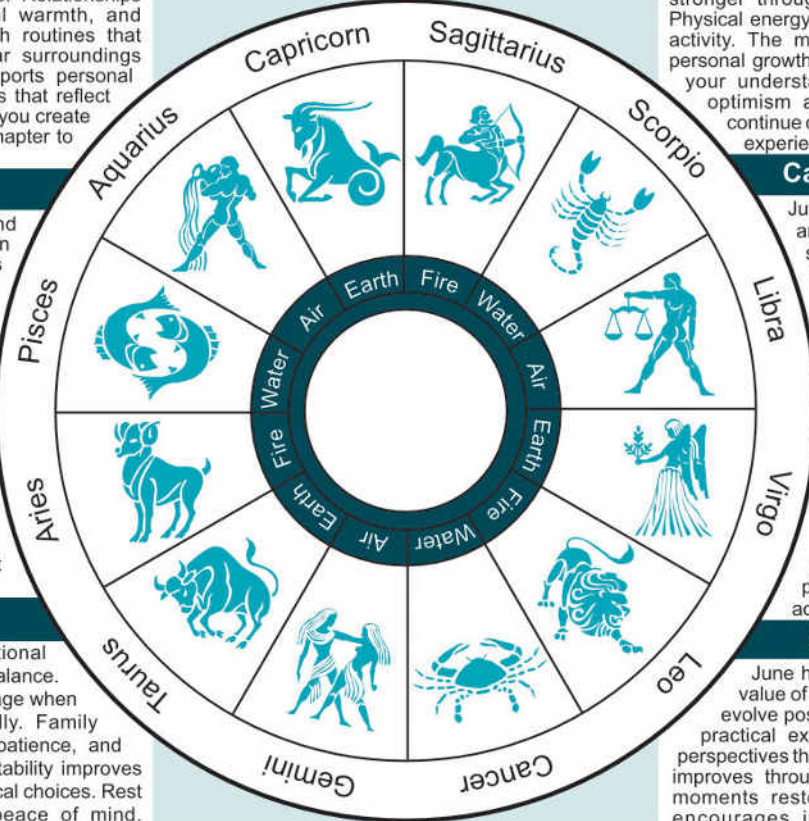
June reinforces discipline, responsibility, and long-term vision. Career efforts begin showing clearer results through persistence and steady dedication. Financial security improves through careful planning and practical decisions. Relationships benefit from honesty, reliability, and emotional consistency. Health strengthens when routines become more balanced and sustainable. This period rewards patience and focused effort. Destiny supports achievements that reflect your determination. By remaining grounded while embracing new opportunities, you create conditions that support both personal fulfillment and professional advancement.

## Aquarius (Jan 21 – Feb 18)

June highlights innovation, originality, and the value of thoughtful collaboration. Career matters evolve positively when fresh ideas are paired with practical execution. Social interactions introduce perspectives that inspire creativity. Financial awareness improves through organization. Reflection and quiet moments restore emotional balance. This period encourages inventive thinking and meaningful contribution. The months ahead support authenticity, personal evolution, and opportunities that allow your individuality to stand out. Your unique perspective continues attracting experiences that feel both inspiring and rewarding.

## Pisces (Feb 19 – Mar 20)

The monsoon season encourages emotional clarity and thoughtful decision-making. Career choices benefit from balancing intuition with practicality. Relationships deepen through compassion, empathy, and emotional honesty. Financial confidence grows through awareness and mindful planning. Hobbies restore inspiration and inner harmony. This phase supports self-awareness, emotional balance, and renewed focus. The year ahead favors personal healing, and opportunities that align with your deeper aspirations. By trusting both your instincts and your experience, you move toward a gentler yet more meaningful chapter ahead.



## Libra (Sept 23 – Oct 23)

June encourages you to restore balance by making choices that reflect your true priorities and long-term goals. Career matters move in a positive direction when you trust your instincts, communicate clearly, and approach challenges with confidence. Relationships become more meaningful through honesty, emotional understanding, and fair communication. Financial stability improves when you focus on careful planning, practical decisions, and avoiding unnecessary risks. Inner peace develops through self-reflection, and conversations that offer comfort and clarity. Health also benefits when emotional well-being becomes part of your everyday routine. This period supports maturity, self-awareness, and renewed confidence in your abilities. The coming months favor supportive partnerships, stronger personal boundaries, and a deeper understanding of what truly matters, helping you create lasting harmony, happiness, and fulfillment in both personal and professional life.

(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.)



## Guest Column

**MR. SUBRAT KULSHRESTHA**  
- Marine Lawyer



# GUIDANCE ON MARITIME CLAIMS

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

## TOWAGE CLAIMS

### 1.2 Towing Vessels

Although a towing vessel need not necessarily be a purpose-built vessel such services will normally be provided by specialist vessels called tugs. Whereas most ships are powered solely for their own propulsion, a tug is a vessel that is built specifically to provide auxiliary propulsion for another vessel and the efficiency of a tug is measured by the percentage of power that the tug can transmit through a tow-rope or other attachment to the towed vessel, i.e. the tug's bollard pull. Whilst there is nothing in principle to prevent a non-tug from providing towage services it is unlikely that such services will normally be provided unless towage is urgently required and the non-tug is the only available option. In most circumstances, such services will be provided as salvage services since the vessel that is to be towed will be in peril. Therefore, the right of the non-tug to provide towage will normally be justified for public policy reasons by the law of most countries and by international conventions such as the SOLAS Convention and Article IV Rule 4 of the Hague and Hague-Visby Rules even if the non-tug is engaged on another cargo carrying voyage at the time. However, it is extremely unlikely that a non-tug will be justified in interrupting such service in order to tow a vessel which is not facing the sort of peril that would justify salvage. Such action might well be deemed to constitute a deviation and the owner of the non-tug may well prejudice its insurance cover.

### 1.3 Liability

Liability may arise either in tort or in contract depending on whether claims arise between:

- the tug/tow combination and third parties; and
- the tug and tow *inter se*.

#### 1.3.1 Liability Between the Tug/Tow Combination and Third Parties

When damage is caused to third parties with whom the tug/tow has no contractual relationship the question arises whether liability in tort is to be borne by the tug or by the tow or by both. The issue can have substantial financial impact since tugs tend to be smaller than the towed vessel and, consequently, have smaller limitation funds. Normally, the issue is decided on negligence principles and it is a question of fact in each case whether the damage can be attributed to the negligence of the tug or the tow or both. The tug owners are not expected to perform the towage satisfactorily in all circumstances and despite all hazards. However, the tug is normally obliged to use reasonable care and skill in its service, and since physical control of the operation is normally presumed to lie with the tug, the latter is normally the party liable unless there is evidence of independent fault by the tow that has contributed to the accident. In the majority of cases tugs have been held to be negligent on the basis that:

- The tug was unseaworthy or unfit to perform the service; or

- The towline was of an improper length; or
- The tug master was unprepared for, or ignorant of, the conditions to be encountered; or
- The tug master did not plan or perform the service with sufficient care. However, the tow may be held to be negligent if:
- It is not equipped with the necessary anchors, lights, lines, steering equipment etc.; or
- It is not in a fit structural state of repair to withstand the intended towage; or
- Its crew is not properly trained for the planned towage; or
- It does not follow the tug's instructions.

#### 1.3.2 Liability between the Tug and Tow *inter se*

It has not proved possible to conclude any international conventions regulating the liabilities of parties to towage agreements since the law of many countries enforces the principle of freedom of contract which allows parties to include clauses in contracts to exclude liability that would otherwise be imposed on one of the parties to the contract. Consequently, such clauses have traditionally been found in most towage contracts and have the effect of allowing tug owners to mitigate, or even escape from, liabilities incurred during the towage service. The precise extent of such exclusion depends on the particular form of towage contract that has been agreed.

#### 1.3.3 National Terms

Most national towing conditions have three main elements:

- The master and crew of the tug are deemed to be the servants of the tow and are to be under the control of the tow;
- The tug owner is exempted from liability for loss or damage however caused, including negligence;
- The tow owner is to indemnify the tug owner against and in respect of any claims for loss or damage made against it by third parties.

The most commonly used national terms are the United Kingdom Standard Conditions for Towage and other Services (The UKSTC revised 1986) which are used both in the UK and in many other countries. These terms provide the widest form of protection for the tug. Unless a loss, damage or liability arises as a result of "the personal failure of the person or person having the ultimate control and chief management of the Tugowner's business to exercise reasonable care to make the tug or tender seaworthy for navigation at the commencement of the towing or other service," the tug is not liable for, and will be indemnified by the tow against, any damage arising out of the towage service either to the tow or to the tug or to any other third party property "even if the same arises from or is caused by the negligence of the tug-owner his servants or agents." However, liability for personal injury or death caused by the negligence of any of the tug's officers or employees is not excluded.

Under the common law towage was considered to commence when the towline was passed to the tug or vice versa and the responsibilities of the parties under the contract attached at that moment. However, under the UKSTC, towage is deemed to commence earlier when the tug is in a position to receive orders directly from the tow "to commence holding, pushing, pulling, moving, escorting, guiding or standing by".

The same appears to be the case under the Scandinavian conditions which apply when damage is caused "in connection with" the services. Therefore, such conditions may give protection in the event, for example, that a collision occurs between the tug and tow when the tug is manoeuvring in close proximity to the tow in order to pass the tow line.

However, the Australian court has held that the wide protection that is given to the tug under the UKSTC is rendered void in relation to harbour towage by the Australian Trade Practices Act 1974 since such a towage contract is not a contract for, or in relation to, the transportation of goods. Consequently, it has been suggested that tug owners should consider including a clause such as the following in towage contracts that incorporate the UKSTC and which apply Australian law:

*"The Tugowner shall be subject to any implied condition or warranty provided by the Trade Practices Act 1974 (Cth) (the Act) if and to the extent that the Act applies, in which circumstances the Tugowner limits its liability for breach of such implied condition or warranty to supplying the service again or the payment of the cost of having the service supplied again, as determined by the Tugowner."*

The Japanese Nippon tow conditions, the Shipping Federation of Canada Standard Towing Conditions, the Scandinavian Tugowners Standard Conditions (as revised in 1985) and the Netherlands Standard Towage Conditions 1951 all follow the United Kingdom model, although the wording in these various contracts may differ and there are also some substantive

differences. The Japanese and Canadian terms apply the same wide exemption for tug liability for almost all damage, including that due to unseaworthiness and negligence and require the tow owner to indemnify the tug owner against any claims that may be brought by third parties. However, under the Netherlands conditions, the towed vessel is not liable for damage to the tug caused by the fault of the tug or for damages to third party property resulting from collision with the tug which was not caused by, or was only partially caused by, the towed vessel.

Towage in Scandinavia has traditionally been performed subject to the Scandinavian Tugowners Standard Conditions 1959 as amended in 1974 and 1985 which exempt the tug owner from liability for damage caused to the tow unless the damage has been caused by the fault or neglect of the tug owner's manager acting in that capacity. Therefore, the tug owner is not liable if the damage has been caused by the fault or negligence of the crew or by a member of the tug owner's management when acting in their capacity as master of the tug or as a member of its crew. In any event, the liability of the tug owner is limited to NOK 100,000 (SEK 100,000 under the Swedish version of the conditions and DEK 100,000 under the Danish version) unless the loss or damage has been caused by the wilful intent or gross negligence of the tug owner. Furthermore, the tow owner is required to indemnify the tug owner for any damage caused to the tug owner in connection with the services, unless the tow owner proves that the damage was not caused, either partly or wholly, by the fault or neglect of the tow owner or of someone for whom the tow owner is responsible, such as the master of the tow or a member of its crew. The tow owner is also required to indemnify the tug owner for any liability that the tug owner may incur to third parties in connection with the services, unless it is proved that the tug owner would have been liable to the tow owner if the damage had in fact been suffered by the tow owner.

To be continued in next article.....

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

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# The History of Merchant Shipping Through the Centuries

Merchant shipping has played a vital role in shaping human civilization for thousands of years. Long before the development of airplanes, railways, or highways, ships connected distant societies through trade, exploration, and cultural exchange. From ancient wooden sailing vessels to today's giant container ships, the history of merchant shipping reflects humanity's growing ambition to connect the world through commerce.

## • Maritime Trade in Ancient Civilizations

The origins of merchant shipping can be traced back to ancient civilizations such as the Egyptians, Phoenicians, Greeks, and Romans. The Egyptians used the Nile River and the Mediterranean Sea to transport grain, gold, papyrus, and stone as early as 3000 BCE. However, it was the Phoenicians who became some of the first great maritime traders. Skilled shipbuilders and navigators, they established trade routes across the Mediterranean, exchanging textiles, glass, timber, and precious metals with distant ports. Roman merchant ships carried olive oil, wine, spices, and grain throughout the Mediterranean, which became known as the "Roman Lake" because of Rome's dominance over regional trade.

## • Maritime Trade During the Middle Ages

In Northern Europe, the Hanseatic League emerged as a powerful alliance of trading cities during the 12th and 13th centuries. Merchant ships transported timber, fish, cloth, and furs across the Baltic and North Seas. At the same time, Arab, Indian, and Chinese merchants dominated trade across the Indian Ocean. Using seasonal monsoon winds, merchants sailed between East Africa, the Middle East, India, and Southeast Asia.

## • The Age of Exploration and Overseas Expansion

The Age of Exploration in the 15th and 16th centuries transformed merchant shipping forever. European powers such as Portugal and Spain sought direct sea routes to Asia in search of spices, silk, and other valuable goods. Explorers like Vasco da Gama and Christopher Columbus opened new trade routes that connected Europe, Africa, Asia, and the Americas. Merchant shipping became closely tied to colonial expansion, with ships

transporting not only goods but also people, ideas, and unfortunately, enslaved populations through the transatlantic slave trade.

## • Colonial Trade and Maritime Empires

By the 17th and 18th centuries, merchant shipping had become the backbone of global empires. Powerful trading companies such as the British East India Company and the Dutch East India Company controlled vast maritime networks. Improvements in ship design, navigation tools, and cartography allowed ships to travel farther and more safely than ever before. Ports such as London, Amsterdam, and Lisbon grew into major commercial centers because of maritime trade.

## • The Industrial Revolution and Steamships

The Industrial Revolution in the 19th century marked another major turning point. Steamships gradually replaced traditional sailing vessels, making shipping faster, more reliable, and less dependent on wind patterns. The opening of the Suez Canal in 1869 dramatically shortened travel times between Europe and Asia, revolutionizing global trade routes. Iron and steel shipbuilding further increased cargo capacity and durability.

## • Technological Transformation in the 20th Century

Diesel-powered ships, refrigeration systems, radar, and radio communication transformed merchant shipping into a highly efficient global industry. However, the most revolutionary development was containerization in the 1950s. Standardized shipping containers allowed goods to be loaded, unloaded, and transported more efficiently across ships, trucks, and trains. This innovation drastically reduced transportation costs and accelerated globalization.

## • Modern Shipping and Global Trade

Today, merchant shipping carries around 90% of world trade. The history of merchant shipping is ultimately the story of human connection. Across centuries, ships have linked continents, fueled economies, and shaped civilizations. From the wooden trading boats of ancient merchants to today's enormous cargo vessels, maritime trade remains one of the most important forces driving the global economy and connecting the modern world.



# How Seafaring Shaped Coastal Civilizations

For thousands of years, the sea has been far more than a body of water separating lands. It has served as a bridge between cultures, economies, and civilizations. From the Mediterranean to the Indian Ocean and the Pacific, civilizations that mastered the seas often became centers of wealth and influence. The history of coastal civilizations is therefore deeply connected to the history of maritime activity.



## The Rise of Coastal Settlements

Many of the world's earliest civilizations developed near coastlines, rivers, and natural harbors because these locations provided access to food, transportation, and trade. Coastal settlements offered easier communication with distant regions compared to inland communities, allowing societies to exchange goods and ideas more efficiently.

Fishing communities gradually evolved into thriving port cities as maritime trade expanded. Harbors became hubs of commerce where merchants, sailors, craftsmen, and travelers interacted regularly. Cities such as Alexandria, Venice, Carthage, and Calicut gained prominence because of their strategic maritime locations.

## Seafaring and the Growth of Trade Networks

One of the most significant ways seafaring shaped coastal civilizations was through trade. Maritime routes connected distant societies long before modern transportation existed. Ships carried spices, silk, grain, metals, timber, ceramics, and luxury goods across seas and oceans, creating interconnected economies. Trade also encouraged urban growth. Ports became centers of economic opportunity where markets, warehouses, and financial systems developed. Many coastal cities eventually grew into powerful political and cultural capitals because of maritime commerce.

## Cultural Exchange Across the Seas

Seafaring enabled not only the movement of goods but also the exchange of ideas, beliefs, languages, and traditions. Sailors and merchants carried religious practices, artistic influences, scientific knowledge, and technologies from one region to another.

The spread of Buddhism across Asia, Islam across the Indian

Ocean, and Christianity through Mediterranean trade routes all demonstrate how maritime connections shaped cultural history. Coastal civilizations often became multicultural societies where foreign merchants settled permanently and blended with local populations.

Architecture, cuisine, clothing, and language in many coastal regions still reflect centuries of maritime interaction. Swahili culture on the East African coast, for instance, developed through the fusion of African, Arab, Persian, and Indian influences facilitated by Indian Ocean trade.

## The Social Impact of Maritime Life

Seafaring also shaped the social structures of coastal communities. Entire economies depended on fishermen, sailors, shipbuilders, dockworkers, and merchants. Maritime professions became central to community identity and traditions.

Life in coastal regions often revolved around the rhythms of the sea. Festivals, religious rituals, folklore, and local customs frequently reflected maritime beliefs and dependence on ocean resources. In many societies, sailors were viewed as symbols of courage, adventure, and discovery.

At the same time, maritime life carried risks. Storms, piracy, disease, and long voyages created uncertainty for seafaring communities. Despite these dangers, generations continued to rely on the sea for survival and prosperity.

## Environmental Influence on Coastal Civilizations

The sea also influenced settlement patterns, architecture, and resource management. Coastal communities adapted to tides, storms, and changing weather conditions. Ports and harbors were carefully designed to support maritime activity, while fishing practices shaped local economies and diets.

In some cases, environmental challenges such as rising sea levels, coastal erosion, or declining fish stocks forced societies to adapt or relocate. Maritime civilizations therefore developed a close relationship with the natural environment, understanding the importance of weather, currents, and marine ecosystems.

## Conclusion: The Lasting Legacy of Seafaring

Seafaring shaped coastal civilizations by creating trade networks that connected continents, encouraged cultural exchange, strengthened political power, and inspired technological innovation. Coastal societies became gateways between different parts of the world, helping to spread ideas and build global connections long before the modern age. Modern globalization, international trade, and cultural interaction still depend heavily on maritime activity. The legacy of ancient seafaring civilizations continues to influence the modern world, reminding us that human history has always been deeply connected to the oceans.



# HUSTLING HACKS



## THE POWER OF INFLUENCE

Every day, people around us shape the way we think, feel, and act sometimes without us even noticing. From friends and family to teachers, influencers, and social media, influence plays a powerful role in our lives. It can affect our decisions, behavior, emotions, and even the goals we choose to follow. A simple conversation, opinion, or trend can change how we see the world. Some influences inspire us to grow, while others may lead us in the wrong direction. Understanding how people influence us helps us become more aware, confident, and responsible in making our own choices and staying true to ourselves.



### Why Humans Get Influenced

Humans are naturally social beings. We all want to feel accepted, valued, and connected to the people around us. From childhood, we learn by watching others, copying behaviors, and trying to fit into different groups. Whether it's family, friends, classmates, or online communities, the need for belonging strongly influences the choices we make every day. People often change the way they talk, dress, think, or behave just to feel included and avoid rejection.

This is why influence becomes so powerful. When a group accepts certain trends, opinions, or behaviors, others may follow without even questioning them. For example, a student may start liking a certain style or hobby simply because their friends do. Social media also increases this effect by constantly showing what others are doing, buying, or supporting. Humans fear being left out, so they often imitate what seems popular or socially accepted.

Wanting friendship and connection is completely normal, but it is important to recognize when influence becomes pressure. Healthy influence can motivate people to grow, learn, and

improve. However, blindly following others can sometimes lead to poor decisions. Understanding our need for belonging helps us become more self-aware and confident enough to make choices that reflect our true values and personality.

### Sources of Influence

#### ◆ Family Influence

Family is the first place where influence begins. Parents shape our beliefs, habits, manners, and way of thinking from an early age. Many of our behaviors come from childhood conditioning, what we repeatedly saw, heard, or experienced at home. Families also pass down cultural values, traditions, and expectations that affect our identity. Siblings influence our interests, confidence, and even personality traits through comparison or bonding. Sometimes, family expectations can inspire success, while other times they may limit individuality. Many people struggle between becoming who they truly are and who their family expects them to be. That conflict quietly shapes countless life decisions.

#### ◆ Friend Circle & Peer Pressure

Friends influence us more than we realize. The people we spend time with can shape our personality, confidence, habits, and mindset. Positive peer pressure can motivate growth, better choices, and success, while negative peer pressure may push people toward harmful behavior. Many people copy fashion styles, slang, hobbies, or lifestyles just to feel accepted. Fear of missing out, also known as FOMO, makes people follow trends even when they are uncomfortable with them. Sometimes no one directly forces us, we simply feel silent pressure to fit in. Over time, friend groups can slowly change how a person thinks, behaves, and sees themselves.

#### ◆ Social Media Influence

Social media has become one of the strongest sources of influence today. Influencers, viral trends, and online opinions constantly shape how people think, dress, and behave. Many users compare their lives to carefully edited posts, creating pressure to look perfect or live a better lifestyle. Trends often control choices without people noticing it. Viral opinions and cancel culture also make people afraid to express different views. Likes, comments, and shares create dopamine rewards that keep users seeking online validation. The biggest problem is that social media often shows fake perfection. It raises an important question: Are your opinions truly your own anymore?

#### ◆ Emotional Influence

Emotions are highly contagious. The mood of one person can quickly affect an entire group, whether it is positivity, stress, anger, or excitement. People often absorb emotional energy from those around them without realizing it. Some individuals use guilt, sympathy, fear, or emotional manipulation to influence others and control decisions. Toxic positivity can also pressure people to hide real emotions instead of receiving genuine support. Emotionally sensitive people are often easier



# HUSTLING HACKS



to influence because feelings can overpower logical thinking. Understanding emotional influence helps people recognize manipulation, protect their mental health, and build relationships based on honesty rather than emotional control or pressure.

## ◆ Negative Influence

Negative influence happens when people manipulate emotions, thoughts, or behavior for personal control or benefit. Gaslighting makes someone question their own reality and feelings, while guilt-tripping pressures people into decisions through shame. Emotional blackmail often involves fear, threats, or manipulation to force obedience. In controlling relationships, one person may limit freedom, confidence, or independence. Some people even use fake kindness to gain trust before taking advantage of others. These influences can damage mental health, self-esteem, and decision-making. Recognizing toxic behavior is important for protecting boundaries, emotional well-being, and personal identity.



## ◆ Positive Influence

Positive influence helps people grow, improve, and become better versions of themselves. Mentors and role models inspire confidence by sharing wisdom, experience, and guidance. Motivational people encourage others to stay focused during difficult times and believe in their abilities. Healthy competition pushes individuals to work harder, learn new skills, and reach their goals without negativity. Teachers can shape futures by inspiring curiosity, discipline, and ambition. Supportive friends help each other grow emotionally, mentally, and socially through encouragement and honesty. Strong communities also create confidence by making people feel accepted and valued.

## Ways to Protect Yourself

Learning how to stay true to yourself helps you build confidence, peace of mind, and stronger judgment.

### 1. Build Self-Awareness

The first step is understanding yourself deeply. Know your

values, goals, strengths, and weaknesses. Self-aware people understand what matters most to them, so they are less likely to be manipulated by others. When you know your priorities, it becomes easier to ignore pressure that distracts you from your future. For example, someone focused on education and personal growth is less likely to follow harmful trends just to fit in.

### 2. Think Critically

Do not blindly believe everything you hear online or from other people. Question trends, opinions, social media content, and advice before accepting them as truth. Ask yourself simple but powerful questions: Is this true? Is this helpful? Am I doing this because I genuinely want to? Critical thinking helps people make smarter choices instead of reacting emotionally or following the crowd without understanding the consequences.

### 3. Learn to Say "No"

Many people fear saying no because they worry about rejection or judgment. However, saying no is actually a sign of confidence and self-respect. For example, rejecting peer pressure to participate in risky activities shows strength, not weakness. Strong boundaries protect people from regret and manipulation.

### 4. Choose the Right Company

The people around you strongly influence your mindset, habits, and decisions. Positive friends and supportive mentors can motivate growth, while toxic people can drain confidence and encourage unhealthy behavior. Surround yourself with honest, encouraging individuals who inspire you to improve. A powerful truth is: your environment shapes your behavior.

### 5. Recognize Manipulation

Manipulation can appear in many forms, including guilt-tripping, emotional blackmail, gaslighting, controlling behavior, and fake kindness used for personal gain. Recognizing these signs helps you avoid emotional control. If someone constantly makes you feel guilty just to control your decisions, that is manipulation not care or love.

### 6. Control Your Emotions

Strong emotions can weaken judgment and lead to impulsive decisions. Calm thinking helps people respond wisely instead of reacting emotionally. Learning emotional control improves decision-making and protects you from being easily influenced during stressful situations.

## Conclusion

Influence is a powerful part of human life, but awareness gives people control over their choices. By thinking independently, building confidence, and surrounding yourself with positive influences, you can protect your identity and values. The goal is not to avoid influence completely, but to choose wisely who and what deserves to shape your life.

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

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Mumbai 400059.  
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Email : recruitment@njordships.com

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Email :  
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Email : crew@olympiaship.com

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Chennai 600 002  
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Email : personnel@shanemarine.com

**SHAN SHIP MANAGEMENT PRIVATE LIMITED**  
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Tel : 91-90290 03060  
Email : personnel@shanshipmanagement.com

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Mobile : 91-9321988233 / 8779859250  
Tel : 91-22-4802 4564  
Email : info@shoolinship.com

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Formerly known as Navig8  
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Email : fleetpersonnel@suntech-maritime.com  
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Website : www.vrmaritime.net

**WALLEM SHIPMANAGEMENT (INDIA) PVT. LTD.**  
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Tel : 91-22-40432222  
Email : recruitbom@wallem.com  
Website : www.wallem.com

**WILHELMSSEN SHIP MANAGEMENT**  
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Email : wsm-bom-recruitment@wilhelmsen.com  
Website : www.wilhelmsen.com

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Office No 1006, 10th Floor, Kesar Solitaire, Plot No. 05, Palm Beach Road, Sector 19, Sanpada, Navi Mumbai 400 705  
Tel : 91-22-69567567  
Email : jobs@xfinitymaritime.com  
Website : www.xfinitymaritime.com

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Tel : 91-22-68732600  
Fax : 91-22-68732601  
Email : jobs@xtindia.com

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402, Solaris One Premises Co-Op Society Ltd., N S Phadke Marg, Andheri (E), Mumbai 400 069  
Tel : 91-22-61872019 / 23  
Email : recruitment.india@zodiac-maritime.in  
Website : www.zodiac-maritime.com

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#### ▶ MARINE SUPERINTENDENT

Master Mariner with sailing experience on Gas Tanker.

#### ▶ TECHNICAL SUPERINTENDENT

Chief Engineer with sailing experience on Gas Tanker.

#### ▶ SOURCING EXECUTIVE

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

#### ▶ ACCOUNTS & FINANCE HEAD

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

#### ▶ ACCOUNTS & FINANCE MANAGER

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

Tel: +91 22 41769999

Email: seafarers@tangarshipping.com

### SYNERGY MARITIME RECRUITMENT SERVICES PVT. LTD.

#### ▶ TECHNICAL AND MARINE SUPERINTENDENT

(Ex-Chief Engineer and Master with 0-4 years of experience as Superintendent)

Email : careers@synergygroup.sg

### MSI SHIPPING SERVICES INDIA PVT. LTD.

#### SHORE JOB - JAMNAGAR

#### ▶ PORT CAPTAIN / MARINE SUPERINTENDENT

with Indian COC

Tel: +91 22 69308000 | Email: msiindia@msiships.com

### ADMIRAL MARINE SERVICES PVT. LTD.

#### ▶ ACCOUNTS EXECUTIVE

(1 year Experience) - Male

Mob: +91 6369704207

Email: hr.ams@admiralmarine.com

### HERMES SHIP MANAGEMENT PVT. LTD.

#### ▶ Marine Superintendent

Preferred experience of Offshore vessel.

#### ▶ Technical Superintendent

Preferred experience of Offshore vessel.

#### ▶ Purchase Executive

Preferred experience of 5 Year.

#### ▶ Data Entry Executive

Preferred experience of 0 to 2 Years.

#### ▶ Front Desk Executive (female)

Preferred experience of 2 Year.

(Preferably residing in Navi Mumbai/Mumbai)

Tel : +91 22 6690 0900 | Email: info@hsmpl.com

### SHAN SHIP MANAGEMENT PRIVATE LIMITED

#### ▶ TECHNICAL SUPERINTENDENT

Sailing Experience as Chief Engineer or 2nd Engineer on Oil tankers.

#### ▶ SAILING TECHNICIAN

Experienced Diesel Mechanic and Main Engine technician.

Please send your resume: [personnel@shanshipmanagement.com](mailto:personnel@shanshipmanagement.com)

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# SHIPPING NEWS

## BELGIAN MARITIME PARTNERSHIP DELIVERS HANDS ON SAFETY INPUT FOR IMO AMMONIA FUEL GUIDELINES

Close cooperation between the Belgian Federal Public Service Mobility and Transport (FPS Mobility), EXMAR and Lloyd's Register turns real world experience into practical rules – contributing towards sustainability with the tightest possible safety framework.

At the current 111th session of the International Maritime Organization's Maritime Safety Committee (MSC 111), the safety guidelines for ammonia as fuel on IGC ships have been approved. This marks an important milestone in the transition towards sustainable shipping.

The development of these guidelines is the result of close cooperation between the FPS Mobility, EXMAR and Lloyd's Register.

"As a public authority, we want to facilitate the energy transition by ensuring that an appropriate regulatory framework is in place in good time. Thanks to close cooperation with the industry, this framework is also tailored to the realities on the ground," noted Nathalie Deleuze, FPS Mobility's Maritime Expert in Alternative fuels.

Celine Audenaerdt, KBRV's Head of Environmental and Technical Affairs added, "Through intensive collaboration and the combination of strong in-house competence and hands-on experience, the partners have succeeded in developing robust and practical safety guidelines."

Liam Blackmore, Global Head of Technology Adoption and Integration, Lloyd's Register said, "The approval of these guidelines provides a clear signal that ammonia is moving from concept to a fuel with an emerging international safety framework. It demonstrates how close collaboration between industry, flag administrations and technical organisations can accelerate the safe adoption of new fuels at scale. Being part of

this collaboration reinforces our role as a trusted advisor helping to turn ambition into practical, scalable solutions for the maritime energy transition."

These guidelines are not purely theoretical, but are firmly grounded in real operational knowledge and expertise from within the sector.

"Drawing on more than four decades of operational experience and the challenges encountered along the way, we jointly developed these guidelines through a strong partnership. We would like to thank the teams at FPS Mobility and Lloyd's Register for their excellent cooperation and valuable contribution throughout the process," concluded Kristof Coppé, Director Fleet Operations & Technical Business Development at EXMAR.

Building on EXMAR's and Lloyd's Register's experience in midsize gas carriers shipbuilding, the Directorate-General Shipping of the FPS Mobility has taken the lead in the IMO to draft these guidelines. This guarantees that the regulatory framework reflects the real-world practice, enabling innovation while maintaining effective safeguards within a controlled environment.

Ammonia has the potential to play a significant role in decarbonising the maritime sector. The IMO had already adopted interim guidelines, supporting early movers and the first vessels designed to operate on ammonia. Once the first ammonia-fuelled ships enter into operation in the near future, these safety guidelines will demonstrate the acceptance of ammonia as a marine fuel and support its wider deployment, while experience gained will contribute to the development of a clear and robust international safety framework.

This joint effort underscores the leading role of Belgium and its maritime partners in enabling the safe adoption of alternative fuels, contributing to the global energy transition in shipping.

## RELIABILITY YOU CAN SEE: WHY OCEAN FREIGHT DECISIONS FAIL WITHOUT PERFORMANCE INTELLIGENCE

Most ocean freight decisions still look robust at the moment they are made. Procurement teams benchmark rates, compare carrier offers, and award contracts based on a mix of price and service promises. But when the market moves, as it so often does, Logistics and Operations are left inheriting the mess. A competitive rate can still sit on top of a fragile service, and by the time that becomes obvious, the decision has already moved from procurement into operations.

The issue is not that shippers lack information. It is that execution

data is too often separated from the commercial decision, which means procurement can optimize for cost while Operations discovers the real exposure later. By then, the impact is already showing up in higher inventory buffers, emergency spot bookings, missed production windows, and teams spending hours trying to work out where freight has gone and what options still exist to keep the supply chain moving.

That is where reliability shifts from being a carrier promise to being a supply chain cost.



The disruption around the Strait of Hormuz is an example of how quickly this happens. As conflict escalated, containers were not simply delayed. Cargo expected to move into Gulf markets was discharged at fallback ports such as Khor Fakkan, Sohar, Karachi, Mundra, and Nhava Sheva, while other shipments were split across transshipment hubs including Singapore and Colombo as carriers reworked their networks. Importers across the Gulf were scrambling to reroute food, medicines, and factory supplies through alternative ports, then move containers onward by truck to reach their intended markets.

That is what finding out later looks like in practice. It is not a simple delay notification. It is cargo discharged in a different country, customs paperwork tied to the wrong destination, a transshipment plan that no longer applies, and operating teams calling freight forwarders repeatedly to piece together what happened. The market had turned into a wild west, with containers dropped at unexpected ports and customers left dealing with cost overruns and confusion.

And this is why carrier narratives are not the same as reliability. A proforma schedule shows what should happen. A service pitch explains what a carrier expects to deliver. But neither gives enough visibility into how a service behaves when market conditions change and networks come under pressure. What shippers need is evidence of actual execution over time, including reliability rates, blank sailings, port omissions, and the gap between scheduled vessel calls and actual arrivals. That matters because once a port call is skipped or cargo is relayed through another hub, the next decision depends on knowing how far the real voyage has moved away from the original plan.

The latest market data reinforces that point. Xeneta's February 2026 Schedule Reliability Scorecard showed global schedule reliability falling to 27%, the lowest level since January 2025, with average delays increasing again from January. Far East-Europe fell to 19% on-time in February, while the Middle East trade dropped to 18%. Those are weak numbers on their own, but the more revealing detail is what sits beneath them. Some Gulf-bound services appeared less delayed only because carriers omitted calls to Abu Dhabi and Jebel Ali, effectively shortening the original rotation. A service can therefore look less late while still failing to do what it was supposed to do.

The spillover is already spreading beyond the Gulf. Analysis of the Hormuz disruption shows congestion building at alternative hubs and fallback ports, while the wider schedule reliability trend points to knock-on disruption moving into neighboring countries and adjacent trades. For shippers, this is where reliability stops being an abstract KPI and becomes a daily planning problem. The question is no longer whether a vessel is late in principle, but whether the service still resembles what was originally sold and whether the cargo can still move in a way that supports the business.

This is also where schedule intelligence becomes practical rather than theoretical. It is not just about having another dashboard. It is about seeing reliability rates alongside scheduled and actual vessel timing, so teams can tell whether a service is holding together, where congestion is building, and which port or transshipment hub has become the likely pinch point. With Xeneta Schedules, shippers can compare planned and actual vessel movements to understand how disruption is unfolding and make faster decisions on whether to wait, reroute, or adjust inland transport plans. In a fast-moving disruption, that changes the conversation from "Where is the cargo?" to "What is the best next move?"

It also changes the conversation inside the shipper organization. Procurement can assess reliability before awarding business, and Operations can validate service behaviour before routing cargo. Instead of one team buying on price and another discovering the hidden cost later, both can work from the same view of execution. That removes internal friction, but more importantly it leads to better decisions when the market stops behaving the way the tender assumed it would.

### Stop Betting Your Supply Chain on Carrier Promises

Reliability should not sit in a monthly report explaining why a shipment failed. It needs to sit inside tendering, routing, and weekly ops reviews as a live decision input. Cost still matters, but cost without execution visibility is only part of the answer. In a market where cargo can be dropped at the wrong port, shifted onto a different loop, or held up at an overstretched transshipment hub, confidence comes from visibility rather than assumption.

## KEY CONTAINER SHIP DATA TRENDS REPORTED IN MARCH 2026

A series of data-driven developments reported in March 2026 using Alphaliner proprietary datasets and AIS-supported vessel tracking highlight how geopolitical disruption, fleet expansion, and market dynamics are reshaping the container shipping landscape.

The latest insights reveal unprecedented AIS disruption levels near the Strait of Hormuz, constrained vessel mobility in the Gulf region, continued strength in the charter market, and new capacity milestones across the global fleet.

### AIS Signal Disruption Reached Record Levels Near the Strait of Hormuz

AIS-based vessel monitoring reported in March shows that signal

disruption around the Strait of Hormuz has reached peak levels.

At one point, 65 container ships were recorded with lost or manipulated signals, representing the highest level of disruption observed in the region. This compares with a peak of just 32 vessels during the June 2025 conflict, highlighting a significant escalation.

As of 10 March, 48 container ships in the area west of the Strait were still operating with AIS turned off or spoofed positions. Disruption remained consistently elevated over several days, indicating a sustained breakdown in reliable vessel tracking.

This has created a highly opaque operating environment, complicating real-time monitoring and risk assessment for carriers and stakeholders.

## Container Ship Movements Through Hormuz Collapse as Vessels Remain Trapped

The operational consequences of the Gulf disruption were clearly visible in vessel movement data.

No container ships had exited the Persian Gulf since 5 March, when a sub-3,000 TEU vessel was last recorded transiting outward. At the same time, 131 container ships remain stranded west of the Strait of Hormuz, unable to safely transit the chokepoint.

Broader maritime data showed that over 1,000 merchant vessels were currently concentrated in the region, reflecting a severe bottleneck in global shipping flows.

Incidents affecting vessels in the area further underlined the risk environment. Among those impacted was the ONE MAJESTY, a 6,700 TEU container ship that was struck while anchored alongside other vessels.

Despite these conditions, a handful of ships continued transiting the Strait, including a 2,500 TEU container ship entering the Gulf, highlighting the extremely limited and selective nature of current movements.

### Charter Market Remained Strong Despite Regional Disruption

Data reported in March shows that the container ship charter market continues to perform strongly, with no immediate negative impact from the Middle East conflict.

Demand for tonnage remains high across vessel sizes, and charter rates are holding at robust levels. The availability of open tonnage remains constrained, particularly for larger ships, supporting continued firm pricing.

Forward fixing remains widespread, with carriers securing multi-year employment contracts ranging from two to five years. This applies not only to large vessels but also to modern smaller units.

Interestingly, the expected positive impact of disrupted Gulf operations on charter demand has not fully materialized. While around 140 container ships are effectively tied up or delayed, carriers are also shortening or suspending certain services, which reduces the need for replacement capacity.

As a result, the market remains strong, but the relationship between disruption and demand is more complex than initially expected.

### Gulf Conflict Kept Vessel Idling Low

Fleet utilization data reported in March confirmed that container ship idling remains extremely low, despite ongoing disruption.

Alphaliner recorded 90 commercially idle ships, representing just 0.7 percent of the global fleet, indicating a fully employed market.

However, this figure does not include vessels affected by the Gulf situation. At least 73 container ships, representing close to 400,000 TEU, are currently diverted or sheltered due to the conflict. These ships are not counted as idle but are effectively unavailable to the market.

This forced inactivity further tightens supply, helping maintain high utilization levels despite operational challenges. Additionally, growing congestion at alternative gateway ports such as Sohar, Jeddah, and Mersin is expected to increase effective demand for capacity, particularly if disruptions persist.

### Global Fleet and Capacity Reached New Milestones

Alongside disruption-driven trends, structural fleet growth continues.

The global fully cellular container fleet has now surpassed 6,700 vessels, reaching 33.6 million TEU of capacity. Total fleet capacity across all vessel types is approaching 34 million TEU.

At the carrier level, MSC Mediterranean Shipping Company continues to expand, approaching 1,000 vessels and 7.26 million TEU, representing 21.5 percent of global capacity.

Orderbook data shows aggressive expansion plans among several major carriers. Evergreen, CMA CGM, and COSCO all maintain orderbooks exceeding 39 percent of their current fleets, while Wan Hai stands out with a ratio of 73 percent.

Fleet structure also varies significantly across carriers. Some operators, such as HMM and Evergreen, rely heavily on owned vessels, while others like ONE and Yang Ming maintain more asset-light strategies through chartered tonnage.

Capacity deployment on the Far East–Europe trade lane has reached new highs.

Weekly deployed capacity exceeded 530,000 TEU, setting a new record for the corridor and surpassing the previous milestone recorded just weeks earlier.

This reflects continued demand on the route, combined with cascading effects from global network adjustments and fleet expansion.

### Key Takeaways

AIS disruption near the Strait of Hormuz has reached record levels. Over 130 container ships remain unable to exit the Gulf.

Charter markets remain strong despite geopolitical instability.

Vessel idling stays low due to capacity being tied up.

Global fleet capacity and Far East–Europe deployment hit new records.

### Stay Ahead with the Latest Insights

The container ship data trends reported in March 2026 highlight a market shaped by both structural growth and geopolitical disruption.

While fleet expansion and strong charter demand continue to support utilization, regional instability is creating bottlenecks that are distorting traditional supply dynamics.

AXSInsights is one of many solutions available in the Alphaliner platform providing real-time data visibility and remains essential for understanding how capacity is deployed and where pressure points are emerging.



# S M Y L Z O N E



**A** salesman was going door to door trying to sell his wares. As he walked up to the next house, he noticed a small boy sitting on the front steps.

"Is your mother home?" the salesman asked the small boy.

"Yeah, she's home," the boy said, scooting over to let him pass.

The salesman rang the doorbell, got no response, knocked once, then again. Still, no one came to the door. Turning to the boy, the fellow said, "I thought you said your mother was home?"



The kid replied, "She is, but this isn't where I live."

**A** famous speaker gave a lecture to a literary society. After finishing his talk, the secretary came to him with a payment cheque. The speaker politely refused it, saying he would prefer it to be used for charity instead.

The secretary smiled and asked, "Would you mind if we add it to our special fund?"

The speaker replied, "Not at all. What is this special fund for?"

The secretary answered, "It is to help us invite a better speaker next year."



**F**riend 1: Hey, did you hear Joe's writing a book?

**F**riend 2: Why doesn't he buy one – that'll be faster.



**A**s I waited for my luggage at the airport, a man lifted my suitcase off the baggage carousel.

"Excuse me," I shouted. "That's my suitcase."

The man shot back defensively, "Well, somebody took mine!"



**I** was waiting at a train station when a man put up a sign regarding my train: "30-Minute Delay."

"What happened?" I asked.

"The train went off the rails," he said.

"How long will that take to fix?" I asked.

"Quite a few hours", he said.

"So why did you put up a sign saying it would take 30 minutes?" I asked.

"It's the only sign we have."



**I**'ve been working on my PhD in engineering for the past five years, but my kids don't necessarily see that as work.

As we were driving past Walmart one day, my son spotted a 'Now Hiring' sign and suggested that I could get a job there.

Hoping to make a point, I asked, "Do you think they're looking for an engineer?"

"Oh, sure," he said. "They'll hire anybody."



**I**t always bothered my mother that her grocery store didn't carry eggs in packages of six – just by the dozen.

Then one day, her wish came true. She walked into the grocery and found fresh eggs in cartons of six. "I was so excited," she told us, "That I bought two!"



**I** was describing my job as an engineer to some middle schoolers when I mentioned that "One of my colleagues

and I designed a medical instrument for measuring human muscle tone." Later, I added,

"Another colleague and I

designed a system to allow

merchants to print coupons at the cash register." Thinking that all this technical talk was confusing, I asked if there were any questions. There was one: "What's a colleague?"



**R**ahul: How was the exam, Bro?

**Divesh:** Really hard bro, I left the paper blank.

**Rahul:** I left it blank too, Bro.

**Divesh:** Oh God, Teacher is going to think we cheated.



**S**on: Mom! I got good news!

**Mom:** Did you pass all your exams with A+?

**Son:** I said good news not a Miracle!





# Health Zone



## EVERYDAY FOODS HARMING YOUR LIVER

Your liver is basically the best friend of your body — filtering toxins, breaking down food, balancing metabolism, and silently keeping everything running 24/7. While we obsess over skincare routines and protein intake, the liver rarely gets the spotlight, until something goes wrong. The scary part? Liver damage doesn't always come from dramatic habits. Sometimes, it's the harmless fast-food cravings slowly doing the damage behind the scenes.

Modern eating habits are packed with hidden sugars, unhealthy fats, and processed ingredients that force the liver into nonstop overtime. Gradually, this can lead to fat buildup, inflammation, and serious health issues. The good news? Your daily food choices can either stress your liver out or help it thrive. Your liver definitely remembers what's on your plate, even when you don't.



SEAANDJOB

### Foods Damaging Your Liver

#### • Sugary Drinks and Soft Drinks

Sugary drinks may look harmless, but your liver sees them very differently. Soft drinks, packaged juices, and energy drinks are loaded with high fructose corn syrup and hidden sugars that push the liver into overdrive. Unlike natural sugars from fruits, excess fructose gets processed directly in the liver, where it slowly turns into fat. Over time, this fat buildup can increase the risk of non-alcoholic fatty liver disease. Even those trendy energy boosters can contain shocking amounts of sugar in a single can. So, while your iced soda might satisfy a craving for a few minutes, your liver could be paying the price long after the last sip.

#### • Processed and Fast Foods

Processed and fast foods are the ultimate comfort trap. Burgers,

fries, frozen meals, instant noodles, and packaged snacks may save time, but they can seriously stress your liver. Most of these foods are packed with trans fats, refined ingredients, and unhealthy oils that are difficult for the body to process. When eaten regularly, they can trigger inflammation and encourage fat buildup in the liver. The result? A higher risk of obesity and liver-related problems that often develop quietly over time. That crispy fried snack or midnight fast food run might feel satisfying in the moment, but your liver is working overtime to deal with the aftermath.

#### • Excessive Salt Intake

Salt is everywhere, and not just in the obvious foods. Chips, instant noodles, canned soups, sauces, and processed meats are often overloaded with sodium that quietly harms your body over time. While the liver does not get as much attention as the heart when it comes to salt, too much sodium can still create serious stress. Excess salt may lead to water retention, swelling, and added pressure on the liver's normal functions. For people already dealing with liver issues, high sodium intake can make complications even worse. That salty snack binge might taste addictive, but your liver definitely is not enjoying it.

#### • Refined Carbohydrates

Refined carbs may look innocent on your plate, but your liver knows the difference. White bread, pastries, pasta, cookies, and bakery treats are stripped of fiber and nutrients during processing, making them quick to spike blood sugar levels. When these sugar spikes happen too often, the extra glucose gets stored as fat in the liver. Over time, this can increase the risk of fatty liver disease and weight gain. Whole grains, on the other hand, digest more slowly and give the body steady energy without overloading the liver. So, while that flaky pastry feels comforting, your liver would probably choose whole grains instead.

#### • Fried Foods

Fried foods are hard to resist, especially when crispy street snacks and deep-fried treats are everywhere. But behind that crunchy bite is a mix of unhealthy fats, reused oils, and toxic compounds that can seriously affect liver health. When oils are heated again and again, they undergo oxidation and create harmful substances that put extra pressure on the liver. Regularly eating fried foods can also increase fat buildup in the body, raising the risk of Non-alcoholic fatty liver disease, also known as NAFLD. That golden crispy snack may taste amazing in the moment, but your liver is left dealing with the greasy consequences afterward.



# Health Zone



## • Processed Meat Products

Processed meats might be a breakfast favorite or a quick snack option, but your liver is not exactly a fan. Foods like sausages, bacon, salami, and hot dogs are packed with preservatives, excess sodium, and nitrates that help them last longer on shelves. The problem is, these additives can place extra stress on the liver and contribute to inflammation over time. Many processed meats are also high in saturated fats, which may increase fat accumulation in the liver. Eating them occasionally is one thing, but making them an everyday habit could slowly push your liver into unhealthy territory without you even realizing it.

## • Alcohol

Alcohol is easily one of the biggest enemies of liver health. While an occasional drink may seem harmless, frequent or excessive alcohol consumption forces the liver to work overtime to break down toxins. Over time, this can damage liver cells and lead to serious conditions like fatty liver disease, alcoholic hepatitis, and even cirrhosis, where permanent scarring affects liver function. The tricky part is that liver damage often develops silently, with symptoms showing up much later. Understanding safe consumption limits and giving your liver enough time to recover is important. Because while your weekend drinks may fade by Monday, the impact on your liver can last much longer.

## • Overuse of Supplements and Herbal Products

Not every product labeled “healthy” is actually helping your body. Protein powders, fat burners, herbal detox teas, and fitness supplements are everywhere on social media, but overusing them can seriously affect liver health. Some supplements contain hidden chemicals, excessive herbs, or unregulated ingredients that force the liver to work harder while processing them. In certain cases, they may even trigger inflammation or liver damage. The biggest problem? Many people consume these products daily without medical advice, assuming they are completely safe. Your liver already detoxes your body naturally, so it does not always need trendy detox products to do its job.

## Warning Signs of an Unhealthy Liver

### • Fatigue

Constant fatigue is one of the earliest signs of liver trouble. When the liver is not functioning properly, toxin buildup in the body can make you feel drained even after proper rest. This ongoing lack of energy often affects daily activities, focus, and productivity, signaling deeper metabolic imbalance in the body.

### • Bloating and abdominal pain

Frequent bloating and discomfort in the upper abdomen can indicate liver stress or inflammation. When the liver struggles, digestion slows down and fluid may accumulate, causing pressure

and swelling. This discomfort may feel mild at first but can gradually become persistent if underlying liver issues are not addressed early.

### • Dark urine and poor digestion

Dark urine and poor digestion are key indicators of liver dysfunction. When the liver cannot properly break down waste, toxins get eliminated through urine, changing its color. At the same time, reduced bile production affects digestion, leading to nausea, loss of appetite, and overall digestive discomfort over time.



## Foods That Support Liver Health

Leafy greens like spinach and kale help flush out toxins and support natural liver cleansing. Garlic activates liver enzymes that remove harmful substances. Beetroot improves blood flow and supports detoxification. Turmeric reduces inflammation, while coffee in moderation may lower liver disease risk. Antioxidant rich fruits protect liver cells from damage.

## Conclusion

Your liver does not ask for extreme diets or complicated routines, it simply needs consistent care through small daily choices. What you eat today quietly shapes your liver health tomorrow. Choosing whole foods over processed snacks, staying mindful of sugar and salt intake, and staying hydrated can make a real difference over time. Prevention is always easier, cheaper, and less stressful than treating liver related diseases once they develop. Instead of waiting for warning signs, building healthier eating habits now can protect your body in the long run. Think of it as daily self-care that your future self will thank you for.

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

## NEWS UPDATE FOR ONBOARD CREW



### TENS OF THOUSANDS RALLY IN SERBIA DEMANDING ELECTIONS

Tens of thousands of demonstrators gathered in central Belgrade to renew calls for early elections, demands that emerged from the anti-corruption movement sparked by a deadly rail station disaster.

Since the station canopy collapse in November 2024 in Novi Sad, which killed 16 people, calls for a transparent investigation have grown into a broader push for early polls.

Chanting the movement's signature slogan, "The students are winning," to the sound of drums and whistles, crowds moved through the city toward Slavija Square in the centre. Large banners hanging from trees, along with T-shirts, badges and stickers, also carried the slogan.

As the rally dispersed, clashes broke out between demonstrators and police. Masked men threw stones, bottles and firecrackers at officers, who responded with tear gas.

Several people were arrested, while gendarmerie vehicles kept crowds away from the presidential and parliament buildings.

"All those who, after the end of the public gathering at Slavija, attacked police officers who were securing the event will be identified and prosecuted in accordance with the law," the prosecutors' office said in a statement.

Serbian President Alexander Vucic, in a post on Instagram, said the scenes witnessed during the unrest were "not good for Serbia" and had saddened citizens. "They will not change anything with this," he added.

Earlier, marchers gathered carrying Serbian flags and banners representing university faculties. Others who had travelled from across the country displayed signs bearing the names of their hometowns. "The goal of the protest is for all of us to gather again

and to make it clear to people that we are still here, that we are fighting and working, that we have not and will not stop," said 24-year-old architecture student Andjela.

Students in high-visibility vests served as stewards, while war veterans and bikers were also present to help protect the crowd.

Police chief Dragan Vasiljevic told journalists the turnout was estimated at 34,000, though no independent estimate was available. "A clear message is being sent," said pensioner Zoran Savic. "Change must come, Serbia must become a democratic state, the rule of law must be present for everyone, meaning the rule of law equally for everyone," he said. "And Serbia must be part of the democratic, European community."

The protests have continued since the Novi Sad disaster, with one demonstration in March 2025 drawing as many as 300,000 people.

Students leading the movement hope the latest demonstration will revive pressure on President Vucic to call early elections. Vucic, who has repeatedly raised the issue, recently suggested the polls could take place in autumn.

While most demonstrations have remained peaceful, some have been marked by clashes in recent months, with several protesters alleging attacks by masked government supporters.

The Council of Europe's human rights commissioner warned that Serbia's rights situation had deteriorated, citing attacks on activists and journalists, shrinking civic space and alleged police abuses during protests. "After a year and a half of protests, people have not given up and have not lost their strength," said demonstrator Ivan Milosavljevic, who travelled from eastern Serbia. "The strength of the protests can be seen in the number of people here. We will continue until these anti-people regime are removed."

### RUSSIA LAUNCHES HYPERSONIC ORESHNIK, ISKANDER, KINZHAL & ZIRCON MISSILES IN MASSIVE ATTACK ON UKRAINE

Russia carried out overnight strikes on Ukraine using four types of missiles, including the hypersonic Oreshnik, in what Moscow described as retaliation for Kyiv's attacks on civilian targets inside Russia.

According to Russian reports, the strikes involved Oreshnik, Iskander, Kinzhal and Zircon missiles. The Russian Defence Ministry said the attacks targeted Ukrainian military command facilities, air bases and enterprises linked to Ukraine's military-industrial complex. Moscow claimed all the strikes were successful.

Ukrainian President Volodymyr Zelenskyy said Russia used the hypersonic Oreshnik ballistic missile during a large-scale overnight assault on Kyiv.

In a post on Telegram, Zelenskyy said the missile struck the city of Bila Tserkva in the Kyiv region, though the intended target was

not immediately clear.

According to Ukraine's Air Force, the overnight attack involved 600 strike drones and 90 air-, sea- and ground-launched missiles. Ukrainian air defences reportedly destroyed or jammed 549 drones and 55 missiles, while around 19 missiles failed to reach their targets.

Ukraine's Air Force also said one medium-range ballistic missile was launched from Russia's Kapustin Yar site in the Astrakhan region, known as the launch site for the Oreshnik missile. Although the Air Force did not officially confirm the missile's identity, it had earlier warned of a possible launch.

At least two people were killed and 56 others injured in the strikes, according to preliminary figures released by local authorities.

Explosions were reported near government buildings in



central Kyiv, while damage was recorded at around 40 locations across multiple districts, including residential buildings, schools, supermarkets and warehouses. "It was a terrible night, and there had never been anything like it in the entire war," said Kyiv resident Svitlana Onofryichuk, 55, whose workplace was damaged in the attack. "I am very sorry that I have to say goodbye to Kyiv now, I am not staying there anymore, there is no possibility," she added. "My job is gone, everything is gone, everything has burned down."

Another resident, 74-year-old Yevhen Zosin, described the force of the explosions. "Then there was another explosion and she and I were thrown back like a pin by the shock wave. We both survived, she and I. My apartment was blown to pieces," he said.

In Kyiv's Shevchenko district, a five-storey residential building

caught fire after being hit, killing one person, according to Ukraine's state emergency service.

Kyiv mayor Vitalii Klitschko said a school building was also damaged while civilians were sheltering inside.

Russia first used the multiple-warhead Oreshnik missile against the Ukrainian city of Dnipro in November 2024, followed by another strike in the western Lviv region in January.

Russian President Vladimir Putin has previously claimed the Oreshnik missile travels at 10 times the speed of sound and is capable of penetrating underground bunkers "three, four or more floors down."

Putin also said the weapon is immune to missile defence systems and claimed that several such missiles armed with conventional warheads could be as devastating as a nuclear strike.

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## MISSION UNACCOMPLISHED: TRUMP'S GULF GAMBLE RUNS AGROUND AS IRAN SURVIVES AMERICAN ASSAULT

**D**aniel Shapiro, former US ambassador to Israel and now a critic of the war's execution, described the proposed agreement in stark terms. "The US-Iran deal being described in the news is a weak deal, and the net result of this war is significant damage to US strategic interests," Shapiro said, arguing that Iran's demonstrated ability to disrupt the Strait of Hormuz and attack regional infrastructure had given Tehran leverage Washington had underestimated. "Iran has gained significant leverage for the future by demonstrating it can control the Strait, by attacking its neighbors and US bases in the region and causing significant damage, and by taking the United States' and Israel's best punch and surviving," he added.

The assessment has unsettled Israeli officials and American hawks who supported military escalation. Senator Ted Cruz, one of the administration's strongest defenders during the conflict, publicly expressed concern over reports of a potential agreement. "I am deeply concerned about what we are hearing about an Iran deal," Cruz said. "If the result of all that is to be an Iranian regime — still run by Islamists who chant 'death to America' — now receiving billions of dollars, being able to enrich uranium and develop nuclear weapons, and having effective control over the Strait of Hormuz, then that outcome would be a disastrous mistake."

Senator Lindsey Graham voiced similar worries, while Israeli officials reportedly fear that Trump, under pressure from Gulf allies, may ultimately settle for de-escalation rather than pursue complete military victory. Earlier in the conflict, Defense Secretary Pete Hegseth had demanded what critics described as Iran's "unconditional surrender". The administration now appears to be confronting the limitations of military pressure.

Former Republican congressman Adam Kinzinger mocked the apparent shift in strategy with a sarcastic summary posted online:

Trump: 'Only complete and total surrender.'

Iran: 'Nah.'

Trump: 'Ok then no nukes ever! We want the nuclear dust!'

Iran: 'We're keeping it.'

Trump: 'Ok!!!! We have a deal.'"

Within Trump's political coalition, the negotiations have exposed divisions between hawkish conservatives and influential MAGA figures wary of prolonged Middle East conflicts. Many now want Trump to declare victory and avoid deeper involvement in

another regional war. Political pressure reportedly intensified after criticism from conservatives over Trump missing his son's wedding event to oversee negotiations that some have labelled "surrender diplomacy".

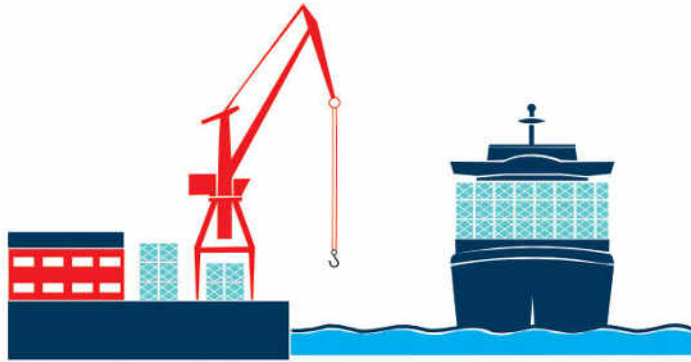
Tehran, meanwhile, has openly mocked the American president. Iranian-linked media circulated a statement claiming that "American officials have acknowledged in multiple messages to Iran that Trump's tweets are primarily for promotional purposes and media consumption within the United States, and they have recommended that no attention be paid to these statements."

The remarks reflected growing confidence in Tehran that it had survived the combined US-Israeli military campaign without conceding its core strategic interests.

Iranian officials increasingly portray the negotiations not as a retreat but as proof of the country's resilience. "With conservative optimism, we can hope that, if the other side is adequately committed, a positive stride is taking shape," said Reza Amiri Moghadam, Iran's ambassador to Pakistan. He praised "the steadfastness of the courageous armed forces and the resistance of the brave Iranian nation," along with mediation efforts involving Pakistan.

Analysts say the conflict may have hardened rather than weakened Tehran's negotiating position. Before the war, Iran had shown some willingness to discuss limits on uranium enrichment and broader nuclear concessions. After weeks of fighting, its priorities now appear focused on security guarantees, sanctions relief, economic stabilization and formal recognition of its regional influence. While the military campaign may have delivered tactical gains for Washington, critics argue that it strengthened Iran's long-term bargaining position. The consequences extend beyond the Middle East. Successive US administrations had attempted to shift American strategic focus toward the Indo-Pacific and competition with China. Instead, Washington once again finds itself absorbed by Gulf tensions, energy disruptions and the politics of regime survival in Tehran. Despite the scale of the US-Israeli campaign, the outcome confronting Washington may echo a reality Trump himself once acknowledged years earlier: Iran may not win wars outright, but it continues to survive long enough to negotiate from a position of strength.

# Marine Insights



## THE STRAIT OF HORMUZ AND OTHER MARITIME CHOKEPOINTS THAT POWER GLOBAL TRADE

Global trade depends on the uninterrupted movement of ships across oceans, seas, and narrow waterways. While the world's oceans appear vast and open, much of international commerce is funneled through a handful of strategic maritime chokepoints.

These narrow passages connect major shipping routes, linking producers, consumers, and industrial economies across continents. Any disruption in these chokepoints can send shockwaves through global markets, affecting oil prices, supply chains, food security, and manufacturing.

Among the most significant of these routes is the Strait of Hormuz, often described as the world's most critical energy corridor. Alongside it are other strategic passages such as the Suez Canal, the Strait of Malacca, the Bab el-Mandeb Strait, and the Panama Canal. Together, these chokepoints form the arteries of the global economy.

### The Strait of Hormuz: The World's Energy Lifeline

The Strait of Hormuz lies between Iran and Oman, connecting the Persian Gulf with the Arabian Sea. Despite being only around 21 miles wide at its narrowest point, it carries an enormous share of the world's energy trade.

Roughly one-fifth of global oil consumption and a major portion of liquefied natural gas exports pass through the strait every day.

Most of this energy is destined for Asian markets such as China, Japan, South Korea, and India, making the passage vital not only for Middle Eastern exporters but also for the industrial economies of Asia.

The strategic importance of Hormuz has made it a recurring hotspot for geopolitical tension. Military confrontations, sanctions, piracy concerns, and regional rivalries have repeatedly threatened shipping in the area.

Recent tensions involving Iran and Western powers once again highlighted how vulnerable the global economy is to disruptions in the strait. Even temporary instability can drive up oil prices, increase shipping insurance costs, and disrupt supply chains worldwide.

### The Strait of Malacca and Asian Trade Networks

Yet the Strait of Hormuz is only one piece of a much larger network of maritime bottlenecks. The Strait of Malacca, located between the Malay Peninsula and the Indonesian island of Sumatra, is considered the busiest oil transit chokepoint in the world.

It serves as the shortest maritime route between the Indian Ocean and the Pacific Ocean, making it indispensable for trade between the Middle East, Europe, and East Asia.

In 2025, around 23 million barrels of oil per day passed through Malacca, accounting for nearly 29% of global maritime oil trade. The Strait of Malacca is especially important for China, Japan, and South Korea, all of which depend heavily on imported energy.

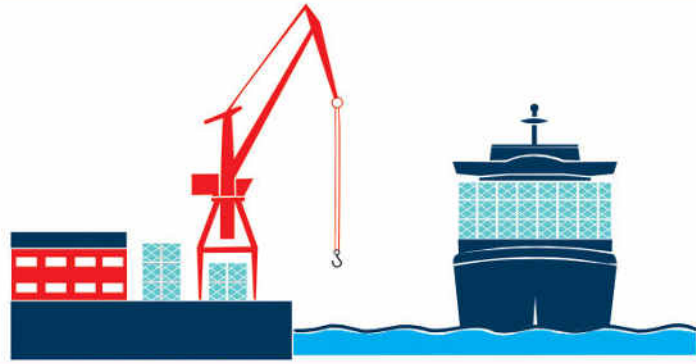
China, in particular, views its reliance on the strait as a strategic vulnerability, often referred to as the "Malacca Dilemma." Because the passage is narrow and crowded, accidents, piracy, or military tensions could severely disrupt shipping traffic.

### The Suez Canal and the Fragility of Supply Chains

Another critical chokepoint is the Suez Canal, which connects the Mediterranean Sea with the Red Sea. Opened in 1869, the canal transformed global shipping by eliminating the need for vessels to sail around Africa's Cape of Good Hope. Today, it remains one of the most important trade routes in the world, carrying approximately 12% of global maritime trade.

## CHOKEPOINTS





# Marine Insights

The vulnerability of the Suez Canal became dramatically clear in 2021 when the container ship Ever Given became lodged in the canal, blocking traffic for nearly a week. The incident disrupted billions of dollars' worth of trade and exposed the fragility of global supply chains.

Modern industries depend heavily on just-in-time delivery systems, meaning that even short disruptions can create cascading shortages across industries ranging from electronics to automobiles.

## **Bab el-Mandeb: A Crucial Connector Between Continents**

Closely linked to the Suez Canal is the Bab el-Mandeb Strait, located between Yemen and the Horn of Africa. This narrow waterway connects the Red Sea to the Gulf of Aden and ultimately to the Indian Ocean.

Any vessel traveling through the Suez Canal must also pass through Bab el-Mandeb, making it a vital connector between Europe and Asia.

In recent years, conflict in Yemen and attacks on commercial vessels in the Red Sea have increased concerns about the security of Bab el-Mandeb.

Shipping companies have occasionally rerouted vessels around the Cape of Good Hope to avoid risks in the region, adding significant time and fuel costs to global trade routes.

These disruptions have demonstrated how instability in a relatively small region can affect consumers and businesses thousands of miles away.

## **The Panama Canal and Environmental Challenges**

The Panama Canal represents another indispensable chokepoint. Connecting the Atlantic and Pacific Oceans, it enables ships to avoid the long and dangerous journey around South America's Cape Horn.

Since its opening in 1914, the canal has played a central role in trade between Asia and the eastern coasts of North and South America.

However, the Panama Canal faces a different challenge: climate change. Reduced rainfall in Panama has lowered water levels in the canal system, forcing authorities to limit

the number of ships allowed to pass. This has caused shipping delays and increased transportation costs, showing how environmental pressures are becoming an increasingly important factor in maritime trade.

## **Conclusion: The Future of Global Maritime Trade**

These chokepoints collectively reveal a fundamental truth about globalization: the world economy depends on a surprisingly small number of narrow waterways.

As global trade continues to expand, countries and shipping companies are exploring alternatives to reduce dependence on these routes.

Investments in pipelines, rail corridors, Arctic shipping lanes, and expanded port infrastructure are all part of broader efforts to diversify trade networks.

Nevertheless, maritime chokepoints remain irreplaceable for the foreseeable future.

The Strait of Hormuz and other key chokepoints are therefore more than geographic features; they are the foundations of modern globalization.

These narrow waterways sustain the flow of commerce that underpins the modern world economy.

Their security, stability, and accessibility will continue to shape international politics and global trade for decades to come.



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



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- ✓ Rejoining Bonus / Standby Wages for All Ranks.
- ✓ Home Town Repatriation.
- ✓ Value-Added Courses Sponsored by the Company.
- ✓ Exclusive In-House Training on LCHS.
- ✓ Health Insurance Coverage.



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

**Email : [manning@cenmarindia.in](mailto:manning@cenmarindia.in)**

### Address:

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

**Tel : +91-22-47805090**

**Ph : +91-91529 40478**





# MARNALI 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

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

- ▶ Attractive terms & conditions "revised wages and additional benefits".
- ▶ Flexible tenure for turning on board and ashore.
- ▶ On board family carriage.
- ▶ A diverse fleet of very young and technologically advanced vessels.
- ▶ Medical and life coverage onboard.
- ▶ In-house specialized training for career progression.
- ▶ Career and Commitment.
- ▶ Flag state endorsements at company's expense for officers.



## 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 COAST

**CHIEF OFFICER (NCV)**

### 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)

### SHORE JOB - JAMNAGAR

**PORT CAPTAIN / MARINE SUPERINTENDENT**  
with Indian COC



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

**WE HAVE NO AGENTS IN INDIA.**

Log on to : [www.seajob.net](http://www.seajob.net)



# कोचीन शिपयार्ड लिमिटेड COCHIN SHIPYARD LIMITED

(भारत सरकार का उद्यम)



**(A GOVERNMENT OF INDIA ENTERPRISE)**  
**Category I Miniratna Company**



**MARINE ENGINEERING TRAINING INSTITUTE (METI)**

Invites applications for  
**ONE YEAR PRE-SEA GME COURSE**  
(Approved by Director General of Shipping, Govt. of India)

**Eligibility:** B.Tech (Mech/Naval Arch/Marine) ≥ 60%  
28 yrs as on 01/09/2026

**Max age:** 28 yrs as on 01/09/2026

**Preferred age for Sponsorship:** < 24 yrs as on 01/09/2026

**No of seats:** 120

**Batch start date:** September 2026

**Passport:** Compulsory

**Last date of application:** 30/06/2026\*

**Entrance exam:** Online, April to June 2026

\*Companies may start their individual recruitment process earlier

**Collateral free education loan facility by IDBI Bank**



**100% placement opportunity**

Collaboration with:



Contact: Vigyana Sagar, Girinagar, Kochi - 682 020  
Ph: 0484-4011596, 8129823739  
E-Mail: metihod@cochinshipyard.in  
For more details and application visit:  
<https://www.cslmeti.in>



- Excellent Infrastructure • Qualified, Experienced and Committed Professionals as Faculty • Established Systems & Procedures
- We are committed to enhance the Marine Human Resource Base

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

**WE CARE**

For Our **ENVIRONMENT!** For Our **PEOPLE!**

In Keeping With Gender Diversity

**WE ARE HIRING!**

Indian National Female Seafarers

Deck / Engine Cadets, Jr. Officers-To Be A Part Of Our Growing Fleet.



Contact us for joining new Fleet of Tankers in a Professional Environment.

Unit – 601/A, Supreme Chambers Condominium, 6th Floor, 17/18, Shah Industrial Estate, Veera Desai Road, Andheri West, Mumbai – 400053. Tel : +91- 22- 6606 0000 | Fax : +91-22-67041011 | Email : fleetpersonnel@suntech-maritime.com  
Website : [www.suntech-maritime.com](http://www.suntech-maritime.com)

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

Log on to : [www.seajob.net](http://www.seajob.net)



## ABB Ship Management Pvt. Ltd.

RPSL-MUM-295 | Valid From: 07.03.2024 | Valid Till: 07.03.2029  
ISO 9001:2015 & MLC 2006, Certified Company

### URGENT REQUIREMENTS:

#### CRUDE OIL TANKER (COPT)

Master, CE, 2E, 3E, 4E, 20, 30,  
Pumpman, Bosun, AB, Oiler

#### BUNKER TANKER

Master, CO, CE, 2E, 3E, 4E,  
AB, OILER, PUMPMAN

#### OIL/CHEMICAL TANKER

Master, CE, CO, 2E, 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

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

#### BENEFITS

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

#### PURCHASE (SUPPLY OF SHIP SPARE PARTS)

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

#### SEND YOUR APPLICATION BY EMAIL TO:

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

(Port Agency) : [agency@abbshipmanagement.com](mailto:agency@abbshipmanagement.com) (Purchase) : [purchase@abbshipmanagement.com](mailto:purchase@abbshipmanagement.com)

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

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



#### AGENCY

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



# 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
- > AB
- > OILER
- > FITTER
- > CHIEF COOK

NAVIGATE YOUR SAILING  
CAREER WITH OUR  
FAST-GROWING FLEET.

WE MANAGE A FLEET  
OF OVER 40 BULK  
CARRIERS ON THE WHOLE,  
FROM PANAMAX TO  
CAPESIZE VESSELS.

#### INTERESTED CANDIDATES

PLEASE SHARE YOUR CV ON: [crewing@albamarine.in](mailto:crewing@albamarine.in)

OFFICE LANDLINE: +91 22 69317900

CONTACT NO: ANIKET- 8828060588 / SNEHAL- 7715993995

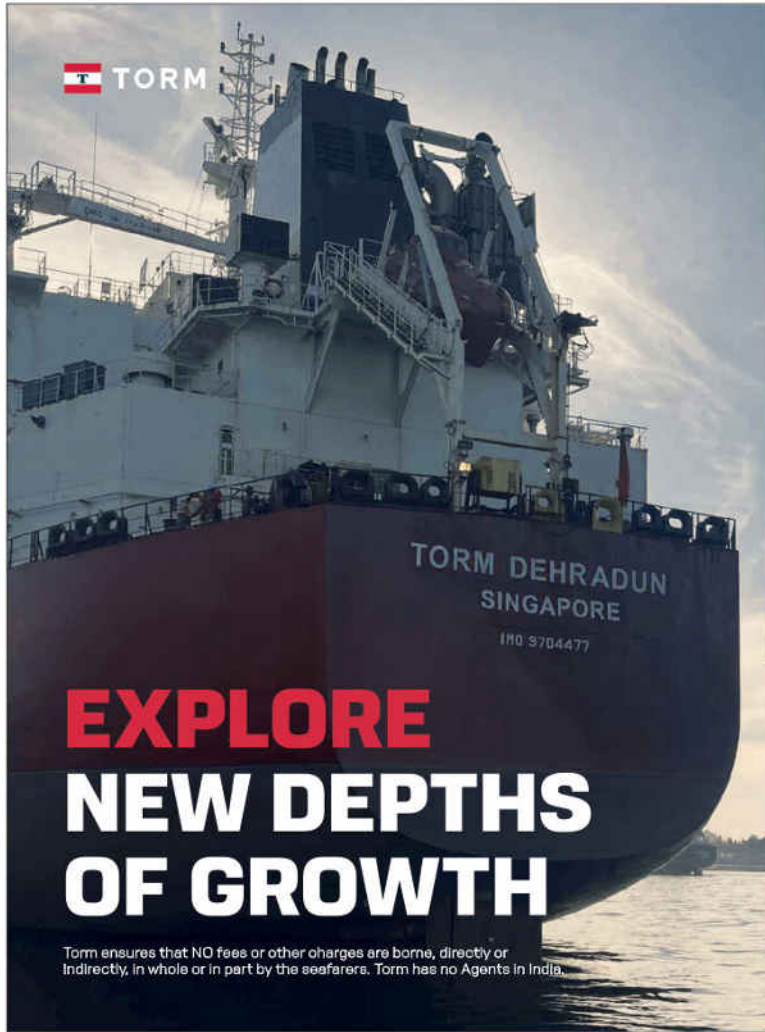
YOGITA- 8828011486 / SANDHYA- 7710043784



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](http://www.albamarine.in)

Log on to : [www.seajob.net](http://www.seajob.net)



## Vacancies

Rank	Experience	Certification
Chief Engineer	36 months	Oil + Chemical
Chief officers	15 months	Oil + Chemical
Third officer	6 months	Oil + Chemical
Fitters	24 months	6G Class Certificate, DCE-Oil, Oil + Chemical

## Benefits

- » Excellent wages
- » Medical cover
- » Onboard entertainment
- » Safety at work
- » Timely relief
- » Flexible contracts
- » Family carriage
- » Shore job opportunities
- » Incentive programs

## Interested?

All applications can be sent to: [recruitment.india@torm.com](mailto:recruitment.india@torm.com)

**TORM Shipping India Pvt Ltd**  
2nd Floor, Leela Business Park  
Andheri-Kurla Road, Andheri (E)  
Mumbai - 400059.

Phone: +91 (022) 6640 7200 / 7368 / 9920371528

[www.torm.com](http://www.torm.com)

RPSL No: MUM-011 - Valid till 18.08.2026

**TORM Shipping India Pvt Ltd**  
Lemon Tree Hotel, Asset 6, IGI Rd,  
Next to Lemon Tree Premier,  
Aerocity New Delhi, Delhi 110037.

Phone: +91 22 6640 7203

# EXPLORE NEW DEPTHS OF GROWTH

Torm ensures that NO fees or other charges are borne, directly or indirectly, in whole or in part by the seafarers. Torm has no Agents in India.

# Tangar

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

## SHORE JOB REQUIREMENTS:

### MARINE SUPERINTENDENT

Master Mariner with sailing experience on Gas Tanker.

### SOURCING EXECUTIVE

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

### TECHNICAL SUPERINTENDENT

Chief Engineer with sailing experience on Gas Tanker.

### ACCOUNTS & FINANCE HEAD

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

### ACCOUNTS & FINANCE MANAGER

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



## WE INVITE CANDIDATES TO JOIN OUR NEW TAKEOVER OIL TANKER VESSEL

- ⇨ Chief Officer
- ⇨ Chief Engineer
- ⇨ AB
- ⇨ 2nd Officer
- ⇨ 2nd Engineer
- ⇨ Bosun
- ⇨ 3rd Officer
- ⇨ 3rd Engineer
- ⇨ Fitter
- ⇨ 4th Engineer
- ⇨ Oiler
- ⇨ ETO
- ⇨ Pumpman
- ⇨ Cook

## BENEFITS:

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

## Follow us on:

[f tangarshipmanagementpvt.ltd.](https://www.tangarshipping.com) [in tangarshipmanagementpvt.ltd.](https://www.tangarshipping.com)

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

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

Contact No.: +91 22 41769999

Mobile No.: +91 7400150862 / 8655762559

Email: [seafarers@tangarshipping.com](mailto:seafarers@tangarshipping.com)

Website: [www.tangarshipping.com](http://www.tangarshipping.com)

**WE DO NOT HAVE ANY AGENTS & BRANCHES IN INDIA.**

**Tangar Ship Management Private Limited won the - SEAFARERS' CHOICE AWARD at Seajob Indian Anchor Awards 2024**



**Tangar Ship Management Private Limited conferred with the title EMERGING COMPANY OF THE YEAR (LARGE SEGMENT) ON SEAJOB.NET at Seajob Indian Anchor Awards 2022**



**ATLANTAS**  
SHIP MANAGEMENT

**ATLANTAS GROUP**

**ATLANTAS**  
CREW MANAGEMENT PVT. LTD.

Together We Can! We Believe and Follow!  
For the Seafarers! with the Seafarers!

## Requirements in Ownership Company!

### 01 Chemical Tankers (YARD DELIVERY TAKEOVERS) 2026 Built - ME - C Engine / ME - B Engine

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

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

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

### 03 DP 1, 2 & 3 Vessels

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

Send in your CV and join **Atlantas** in delivering excellence on the seas.



Direct registration on  
our recruitment portal  
[www.aships.co.uk/jobportal](http://www.aships.co.uk/jobportal)

## Benefits

- Competitive Wages and Benefits
- Bonuses  
Performance Bonus, Rejoining Bonus, Extended Contract Bonus, Old Ship Allowance, Standby Wages.
- 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



**AMET**  
City College  
(Post Sea Training Centre)



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R.R. Towers, 61/54, Jawaharlal Nehru Inner Ring Road  
(200 Feet Road) Villivakkam, Chennai - 600 049

**AMET, the Pioneer of Maritime Education with 32+ years of existence announces its expansion into the furtherance of Seafarers Career Path through AMET CITY COLLEGE, a Post Sea Training Institution situated at Villivakkam, the heart of Chennai City.**

S.NO	ID	COURSE	Duration	S.NO	ID	COURSE	Duration
<b>ENGINE ROOM SIMULATOR</b>				<b>BASIC MODULAR COURSES</b>			
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
<b>NAVIGATION SIMULATOR</b>				22	6621	Security Training for Seafarers with Designated Security Duties - (STSDSD)	3 Days
4	4211	Global Maritime Distress Safety System (GMDSS)	12 Days	23	5121	Basic Training for Liquefied Gas Tanker Cargo Operations (BTLG)	5 Days
5	2121	Radar Observer Simulator - (ROSC)	10 Days	24	5111	Basic Training for Oil and Chemical Tanker Cargo Operations (BTOC)	7 Days
6	2122	Automatic Radar Plotting Aids - (ARPA)	5 Days	25	5211	Crowd Management, Passenger Safety & Safety Training - (PSF)	3 Days
7	2123	Electronic Chart Display And Information Systems - (ECDIS)	6 Days	26	6511	Ship Security Officers - (SSO)	3 Days
8	2221	Radar And Navigation Simulator (RANSCO)	6 Days	27	6411	Medical First Aid (MFA)	4 Days
<b>COMPETENCY COURSES</b>				<b>ADVANCED MODULAR COURSE</b>			
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
<b>REFRESHER COURSES</b>							
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				

Log on to : [www.seajob.net](http://www.seajob.net)

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



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Our principal partners & Associates:



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

## Building Trust with Seafarers

### BENEFITS

- Competitive Salary Packages
- Timely Payments
- Onboard Internet Access
- Stable and Long-Term Employment
- Career Growth
- Global Fleet (Tankers and Containers)
- Full MLC Compliance
- 24/7 Crew Support and much more.

Since 1996

CONTAINER OPENING:  
URGENT REQUIREMENT

• MASTER • CO • CE • 2E • ETO

### Container Openings

- Master (Min 06 - 12 months exp)
- CO (Min 06 - 12 months exp)
- CE (Min 06 - 12 months exp)
- 2E with (Min 08 - 12 months exp)
- ETO ( III/6)
- REEFERMAN
- 4E WITH DUAL FUEL ENGINE  
EXPERIENCE AND VALID ADVANCE IGF COP.

### Requirements for: SUEZMAX TANKER

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

➔ PLEASE SEND YOUR RESUME AT

✉ Recruitment@njordships.com

🌐 www.njordships.com

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.

Looking for female candidates for all ranks to takeover for containers

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



## ALTITUDE MARINE SERVICES PVT. LTD.

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



### We Invite Candidates To Apply For The Following Positions On Bulk Carriers, LPG Carriers, Containers, Tankers & Offshore Vessels:

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

### RATINGS:

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

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



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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 - 500017,  
Tamil Nadu, India.  
Mr. Asokavarthanan Karuppiah  
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  
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Log on to : www.seajob.net



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SEEKING DECK AND ENGINE OFFICERS:



## OIL/CHEMICAL (MR) TANKER

» Chief Officer (With Wall - Wash Experience)

## LNG CARRIER

» Second Engineer (XDF/MEGI/MEGA Experience)

» ETO (XDF/MEGI/MEGA Experience preferred)

### Contact Us:

Call us on: +91 22 6751 5200 | 6751 5276 | Cell: +91 99202 01884

Email: [indiarecruit@stena.com](mailto:indiarecruit@stena.com) | [rashmi.nalawade@stena.com](mailto:rashmi.nalawade@stena.com)

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

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

[www.nmg-stena.com](http://www.nmg-stena.com)



**NORTHERN MARINE MANAGEMENT INDIA DOES NOT UTILISE EXTERNAL AGENTS OR HAVE OTHER OFFICES AND WE DO NOT CHARGE ANY FEES FOR EMPLOYMENT.**



Certified

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ISO 14001  
ISO 45001



## ANDROMEDA SHIPPING

**FREE  
INTERNET  
ONBOARD**

### URGENT REQUIREMENTS:

**FOR VLCC (DUAL FUEL)**  
**(with AIGF course / COP)**

**AND**

**FOR NEW SUEZMAX /**  
**EXISTING AFRAMAX**  
**(with advanced oil COP)**

- CHIEF OFFICER
- 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](mailto:starship@andromeda-india.com)

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

# Pacific Basin

With you for the long haul

## BENEFITS

- EXCELLENT REMUNERATION
- HIGHER LICENSE BONUS
- INTERNET FACILITY
- EXPERIENCED 24x7 SHORE - SUPPORT
- MEDICAL INSURANCE FOR SEAFARERS
- HEALTH INSURANCE FOR FAMILIES
- INDIAN CUISINE
- TIMELY PAYMENT OF ALLOTMENT AT BANK RATE
- PROVIDENT FUND FACILITY FOR RATINGS BY THE COMPANY

Awarded the "Best Employer for Dry Cargo Fleet" at Seajob Anchor Awards 2024



- REJOINING BONUS & REVISED WAGES FOR OFFICERS & RATINGS
- OWNERSHIP WORKING ENVIRONMENT

**TRISTARR MARITIME AND SHIPPING PRIVATE LIMITED**  
 as agents for Pacific Basin Shipping (HK) Limited  
 B1-405, 4th Floor, Boomerang Building, Chandivali Farm Road, Andheri, (East), Mumbai 400072.  
 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  
**WE HAVE NO AGENTS IN INDIA.**



## FOR BULK CARRIER & LOG CARRIER CANDIDATES WITH USA C1/D VISA PREFERRED (IMMEDIATE HIRING)

- Master
- Chief Officer
- 2nd Officer
- 3rd Officer
- Bosun (with US Visa and Log Carrier exp.) (AB / OS/ Oiler / Ch. Cook may also apply)
- Chief Engineer
- 2nd Engineer
- 3rd Engineer
- Fitters (with US Visa and E/R Watch keeping)



**COORDINATING OFFICE**  
 NEW DELHI (Northern Region)  
 FAR SEAS SHIPPING AGENCY PVT. LTD.  
 B -105, Panchsheel Vihar, Behind Triveni,  
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 New Delhi - 110017.  
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- Chief Officer
- Chief Engineer
- 2nd Engineer
- 4th Engineer
- ETO
- Fitter

### Embracing Equality

Our team is made stronger when there is diversity in experience, skills and perspectives and when all colleagues feel they are included and treated equitably.



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

**seaspancorp.com**

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License no RPSL-MUM-014 | Valid until February 6, 2031  
 (CIN no U 78100 MH 2005 PTC 152233)



# SHAN SHIP MANAGEMENT PRIVATE LIMITED

**Believe | Work | Grow**  
**Endeavor to be Excellent**

RPSL : MUM 201

Valid Till : 27-07-2026



## ADDRESS:

Office No. 804, 805, 806 and 811,  
08th Floor, Fortune Emporio,  
Near Sunshine Hotel, Mira Road East,  
Thane, Maharashtra 401107, India.

+91 90290 03060

personnel@shanshipmanagement.com

www.shanshipmanagement.com

## Attractive Benefits:

- Internet Facilities.
- Timely Wages.
- Continuous Employment.
- Fast Growing And Diversified Fleet Of Vessels.
- Safety-conscious Work Environment.

## HIRING FOR OUR EXPANDING OF CRUDE OIL/LPG & VLGC TANKERS:

- |                 |                  |
|-----------------|------------------|
| 🕒 MASTER        | 🕒 CHIEF ENGINEER |
| 🕒 CHIEF OFFICER | 🕒 2ND ENGINEER   |
| 🕒 2ND OFFICER   | 🕒 3RD ENGINEER   |
| 🕒 3RD OFFICER   | 🕒 4TH ENGINEER   |
| 🕒 ETO           | 🕒 GAS ENGINEER   |

## RATINGS & CREW:

- ◆ PUMPMAN ◆ BOSUN ◆ AB
- ◆ MOTORMAN ◆ FITTERS (DECK & ENGINE)

## SHORE VACANCIES (MUMBAI OFFICE):

### TECHNICAL SUPERINTENDENT

Sailing Experience as Chief Engineer or 2nd Engineer on Oil tankers.

### SAILING TECHNICIAN

Experienced Diesel Mechanic and Main Engine technician.

Please send your resume:

[personnel@shanshipmanagement.com](mailto:personnel@shanshipmanagement.com)

WE HAVE NO AGENTS ACTING ON BEHALF OF THE COMPANY BE AWARE OF FRAUDULENT JOB OFFERS MISUSING OUR NAME. KINDLY REPORT IMMEDIATELY TO US.



# d'Amico Ship Ishima India Pvt. Ltd.

RPSL-MUM-030

Issue date: 18.04.2026

Valid till: 18.04.2031

(MASSA MEMBER)

## URGENT REQUIREMENTS

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

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

### WE URGENTLY REQUIRE FOR OUR LNG VESSEL

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

### WE URGENTLY REQUIRE FOR OUR BULK FLEET VESSEL

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

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



WE HAVE NO AGENTS IN INDIA.

### FLEET PERFORMANCE ANALYST, MUMBAI

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

Contact - [recruit.in@damicoishima.com](mailto:recruit.in@damicoishima.com)

### TECHNICAL SUPERINTENDENT, MUMBAI

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

Contact - [recruit.in@damicoishima.com](mailto:recruit.in@damicoishima.com)

### MARINE SUPERINTENDENT

**Experience:** Min. 1 year sailing exp. as sea-going Master Mariner in Chemical / Oil / Gas Tankers.  
**Preference:** Relevant shore exp. of more than 1 year in HSQE & Vetting assurance, onboard Internal Audits, Office audits / TMSA. Good command of English, literature, & computer literacy. Be ready for and capable of frequent travel globally without restrictions.

### Job Profile:

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

Contact - [recruit.in@damicoishima.com](mailto:recruit.in@damicoishima.com)

### Unlimited Internet access to all onboard

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

One of the Youngest Fleet.

## CONTACT US:

### MUMBAI OFFICE:

A- 202 / 203, City Point, J. B. Nagar,  
Andheri Kurla Road, Andheri (East), Mumbai - 400059.  
Tel: +91 22 40372222 / 40502100  
Email: [mumbai@damicoishima.com](mailto:mumbai@damicoishima.com)

Please forward your CV on:

[mumbai@damicoishima.com](mailto:mumbai@damicoishima.com), [hrseva@damicoishima.com](mailto:hrseva@damicoishima.com)

Contact No.:

Upendra (Deck): +91-9167077056  
Roopali (Engine): +91-9930407137  
Asvea (Ratings): 91-916772141

### DELHI OFFICE:

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

Email: [delhi@damicoishima.com](mailto:delhi@damicoishima.com)

Please forward your CV on:

[delhi@damicoishima.com](mailto:delhi@damicoishima.com)

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# GLOBAL STANDARD NOW IN GUINDY, CHENNAI

## GL BUS MEDICARE



### Address:

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Point of Contact: Manikandan S. - +91-9840393626



# EXMAR

## SHIP MANAGEMENT

RPSL-MUM-078

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

*"We Value Your Energy"*

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- ✓ Hometown Repatriation For All Officers (To & Fro).
- ✓ On Board Internet Facility.
- ✓ Bright Promotional Prospects.
- ✓ Wages And Terms At Par With The Best In The Industry.
- ✓ Health Insurance For Seafarers And Family.
- ✓ Timely Relief.

### Require the following ranks for LNG & Preferred FSRU candidates :

- Chief Engineer (Steam license)
- 2nd Engineer (Steam license)
- Automation Engineer / ETO

### Require the following ranks with US visa & joining is immediate :

- 2nd Engineer with DFDE Or ME engine exp.
- ETO with ME engine exp. for LPG Tanker
- Third Officer for LPG Tanker
- Chief Officer for LPG Tanker



*Female Seafarers Are Also Welcome*

Exmar Shipmanagement India Pvt. Ltd.

501, Powai Plaza Premises, Hiranandani Gardens,  
Powai, Mumbai - 400076.

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Apply in person or send your application by  
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Visit our website:

[www.exmarshipmanagement.com](http://www.exmarshipmanagement.com)

WE HAVE NO AGENTS ACTING ON BEHALF OF THE COMPANY. BE AWARE OF THE FRAUDULENT JOB OFFERS.

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# 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
- ◆ ETO (With COC)

**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,  
Visakhapatnam - 530020, India.  
☎ +91 9136623887

**WE DO NOT HAVE ANY AGENTS OR REPRESENTATIVES**

# ARYA TANKERS PVT. LTD.

## URGENT REQUIREMENTS FOR OUR OIL/CHEMICAL TANKERS

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

## URGENT REQUIREMENTS FOR OUR OIL PRODUCT TANKERS

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

Mob: +91 9372771416

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Website: [www.arya.in](http://www.arya.in)  
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## REGISTERED OFFICE:

Arya Group, 15 B, Chander Mukhi Building,  
Nariman Point, Mumbai - 400021.  
Tel. No.: +91-22-49229000 (Extn - 142) Fax: 022-49229099

**"WE DO DIRECT RECRUITMENT; WE DO NOT HAVE ANY AGENT IN INDIA."**

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# Chellship

**Chellaram Shipping Pvt. Ltd.**  
Managers of a modern fleet of Bulk Carriers  
[www.chellship.com](http://www.chellship.com)

License No. RPSL-MUM-022 | Valid Till: 15.04.2031

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HK Ship Owner Of The Year Award For Consecutive Years 2021, 2022  
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By Mission To Seafarers As Voted By Seafarers

**LOYALTY BONUS**  
For Top 4 Ranks

**04 MONTHS CONTRACT**  
For Top 4 Ranks

**GRATUITY SCHEME**  
For Top 4 Ranks

**NEWER SHIPS**  
Average age  
about 5 years

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

## WE OFFER:

- ✓ Wages revised recently.
- ✓ New and modern bulk carrier in fleet.
- ✓ Excellent PSC Inspections record.
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- ✓ Family carriage facility and airfare reimbursement.
- ✓ Good promotional prospects.
- ✓ Timely Relief.

Medical insurance coverage for seafarers and their families

**Free  
INTERNET  
Onboard**

**Contract Period  
reduced to 8 months  
for Ratings**

## BULK CARRIER

Requirements for following ranks:

### ➤ ETO (Top Urgent)

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



Contact Details:

**Mr. Satish Kadam**

**CHELLARAM SHIPPING PRIVATE LIMITED**

Gazdar House, 3rd Floor, 629-A,

J. Shankar Sheth Road, Mumbai - 400 002, India.

Ph : 91-22-22070035 / 40273000 / 66357345 / 46

+91 9833319202

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# SHANE MARINE SERVICES PVT. LTD.

**Shane Marine**  
Beyond the Ocean

RPSL-CHN-061 | Valid From 21/10/2022 | Valid Till 21/10/2027

The Way To Grow With Us

## WE REQUIRE FOR OUR EXPANDING FLEET

### PRODUCT (OIL / CHEMICAL)

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

### BULK CARRIER

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

### GENERAL CARGO VESSEL

Electrical Officer

### CONTAINER VESSEL

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

### MR TANKERS (vessel age is 5 years old)

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

### RATINGS

Able Bodied Seaman / Motorman / Deck & Engine Fitter / Chief Cook / Oiler

### APPLY NOW

E-MAIL: [personnel@shanemarine.com](mailto:personnel@shanemarine.com)

### CONTACT US:

FLEET MANAGER - SANDIP KHANIVADEKAR - MUMBAI : +91 91522 67612  
WHATSAPP : +91 86556 41019 (24\*7)

### REGISTERED OFFICE

Shane Marine Services Private Limited  
Door No: 13/420/56T3/5HT3, Fifth Floor, Tower 3, Alfa Horizon, Goshree Road,  
Opposite ICTT, Vallarpadam, Ernakulam, Kerala - 682504, India.

### BRANCH OFFICE

Western Edge II, B-Wing, 301, Opp. Magathane Depot, Borivali (East), Mumbai - 400066.



**OPENING ON AN URGENT BASIS  
FOR PRODUCT TANKER:  
2nd Engineer**

- + As an equal opportunity employer, we welcome and consider applications from all qualified candidates.
- + Long term employment with bright promotional prospects.

To know more visit: <https://www.shanemarine.com/>



# K MARINE SHIP MANAGEMENT

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Fast Growing Fleet of Young Vessels with Excellent Vessel-shore CO-ORDINATION



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

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Maharashtra - 400022.

Tel: +91 22 6153 8100

Email: ksms@ksmsindia.com;

manning@ksmsindia.com

Web: www.ksteamship.com



**IMMEDIATE  
VACANCIES FOR:  
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

## We Offer

- \* Ownership Company
- \* Unlimited Internet Access
- \* Re-joining, Loyalty & Seniority Bonus
- \* Long Term Prospects with Excellent shore Opportunities
- \* Home Town Repatriation / Accommodation in metros for overnight transits
- \* Family Medical Insurance Scheme
- \* Highly Safety Standards onboard with Excellent Vetting record
- \* Timely Relief And Assignments
- \* 24 X 7 Medical support onboard by MedSea

## 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](http://www.klsmindia.com)



# MARLOW NAVIGATION INDIA PVT. LTD.

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

## REQUIREMENTS:

- » **BULK CARRIER: (with US visa)**
  - CHIEF ENGINEER(12M EXP)
  - SECOND ENGINEER(12M EXP)
  - ETO (WITH COC) URGENT OPENING

- » **HEAVYLIFT: (with US visa)**
  - THIRD OFFICER (12M EXP)
  - ETO (12M EXP) URGENT OPENING

- » **CHEMICAL TANKERS: (with US visa)**
  - THIRD OFFICER (12M EXP)
  - FOURTH ENGINEER (12M EXP)
  - ETO (18M EXP) URGENT OPENING

- » **CONTAINER VESSELS: (with US visa)**
  - THIRD OFFICER(6M EXP)
  - URGENT OPENING

- » **RORO VESSELS**
  - CHIEF ENGINEER
  - SECOND ENGINEER



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## 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

## Branch Office:

IndiQube Ocean Bay, Plot No. A-19 & A-20,  
CIPET Road, SIDCO Thiru Vi KalIndustrial  
Estate, Guindy, Chennai - 600032.

Tel :+91-9136484832

Alternate Contact : + 91-9819449378

Email: hrsea.mni@marlowgroup.com

Website: www.marlow-navigation.com



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

Log on to : [www.seajob.net](http://www.seajob.net)



**Wilhelmsen**

**Ship Management**

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

**BECOME A PART OF OUR EXPANDING CAR CARRIER & GAS FLEET**

**REQUIREMENTS FOR OIL/CHEM TANKER**

- ▶ SECOND ENGINEER
- ▶ ETO (With US Visa)
- ▶ AB
- ▶ FITTER
- ▶ MOTORMAN

**REQUIREMENTS FOR BULK CARRIERS**

- ▶ CHIEF ENGINEER (With ME Experience)
- ▶ SECOND ENGINEER
- ▶ FITTER (With 6G Certificate)

**REQUIREMENTS FOR LPG (PREFERRED WITH US VISA)**

- ▶ MASTER
- ▶ CHIEF ENGINEER
- ▶ CHIEF OFFICER
- ▶ ETO
- ▶ AB
- ▶ FITTER
- ▶ COOK

**REQUIREMENTS FOR LNG**

- ▶ THIRD ENGINEER

**REQUIREMENTS FOR PCTC / CAR CARRIER**

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



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**CONTACT DETAILS (MUMBAI)**

- 📍 31/32, Apple Heritage, Plot No. 54-C, Sir Mathuradas Vasanji Road, Andheri East, Mumbai 400 093, India.
- ☎ 022 - 3088 2750
- ✉ [wsm-bom-recruitment@wilhelmsen.com](mailto:wsm-bom-recruitment@wilhelmsen.com)
- 🌐 [www.wilhelmsen.com](http://www.wilhelmsen.com)

**WE DO NOT HAVE ANY AGENTS AND NO RECRUITMENT FEES ARE CHARGED - IN CASE OF ANY SUCH INCIDENTS PLEASE REPORT ON OUR WEBSITE UNDER WILHELMSEN WHISTLEBLOWING CHANNEL.**

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**STS MARINE MANAGEMENT PVT. LTD.**

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

**HIRING FOR OUR EXPANDING FLEET OF PRODUCT TANKERS**

**Join our growing team!**

We're Hiring Skilled Seafarers With At Least 6 Months' Rank Exp.

**CURRENTLY HIRING FOR:**



OIL / CHEMICAL TANKERS



FULLY COMPLIANT LPG TANKERS

**REQUIREMENTS:**



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

**WHY STS MARINE?**

- REJOINING & PERFORMANCE BONUS
- CONTINUOUS, LONG - TERM EMPLOYMENT
- EXCELLENT PROMOTIONAL PROSPECTS
- ONBOARD WI-FI
- TIMELY RELIEF
- SAFE, SECURE & HEALTHY WORK ENVIRONMENT



**SHORE VACANCY (Mumbai Office):**

- 🚢 **MARINE SUPERINTENDENT:** Must have sailed as Master on LPG tankers.
- 🚢 **PURCHASE OFFICER:** With min. 2 years exp. in procurement for Tanker vessels.

**APPLY NOW!**

Send your CV to: For Sea Vacancies:-  
 ✉ [crewing@stsmgmt.com](mailto:crewing@stsmgmt.com)  
 ☎ +91 8655951663 | +91 7400396757  
 For Shore Vacancies: ✉ [hr@stsmgmt.com](mailto:hr@stsmgmt.com)

**Office Address:**

No. 809, 8th Floor, Ecostar, Vishweshwar Nagar, off. Aarey Road, Goregaon East, Mumbai - 400063.  
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## We Are Expanding Our Chemical & Container Vessels.

### REQUIREMENTS FOR CHEMICAL TANKER (with US Visa)

- Chief Officer
- Pumpman
- Second Engineer
- Bosun
- Third Engineer
- AB
- ETO (with COC III/6 or III/7)
- MTM
- Fitter

### REQUIREMENTS FOR CONTAINER (with Indian COC / COP)

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

### OFFSHORE POSITIONS

#### (PSV / AHTS / HEAVY LIFT VESSELS)

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

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

## Requirements for Female Officers

ALL RANKS

### OSM Thome India Pvt. Ltd.

#### Mumbai:

1442, S 14, Solitaire Corporate Park,  
 Guru Hargovind Road, Chakala,  
 Andheri East, Mumbai 400093.  
 Tel No.: +91 22 40680300  
 Mobile: +91 8657530682  
 RPSL-MUM-1022, Valid till 19th June 2029

#### New Delhi:

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

#### Chennai:

IV Floor, No 8, Amble Side,  
 KNK Road, Nungambakkam,  
 Chennai - 600006.  
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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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## XT Ships Management India Pvt. Ltd.

RECRUITMENT & PLACEMENT SERVICE LICENSE NO. RPSL-MUM-073 | Issued on 02/12/2016 | Valid till 23/07/2026



### CHEMICAL TANKERS

- CHIEF OFFICER
- FIRST ASSISTANT ENGINEER

### CONTAINERS / BULK

- FIRST ASSISTANT ENGINEER
- SECOND ASSISTANT ENGINEER
- THIRD OFFICER
- ABLE SEAMAN
- WIPER



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



## HOLY ANGEL MARINE SERVICES PVT. LTD.

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

### URGENT REQUIREMENT FOR SUEZMAX / PANAMAX TANKER VESSEL

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

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

Salary as per market / Trading Area: Persian Gulf

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

#### Contact Persons

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

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

#### Corporate Office

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

#### Branch Office

Key Tech Park, 7th Floor, Off. No - 704,  
B Wing, Oshiwara of S.V.Road,  
Jogeshwari West, Mumbai - 400102  
Ph: 022 - 46677788

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

# 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)

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

\* SECOND ENGINEER \* ETO WITH COC

\* THIRD ENGINEER

\* FOURTH ENGINEER

INDIAN COC ONLY

## REQUIREMENTS FOR TANKER FLEET

\* THIRD OFFICER

\* ETO WITH COC

\* FITTER

\* PUMPMAN

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

\* CHIEF ENGINEER

\* SECOND ENGINEER

Increased Wages  
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Fleet From  
1st January 2026

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## ELVIS SHIP MANAGEMENT LLP

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

## REQUIREMENTS FOR OUR EXPANDING FLEET

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[crewing@elvisshipmanagement.com](mailto:crewing@elvisshipmanagement.com)

REQUIREMENT OF FULL COMPLEMENT OFFICERS AND CREW RATINGS  
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2nd Engineer, 3rd Engineer, AB, Oiler & Fitters.

VLGC / LPG:

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

### SHORE JOB REQUIREMENTS:

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

### Address:

Unit No 209, Kilfire House, New Link Road, Andheri (West) Mumbai - 53.  
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## CASPIA SHIP MANAGEMENT PVT. LTD.

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



### WE REQUIRE

#### Crude Oil Tanker

- Master
- Chief Officer
- 3rd Officer
- Chief Engineer
- 2nd Engineer (ME Experience)
- 4th Engineer
- ETO
- AB
- Oiler ➤ Pumpman

#### Product Tanker

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

#### Container

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

#### Offshore

(Crew Boat)  
➤ All Ranks

#### MR Tanker

(Indian Coastal)  
➤ All Ranks

### CONTACT

Ms. Mansi:  
+91 8169460864 (Engine Crew)

Ms. Priyanka:  
+91 8169460851 (Deck Crew)

✉ [cv@caspiaship.com](mailto:cv@caspiaship.com)

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George Bernard Shaw

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George Elliot

Life is very interesting...in the end, some of your greatest pains become your greatest strengths.

Drew Barrymore

If you love life, life will love you back.

Arthur Rubinstein

We must let go of the life we have planned, so as to accept the one that is waiting for us.

Joseph Campbell



# ICOON MARINE PRIVATE LTD.

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

## WE ARE HIRING

### MR TANKER - OIL TANKER

- ◆ Chief Officer
- ◆ Second Engineer
- ◆ Third Engineer
- ◆ Fourth Engineer
- ◆ ETO
- ◆ AB with COP
- ◆ Oiler with COP

White COC and Rank experience compulsory.

Interested candidates can email their resumes on [icoon@icoonmarine.com](mailto:icoon@icoonmarine.com)

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- ⊕ Chief Engineer
- ⊕ Master Mariner
- ⊕ Electro Technical Officer

Madurai, Tamil Nadu

Salary as per Industry Standards  
 (Based on experience and long term commitment)



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- Shipping companies Liaison & Placement Advisor



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# TRITON MARITIME PVT. LTD.

We Are Hiring Following Personnel For Our DP2 PSV Vessels (Similar Type Of Vessel Exp. Reqd.):

Mumbai (Parekh Group)



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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

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

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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

We Are Hiring Following Personnel For Our AHTS in Cochin:

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

Share Your CV At [crewing@triton-maritime.com](mailto:crewing@triton-maritime.com)  
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WE HAVE NO AGENTS.



# OCEAN SPARKLE LIMITED

Ocean Sparkle Limited

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

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#### For Dredgers

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

#### For Harbour Tugs

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

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

Apply in person or send your application by email: [crew.osl@adani.com](mailto:crew.osl@adani.com)  
 Contact No: 022 27578507/40



### SHORE JOBS

#### MARINE PILOT FOR LPG TANKERS

Qualification - Master (FG)  
 Experience - 3+ years as Marine Pilot

#### RADIO OFFICER

Qualification - GMDSS  
 Experience - 2 years experience on Tug / Vessel as Radio Officer & 3 months experience in Port Operations

#### What we offer:

- Ownership Company
- High Safety Standards on board
- Good promotional prospects
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- Safe, Secure and Healthy Work Environment
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- Multi-national crew complement.
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### TOP URGENT REQUIREMENTS - BULK CARRIER

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Chief Engineer, 2nd Engineer,

3rd Engineer & Juniors Engineer

Bosun, AB & Fitter

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2024

### CONTACT US!

Tomini Shipping Pvt. Ltd. (Mumbai)

Capt. Randeep Bhalla (General Manager)

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

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

Viganesh Ambokar: +91 9136901621 (For Ratings)

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

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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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