

SEAJOB INDIAN ANCHOR AWARDS 2026



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For More Details, Kindly Turn Over..

**Nominations are welcome from
all the Shipping Companies**

CATEGORIES OF AWARDS 2026 (SAPPHIRES AND PEARLS)

-  **Best Employer of the Year**
-  **Best Employer for Dry Cargo Fleet**
-  **Best Employer for Container Fleet**
-  **Best Employer for Gas Tanker Fleet**
-  **Best Employer for Offshore Fleet**
-  **Best Employer for Chemical Tanker**
-  **Best Employer for Oil Tanker**
-  **Best Employer of the
Year (Indian Flag)**
-  **Best Employer for Bitumen Tanker**
-  **Best Employer for
MR & Small Tankers**
-  **Appreciation for CSR activities**
-  **Fastest-Growing Company
of the Year**
-  **Best Green Fleet Employer**
-  **Emerging Company of the Year**
-  **Company with Max.
All Types of Vessels**
-  **Best Employer for VLCC**
-  **Most Viewed Company on
www.seajob.net (5 Awards)**
-  **Seafarers' Choice Award**

For Souvenir Sponsorship Opportunities Please Write To Us At
info@seajob.net Or Contact Us On: Mob 8080454949; 9320224949
We look forward to your continued love and support!



PLEASE NOTE:

URGENT OPENINGS FOR RATINGS - LNG.

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BHARTIYA NAVIK SENA UNION'S CRICKET
SHIPPING PREMIER LEAGUE 2026** ← 24-25



May the Vibrant Colours of
Success Brighten Every Sail you Set.



**Happy
Holi**

from www.seajob.net!

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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

- SAFETY AT WORK
- EXCELLENT WAGES
- TIMELY RELIEF
- BRIGHT PROMOTIONAL PROSPECTS
- FAMILY CARRIAGE
- SHORE JOB OPPORTUNITIES

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

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

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

Website: www.altitudemarine.net



tomini shipping

ISO 9001:2015 Certified

Tomini Shipping, owns young bulk-carrier vessels (3-6 years) which are technically managed by an in-house team. Tomini Shipping is USCG QUALSHIP21 certified & also a recipient of several prestigious maritime awards for its Commitments to safety and seafarer welfare.

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

Key career benefits for working onboard include:

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

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

TOP URGENT REQUIREMENTS – BULK CARRIER

Master, Chief Officer & 3rd Officer
Chief Engineer, 2nd Engineer,
3rd Engineer & Juniors Engineer
AB & Fitter

REVISED SALARY!

Send your CV on:

crewing@tominishipping.com

Rejoining
Bonus for
Officer & Ratings
w.e.f. 1st October
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).

Email: crewing@tominishipping.com | www.tominishipping.com



**IN KEEPING WITH GENDER DIVERSITY
WE ARE HIRING !**

Indian National Female Officers

Special Achievement Award

IBJ Awards - 2025

Bulk Shipping Company of the Year

TMS Awards - 2025

Best Employer for Dry Cargo Fleet

Seajob Indian Anchor Awards - 2024

Bulk Shipping Company of the Year

The Maritime Standard Awards - 2024

Best Dry Bulk Shipping Company of the Year

The Annual Global Economic Awards - 2023

The Bulk Ship Of The Year

IBJ Awards Ceremony - 2023

The Sustainable Shipping Award

Maritime Standard Awards - 2023

Best Employer for Dry Cargo Fleet

Seajob Indian Anchor Awards - 2022

Bulk Shipping Company of the Year

Maritime Standard Awards - 2022

Ship Operator of the Year

Shiptek International Awards - 2022





MLC 2006 Compliant

ISO 9001:2015 Certified

MMS MARITIME (INDIA) PVT. LTD.

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

CIN : U35111MH2001PTC133762

The company offers very attractive terms & conditions, an in-house and a quick promotion policy, family carriage benefits and an overall professional enhancement on a continuous basis.

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

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

URGENT REQUIREMENTS OFFICERS

CHEMICAL TANKERS (Parcel Tankers)

- Master • Chief Officer • Second Officer
- Third Officer • Chief Engineer
- First Assistant Engineer • Second Assistant Engineer
- Third 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 • Chief Engineer • First Assistant Engineer
- Second Assistant Engineer (with Superior ticket)
- Gas Engineer • ETO

PCTC (Pure Car & Truck Carrier)

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

- Master • Chief Engineer • Second Engineer
- Third Engineer

IGF TANKER (Dual Fuel Chemical Tanker)

- Chief Officer • First Assistant Engineer • ETO

VERY LARGE CRUDE TANKERS (VLCC)

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

OIL - CHEMICAL TANKERS

(with experience of sailing in Ice conditions)

- Chief Officer • Third Officer • ETO

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

Contact Persons - Officers:

Ms. Daisy Fernandes - 8657950693

Mr. Mahesh Sanga - 8828800717

CONNECT WITH US ON

<https://www.linkedin.com/company/mms-maritime-india>

<https://www.facebook.com/mmsmaritime>

<https://www.instagram.com/mmsmaritimeindia/>

WE DO NOT HAVE ANY OTHER REPRESENTATIVE AGENTS IN INDIA.

"WE WELCOME WOMEN SEAFARERS FOR OUR OIL CHEMICAL FLEET"
All ranks and experience on any type of vessels are welcome.



Happy Holi

RATINGS (with valid US Visa and SID)

LNG

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

Chemical Tankers (Parcel Tankers)

(Preferred with Parcel Tanker experience.)

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

Oil - Chemical Tankers

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

Container

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

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

RATINGS

Mr. Nishant Verma +91 9289427676

Ms. Riza Dutta +91 8291821227

MMS MARITIME (INDIA) PVT. LTD.

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

Tel: +91 22 40620100 / 66960181 / 82

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

BRANCH OFFICE:

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

Contact Person:

Ms. Ritu Pandey - +91 8291100570

Email: rpandey@mms-india.com



Scan QR Code To Apply



MOL Maritime (India) Pvt. Ltd.

Address:- Unit No. 52, 5th Floor, Kalpataru Square, Kondivita Lane, Off Andheri Kurla Road, Andheri (E), Mumbai 400059.

RECRUITMENT & PLACEMENT LICENCE NO. : RPSL-MUM-064 ISSUE DATE 07-10-2021 VALID UNTIL 07-10-2026

Growing Stronger with the Right People

MOLMI is expanding its team with experienced and trusted seafarers

LPG FLEET VACANCIES

VLGCs & MID-SIZE CARRIERS

OFFICERS

LPG Vessel experience

- **MASTER**

With more than 20 months of Rank and Vessel Type experience

- **CHIEF OFFICER**

With more than 20 months of Rank and Vessel Type experience

- **2ND OFFICER**

Rank experience with Superior Certificate

- **2ND ASST. ENGINEER**

Rank experience with Superior Certificate

- **CHIEF ENGINEER**

Rank experience with 20 months and above

- **1ST ASST. ENGINEER**

With more than 20 months of Rank and Vessel Type experience

- **GAS ENGINEER**

Rank experience

RATINGS

LPG Vessel Experience

- **Bosun • Able Body Seaman**

- **Ordinary Seaman • Fitter**

- **Oiler • Wiper**

Benefits All Indian Officers

- Ownership Company
- Family carriage facility
- Wages at par with best in industry
- Exam bonus
- Latest Vessel type
- Repatriation to hometown
- State of art training facilities
- Access to free internet
- Company assisted mediclaim policies

LNG FLEET VACANCIES

XDF, STEAM, MEGA, Q-FLEX, DFDE

OFFICERS

With In-Rank Experience

- **MASTER**

- **CHIEF OFFICER**

- **2ND OFFICER**

- **CHIEF ENGINEER**

- **1ST ASSISTANT ENGINEER**

- **GAS ENGINEER**

- **2ND ASSISTANT ENGINEER**

RATINGS

LNG Vessel In-rank Experience & Preferable with US Visa

- **Able Body Seaman**

- **Oiler • Wiper**

DRY FLEET VACANCIES

PCC/BULK CARRIER/CONTAINER WITH IN-RANK EXPERIENCE

OFFICERS

With In-Rank Experience

- **CHIEF OFFICER**

- **3RD OFFICER**

- **JUNIOR OFFICER**

- **1ST ASSISTANT ENGINEER**

- **2ND ASSISTANT ENGINEER**

- **3RD ASSISTANT ENGINEER**

- **ELECTRO TECHNICAL OFFICER / ELECTRICAL OFFICER**

RATINGS

In-Rank Experience & Preferable with US Visa

- **Able Body Seaman (Urgent)**

Preferable with IGF COP

- **Ordinary Seaman**

- **No.1 Oiler (Engine Fitter)**

- **Wiper**

- **Chief Cook**

- **Messman**

ONLY SHORTLISTED CANDIDATES WILL BE CALLED FOR INTERVIEW.

Contact for Officers

(Mumbai office)

LNG/LPG FLEET

- 9930751763
- 9833255062
- 9820743664

DRY FLEET

- 9619482173
- 9920902616
- 9820036516

Contact for Ratings

(Mumbai office)

- 9152616060
- 9321139476

(Chennai office)

- 9940487493
- 9840381531

Contact for Officers & Ratings

(Delhi office)

- 9810784400
- 9599040741

(Kolkata office)

- 9830370375
- 9831135558

PLEASE NOTE THAT WE DO NOT EMPLOY ANY AGENTS FOR JOBS



CREW WANTED

We are looking for candidates for the following positions:

Officers:

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

Ratings:

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

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

Chennai

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

Kochi

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ranganathan.ms@bs-shipmanagement.com

Goa

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sanjay.misra@bs-shipmanagement.com

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nuwanpriya.sugunapala@bs-shipmanagement.com

Kolkata

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Patna

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madhup.chandrashekar@bs-shipmanagement.com

Delhi

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

Mumbai

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

For ratings:

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



Scan to apply:

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



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

Member of the **SCHULTE GROUP**





NYK SHIPMANAGEMENT (INDIA) PVT. LTD.

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

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WE ARE EXPANDING & LOOKING FOR ENTHUSIASTIC & EXPERIENCED OFFICERS

CONTAINER (14K TEU Experience)

• Chief Engineer • 1st Asst. Engineer • 3rd Officer

CHEMICAL

• 3rd Officer

PCC

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

GANTRY CRANE

(Open Hatch General Cargo Vessel)

• Chief Officer • Chief Engineer
• 1st Asst. Engineer

LNG

• 1st Asst. Engineer
• ETO

LPG

• 2nd Asst. Engineer (with higher license)
• ETO

On board Vacancies (Seafarers):

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

CONTACT US:

NEW OFFICE ADDRESS

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

DELHI OFFICE

Contact: Mr. Vinay Kumar
Mob: 98100 65413

CHENNAI OFFICE

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

KOLKATA OFFICE

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

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- ▶ Our ships are being installed with ultra high speed internet.
- ▶ Allowances & Incentives: IGF, Chem Ship, Gas Ship, Flag & Trade Specific, Training Subsidy And Rejoining Bonus.
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 - ▶ Medical benefits for Top 4 Officers and ETOs (+ 2 kids - aged over 30 days and below 19 years)



SHORE JOBS - SEAWOODS, NAVI MUMBAI

Senior Executive – Finance

Job Description: Manage end-to-end accounting processes. Assist in year-end closing, finalization of financial statement and tax audit. Maintain the fixed asset register in accounting software.

Eligibility Criteria: Seeking an Accounts Payable

(Join us and demonstrate your ability to manage deadlines and work independently)

& General Accounting expert with 3+ years of exp. UG: Bachelors / Masters Degree in Commerce, Finance, or Accounting. Must possess strong communication skills & proficiency in Excel/Pivots.

Simulator Operation Officer, Maritime Training Dept.

Job Description: Operate and maintain Ship Handling Simulator, Engine Room Simulator, & other training simulators as required. Coordinate with vessels for supply, monitoring, & recovery of onboard training tools (Currently OLP). Maintain records & handle invoicing related to the onboard training tool. Assist in updating & distribution of

ECDIS Training Tool (iPLUS ECDIS Tool) to fleet vessels. Maintain records of ECDIS proficiency test results. Perform other ad-hoc duties as assigned by the department.

Job Requirements: Bachelor's degree or equivalent preferably with IT knowledge. Preferably with onboard exp. as crew, cadet, or junior officer.

LMS Administrator & Content Designer (IT Support Staff)

Job Description: Dealing with technical issues in the launching & post-launching of eLearning in NiBiKi. CLMS or any other platform decided by the Company. Making / upgrading new eLearning modules. Software licensing requirement to create eLearning modules. Handling & assisting for day-to-day in-house training software problem/issues. Handling and assisting for day-to-day trainee's registration/enrolment/Monitoring training progress to eLearning platform. Caretaker of eTOM (e-Training Operational Manual). Any other ad-hoc duties as assigned from time to time.

Job Requirements: Hands-on experience with Learning Management Systems (LMS) administration and troubleshooting. Proficiency in Articulate 360, including its AI capabilities, as well as expertise in Photoshop, is strongly recommended. Proficiency in graphic design tools for creating training materials. Familiarity with e-learning standards (SCORM, xAPI). Computer literate and proficient in MS office application. Experience as an IT support engineer is preferred. Good communication skill and team building ability.

Deputy Manager - Environment And Sustainability

Emission Compliance will support the company's Environmental & Sustainability function by managing regulatory compliance under IMO DCS, EU MRV, EU ETS, FuelEU Maritime, UK MRV, CII, and other emerging environmental regulations. The role ensures accurate data reporting, coordination with internal/external stakeholders, and continuous improvement of energy-efficiency initiatives across the fleet.

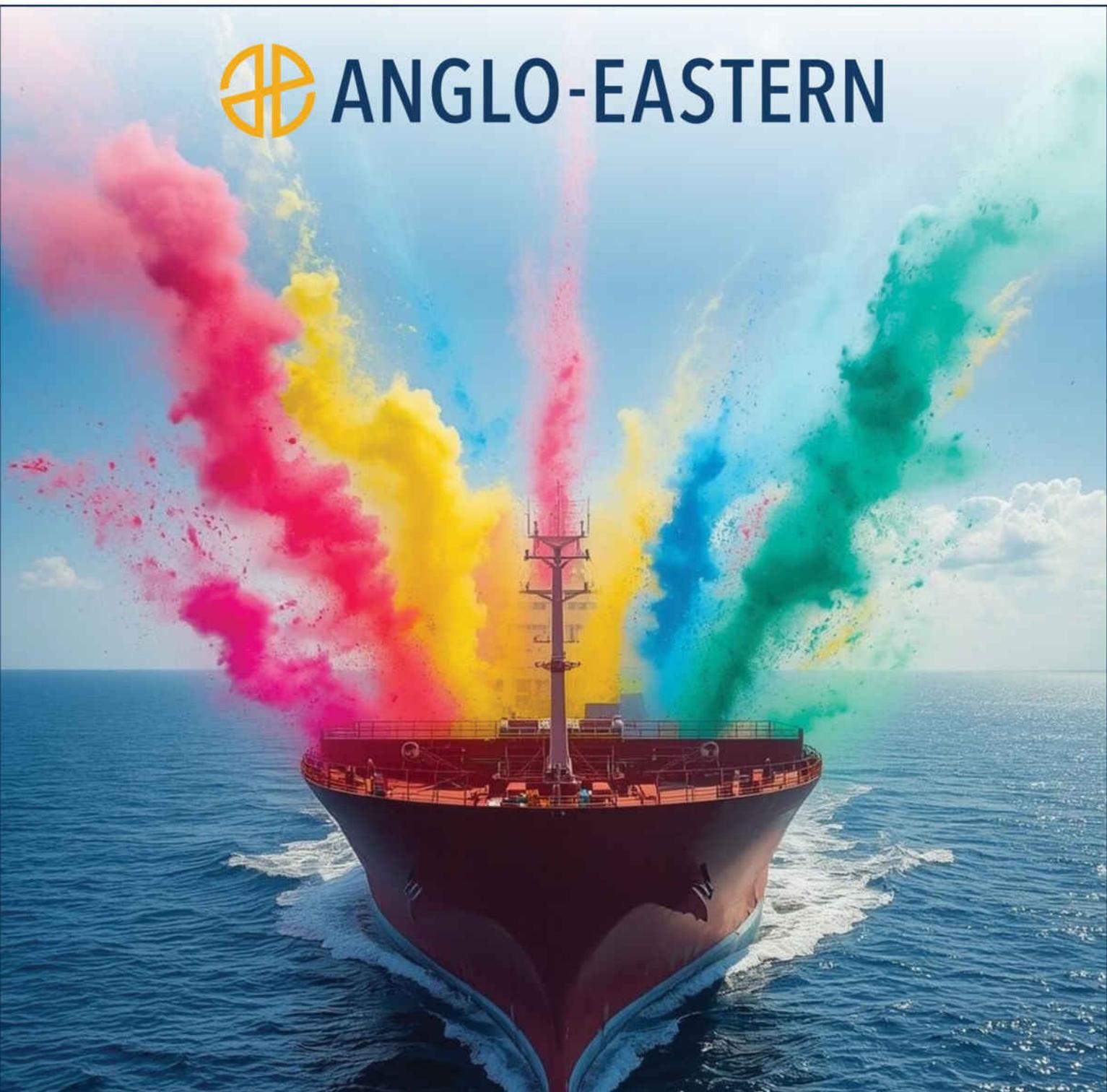
Job Description: Ensure compliance with IMO DCS, EU MRV, EU ETS, FuelEU Maritime, UK MRV, and related environmental regulations. Manage data reporting on THETIS MRV and ClassNK portals. Coordinate with Fleet, Vessels, Owners, and ClassNK for voyage data, verifications, and evidence collection. Monitor CII ratings, apply correction factors, and support annual emission reporting. Support EUA management including logging, monitoring, and coordination with Trading/Owners. Maintain documentation: SEEMP, Monitoring Plans, FuelEU MP, emission records, and

compliance reports. Assist in audits, verification processes, and address data discrepancies. Support initiatives related to EEXI, EPL, Biofuels, and energy-saving measures. Provide regular compliance updates and reports to internal teams and Owners.

Preferred Skills: Marine background (2nd Mate /Junior engineer) preferred/ Graduate in Marine Stream. Experience in Voyage data management. Knowledge about latest marine environmental regulations (IMO DCS, EU MRV, Fuel EU etc)

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

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

A large oil tanker ship is shown from a high-angle perspective, sailing on a deep blue sea. The ship's deck is visible, and a tall mast stands in the center. From the deck, thick plumes of colorful powder—pink, yellow, blue, and green—are being thrown into the air, creating a festive atmosphere. The sky is a clear, bright blue with a few white clouds.

HAPPY HOLI

03rd March, 2026

Anglo-Eastern has no agents, and all selection is based only on merit and company-based criteria.

RPSL Licence: RPSL-MUM-O88 Expiry: 28/01/2027

Log on to : www.seajob.net



Happy
Holi

To all the seafarers & their families!

MOL Tankship Management Pte. Ltd. (Singapore)



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

URGENT REQUIREMENTS ON VLCC FOR FOLLOWING RANKS:

- **Third Officer** (minimum 6 months rank exp.)

Attractive Benefits:

- Expanding diversified fleet of state-of-the-art vessels.
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- Internet Facility on-board.
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- **Master** (minimum 24 months rank exp.)
- **Chief Officer** (minimum 12 months rank exp.)
- **Second Officer** (minimum 6 months rank exp. & holding Superior Certificate)
- **Third Officer** (minimum 6 months rank exp.)
- **Chief Engineer** (minimum 24 months rank exp.)
- **1st Assistant Engineer** (minimum 12 months rank exp.)
- **2nd Assistant Engineer** (minimum 6 months rank exp. & holding Superior Certificate)
- **3rd Assistant Engineer** (minimum 6 months rank exp.)
- **Gas Engineer** (minimum 12 months rank exp.)

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

Synergy Maritime Recruitment Services Private Limited is the exclusive crewing and manning partner of MOL Tankship Management Pte. Ltd. (Singapore).

CONTACT US

Chennai

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Rajiv Gandhi Salai (OMR),
Mettukuppam, Chennai - 600097.
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+91 97910 74975
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Delhi

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Mr. Gaurav Tiwari:
+91 95824 95894
gaurav.t@synergymanning.com

Capt. Amit Prakash Sharma : +91 73045 16658 | amit.p@synergymanning.com

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TEAM**

**ESTABLISHED
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Grand Success of Bhartiya Navik Sena Union's Cricket Shipping Premier League 2026



A Landmark Sporting Event Uniting India's Maritime Fraternity

The Bhartiya Navik Sena Union (BNSU) proudly celebrated the resounding success of the **Cricket Shipping Premier League 2026**, a flagship sporting event that brought together some of the most prominent names in the shipping industry. This much-anticipated annual tournament has, over the years, evolved into a prestigious platform promoting unity, teamwork, and camaraderie among maritime professionals, and the 2026 edition proved to be one of its most successful chapters yet.

With enthusiastic participation from **15 leading shipping companies**, the league showcased not only competitive cricket but also the deep sense of solidarity shared by shore-based maritime personnel who play a crucial role in supporting seafarers and global shipping operations. The tournament reflected the spirit of sportsmanship, mutual respect, and professional fellowship that defines the maritime community.

Strong Participation from Industry Leaders

The tournament witnessed active participation from the following esteemed shipping organizations:

- ✦ MMS Maritime (India) Pvt. Ltd.
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- ✦ TORM Shipping India Pte. Ltd.
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- ✦ Fleet Management Pvt. Ltd.
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Each team demonstrated exceptional determination and sportsmanship, making the tournament a thrilling and memorable experience for all involved.

The Grand Finale: A Clash of Maritime Giants

After a series of exciting and closely contested matches, the tournament culminated in a grand finale between **V.Ships India Pvt. Ltd.** and **Fleet Management Pvt. Ltd.** The final match was a spectacular display of skill, teamwork, and competitive spirit, keeping spectators engaged until the very end.

With outstanding performance and unwavering resolve, **V.Ships India Pvt. Ltd.** emerged as the **champions of the Cricket Shipping Premier League 2026**, securing their well-deserved victory and lifting the coveted championship trophy.

WINNERS AND INDIVIDUAL HONORS

The tournament recognized excellence through team awards and individual accolades:

- 🏆 **Champions: V.Ships India Pvt. Ltd.**
Awarded a cash prize of ₹ 50,000
- 🏆 **Runner-Up: Fleet Management Pvt. Ltd.**
Awarded a cash prize of ₹ 25,000
- 🏆 **Best Batsman: Mr. Anand Koli, Fleet Management Pvt. Ltd.**
Awarded a cash prize of ₹ 5,000
- 🏆 **Best Bowler: Mr. Sunil Bostekar, V.Ships India Pvt. Ltd.**
Awarded a cash prize of ₹ 5,000

These awards highlighted the exceptional talent and competitive excellence present within the maritime shore workforce.



Presence of Distinguished Guests and Maritime Leaders

The event was honored by the presence of several eminent dignitaries and respected leaders from the maritime and public sectors. The Chief Guest, **Shri Nilesh Rane, Hon'ble MLA, Maharashtra**, graced the occasion, lending encouragement and recognizing the importance of such initiatives in promoting welfare and unity among maritime professionals.

Other distinguished guests included:

- ▶▶ **Capt. P. C. Meena**, Deputy Director General of Shipping, Crew Branch
- ▶▶ **Capt. Vipin Talwar**, Ex - OSM Shipping Pvt. Ltd.
- ▶▶ **Capt. Sanjeev Vadhavkar**, Director, North Shipping Pvt. Ltd.
- ▶▶ **Capt. Rakshit Shastri**, Director, BLS Shipping Pvt. Ltd.
- ▶▶ **Ms. Shaheen Shakir**, Stag Marine FZ LLC
- ▶▶ **Capt. Anil Sood**, Director, XT Shipping Pvt. Ltd.

Along with many other prominent leaders and professionals from the shipping fraternity Their presence added immense prestige to the event and reinforced the importance of fostering unity and well-being within the maritime sector.

Strengthening Maritime Brotherhood Through Sports

More than just a cricket tournament, the Cricket Shipping Premier League stands as a celebration of the maritime fraternity. It provides shore staff with a valuable platform to engage, connect, and build lasting professional and personal relationships beyond the workplace.

Mr. Ravindra Baing, President of Bhartiya Navik Sena Union, expressed his appreciation, stating: "We are very grateful to all the teams for participating and making this tournament reach stellar success over the years. I would also like to thank

Seajob.net for their wholehearted support in all our activities. Last but not the least, I thank all the members of our management for actively organizing this initiative."

Reflecting on the legacy of the event, Mr. Suresh Salaskar, General Secretary, BNSU, said: "We have been organizing this event for the last 20 years, and this platform was brought to life for the shore staff in order to inculcate companionship, as they are the cornerstone in the lives of our seafarers."

Adding further, Mr. Nandkumar Baing, Secretary, BNSU, remarked: "We are a cricket-loving country, and by providing this platform to the shore staff, we are not only promoting solidarity but also giving cricket enthusiasts an opportunity to compete professionally."

Setting New Benchmarks and Looking Ahead

The Cricket Shipping Premier League 2026 has once again reaffirmed Bhartiya Navik Sena Union's commitment to promoting unity, wellness, and professional camaraderie within the maritime community. With a legacy spanning over two decades, the tournament has become a highly anticipated annual event that continues to grow in scale, participation, and impact.

The overwhelming success of this year's edition has set a new benchmark, and anticipation is already building for the next season, which promises to be even bigger and more exciting.

The Bhartiya Navik Sena Union extends its heartfelt congratulations to all participating teams, winners, organizers, sponsors, and supporters who contributed to making the Cricket Shipping Premier League 2026 a grand and memorable success.

A true celebration of cricket, unity, and the enduring spirit of the maritime fraternity.



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To The Readers ...

The Day We Stop Competing

We are all running with all our might. We've been doing this for a long time. But there comes a quiet moment in life when we begin to question the race itself. Not who is ahead. Not who is behind. But why we are running at all.

Why do we compete?

At first, competition feels necessary. It pushes us to study harder, work longer, aim higher. It promises recognition and identity. In a world that measures value through incessant comparison, competing feels like survival. We fear invisibility. We fear being ordinary. So, we sharpen ourselves against others, believing that standing out means standing above.

There is a deeper truth at play here. Competition can polish skill, but it can also distort character. When every achievement is a reaction to someone else's progress, we lose ownership of our journey. We stop asking, "Who am I becoming?" because we are too busy asking, "Am I ahead?"

The weak compete. The strong dominate. Dominance here is not about overpowering others. It is about mastering yourself. True strength is not loud; it is steady. A personality that outshines in a crowd is not built on noise, but on clarity. It is shaped by authenticity, by values that remain firm even when the applause fades. You do not stand out by copying excellence. You stand out by refining your own voice.

There will always be two kinds of people around you. Those who appreciate your growth, and those who compete with it. One sees your effort, and feels inspired. The other sees your effort, and feels threatened. The difference is mindset.

Every person sees a different version of you. Some mistake your calm for arrogance. Some find trust in that same calm. Some notice your firmness. Some recognize your honesty. In truth, you do not change. Their perception does. So, stop trying to be 'right for everyone.' Choose one direction that feels true to you and stay rooted in it.

Appreciation, even a small word of acknowledgment has power. It makes you feel seen. It reminds you that your effort matters. Support from people is the greatest power one can carry. Encouragement builds courage. It creates leaders.

Changing patterns is difficult. If you have grown up measuring yourself against others, stepping out of that habit feels uncomfortable. Growth does not happen in one leap. It happens in the small steps we take every single day. Sometimes, you must think beyond the limits given to you, limits of background, fear, expectation, or comparison. Compete with your own history.

So set your mindset carefully. Do you want to follow, or do you want to lead? Leadership begins the moment you stop following the crowd's definition of success. Your only true opponent is who you were yesterday. Improvement is personal. The day we stop competing with others is the day we begin competing with our potential. And that is the only race that truly transforms us.

God Bless You
Roni Abraham
Editor

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THE SPACE THAT SHAPES US

A single moment can define a relationship, a career, even a life. In the split second between stimulus and action, we either react or respond and that difference shapes our character. Though they may look similar from the outside, they arise from very different inner worlds.

A reaction is immediate, emotional, impulsive, and often automatic. It happens before thinking. Reactions are driven by raw, unfiltered emotions, sometimes rooted in unresolved trauma or unacknowledged wounds. Someone criticizes you, and you instantly snap back in anger.

A response, by contrast, is deliberate. It allows you to pause, reflect, and choose words or actions aligned with your values. It is thoughtful, intentional, and conscious. When criticized, you pause, consider the feedback, and calmly clarify or ask questions. One is instinct; the other is strength under control.

The Science Behind it:

Long before we learned to negotiate, collaborate, or lead, we learned to survive. Deep inside the brain lives a built-in alarm system designed to keep us alive. When something feels threatening criticism, rejection, embarrassment, the brain does not immediately ask, Is this logical? It asks, Am I safe?

At the center of this rapid response system is the amygdala, the brain's emotional command center. Its job is simple: detect danger and act fast. It doesn't wait for full evidence or careful analysis. It reacts in milliseconds, triggering a cascade of stress hormones that prepare the body to fight, flee, or freeze. Your heart rate increases. Your muscles tense. Your tone sharpens. In that instant, you are not trying to win an argument but you are trying to survive.

Meanwhile, another part of the brain, the prefrontal cortex operates on a slightly slower timetable. This is the thinking, reasoning, decision-making center. It evaluates context, weighs consequences, and aligns actions with long-term goals and values. But it takes a few crucial seconds to come online. Those seconds matter.

Psychologist Daniel Goleman coined the term "amygdala hijack" to describe what happens when the emotional brain overrides the rational brain. In a hijack, feelings flood the system before logic can step in. Words are spoken that cannot be unsaid. Emails are sent that cannot be unsent. The reaction feels justified in the moment because biologically, it is survival mode.

Reaction, then, is ancient. It is protective. It is fast.

Response, however, is evolutionary. It represents wisdom mode, the moment when the prefrontal cortex catches up and asks, what actually serves me here? That brief pause allows you to reinterpret the situation: Is this criticism truly a threat, or is it feedback? Is this disagreement an attack, or simply a difference in perspective?

The science is clear: we cannot stop the amygdala from firing. But we can lengthen the gap between trigger and action. In that

space, the brain shifts from reflex to reflection. And in that shift, power changes hands, from instinct to intention. The biology may explain our reactions. But our responses reveal who we choose to become.



Why This Matters for Emotional Well-Being

◆ Constant Reaction Leads To:

Living in constant reaction mode keeps the nervous system on high alert. When every disagreement feels like a threat and every mistake feels like an attack, the body remains flooded with stress hormones. Over time, this chronic stress doesn't just affect mood, it affects sleep, focus, and overall health.

Reactions often bring guilt. Words spoken in anger, messages sent in frustration, doors slammed in haste, once the emotional wave passes, regret settles in. You replay the moment and wish you had handled it differently.

Relationships suffer too. Loved ones begin to walk on eggshells. Colleagues hesitate to give feedback. Trust erodes because reactions are unpredictable. What begins as self-protection slowly turns into isolation.

Perhaps most draining is emotional exhaustion. Constant defensiveness is tiring. Always bracing for the next trigger leaves little room for joy, creativity, or connection. When reaction becomes a habit, peace feels distant and stability feels fragile.

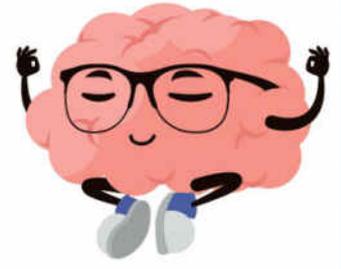
◆ Conscious Response Leads To:

Choosing response over reaction transforms emotional health in practical, visible ways. First, relationships improve. When people feel heard instead of attacked, conversations become constructive rather than combative. Conflict turns into collaboration.

A thoughtful response also builds self-respect. Each time you pause instead of explode, you reinforce a powerful identity: I am in control of my behavior. That internal confidence strengthens decision-making in every area of life.



HUSTLING HACKS



Emotional control does not mean suppressing feelings; it means managing them wisely. You acknowledge anger without being ruled by it. You feel disappointment without spiraling. This regulation creates resilience, the ability to face difficulty without falling apart.

Ultimately, conscious responses cultivate inner peace. When you are no longer at the mercy of every trigger, life feels steadier. The mind becomes clearer. The heart becomes lighter.

The space between reaction and response is where emotional freedom lives. In that pause lies the power to choose growth over impulse and peace over chaos.

Everyday Examples

Understanding reaction versus response becomes clearer in ordinary, everyday moments because that's where it truly counts.

◆ Onboard the Ship:

When the Senior Officer says, "This work isn't up to standard." A reaction might be immediate and defensive: "You're always finding fault with me!" The tone tightens, pride takes over, and tension spreads across the deck. Instead of focusing on correcting the task, whether it's maintenance, navigation procedures, or cargo operations, the situation turns personal. On a vessel where teamwork and clear hierarchy are essential for safety, that defensive reaction can quietly damage trust and disrupt coordination.

A response, however, creates opportunity. Instead of assuming attack, you pause and ask, "Can you tell me what specifically needs improvement?" This shifts the interaction from emotion to clarity. You gather information, demonstrate maturity, and turn criticism into growth. The situation remains constructive rather than confrontational.

◆ In Relationships:

Your partner forgets something important, a date, a promise, a detail that mattered to you.

A reaction might be accusatory: "You don't care about me!" The statement escalates quickly, transforming a single oversight into a judgment about the entire relationship.

A response expresses emotion without attacking character: "I felt hurt when that was forgotten." This approach invites understanding instead of defensiveness. It focuses on feelings rather than blame, opening the door to repair rather than resentment.

◆ Social Media:

Someone leaves a negative comment under your post.

A reaction is swift and fiery typing back in anger, defending your position, escalating publicly. Within minutes, a small comment becomes a digital battle.

A response considers intention and impact. You might ignore it, clarify politely, or disengage entirely. Not every comment deserves your energy. Sometimes strength is restraint.

In each example, the difference is not the trigger, it's the pause. And in that pause, your power returns to you.

Practical Exercises to Build Response Over Reaction

► The 10-Second Rule

When you feel triggered, pause and silently count to ten before speaking. This brief delay allows your thinking brain to catch up with your emotions. Slow your breathing as you count. Those ten seconds can prevent ten days of regret and shift you from impulse to intention.

► Name the Emotion

Say it clearly to yourself: "I feel angry." "I feel embarrassed." "I feel disrespected." Labeling the emotion reduces its intensity by engaging the rational part of the brain. When you name what you feel, you create distance from it. You are no longer the emotion, you are observing it.

► Write Before Replying

For emails or messages, never respond at peak emotion. Draft your reply, but don't send it immediately. Step away. Re-read it later with a calmer mind. Editing after reflection often changes tone, sharpens clarity, and prevents unnecessary escalation, especially in professional communication.

► Trigger Journal

After a strong emotional moment, reflect in writing: What triggered me? What did I feel? How did I react? How could I respond next time?

This simple habit builds self-awareness. Patterns become visible, growth becomes intentional, and each trigger becomes training rather than turmoil.

Conclusion:

Mastering response over reaction builds emotional intelligence, strengthens leadership, reduces anxiety, and deepens relationships. It nurtures steady confidence rooted in self-control. You cannot control what happens to you but you can control how you respond. Trigger → Emotion → Pause → Choice → Outcome.



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NEWS UPDATE FOR ONBOARD CREW

ONLY EYEWITNESS IN ICE SHOOTING OF TEXAS MAN, DIES IN CAR CRASH DAYS BEFORE SIGNING STATEMENT



The only known eyewitness to the fatal shooting of a 23-year-old Texas man by federal agents has died in a separate car accident, just days before he was expected to formally sign a statement contradicting the government's version of events.

Joshua Orta, 25, who was in the passenger seat when his childhood friend Ruben Ray Martinez was shot and killed on March 15, 2025, in South Padre Island, died in an unrelated highway crash near San Antonio, attorneys confirmed.

Orta had planned to assist further inquiries into the shooting and sign a sworn statement that challenged the account given by the Department of Homeland Security (DHS).

Shooting On South Padre Island

Martinez, 23, was fatally shot during an encounter later confirmed to involve agents from the US Immigration and Customs Enforcement's Homeland Security Investigations (HSI) unit. The involvement of ICE was not publicly disclosed at the time of the incident.

According to DHS, agents were assisting the South Padre Island Police Department following what it described as a major accident. A spokesperson said a "driver of a blue Ford intentionally ran over a Homeland Security Investigations special agent, leaving the agent on the hood of the vehicle.

"Upon witnessing this, another agent fired defensive shots to protect himself, his fellow agents, and the general public," DHS said in a statement.

The driver was transported to a local hospital, where he was pronounced dead. The injured agent sustained a knee injury.

DHS identified the deceased as a US citizen from San Antonio and said a second individual in the vehicle, also a US citizen, was taken into custody by local police pending charges. That individual was Orta.

Orta's contradictory account

In a sworn statement given to lawyers representing Martinez's family. Orta described the drive to South Padre Island as "spontaneous" and "lighthearted," saying the two friends were heading to visit others just days after Martinez's birthday.

He claimed Martinez was driving cautiously and did not strike

anyone or accelerate dangerously, directly contradicting federal authorities' assertions.

"The trooper seemed to be trying to get in front of the car, like he wasn't moving out of the way when we tried to turn around and leave like the police officer told us to do," Orta said in the statement.

Orta alleged that a federal agent fired multiple shots from a few feet away without issuing warnings or giving Martinez an opportunity to comply. He further claimed that officers delayed medical assistance for at least 10 minutes after the shooting.

"Following the shooting, law enforcement pulled Ruben from the car while he was clearly unconscious or already dead," Orta wrote. "Despite this, they put him face down on the pavement and handcuffed him. At least 10 minutes passed before any tried CPR or other treatment on Ruben."

He also disputed claims that Martinez had entered an ambulance lane, struck an officer, or possessed drugs and alcohol.

"Ruben was unarmed, non-violent, not fleeing, and not resisting at the time he was shot. His killing was unjustified and excessive," Orta wrote in September.

Calls for investigation

The death of Orta has intensified calls for an independent investigation into Martinez's killing. Texas Democratic Representative Joaquin Castro said on X that he wanted to know why there had been an "8-month cover up."

Alex Stamm, a lawyer representing Martinez's family, described Orta's passing as a devastating blow.

"First and foremost, Joshua's death is an awful tragedy for his family and friends, and the Reyes family is grieving with them," Stamm said. "In terms of Ruben's death, the world has also now lost a critical eyewitness."

The Texas Department of Public Safety Ranger Division is investigating the shooting.

With the only eyewitness now gone, attorneys for Martinez's family say key questions remain unanswered about the circumstances leading to the fatal encounter on South Padre Island.

THREE DECADES ON, BOSNIAN GENOCIDE SURVIVORS SPEAK OUT ON 'SNIPER TOURISM'

It was a regular afternoon in May 1995 in Sarajevo. Twelve-year-old Djemil Hodzic was out playing with his elder brother, Amel, 16, in their neighborhood, amid the chatter and laughter of children and parents gathered nearby.

Amel was playing tennis while Djemil and his friends were busy with marbles. Suddenly, Amel stiffened, struggling to catch his breath, one hand pressed to his chest. Within seconds, a red blot

spread across his white T-shirt. It was a few seconds before the other children realized that Amel had been shot by a sniper positioned in the surrounding hills. "Amel was the tallest among us children he was an easy target," recalls Djemil bitterly.

Their mother, a nurse who had just returned from a night shift, was cooking lunch for the children. An ambulance was called, but before it arrived, Amel died in her lap.

Djemil believes his brother fell victim not just to sniper fire, but possibly to what later came to be described as 'sniper tourism' one of the darkest allegations to emerge from the 1992-1995 Bosnian war in which the army of Republika Srpska, the Bosnian Serb force, clashed with the army of the Republic of Bosnia and Herzegovina after it declared independence from Yugoslavia in March 1992.

'Sniper tourism' refers to claims that wealthy foreign nationals paid Bosnian Serb soldiers large sums to shoot at Bosnian civilians from hilltop positions overlooking Sarajevo during the siege.

The siege of Sarajevo remains the longest siege of a capital city in modern history. The war began after Bosniaks (Bosnian Muslims) declared independence from Yugoslavia. Bosnian Serb leaders, seeking to create a "Greater Serbia, opposed the move, triggering a conflict that killed nearly 100,000 people and displaced more than a million. The ghosts of 'sniper tourism' resurfaced recently after authorities in Italy opened a probe in Nov 2025 into claims that some of its citizens may have been involved.

The probe was triggered by a 17-page complaint filed by Italian journalist and novelist Ezio Gavazzeni, who claims that wealthy foreigners - including Italians - paid between \$90,000 and \$115,000 to shoot at civilians, with additional payments made to target kids.

Djemil, too, has launched a project titled 'Sniper Alley', documenting eyewitness accounts and creating an online archive of photographs taken during the siege. "I found it important to ensure the world does not forget the hell Bosnians went through, while many responsible are still free and unpunished," he said.

Recounting the horrors of the war, a survivor, Elza (who requested to be identified by her first name only), now 50, termed the reports on 'sniper tourism' as "despicable and grisly". "During the war, I was a teen and had a lot of friends. We would meet in underground spaces. Every time I would see my friends, I would try to memorise their faces fearing that it could be our last meeting," Elza recounted.

Harun Mehmedinovic, 42, another survivor, who is now a Bosnian-American filmmaker, said that most people were killed by snipers as they tried to cross the 'Sniper Alley' which refers to the main boulevard in Sarajevo, particularly the streets Ulica Zmaja od Bosne and Mesa Selimovic Boulevard. The two streets formed a key route connecting the city center to the industrial area and airport. "Anyone who didn't live in the city center had to walk 1-2 km through that perilous alley to get potable water. They became easy targets. "Habib AlBadawi, a professor at Lebanese University in Beirut, termed the Italian investigations as a "moral reckoning". AlBadawi, who has written a research paper titled 'Hunting Humans-The Paid Killers of Sarajevo and The Milan Investigations', said, "The siege of Sarajevo remains one of the starkest examples of systematic violence against civilians in modern Europe post World War II. The Milan probe reveals that killing civilians in Sarajevo was, for some, a transactional service," he said.

Incidentally, several buildings in Sarajevo still bear the marks of bullets. As Chan Siu Ki from Hong Kong, a travel vlogger who visited the city in 2018, put it, "The buildings have become ordinary apartments now, with advertisements hung on the rooftop and walls, as if nothing had ever happened."

EPSTEIN FILES FALLOUT: PETER MANDELSON ARRESTED BY LONDON POLICE ON SUSPICION OF MISCONDUCT IN PUBLIC OFFICE

Former UK ambassador to the US Peter Mandelson was arrested on suspicion of misconduct in public office, according to London's Metropolitan Police.

Mandelson, a veteran Labour Party politician, was accused of passing market-sensitive information to convicted sex offender Jeffrey Epstein when he was business secretary in the UK government.

A Metropolitan Police spokesperson said. "Officers have arrested a 72-year-old man on suspicion of misconduct in public office. He was arrested at an address in Camden on Monday, February 23, and has been taken to a London police station for interview."

This follows search warrants at two addresses in the Wiltshire and Camden areas. The revelations from the latest tranche of Epstein files led to Mandelson's resignation from the Labour Party, having

quit the House of Lords, the upper chamber of Britain's parliament.

The former politician was fired from his ambassador role in September by British Prime Minister Keir Starmer following a previous release of Epstein files which showed that he had called the financier "my best pal" in a handwritten note for his 50th birthday.

The unfolding Mandelson scandal threatened to topple Starmer's premiership, with the bitter fallout leading to the resignations of key advisers and growing calls from senior Labour Party figures for the British prime minister to step down.

The British leader faced questions over how much he knew about Mandelson's close relationship with the late sex offender when he appointed him as ambassador.

KARACHI GAS EXPLOSION: 16 DEAD, SEVERAL INJURED AFTER ILLEGAL BUILDING COLLAPSE

At least 16 people, including women and children, were killed and 14 others injured after a gas explosion caused a partial collapse of a residential building in Karachi's Soldier Bazaar area. The blast occurred around 4.15 am during Sehri at a residence in Gul Rana Colony, according to assistant superintendent of police (ASP) Jamshed Asher. He said the explosion took place on the building's first floor.

The injured and the deceased were shifted to Civil Hospital.

Rescue authorities later confirmed that the death toll had risen to 16. Rescue chief operating officer Dr Abid Jalaluddin Shaikh told the media that a gas explosion led to the structure's partial collapse. He said the ground-plus-two-storey structure comprised small, individual rooms, which made rescue efforts difficult. 

"This is not a legal building, and the structure is made of individual rooms," he said, adding that nearby structures were also damaged.

According to a list issued by Rescue 1122, the deceased included eight minors, four women and four men, aged between two and 60 years. Among the injured were seven minors. Search and rescue operations were ongoing, with an urban search and rescue team and a disaster response vehicle deployed at the site.

A district east police spokesperson said law enforcement personnel cordoned off the area soon after the incident was reported. "Police cordoned off the area and tightened security, while rescue agencies initiated a search and rescue operation," the spokesperson said.

Sindh chief minister Murad Ali Shah, taking notice of the incident, expressed grief over the loss of lives.

He directed authorities to "immediately rescue people trapped under the debris" and ensure the "best possible" medical treatment for the injured. He also ordered support for affected families and asked the Karachi commissioner to investigate the cause.

Building collapses remain frequent in Karachi, home to over 20 million people, amid concerns over unsafe construction, illegal structures and ageing infrastructure. In July 2025, at least 27 people were killed when a five-storey building collapsed in Lyari. Authorities had earlier declared the structure uninhabitable. The Sindh Building Control Authority has previously said that 588 buildings across the city had been declared dangerous.

FROM EL MENCHO TO EL CHAPO TO PABLO ESCOBAR: HOW THE WORLD'S MOST NOTORIOUS DRUG LORDS BUILT GLOBAL EMPIRES

Nemesio Oseguera Cervantes, known as El Mencho, died after a security operation aimed at arresting him in Jalisco state. The defence ministry said he was seriously injured during clashes between the army and members of the Jalisco New Generation cartel, or CJNG, and later died while being transferred to Mexico City. Four cartel members were killed in Tapalpa, and three soldiers were injured. Vehicles and heavy weapons were seized. The United States had offered a 15-million-dollar reward for information leading to his capture and said it provided intelligence support. His death removes one of the most wanted drug traffickers in the world and closes a chapter in Mexico's long conflict with organized crime.

El Mencho built a major drug empire comparable to El Chapo and Pablo Escobar. Nemesio Oseguera Cervantes rose from a former police officer to the head of the Jalisco New Generation Cartel, widely known as CJNG. Over the past decade the group expanded rapidly across Mexico and into international drug markets. Authorities in Mexico and the United States accused it of trafficking large amounts of cocaine, methamphetamine and fentanyl.

CJNG became known for open confrontations with security forces. Roadblocks, burned vehicles and coordinated attacks were part of its method. In response to the operation that led to Oseguera's death, violence was reported in several states. That pattern had been seen before during attempts to capture senior figures.

The US government listed him among its most wanted fugitives. A reward was offered and sanctions were imposed on businesses linked to the cartel. Despite this pressure, he managed to avoid arrest for years.

Joaquín Guzmán 'El Chapo' built the Sinaloa cartel into a global network. Before El Mencho, the name most associated with Mexican drug trafficking was Joaquín Guzmán, widely known as El Chapo. He led the Sinaloa Cartel, which became one of the most powerful trafficking groups from the late twentieth century onwards.

Guzmán began in the 1980s within the Guadalajara cartel and later helped shape the Sinaloa organisation after that group split. Under his leadership, the cartel refined smuggling routes into the United States. Tunnels under the border, concealed shipments and maritime routes were used to move marijuana, cocaine, heroin and methamphetamine.

He was first arrested in 1993 and later escaped from prison in 2001. A second dramatic escape followed in 2015 through a tunnel built beneath his cell. Each escape damaged public confidence in Mexico's prison system. He was finally captured in 2016 and extradited to the United States. In 2019 he was sentenced to life imprisonment in a US federal court.

In parts of Mexico, his image took on a strange cultural weight. Songs were written about him. Some communities viewed him as a benefactor. At the same time, the violence linked to cartel rivalries led to thousands of deaths. Pablo Escobar turned cocaine trafficking into a global business. Years earlier in Colombia, Pablo Escobar had already shaped the model of the modern drug empire. As leader of the Medellín Cartel, he dominated the cocaine trade during the 1980s and early 1990s.

Escobar controlled supply chains that moved cocaine from South America into North America and Europe. At the height of his power, he was believed to be among the richest criminals in the world. His wealth funded private estates, aircraft and even a zoo on his property in Colombia.

Violence defined his campaign against the state. Bombings, assassinations and intimidation were used to resist extradition to the United States. More than one hundred people were killed in the bombing of a commercial flight in 1989, an attack widely attributed to his network. He was shot dead by Colombian security forces in 1993 after months in hiding. Soon after, the Medellín cartel fragmented.

Drug cartels continue to reshape organized crime in Latin America. The deaths or imprisonment of high-profile figures have not ended the trade. Instead, organizations have splintered, reformed and shifted routes. Synthetic drugs such as fentanyl have altered the economics of trafficking, reducing reliance on traditional coca cultivation.

Mexico remains a central corridor for drugs entering the United States. Colombia continues to face challenges linked to coca production. Enforcement efforts have intensified, yet demand abroad persists.

From El Mencho to El Chapo and Pablo Escobar, each figure marked a different stage in the evolution of organized crime. Their names became shorthand for wider systems built on smuggling, corruption and violence. Removing one leader rarely dismantles the structure beneath. Quietly, others tend to step forward.



Guest Column

MR. SUBRAT KULSHRESTHA
- Marine Lawyer



GUIDANCE ON MARITIME CLAIMS

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

SALVAGE CLAIMS

1.4 General Average

The event which gives rise to salvage may also cause the various interests at risk to incur other expenditure, e.g. the cost of jettisoned cargo or containers or post salvage cargo storage costs, and therefore, these expenditures and the salvage payments made by the various interests have historically been allowed in general average and re-adjusted between the various parties pursuant to the York-Antwerp Rules (YAR) 1974 and 1994. However, under the York-Antwerp Rules 2004 (YAR 2004), salvage payments made by the various interests at risk are to lie where they fall and are not to be re-adjusted in general average, unless one party to the salvage has paid all or any of the proportion of salvage due from another party. The York-Antwerp Rules are not mandatory and only apply on a contractual basis. Therefore, it is important to ascertain whether general average is to be adjusted in accordance with YAR 1974, YAR 1994 or YAR 2004.

Special Compensation payments for environmental salvage, whether under SCOPIC or Article 14 of the 1989 Salvage Convention, are not adjusted in general average since such payments are purely the responsibility of shipowners and their insurers.

1.5 Insurances

1.5.1 Cargo Insurers

Cargo's proportion of any salvage award is normally covered by standard cargo policies such as the ICC clauses and cargo insurers are normally prepared to put up security for such claims when demanded by salvors. If the event which has necessitated the salvage services can be attributed to a breach by the shipowners of the contract of carriage, cargo insurers will normally have to pay cargo's proportion of the award to salvors but may then wish to use their rights in subrogation to claim an indemnity from the shipowners in the form of a cargo claim. If such claims are successful, the shipowners' liability to provide indemnification is normally covered by P&I insurers.

1.5.2 Hull and Machinery Insurers

Ship's proportion of any salvage award is normally covered by standard hull and machinery policies and hull and machinery insurers are normally prepared to put up security for such claims when demanded by salvors. If the event which has necessitated the salvage services can be attributed to the negligence of cargo owners (e.g. as a result of the shipment of dangerous goods 19 or the sending of the vessel to an unsafe port 20), hull and machinery insurers will normally have to pay ship's proportion of the award to salvors and the ship's proportion of General Average but may well wish to use their rights in subrogation to claim an indemnity from the cargo interests. If such claims are successful, the cargo owners' liability to provide indemnification is not covered by cargo insurers but may possibly be covered by charterers' liability insurers.

1.5.3 P&I Insurers

P&I insurers will normally provide cover for the following claims:

- Special compensation for environmental salvage claims under LOF and/or SCOPIC;
- Salvage charges which the shipowners have been compelled to pay despite the fact that they should have been paid by cargo interests and which are not recoverable from cargo interests because of the shipowner's breach of the contract of carriage;
- The shipowner's liability to reimburse cargo interests for their proportion of any salvage award which has been caused by the shipowners' breach of the contract of carriage;
- The shipowner's liability to pay that proportion of the ship's contribution to salvage which is not recoverable from Hull and Machinery insurers because the valuation of the ship for the purposes of the salvage award is deemed to be higher than the sum insured under the Hull and Machinery policy;

- Life salvage to the extent that this is legally payable by the shipowners and not recoverable under any other policy.

1.5.4 Marine Container Insurers

There are various specialist insurers who provide cover for the liability of container owners to pay salvage remuneration pursuant to standard clauses such as the Institute Containers Clauses-Time 1/1/87 or the Institute Container Clauses – Time Total Loss, General Average, Salvage, Salvage Charges, Sue and Labor 1/1/87.

1.6 Salvor Negligence

Salvors are expected to perform their services with reasonable skill and care depending on the particular circumstances of the case. Therefore, salvors may be liable for any negligence on their part whilst performing salvage services. The salvage award or special compensation payment may be reduced to reflect the degree of damage caused by such negligence and should the degree of damage exceed the sum which would otherwise be awarded to the salvor, the salvor will be liable to the shipowner for the difference. In the event that large claims are made against them, salvors are entitled to limit their liability under the 1976 Limitation Convention but not under the preceding 1957 Limitation Convention which is still in force in some parts of the world. The relevant limit under the 1976 Convention depends on whether the salvor is or is not conducting salvage services from a salvage vessel. If the salvor is conducting services from a salvage vessel then the limit will depend on the tonnage of that ship. However, if the salvor is either not operating from a vessel or is operating solely on the ship which he is trying to salvage, then the salvor is deemed to have a limitation tonnage of 1,500 tons. The right to limit only applies to claims against the salvor. Therefore, salvaged interests cannot claim the benefit of limitation to reduce a claim for salvage reward brought by a salvor.

1.7 Coastal State Intervention

Article 9 of the International Convention on Salvage 1989 maintains the right of coastal states to intervene in salvage operations pursuant to rights given under other international conventions such as the United Nations Convention on the Law of the Sea (UNCLOS), the Intervention Convention 1969/25 or other regional agreements, and give directions in order to protect its coastline from the threat of pollution. Therefore, coastal states can be expected to exercise such rights and may sometimes do so merely to remove the problem from their coastline to a neighboring coastline. Traditionally, coastal states have been encouraged to provide safe havens for ships that are in distress but the increasing risk of pollution has resulted in unfortunate cases in which ships have been refused entry which has consequently, made the prospect of a successful salvage that much more difficult. Industry concern has resulted in the IMO adopting the Guidelines on Places of Refuge 26 which sets out the following balanced test: "When permission to access a place of refuge is requested, there is no obligation for the coastal state to grant it, but the coastal state should weigh all the factors and risks in a balanced manner and give shelter whenever reasonably possible." These Guidelines do not have the force of law. However, each member state of the European Union is obliged to designate appropriate ports of refuge in its territory, whilst in the United Kingdom, the Secretary of State's Representative (SOSREP) has wide powers to oversee, control and direct salvage operations within UK waters in appropriate places and in an appropriate manner. In the United States, the US Coastguard has the responsibility under the Ports and Waterways Safety Act (33 USC 1221 et seq.) and other federal statutes to decide whether to allow a damaged vessel to enter a port area in response to a Place of Refuge request. In deciding this issue the Coast Guard must comply with detailed guidelines which require the Coast Guard to consider a number of factors such as weather and environmental conditions, salvage equipment and personnel availability, security, and physical attributes of the port.

To be continued in next article.....

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

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Health Zone



SNACKS FOR ACTIVE LIFESTYLES

Staying active means fueling your body the right way. But let's be real, grabbing random snacks and hoping for the best isn't the vibe. Your body deserves better. The right snacks can boost your energy, support recovery, and keep you feeling strong without the crash. Think simple, balanced, and actually satisfying. Whether you're hitting the gym, running errands, or just living life on the go, smart snacking can seriously level up your performance. Let's make every bite count.

• Greek yogurt with berries

Greek yogurt with berries is a snack that feels light but works hard for your body. Greek yogurt is packed with protein, which helps repair muscles and keeps you full longer. It's perfect after a workout or whenever you need something satisfying without feeling heavy. Add a handful of fresh berries, and you get a natural boost of antioxidants that support recovery and overall health. The mix of creamy and sweet makes it super easy to enjoy, while still being a smart choice. Simple, colorful, and powerful, this combo proves healthy snacks don't have to be boring.



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• Banana with peanut butter

Banana with peanut butter is the ultimate quick-fuel combo when you need energy that actually lasts. Bananas give you fast-digesting carbs, which means your body gets an instant boost, perfect before a workout or a busy day. Peanut butter adds healthy fats and a little protein, helping slow digestion so you don't crash an hour later. The result? Steady, balanced energy that keeps you going. It's creamy, naturally sweet, and super satisfying without being complicated. No prep, no stress, just real food that powers your movement and keeps your hunger in check the smart way.

• Mixed nuts (almonds, walnuts, cashews)

Mixed nuts such as almonds, walnuts, and cashews are a nutrient-dense snack packed with health benefits. Almonds provide protein, fiber, vitamin E, and magnesium, supporting heart and skin health. Walnuts are rich in omega-3 fatty acids, which promote brain function and reduce inflammation. Cashews offer healthy fats, iron, and zinc, contributing to energy production and immune support. Together, these nuts deliver a balanced

combination of plant-based protein, heart-healthy fats, and essential minerals. Enjoyed in moderation, mixed nuts make a convenient, satisfying snack that supports overall wellness and sustained energy throughout the day.

• Protein smoothie

A protein smoothie made with spinach, banana, protein powder, and almond milk is an excellent post-workout recovery drink. Fresh Spinach adds iron, antioxidants, and essential vitamins that help reduce muscle fatigue. Banana provides natural sugars and potassium to replenish energy and prevent cramps. A scoop of protein powder supports muscle repair and growth, making it perfect after intense exercise. Blended with creamy Almond milk, the smoothie becomes smooth, dairy-free, and easy to digest. This refreshing combination delivers balanced nutrients, promotes faster recovery, and keeps you feeling energized, satisfied, and ready for your next workout session.

• Apple slices with almond butter

Apple slices with almond butter make a simple yet powerful snack packed with balanced nutrition. Crisp Apple slices provide natural sweetness, fiber, and vitamin C, supporting digestion and immune health. Pairing them with creamy Almond butter adds healthy monounsaturated fats, plant-based protein, and vitamin E. This combination helps stabilize blood sugar levels while keeping you full and energized for longer periods. The fiber from apples works together with the healthy fats in almond butter to promote heart health and sustained energy. Easy to prepare and deliciously satisfying, this snack is perfect for busy days, offering both taste and wholesome nourishment in every bite.

• Hard-boiled eggs

Hard-boiled eggs are a convenient, nutrient-rich snack that delivers high-quality protein in a compact form. A single Egg contains all nine essential amino acids, making it a complete protein that supports muscle repair and growth. They are also rich in vitamins like B12 and D, along with minerals such as selenium and iron. The natural fats in eggs help promote satiety, keeping you full between meals. Easy to prepare in advance and simple to carry, hard-boiled eggs are perfect for busy schedules. Whether eaten plain or lightly seasoned, they provide lasting energy and wholesome nourishment anytime, anywhere.

• Cottage cheese with pineapple

Cottage cheese with pineapple is a refreshing, nutrient-packed snack that supports muscle recovery and sustained energy. Creamy Cottage cheese is rich in high-quality protein, especially casein, which digests slowly and helps repair and build muscle over time. Sweet, juicy Pineapple adds natural sugars to quickly replenish energy after physical activity. Pineapple also contains



Health Zone



vitamin C and bromelain, an enzyme that may aid digestion. Together, this combination provides a balanced mix of protein and carbohydrates, making it ideal post-workout. Light yet satisfying, it offers a delicious way to refuel your body and support overall recovery.

• Whole-grain toast with avocado

Whole-grain toast with avocado is a wholesome snack that delivers lasting energy and balanced nutrition. A slice of Whole wheat bread provides complex carbohydrates and fiber, which support steady blood sugar levels and sustained fuel throughout the day. Topped with creamy Avocado, it adds heart-healthy monounsaturated fats, potassium, and important vitamins like E and K. This combination of complex carbs and healthy fats helps keep you full, satisfied, and energized for hours. Simple to prepare and naturally delicious, whole-grain toast with avocado makes an ideal breakfast or snack that supports overall wellness and balanced nutrition.



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• Oat energy bites (oats, honey, nut butter, chia seeds)

Oat energy bites are a compact, nutrient-rich snack perfect for fueling your body before exercise. Rolled Oat provides slow-digesting carbohydrates for steady energy, while natural Honey offers a quick boost to power through workouts. Creamy Nut butter delivers protein and healthy fats that help sustain energy, and Chia seeds add fiber, omega-3s, and minerals for overall vitality. These no-bake bites are convenient to prepare and easy to carry, making them an ideal on-the-go snack. Their balanced mix of carbs, fats, and protein helps maintain stamina, improve performance, and keep hunger at bay during intense training sessions.

• Rice cakes with peanut butter and banana

Rice cakes topped with peanut butter and banana create a simple, energizing snack that's easy on the stomach. Crisp Rice cake provides a light, low-calorie base rich in quick-digesting carbohydrates, perfect for a mid-day boost. Spread with creamy Peanut butter, it adds protein and healthy fats to keep you feeling

satisfied. Sliced Banana contributes natural sugars and potassium, replenishing energy and supporting muscle function. Together, this combination balances carbs, fats, and nutrients in a portable, ready-to-eat snack.

Quick to assemble and naturally flavorful, rice cakes with peanut butter and banana are ideal for light energy before workouts or between meals.

• Protein bar (low sugar)

A low-sugar protein bar is a practical, nutrient-dense choice for busy lifestyles. Packed with high-quality protein, it helps support muscle maintenance and repair while keeping hunger at bay. Many bars include wholesome ingredients like nuts, seeds, and whole grains, providing fiber, healthy fats, and sustained energy. Their compact, ready-to-eat format makes them perfect for travel, work, or post-workout refueling.

By limiting added sugars, these bars offer a satisfying snack without unnecessary calories, making them suitable for those mindful of blood sugar and overall nutrition. Quick, convenient, and portable, a protein bar keeps you fueled wherever your day takes you.

• Chia pudding

Chia pudding is a creamy, nutrient-packed treat that fuels both body and mind. Tiny Chia seeds are loaded with omega-3 fatty acids, fiber, and protein, delivering long-lasting energy and supporting heart and brain health. When soaked in milk or plant-based alternatives, they transform into a smooth, gel-like pudding that's perfect for breakfast or a mid-day snack.

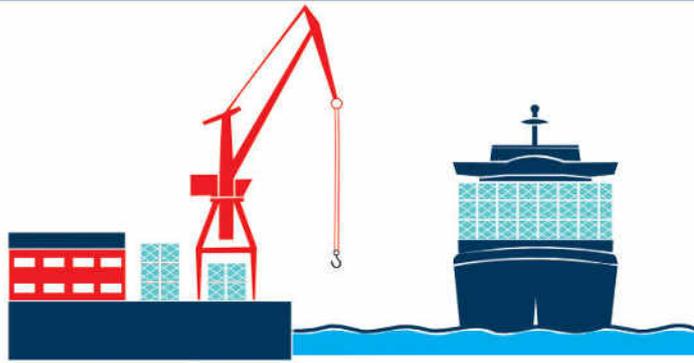
Add fruits, nuts, or a drizzle of honey for natural sweetness and extra nutrients. This easy-to-make dish keeps you full, energized, and satisfied, offering a delicious way to enjoy superfoods without sacrificing taste or convenience.

Conclusion

Incorporating nutrient-dense snacks like mixed nuts, protein smoothies, hard-boiled eggs, and chia pudding can transform your daily diet into a source of sustained energy and overall wellness. These foods provide a balanced mix of protein, healthy fats, complex carbohydrates, and essential vitamins and minerals, supporting muscle recovery, brain function, and heart health.

Whether enjoyed pre- or post-workout, as a quick mid-day bite, or a light breakfast, each snack combines convenience with nutrition. By choosing wholesome, thoughtfully prepared options, you can fuel your body efficiently, satisfy cravings healthily, and maintain energy levels, making healthy eating both simple and enjoyable.

(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.)



Marine Insights

THE GREEN SKILLS GAP IN THE MARITIME INDUSTRY: WHY IT MATTERS AND HOW TO CLOSE IT?

The maritime sector is one of the most critical pillars of the world economy. Today, however, it is under mounting pressure to decarbonize, adopt alternative fuels, improve energy efficiency, and digitize operations. As vessels shift toward LNG, methanol, ammonia, hydrogen, hybrid propulsion, and battery systems, and as ports electrify and automate, the industry faces a pressing challenge: a widening green skills gap.

This gap refers to the shortage of workers equipped with the technical, digital, and environmental expertise needed to support the transition to low-carbon and sustainable maritime operations. While technology is advancing rapidly, workforce preparedness is not keeping pace.

Understanding Green Skills in Maritime

Green skills in the maritime context go far beyond basic environmental awareness. They encompass the technical ability to operate and maintain alternative fuel systems, knowledge of energy optimization and emissions monitoring, and proficiency in digital tools that enhance efficiency.

Marine engineers now require familiarity with high-voltage electrical systems, battery management, fuel cells, and cryogenic fuel handling. Deck officers must understand voyage optimization software, emissions reporting systems, and regulatory compliance frameworks. Shore-based professionals increasingly need expertise in carbon accounting, sustainability reporting, and data analytics.

In essence, the modern maritime professional must combine traditional seamanship or engineering knowledge with sustainability literacy and digital fluency.

Why the Skills Gap Exists

Several structural factors have contributed to the green skills shortfall.

First, technology is evolving faster than training systems. Maritime education has historically focused on conventional propulsion systems and navigation methods. Updating curricula, retraining instructors, and investing in new simulators takes time and capital, often lagging behind

technological change.

Second, the maritime workforce is aging. Many experienced engineers and officers were trained on diesel engines and mechanical systems. Transitioning to electric propulsion or hydrogen fuel systems requires a fundamentally different knowledge base. At the same time, attracting younger talent to seafaring roles remains a challenge in many regions.

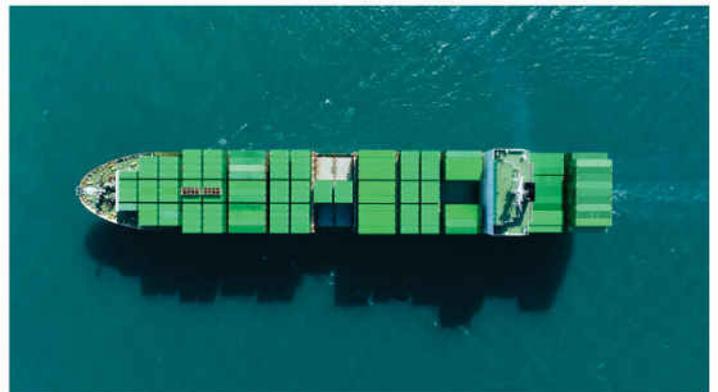
Third, regulatory uncertainty slows workforce investment. Shipowners may hesitate to invest heavily in training for ammonia or hydrogen systems if global fuel standards and infrastructure pathways are still evolving. This uncertainty delays structured upskilling efforts.

Finally, the industry's global nature complicates coordinated training initiatives. Ships operate across jurisdictions, under different flags and regulatory regimes, making uniform certification and skill recognition difficult to achieve.

Areas of Critical Shortage

The shortage is particularly acute in advanced propulsion and digital systems. Battery technology, high-voltage electrical engineering, and fuel-cell integration require competencies more commonly found in the automotive or renewable energy sectors than in traditional maritime engineering.

Data analytics and digital optimization also represent a significant gap. Modern vessels generate vast amounts of operational data, yet many operators lack personnel trained to interpret and act on it. Cybersecurity awareness is





Marine Insights

another growing concern as ships become increasingly connected.

At the port level, electrification projects and shore power integration demand engineers and project managers who understand both maritime operations and power grid systems, a hybrid skill set that remains scarce.

Consequences for the Industry

If left unaddressed, the green skills gap could slow decarbonization efforts and undermine safety. Operating alternative fuels such as ammonia or hydrogen without properly trained crews poses significant operational and safety risks. Poorly managed battery systems or digital platforms can lead to technical failures or cyber vulnerabilities.

The gap also has economic implications. Companies unable to secure skilled personnel may struggle to comply with emissions regulations or adopt efficiency-enhancing technologies. This could affect competitiveness, insurance costs, and access to green financing.

Moreover, ports and shipping lines in developing economies may find themselves excluded from emerging green supply chains if they cannot demonstrate adequate technical capacity.

Pathways to Closing the Gap

Addressing the green skills gap requires coordinated effort across industry, government, and educational institutions. One key solution lies in modernizing maritime curricula. Training institutions must integrate alternative fuels, energy efficiency systems, and digital technologies into core programs rather than treating them as optional add-ons. Investment in advanced simulators and partnerships with technology providers can ensure hands-on exposure to emerging systems.

Flexible learning models are equally important. Modular certifications and short, stackable courses allow working professionals to upskill without stepping away from employment for extended periods. Online learning platforms, blended training models, and remote simulation tools can expand access, particularly for seafarers.

Industry collaboration also plays a central role. Shipowners, classification societies, and equipment manufacturers can

jointly develop standardized competency frameworks for green technologies. Shared standards make certification portable and globally recognized, reducing fragmentation.

Governments can accelerate progress through targeted incentives. Funding for maritime training centers, grants for workforce reskilling, and subsidies for small operators can lower financial barriers. Linking decarbonization policies with workforce development requirements ensures that human capital planning becomes part of the green transition strategy.

A Strategic Opportunity

While the green skills gap presents risks, it also offers a strategic opportunity. The maritime transition has the potential to create thousands of high-quality technical jobs, from battery specialists and alternative fuel engineers to sustainability analysts and digital operations managers.

Countries that invest early in maritime green training can position themselves as hubs for sustainable shipping expertise. Ports that develop strong technical capacity may attract greener fleets and supply chain partners seeking reliable low-carbon operations.

For individual professionals, acquiring green skills enhances career resilience. As sustainability becomes central to maritime business models, those with environmental and digital expertise will be increasingly in demand.

Conclusion

The maritime industry stands at a decisive moment. Decarbonization targets, technological innovation, and environmental expectations are reshaping shipping faster than ever before. Yet technology alone cannot drive transformation. Skilled people that are trained, adaptable, and forward-looking remain the foundation of safe and efficient maritime operations. Closing the green skills gap is not simply about compliance; it is about ensuring that the industry's workforce evolves alongside its vessels and infrastructure. With coordinated investment in education, standardized certifications, and cross-sector collaboration, the maritime sector can turn today's skills shortage into tomorrow's competitive advantage, steering confidently toward a sustainable future.

(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.)



SHIPPING NEWS

PANAMA SEIZES 2 KEY CANAL PORTS FROM HONG KONG OPERATOR FOLLOWING SUPREME COURT RULING

The Panamanian government seized two ports at the entrances of the Panama Canal according to a Hong Kong-based company that has operated them for decades, a move triggered by a final Supreme Court ruling that declared the company's concession unconstitutional.

A decree issued authorized the Panama Maritime Authority to occupy the ports for "reasons of urgent social interest," including all movable property within or outside the Balboa and Cristóbal terminals and specifically naming cranes, vehicles, computer systems and software. A statement from the operator, CK Hutchison, said it had ceased operations at the ports after government officials arrived and took them over, threatening criminal prosecution if the company did not comply.

The saga surrounding the two Panamanian ports is part of a broader rivalry between the United States and China, in which the Central American country became caught in the middle after U.S. President Donald Trump accused China last year of "running the Panama Canal."

Court stalls sale of Panama ports

Panama's Supreme Court ruled that a concession to a Chinese company operating two ports at either end of the Panama Canal is unconstitutional. U.S. President Donald Trump has sought to put control of the strategically vital ports in the hands of U.S. owned companies.

CK Hutchison was slated to sell the two ports to a consortium that includes U.S. investment firm BlackRock, but this prompted swift intervention from the Chinese government, which halted the deal.

In January, Panama's Supreme Court struck down the law approving the concession contract for Panama Ports Company, a subsidiary of CK Hutchison. The ruling also invalidated an extension granted in 2021, stripping the port operations of any legal basis. PPC said in a statement that it strongly objects to the government takeover. The company said it has received no compensation for its decades of investment. "The takeover of the ports by the Panamanian State is a culmination point of the unlawful campaign that the State launched a year ago targeting PPC, its investors and its concession contract," the statement said.

PPC has operated these terminals since 1997, when the state awarded it the concession to manage the ports located at the Pacific and Atlantic entrances to the Panama Canal. Panama's government announced days ago that it will guarantee the continuity of port operations and job stability, and that APM Terminals, a subsidiary of the Danish group A.P. Moller-Maersk, would temporarily assume the administration of the terminals while a new contract is awarded.

Meanwhile, CK Hutchison Holdings started arbitration proceedings against Panama under the rules of the International Chamber of Commerce. It's unclear what the impact of the proceedings would be and how long they could take. It also threatened to sue APM Terminals, if it operates the concession. The Danish group responded that it's not a party to the legal proceedings.

A PPC spokesperson told that the company was seeking an agreement with the Panamanian government to continue operating.

RFOCEAN SECURES FIRST LONG-TERM E-METHANOL SUPPLY FROM ETFUELS, DRIVEN BY FUELEU

RFOcean, a fully integrated European shipping company, has signed a binding long-term off-take agreement with ETFuels to purchase e-methanol at a fixed price from 2030. This is not a letter of intent. Not a memorandum of understanding. Not a term sheet. This is a fully executed, bankable commercial contract with guaranteed revenue certainty, structured to support project finance. The agreement positions RFOcean ahead of binding and punitive new EU maritime emissions rules which came into force in 2025.

Under the EU's FuelEU Maritime regulation, shipping companies face escalating penalties if they do not reduce the carbon intensity of their fleet. Most operators have been slow to act. RFOcean is betting that being early pays off, both by avoiding future penalties, and by gaining a competitive edge in a market where e-methanol will likely be scarce.

RFOcean has already ordered eight new diesel electric powered, methanol ready/fitted chemical tankers built for the European regional trade, making it one of the top five owners of methanol-capable vessels globally. This offtake agreement ensures those ships will have access to compliant fuel at predictable prices, and in view of the penalty costs the offtake agreement is commercially driven.

"This isn't just about compliance, it's about competitive positioning," said Fredrik Rye-Florentz, CEO of RFOcean. "We believe compliant fuel will be scarce. By locking in supply now at fixed prices, we can offer our customers certainty and be in the forefront of a development which makes commercial sense today." For ETFuels, the deal validates its pan-Atlantic e-methanol production platform and demonstrates that regulatory clarity can translate into bankable commercial commitments. The 

company is developing large-scale e-methanol projects across Europe and the United States.

“This is a landmark transaction,” said Lara Naqushbandi, CEO of ETFuels. “It shows that astute shipping companies are willing to move early and lock in green fuel supply. The deal also sends a clear message to policymakers: stable regulations unlock

investment. Any weakening of the EU’s green fuel standards would undermine momentum at exactly the wrong time.”

The agreement also reflects growing concerns about energy security. By sourcing fuel which is produced domestically and meets EU standards, RFOcean reduces its exposure to global fossil fuel price swings and geopolitical supply risks.

WHEN BLANK SAILINGS SURGE, PREDICTABILITY BECOMES A STRATEGIC ASSET

Blank sailings have long been part of the shipping cycle. Recent data suggests the scale and frequency of disruption are entering a new phase.

Drewry reports a 122 percent month-on-month increase in blank sailings across major East-West trades this month alone, effectively a doubling in withdrawn capacity compared with the previous period.

While short-term fluctuations are not unusual around seasonal events such as the Lunar New Year, underlying drivers of this spike point to something more structural.

Trade volatility is being shaped simultaneously by geopolitical tensions, renewed tariff disputes between the United States and China, inflationary pressures suppressing consumer demand, and broader uncertainty around energy transition pathways.

Combined, each of these factors makes demand forecasting more complex, creating a planning environment where traditional scheduling assumptions are increasingly fragile.

For ports, terminals, and hinterland operators, the central issue is not merely capacity reduction, but variability.

As Sjoerd de Jager, Managing Director and Co-Founder of PortXchange observes, “Schedule information is the backbone of efficient port calls. But in volatile conditions, static ETAs become outdated almost immediately. If the industry wants to reduce waste, it needs to move from static planning to predictive, continuously updated coordination.”

Even when overall capacity remains relatively stable, frequent adjustments to sailing schedules create cascading operational effects. A cancelled sailing compromises berth windows. A delayed arrival disrupts yard planning. Inland barge and rail connections fall out of sequence.

The result is idle assets, compressed peaks, underutilized labour, and avoidable emissions.

In this context, predictability becomes more valuable than volume.

Historically, estimated times of arrival have been treated as fixed reference points. In practice, they are often calculated once and adjusted, if at all, manually. This approach struggles to reflect real-world conditions such as port congestion, lock restrictions, weather systems, water levels, or network knock-on effects.

As schedule variance compounds across the supply chain, inefficiencies multiply. Waiting times increase. Fuel consumption rises, and emissions follow.

The spike in blank sailings is a reminder that volatility is no longer an exception to the rule. It has become a structural feature of the market. In such an environment, reactive communication is insufficient. What is required is predictive schedule intelligence systems capable of continuously recalculating arrival times using live vessel data and network-wide inputs.

Across parts of the inland and barge sector, this shift is already underway. Predictive ETA engines are being deployed that analyze vessel movements alongside operational constraints to provide dynamically updated arrival forecasts. Rather than relying on static schedules, operators receive automated ETA updates via API integration into their existing planning systems.

In collaboration with a major inland operator, PortXchange developed ETAPredictor, a custom-made, AI-based, predictive ETA solution. Addressing low utilization and high idle times, the program has demonstrated measurable results. By recalculating ETAs in real time using vessel-level and network historical data, the system reduced ETA prediction error by more than 50 percent within six months of deployment.

In practice, this translated into improved asset utilisation, fewer idle towboats, and more stable workforce planning.

As blank sailings and schedule volatility ripple through maritime networks, the ability to absorb disruption depends increasingly on how quickly arrival forecasts can adapt to changing conditions. Accurate, continuously updated ETAs allow berth windows, labour allocation, and hinterland connections to be adjusted proactively rather than reactively.

Periods of disruption tend to expose weaknesses in legacy processes. Organisations relying on static schedules and manual coordination will continue to absorb the cost of unpredictability by utilizing (physical) buffers like warehouses and yard space. Those investing in predictive, data-driven coordination are better positioned to stabilise performance despite external turbulence.

Shipping has always operated within cycles. What appears to be changing is the baseline level of uncertainty. In that environment, predictability is no longer a marginal operational improvement, but a tactical differentiator.

As de Jager concludes, “we cannot control blank sailings or geopolitical volatility. But we can control how intelligently we plan around them. The choice is simple: absorb disruption or anticipate it. In today’s environment, resilience means anticipating volatility in supply chains and predictive coordination tools are becoming a critical success factor.”

MITSUBISHI SHIPBUILDING SHIPS FIRST UNITS OF SYSTEMS FOR MARINE AMMONIA-FUELED ENGINES— CONTRIBUTING TO MARITIME DECARBONIZATION WITH AMMONIA FUEL SUPPLY AND GAS ABATEMENT SYSTEMS

Mitsubishi Shipbuilding Co., Ltd., a part of Mitsubishi Heavy Industries (MHI) Group, has shipped an Ammonia Fuel Supply System (AFSS) and an Ammonia Gas Abatement System (AGAS) for Japan Engine Corporation (J-ENG).

Both systems are designed for the first ammonia-fueled marine engine model manufactured by J-ENG and represent the first units produced by Mitsubishi Shipbuilding. Commissioning work for the systems will begin in due course.

The AFSS supplies ammonia fuel to the engine in a stable and safe manner, while the AGAS safely processes surplus ammonia generated during fuel switching from ammonia to conventional

fuel oil. Both systems support remote operation and automatic control through an integrated control system, enhancing operational efficiency and safety.

The early market introduction of these systems will enable onboard verification combining J-ENG's ammonia fueled marine engine model, a first mover in next-generation advanced fueled engines, with Mitsubishi Shipbuilding's AFSS and AGAS. This combination is expected to further accelerate decarbonization efforts across the maritime industry.

Mitsubishi Shipbuilding will continue strengthening its business structure to meet the growing demand for ammonia-fueled vessels.

ENGINE OPTIMISATION CAN REDUCE EMISSIONS COSTS AS EU ETS REACHES FULL PHASE-IN

With maritime transport now operating under the 100% phase-in of the EU Emissions Trading System, shipowners are placing greater emphasis on engine optimisation as a means of controlling emissions-related operating costs, according to German engine diagnostics specialist CM Technologies GmbH (CMT).

From 1st January 2026, vessels trading between EU ports are required to surrender EU Allowances for the full volume of verified greenhouse-gas emissions, bringing the transition period that began in 2024 to an end.

Emissions costs are no longer treated as a just another compliance issue but are an important factor in voyage economics.

Industry reports published at the start of 2026 indicate that full ETS compliance now adds about US \$320/t of VLSFO consumed on intra-EU voyages, based on prevailing allowance prices and regulated fuel emission factors.

While the exact cost varies with carbon markets and exchange rates, CMT says the scale of the exposure has sharpened operational focus on fuel efficiency and combustion quality. "Under full ETS exposure, emissions costs are clearly visible at voyage level, which means even modest inefficiencies now have a direct financial impact," said David Fuhlbrügge, joint Managing Director of CMT.

According to the company, incremental losses in combustion efficiency remain among the most common sources of avoidable emissions.

Retarded ignition timing, uneven cylinder loading or injector degradation often develop gradually and may not trigger alarms, yet they steadily increase fuel consumption. Under the ETS framework, each additional tonne of fuel burned directly increases allowance requirements.

"Shipowners and managers are making greater use of performance data, fuel monitoring and combustion analysis to

control fuel consumption and manage emissions exposure as carbon pricing becomes embedded in daily operations," Fuhlbrügge said. This is being reinforced by major classification societies.

Recent guidance from DNV and ClassNK has indicated that managing EU ETS exposure requires closer operational control of fuel consumption and engine performance, alongside robust monitoring and verification of emissions data.

CMT says the combination of regulatory guidance and early operational experience under the ETS is driving a more proactive approach to engine optimization, with operators seeking to identify and correct small efficiency losses before they translate into emissions costs.

The company reports growing interest in onboard combustion analysis to assess ignition timing and cylinder balance under real operating conditions, allowing adjustments to be made.

At the same time, wear-related efficiency losses under low-sulphur fuel operation are being monitored more closely, as liner and piston-ring wear can increase friction and fuel demand well before traditional maintenance thresholds are reached.

The expansion of the EU ETS scope in 2026 to include methane and nitrous oxide further increases the importance of combustion quality, CMT added. "These gases have a significantly higher global warming potential than CO₂, meaning incomplete combustion events can result in a disproportionate rise in carbon-equivalent emissions," said Fuhlbrügge.

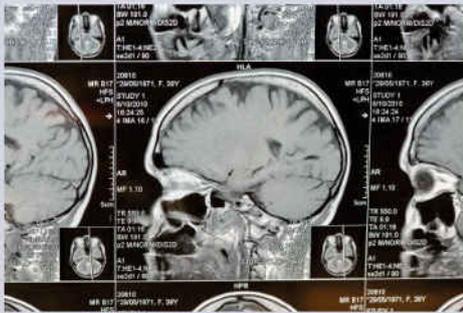
"The ETS price itself is outside an operator's control, but what has changed is that engine performance now feeds directly into emissions cost. Maintaining efficient combustion is no longer just good engineering practice, it is part of managing operating risk in the carbon market." CMT expects engine optimisation to become more tightly integrated with emissions reporting, voyage analysis and commercial decision-making as ETS costs become fully embedded in charterparty negotiations.

5 Popular Misconceptions Debunked!

“Misunderstanding is generally simpler than true understanding, and hence has more potential for popularity.”

— Raheel Farooq

In a world overflowing with information, myths often travel faster than facts. Many widely accepted beliefs sound convincing simply because they have been repeated for generations. However, scientific research and evidence frequently tell a different story. Let us examine five popular misconceptions and uncover the truth behind them.



1. Humans Only Use 10% of Their Brain

One of the most persistent myths is that humans use only 10% of their brain. This idea suggests that unlocking the remaining 90% could grant extraordinary intelligence or hidden abilities. The claim has been popularized by movies and motivational speeches, but it has no scientific basis. Brain imaging technologies such as MRI and PET scans show that nearly all parts of the brain have known functions and become active at different times. Even simple tasks like speaking, walking, or remembering involve multiple regions working together. While we may not use

every neuron simultaneously, there is no large unused portion waiting to be activated.

The brain is an energy-intensive organ, and evolution would not preserve tissue that serves no purpose.

2. Cracking Joints Damages Bones

Many people are warned that cracking their knuckles will eventually cause arthritis or permanent joint damage. The sharp popping sound can seem alarming, reinforcing the belief that bones are grinding against each other. In reality, the sound comes from gas bubbles forming and collapsing within the fluid that

lubricates the joints. Studies have found no direct connection between habitual knuckle cracking and arthritis. While excessive cracking might irritate surrounding tissues or slightly reduce grip strength over time, it does not destroy bones. The discomfort people associate with joint issues is usually linked to aging, injury, or genetics rather than this common habit.

3. Multitasking Improves Productivity

Modern life encourages multitasking. People answer emails during meetings, scroll through phones while studying, and juggle several assignments at once. It often feels efficient, but research shows otherwise. The human brain is not designed to focus on multiple complex tasks simultaneously. Instead, it switches rapidly between tasks, which reduces concentration and increases mistakes. This constant shifting consumes mental energy and lowers overall performance. Studies suggest that single-tasking, or focusing fully on one activity at a time, improves accuracy, creativity, and efficiency. What appears to be productivity is often just divided attention.

4. Skipping Meals Helps Weight Loss

Another widespread belief is that skipping meals, especially breakfast, helps people lose weight quickly. The logic seems simple: eat less, lose more. However, the body does not function like a basic calculator. When meals are skipped, blood sugar levels drop, leading to fatigue and intense hunger later in the day. This often results in overeating or choosing high-calorie foods. Irregular eating patterns can also slow metabolism as the body tries to conserve energy. Sustainable weight management depends on balanced nutrition, portion control, and regular physical activity rather than starvation. Consistent, mindful eating supports long-term health far better than skipping meals.

5. Microwaves Destroy Nutrients

Microwave ovens are sometimes viewed with suspicion, with claims that they destroy nutrients and make food unhealthy. This misconception likely arose from misunderstandings about radiation. Microwaves use non-ionizing radiation to heat water molecules in food, causing it to cook quickly. This process does not make food radioactive or inherently harmful. In fact, because microwave cooking often requires less water and shorter cooking times, it can preserve nutrients better than some conventional methods. Overcooking, regardless of the method, is what reduces nutritional value. When used properly, microwaves are both safe and efficient.

Misconceptions persist because they are easy to remember and widely repeated. By questioning common beliefs and seeking reliable evidence, we move closer to informed decision-making and clearer understanding of the world around us.



SMYL ZONE



Mark: I just got a call from the police station.

Ryan: The police station? What happened?!

Mark: They said they want to interview me.

Ryan: For what?

Mark: I don't know, man. I don't even remember applying for a job there.



It's been a bit of a strange day!

First, I found a hat full of money.

Then I was chased by an angry man with a guitar.



Beware of a new Online scam.

My husband ordered me some expensive jewelry, but motorcycle parts came instead. Thankfully they fit his bike.



Our entire universe is probably in a tiny glass jar somewhere, placed on a shelf in an alien child's room as a science fair project that got a C-.



Me: Can I go to the bathroom?

Teacher: It's May.

Me: No, It's March.



A police officer came to my house and asked me where I was between 5 and 6.

He seemed irritated when I answered: "Kindergarten".



Police Questioning the robber:

Police: How did you come to know that there was no one in the house?

Robber: The update of the entire family with 15 photos was available on Facebook with the caption, 'Enjoying Holidays in Murree for one week.'



Father-in law: I don't want my daughter to spend her entire life with an idiot.

Husband: Exactly, that's why I want to take her away from you.



I tried the Japanese method of decluttering where you hold every object that you own and if it does not bring you joy, you throw it away.

So far, I have thrown out all of the vegetables, the electric bill, the scale, a mirror and my treadmill.



Wife: See, I can fit all my clothes into one box.

Husband: Stop calling our house a box.



Friend 1: Do you know I'm almost a millionaire?

Friend 2: How?

Friend 1: I have all the zeros now I just need a one.



Employee: Sorry I'm late, my car wouldn't start

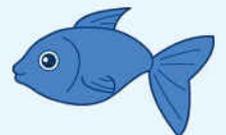
Boss: Why not?

Employee: I wasn't in it.



Waiter: How is the food, Sir?

Customer: The fish is very dry.



Waiter: Yes Sir. Unfortunately, we had to remove it from the water.

Just had a policeman knock on my door, saying he was looking for a man with one eye.

I told him to use both, he'd probably find him a lot quicker.



YOUR FORECAST

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



- BY RANI

Aries (Mar 21 – Apr 20)

The beginning of March brings renewed drive and strategic clarity, encouraging steady progress toward goals that you have been eyeing for a long time. Career efforts benefit from practical planning of resources. Relationships improve through honesty and shared understanding. Financial awareness strengthens through disciplined choices. Energy rises when effort is balanced with rest. Creativity develops through commitment. The year ahead supports confident leadership, achievement, and forward momentum built on courage and resilience. The months ahead will continue to reveal visible progress in professional and personal matters.

Taurus (Apr 21 – May 21)

March emphasizes stability through mindful decisions and consistent effort in all areas of life. Professional matters advance steadily when patience guides your actions. Choose reviewing situations first instead of reacting to them spontaneously. Financial planning benefits from long-term consideration of your goals. Relationships feel secure when emotional honesty is prioritized. Health improves through balanced routines of exercise and mindfulness. Creativity flourishes within structured habits. This period sets the premise for bonhomie at the workplace. The Universe favors security, and gradual prosperity for the approaching summer.

Gemini (May 22 – June 21)

A sense of clarity sharpens communication and strengthens focus on purposeful goals. Career conversations benefit from preparation and adaptability, especially in areas of practical expertise. Social connections, both at home and in friend circles, feel meaningful and productive. Financial organization will relieve a lot of anxiety that you have been holding in. Learning opportunities are set to spark renewed enthusiasm in the professional sphere. Mental balance is tipped anew with mindfulness practices as well as yogic meditation. Creative ideas gain strength. The time ahead brings versatility, confidence, and expanding opportunities.

Cancer (June 22 – July 22)

The rising warmth in the air brings emotional grounding and organized planning. Career responsibilities feel manageable when approached calmly and with confidence. Family matters improve through empathy and understanding, especially those that have been impending clarification. Financial stability grows with careful preparation and monitoring of recurring expenses. Rest restores balance of spiritual energy. Creative outlets bring reassurance and a sense of serenity. This phase strengthens maturity and self-trust boosting your self-esteem. The stars bring resilience, deeper security, and steady personal growth as you keep moving forward.

Leo (July 23 – Aug 23)

All of your attention will be focused on disciplined ambition in matters related to work. Professional goals advance through preparation and steady effort but remember that interpersonal relationships are equally important in the workplace. Relationships improve when cooperation replaces dominance. Financial matters stabilize with structured planning. Health strengthens through commitment towards meticulously planned consistent routines. Creative confidence grows gradually, as you keep showing up for practice. The Universe encourages focus and responsibility. Your patience, and maturity, will be rewarded with earned recognition.

Virgo (Aug 24 – Sept 23)

This is a vibrant season of creativity and meaningful collaboration. Your natural charm is drawing in fresh opportunities, so don't hold back, express yourself with authenticity. Be mindful of the opinions and energies around you; while some will uplift, others may weigh you down, discernment is key to protecting your mental and emotional well-being. Welcome change as a gateway to growth and exciting new horizons. Your diplomatic nature will deepen your connections, and trusting your instincts, especially in financial matters, will guide you wisely. You're stepping into a phase of lasting abundance and friendship. Take a moment to celebrate how far you've come; you're closer than ever to achieving your current goals. Move forward with confidence, and allow your dedication to bear fruit. Stay mindful of karmic balances, you'll find opportunities to bring closure, healing, and harmony.

Scorpio (Oct 24 – Nov 22)

A divine revelation brings emotional insight and much awaited strategic focus. Career ambitions gain direction through clarity and determination towards a single goal. This will prevent you from spreading yourself too thin. Relationships deepen with honesty and trust; clear dialogue will be appreciated by those around you. Financial discipline creates empowerment and a secure feeling. Creative ideas will give impetus to restoration of balance and motivation. Health benefits from research, conversations with doctors and a zeal for making fruitful changes in your lifestyle. The Universe will reveal new roads for achieving success.

Sagittarius (Nov 23 – Dec 21)

Practical vision and planned-action will be your ace cards during this time. Its important to take an inventory of your commitments, both personal and professional to ensure wellbeing in all sphere. Financial matters improve with thoughtful decisions around opportunities for investment. Relationships thrive through open communication and shared goals. Physical energy increases with balanced psychological energy and a focus on harmony of body and soul. Learning inspires motivation at work. This phase supports growth with benevolent intention. Opportunity, expansion, and meaningful achievement will come to you in time for your stride ahead.

Capricorn (Dec 22 – Jan 20)

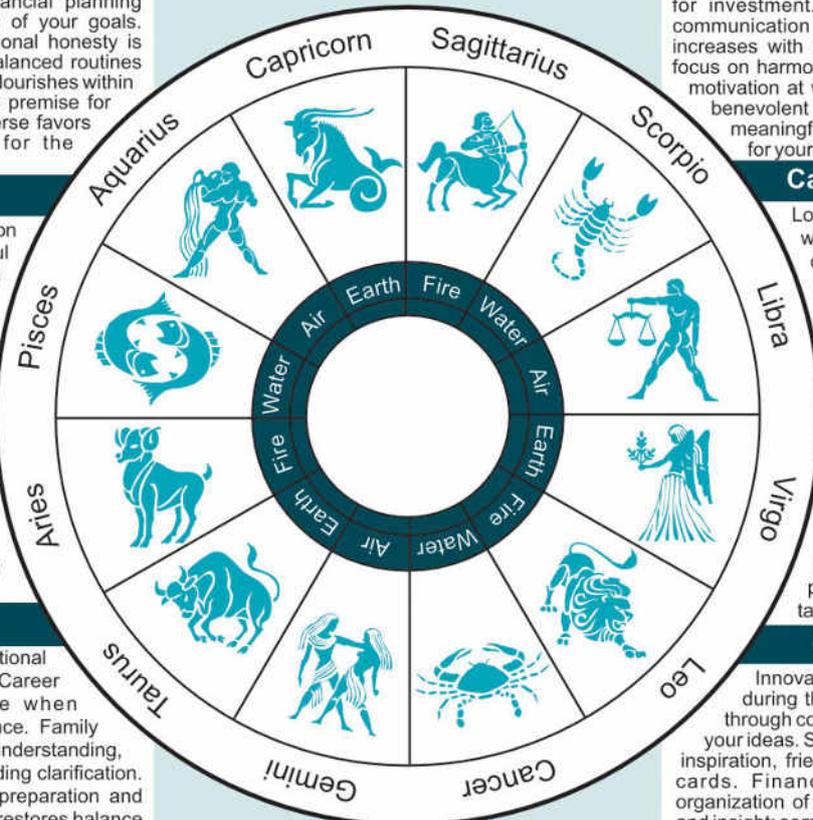
Long-term focus and responsible planning will prove to be exceptionally helpful during this time. Career efforts show measurable progress. Financial security strengthens with strategic investment choices; do not make haste when it comes to expending your resources. Your reliability with loved ones will bring you moments that are rewarding and memorable. Health improves through steady habits that are planned in advance for each week, along with focus on nutrition. Persistence and maturity are always more dependable than other mercurial traits. Your dedication promises recognition, stability, and tangible success built on authenticity.

Aquarius (Jan 21 – Feb 18)

Innovative ideas will set the scene for success during this time. Career paths evolve positively through collaborative efforts as well as originality of your ideas. Social exchanges will bring a new wave of inspiration, friendship and romance are both on your cards. Financial awareness improves through organization of your finances. Solitude restores clarity and insight; sometimes quiet and serene places can help us reset our spiritual aura. This period supports thoughtful advancement in the fields of practical knowledge and application of ideas. Authenticity, creativity, and purposeful contribution will bring the comfort you seek.

Pisces (Feb 19 – Mar 20)

Stability and abundance are well within reach, especially for those willing to take bold steps beyond their comfort zone. Prioritize what truly resonates with you, and make space for mindful self-care along the way. Your dedication is about to pay off, bringing meaningful rewards in both your personal and professional life. Just remember: both thrive best when given their own space. Strengthen your relationships by speaking from the heart and allowing authenticity to lead. Embrace opportunities for growth, and trust your intuition to guide you through key decisions. You are worthy of all the beauty and richness life has to offer.



Libra (Sept 23 – Oct 23)

Practice mindfulness to stay grounded and manage stress with greater ease. Embrace lifelong learning, growth keeps your spirit engaged and your mind inspired. Whether it's a new course, a thought-provoking book, or a podcast that resonates, choose what aligns with your current energy and availability. While your analytical mind is a powerful tool, don't discount the quiet wisdom of your intuition, it often holds the key to meaningful insights and wiser decisions. Shift your perspective from what's lacking to what's already present; gratitude not only nurtures positivity but also invites more blessings into your life. Nurture deep, meaningful connections and trust in the magic of new beginnings. Be patient with the process, good things take time, and what unfolds is often more rewarding than you imagined.

(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.)



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- ◆ MASTER (Bulk)
- ◆ CHIEF OFFICER
(VLGC, Oil/Chem, Bulk)

Engine Side

- ◆ CHIEF ENGINEER
(Oil & Bulk)
- ◆ ELECTRICAL OFFICER
(Bulk, Oil Tanker)

Ratings (For VLGC, Bulk & Tanker Vessels)

- ◆ SEAMAN HELMSMAN (AB)
- ◆ DECK SERANG (BOSUN)
- ◆ DECK FITTER
- ◆ ENGINE FITTER
- ◆ PUMPMAN

FOR RATINGS: Mr. Mayur Mistry - +91 8657993297
Mr. Rahul Shinde - +91 8657754867

FOR OFFICERS: Ms. Rupali Salvi - +91 8657879846
Ms. Nirmala Shelke - +91 8657964259

ADDRESS: The Great Eastern Shipping Co. Ltd.
Ocean House, 134/A, Dr. Annie Besant Road,
Worli, Mumbai - 400018.

Apply in person or send
your application by email to:
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Committed
To
Seafarers

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

NauticFleet

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To all the seafarers
& their families

URGENT REQUIREMENTS:

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

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

We welcome walk-in interviews for all Seafarers.

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

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



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

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

NauticFleet Private Limited

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

Telephone : +91 22 40022698/99

E-mail : recruitment@nauticfleet.com

Website : www.nauticfleet.com

Sr. Rank :	Jr. Rank :	Rating :
+91 8976718690	+91 8976714932	+91 8976807262
+91 8976718697	+91 8655474349	+91 8976718698
+91 8976718695		+91 8976714931

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ETO – with COC

PURE CAR CARRIERS:

CAPT., C/O, 2/E, 4/E, A/B, FITTER

OIL TANKER:

4/E
ETO – with COC

CHEMICAL TANKERS:

4/E
ETO – with COC

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to apply:



Zodiac Maritime Agencies India Private Limited
402, Solaris One Premises Co-op Society Ltd.
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RPSL- MUM-284 | Valid from - 07/03/2024
Valid to - 07/03/2029

+91 (0) 22 61872019 / 23
recruitment.india@zodiac-maritime.in
www.zodiac-maritime.com

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ATLANTAS
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Together We Can! We Believe and Follow!
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Requirements in Ownership Company!

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

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

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

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

03 DP 1, 2 & 3 Vessels

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

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



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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.

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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



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

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:

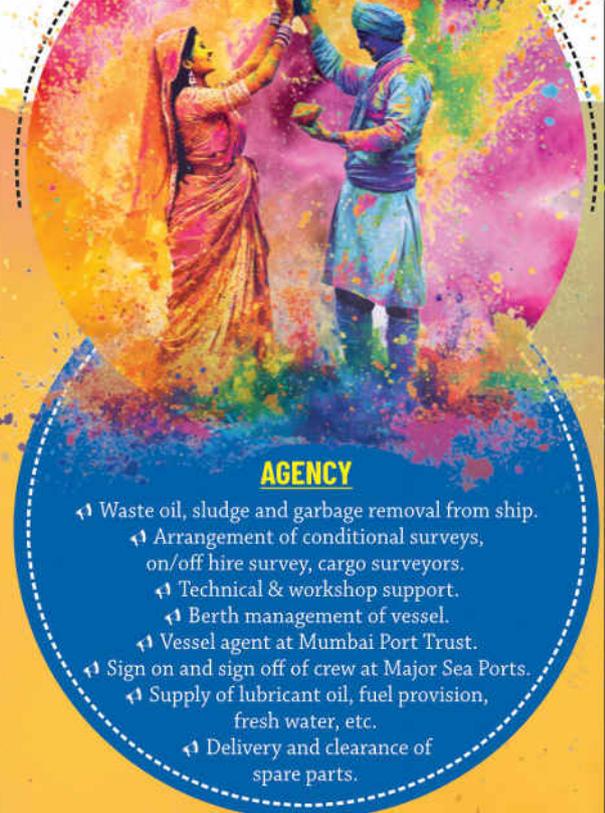
(Send CVs) : info@abbshipmanagement.com / capt.raju@abbshipmanagement.com / sourcing2@abbshipmanagement.com

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

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

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

HAPPY HOLI



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.



Happy Holi

To All Seafarers and
Their Families

Wish you
experience a
rainbow of
happiness,
health &
prosperity



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.



COORDINATING OFFICE
NEW DELHI (Northern Region)
FAR SEAS SHIPPING AGENCY PVT. LTD.
B -105, Panchsheel Vihar, Behind Triveni,
COM Complex, Sheikh Sarai Ph-1,
New Delhi - 110017.
Tel : +91-11- 4659 3612/14/15



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

- ETO (With US Visa) • AB • FITTER
- MOTORMAN

REQUIREMENTS FOR BULK CARRIERS

- MASTER (Capesize & Port Hedland Exp.)
- CHIEF OFFICER (Capesize & Port Hedland Exp.)
- CHIEF ENGINEER (with ME experience)
- SECOND ENGINEER
- ETO (with COC and US Visa)
- FITTER (with 6G certificate)

REQUIREMENTS FOR LPG (PREFERRED WITH US VISA)

- MASTER • CHIEF ENGINEER • CHIEF OFFICER
- 3RD ENGINEER • ETO • AB • FITTER • COOK

REQUIREMENTS FOR PCTC / CAR CARRIER

- MASTER • CHIEF ENGINEER
- CHIEF OFFICER • 2ND ENGINEER

REQUIREMENTS FOR SELF-UNLOADER

- CHIEF ENGINEER (with US Visa)
- ETO (with COC & US Visa)
- AB (with US Visa)

BENEFITS

- » Family Carriage Facility
- » Family Medical Benefits for all Officers & Ratings as Applicable
- » Excellent Inhouse Training
- » Highest Health, Safety, and Environment Management
- » Long-term Career Prospects
- » High Speed Internet Facility Onboard



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their families



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WE DO NOT HAVE ANY AGENTS AND
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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.
Email: wsm-bom-recruitment@wilhelmsen.com
Website: www.wilhelmsen.com



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**

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NAVIGATE YOUR SAILING
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WE MANAGE A FLEET
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FROM PANAMAX TO
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INTERESTED CANDIDATES

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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



EXMAR

SHIP MANAGEMENT

RPSL-MUM-078

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

"We Value Your Energy"

WE OFFER:

- ✓ 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 Various Ranks For
LPG Tanker and Foreign Offshore
Units.**

SHORE JOB:

TECHNICAL PURCHASER

Female Seafarers Are Also Welcome

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Powai, Mumbai - 400076.

Tel: +91-22-66424444

Apply in person or send your application by
email to: apply@exmar.in

Visit our website:

www.exmarshipmanagement.com

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

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NJØRD
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Building Trust with Seafarers

Since 1996

Requirements for: CONTAINERS

- Master
- CO
- CE
- 2E with (min 8 -12 months experience)
- ETO (III/6)
- REEFERMAN

Requirements for: SUEZMAX TANKER

- 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)

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

BENEFITS

- › Competitive Salary Packages
- › Timely Payments
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- › 24/7 Crew Support and much more.

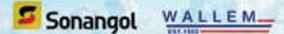
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- 🌐 www.njordships.com



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

Our principal partners & Associates:



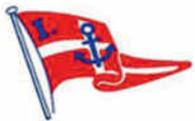
RPSL-CHN-059 | DOI-29-11-2021 | DOE-29-11-2026



Happy
HOLI

📍 Akshaya Shanti first floor, Unit No 101, Door No: 27/44,
Anna salai, Chennai - 600 002.

Happy
Holi To all
our seafarers
around the world!



MARNAVI

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.



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City College
(Post Sea Training Centre)



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+91-91760 44766

PRINCIPAL : +91 94449 62378
DIRECTOR : +91 91768 34833 , +91 88258 77750
ametcitycollegeadmissions@gmail.com
R.R. Towers, 61/54, Jawaharlal Nehru Inner Ring Road
(200 Feet Road) Villivakkam, Chennai - 600 049

WISHING YOU ALL A VERY HAPPY HOLI

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
ENGINE ROOM SIMULATOR				BASIC MODULAR COURSES			
1	3241	Diesel Engine Combustion Gas Simulator MEO Class I	3 Days	19	5311	Basic Training for Ships using Fuels covered within IGF code - (BIGF)	4 Days
2	3221	Engine Room Simulator - (Management level) MEO Class II	5 Days	20	3123	High Voltage Safety And Switch Gear - (Operational Level)	1 Day
3	3121	Engine Room Simulator - (Operational level) MEO Class IV	3 Days	21	6101	Basic Safety Training [BST= EFA+FPFF+PST+PSSR]	12 Days
NAVIGATION SIMULATOR				22	6621	Security Training for Seafarers with Designated Security Duties - (STSDSD)	3 Days
4	4211	Global Maritime Distress Safety System (GMDSS)	12 Days	23	5121	Basic Training for Liquefied Gas Tanker Cargo Operations (BTLG)	5 Days
5	2121	Radar Observer Simulator - (ROSC)	10 Days	24	5111	Basic Training for Oil and Chemical Tanker Cargo Operations (BTOC)	7 Days
6	2122	Automatic Radar Plotting Aids - (ARPA)	5 Days	25	5211	Crowd Management, Passenger Safety & Safety Training - (PSF)	3 Days
7	2123	Electronic Chart Display And Information Systems - (ECDIS)	6 Days	26	6511	Ship Security Officers - (SSO)	3 Days
8	2221	Radar And Navigation Simulator (RANSCO)	6 Days	27	6411	Medical First Aid (MFA)	4 Days
COMPETENCY COURSES				ADVANCED MODULAR COURSE			
9	3231	MEO Class I	2 Months	28	5312	Advanced Training for Ships using Fuels covered within IGF code (AIGF)	5 Days
10	3211	MEO Class II	4 Months	29	5112	Advanced Training for Oil Tanker Cargo Operations (TASCO)	10 Days
11	-	MEO Class IV (Value Added)	2 Months	30	5122	Advanced Training for Gas Tanker Cargo Operations (GASCO)	10 Days
12	2211	Chief Mate (FG) Phase - I	3 Months	31	5113	Advanced Training for Chemical Tanker Cargo Operations (CHEMCO)	10 Days
13	2212	Chief Mate (FG) Phase - II	3 Months	32	1061	Vertical Integration Course For Trainers - (VICT)	10 Days
14	2111	Second Mate (FG)	4 Months	33	6421	Medical Care (MC)	10 Days
REFRESHER COURSES							
15	1118	Revalidation / Refresher and Updating Training for Engineers and ETO (REO)	4 Days				
16	6412	Refresher Training in Medical First Aid Course (RMFA)	1 Day				
17	6122	Refresher Training for Proficiency in FPFF	Half Day				
18	6112	Refresher Training for Proficiency in PST	Half Day				



YUAM Crew Management Private Limited

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

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

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



REQUIREMENTS FOR CHEMICAL TANKER:

- ▶ Master & Chief Engineer
Minimum 18-24 months in rank
- ▶ Chief Officer & Second Engineer
Minimum 12-18 months in rank

GENERAL REQUIREMENTS (ALL VESSELS)

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

PLEASE FORWARD YOUR CVs TO : YUAM Crew Management Private Limited

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

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

Tangar

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

॥ जय हिन्द ॥ जय भारत ॥

ये होली का त्यौहार आपके जीवन
को खुशियों के रंग से रंगारंग कर दे,
बहुत सारी शुभकामनायें और
प्रभु कान्हाँ जी और मैया राधा जी
के आशीर्वाद के साथ आपको और आपके सारे
परिवार को तांगर परिवार की तरफ से
होली की हार्दिक बधाइयाँ...!

Tangar Ship Management Pvt Ltd

Contact No.: +91 22 41769999 | Mobile No.: +91 7400150861

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

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https://www.tangarshipping.com/Job-Application

HAPPY HOLI

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.

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Website : www.suntech-maritime.com

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

Log on to : www.seajob.net

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

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: 13/420/5GT3/5HT3, 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.

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WE DO NOT HAVE ANY AGENTS OR REPRESENTATIVES

CONTACT US:

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- Bosun - Oil / Chem
- Pumpman - Chemical / Oil Chem
- AB - Chemical / Oil Chem / Oil
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RPSL-MUM-030

Issue date: 20.04.2021

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- ◆ Third Officer (with 12 months Rank experience holding valid documents and management level DCE Oil / Chemical)
- ◆ 4th Engineer (with 12 months Rank experience holding valid documents and management level DCE Oil / Chemical)
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Contact No.:

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

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RPSL-MUM-125 | DOI: 08-04-2021 | DOE: 08-04-2026

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

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

"US VISA MANDATORY FOR ALL RANKS"

RATINGS:

BOSUN, AB, PUMPMAN, FITTERS & CHIEF COOK
(with minimum 2 years of rank experience)

For employment prospects with us please contact our wholly owned subsidiary India (Manning Office) GOODWOOD MARINE SERVICES PVT. LTD.

Solaris One, Unit 905, 9th Floor, N.S. Phadke Marg, Andheri (East), Mumbai 400 069 - India.

Tel : +91 22 6720 0400 | Fax : +91 22 6720 0404 | Email: application@goodwoodship.com | Website: www.goodwoodship.com

GOODWOOD SHIP MANAGEMENT PTE. LTD.

20 Science Park Road, #02-34/36

Teletech Park, Singapore 117674.

Tel : +65 6500 4040, Fax : +65 6500 4050

WE DO NOT HAVE ANY OTHER BRANCH OFFICE, EMAIL DOMAIN, CONTACT NUMBER OR WEBSITE OTHER THAN THOSE MENTIONED ABOVE, FOR JOB APPLICATION.

WORK WITH SEASPAN

- Seaspans technology continues to be a leader in the industry, setting high environmental goals
- Our fleet of Dual Fuel Vessels with Membrane & Type B Tanks sets us up for a strong future
- MAN 'ME-GI Mark 2' Main engines, a step further than present generation of main engines
- The 'EGR (Exhaust Gas Recirculation)' as well as 'SCR (Selective Catalytic Reactors)' as means to bring down NOx emissions to Tier III levels

- COPES Company e-learning training platform completed from the comfort of your home
- Gender friendly accommodation facilities
- Female Engagement Champions across offices worldwide
- Quality growth
- Low LTIF & High retention
- Wages in top Quartile, and consistent operational excellence



JOIN OUR GROWING COMMUNITY

IMMEDIATE VACANCIES FOR:

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

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.

seaspans
safe | reliable | economical

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

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

seaspanscorp.com

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Log on to : www.seajob.net



ICOON MARINE PRIVATE LTD.

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

WE ARE HIRING

HANDYSIZE OIL TANKER VESSELS

- ◆ Second Officer
- ◆ Third Officer
- ◆ Third Engineer
- ◆ Fourth Engineer
- ◆ ETO

White COC and Rank experience compulsory.

Interested candidates can email their resumes on iconon@icononmarine.com

Contact Details:

Please send your resume on our below contact numbers:

+91 8591724774 /

+91 8591099686

(WhatsApp only)



Happy Holi

Ownership Company
With Quality Safety
Standards, Timely Reliefs,
And Internet Facility.

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



CASPIA SHIP MANAGEMENT PVT. LTD.

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



WE REQUIRE

LPG/VLGC

- 3rd Engineer

Crude Oil Tanker

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

HAPPY HOLI



Oil/Chem Tanker

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

Container

- 2nd Engineer

Offshore (Crew Boat)

- All Ranks

CONTACT

Ms. Mansi: +91 8169460864 (Engine Crew)

Ms. Rity: +91 8169776094 (Engine Crew)

Ms. Priyanka: +91 8169460851 (Deck Crew)

Mr. Umesh: +91 8104418969 (Deck Crew)

✉ cv@caspiaship.com

F-301 / 302, Tower 2, Seawood Grand
Central, Plot R1, Sector 40, Nerul,
Navi Mumbai, Maharashtra, India - 400706.

www.caspiaship.com

Telephone: +91 22 6819 3922

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

Share Your CV At crewing@triton-maritime.com

Contact No.: +91 8600842570 / 9820952983

Police Clearance Certificate Or
Pass Cancellation Mandatory.

WE HAVE NO AGENTS.

Log on to : www.seajob.net



FOSTA MARINE (EX SEASTAR EDUCARE)

AN OFFICIAL REPRESENTATIVE OF
SOUTH SHIELDS MARINE SCHOOL, UK.



COURSES WE OFFER:

- ➔ MCA Officer Of The Watch CoC course on campus
- ➔ MCA Officer Of The Watch 3+6 programme - June '26 batches.
- ➔ MCA Chief Mates CoC course on campus
- ➔ MCA Chief Mates CoC course distance learning programme
- ➔ Engine Officer Of The Watch on campus & distance learning programme
- ➔ Management Engineer on campus & distance learning programme (on discounted price)

COURSE STRUCTURE:

START DATE : JUNE '26

- ◆ Module 1: Structural Programme In India.
- ◆ Module 2: South Shields On Campus UK.

LAST ACCEPTANCE DATE: 1ST WEEK OF MAY

BENEFITS:

- ◆ IELTS Waived Off.
- ◆ Lesser Amount For Balance Maintenance Of Visa.
- ◆ UK Accommodation & Expenses For First 3 Months Waived Off.
- ◆ IHS Payment For Visa Waived Off.
- ◆ Student Visitor Visa Fees Approx. INR. 16000.

UPCOMING BATCH
ON CAMPUS:
OOV - SEP 2026
CHIEF MATES
SEP 2026



VACANCY FOR MUMBAI OFFICE:

Operation Executive (Graduate Female)
Interested Candidates Share your updated CV:
Whatsapp / Calling: +91 8879771240

GET IN TOUCH WITH US FOR MORE INFORMATION:

MUMBAI (HEAD OFFICE):
907/908, B Wing,
Sagar Tech Plaza, Sakinaka Junction,
Andheri East- 400072.

PIC: TEJAL NAIK: +91 8879771240
REENA BHALEKAR: +91 8879773104
operations@fostamarine.com
<https://fostamarine.com/>



**XT Ships Management
India Pvt. Ltd.**

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



QUALITY SYSTEM CERTIFICATION
DNV-GL
ISO 9001:2015
REGISTERED FIRM

CHEMICAL TANKERS

- CHIEF OFFICER
- THIRD OFFICER
- FIRST ASSISTANT ENGINEER
- SECOND ASSISTANT ENGINEER
- THIRD ASSISTANT ENGINEER
- ELECTRICAL OFFICER
- MOTORMAN
- WIPER
- FITTER
- PUMPMAN
- ABLE SEAMAN
- ORDINARY SEAMAN
- BOSUN

www.asm-maritime.com

CONTAINERS / BULK

- FIRST ASSISTANT ENGINEER

www.xtholdings.com



**ASM
MARITIME**

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

- Ownership company, in existence for over 60 Years.
- Modern and Expanding Fleet.
- Seafarer – family health insurance benefits.
- Sea browser welfare system onboard with advance internet services.
- Short contract and Timely relief.
- ASM reward for Top four officers.
- Joining Bonus (USD 10,000 – USD 20,000)
- PSF (Personal Saving Fund) attractive personal fund created for all officers with monthly contribution only from the company.
- RJB (Re-joining Bonus) for top four Ranks.
- Friend Referral Bonus.
- Family carriage for all officers.
- Seniority Gifts.
- Long term employment with bright promotional prospects.

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

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

MUMBAI OFFICE: Unit F-5, 4th Floor, Pinnacle Business Park, Mahakali Caves Road, Andheri East, Mumbai – 400093. TEL: +91 22 68732600 | FAX: 68732601 | EMAIL ID: jobs@xtindia.com.
We do not have any sub-agents in India, please contact directly.

SEARLAND MANAGEMENT SERVICES PVT. LTD.

RPSL No.: MUM-489
Issue Date: 27th March 2023 | Valid Till: 27th March 2028



SEARLAND
MANAGEMENT
SERVICES
ISO 9001:2015 Certified Company

REQUIREMENTS FOR RORO FLEET
12 Months in Rank for Officers (preferred 10000 GRT above)

*** CHIEF ENGINEER * ETO WITH COC**
*** SECOND ENGINEER**
*** FOURTH ENGINEER**
INDIAN COC ONLY

REQUIREMENTS FOR TANKER FLEET:
*** THIRD OFFICER**
*** FOURTH ENGINEER**
*** ETO WITH COC (ME ENGINE EXPERIENCE)**
*** PUMPMAN**

REQUIREMENTS FOR NEW ADDITION TO THE FLEET: (ME Engine Experience Required)
*** CHIEF ENGINEER * SECOND ENGINEER**

Resume to be sent on crew@searland.co.in
Contact Us For RORO FLEET :
Ms. Aishwarya Kadam: +91 8655812751
Mr. Chirag Solanki: +91 8655812752
Contact Us For TANKER FLEET :
Mr. Vishal Bhawe: +91 8655812750

→ Ownership Company with enviable quality standard
→ 90% Retention rate
→ Timely Reliefs
→ Internet On Board
→ Most importantly - We care as family

Unit No 302, Raheja Plaza Premises Co-Operative Society Ltd.,
Off Andheri-Link Road, Andheri (West), Mumbai – 400053.
Web: www.searland.co.in

Happy Holi



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



Ocean Sparkle Limited

OCEAN SPARKLE LIMITED

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

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

For Dredgers

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

For Harbour Tugs

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

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



What we offer:

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

Apply in person or send your application by email:
crew.osl@adani.com
Contact No: **022 27578507/40**

Address:
10th Floor, Lakhani Centrium, Sector - 15, Belapur - 400 614, Navi Mumbai, India



HOLY ANGEL MARINE SERVICES PVT. LTD.

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 OIL TANKER VESSEL

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

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

Salary as per market / Trading Area: Persian Gulf

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

Happy Birthday

to U

ETO - MANIK
2/O - IMRAN
3/O - PRABIN
D/PIT - SUNNY
T/O/S - ABISHEK
G/S - NITHISH

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



SHOOLIN SHIP MANAGEMENT PVT. LTD.

"Where Reliability and Excellence are Always On Board."

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:

**PREFERRED COC:
INDIA / UK / AUSTRALIA /
SINGAPORE / NEW ZEALAND**

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

**PROMOTIONAL CANDIDATES
ARE WELCOME.**



Awarded the *"Fastest Growing Company of the Year"* in the Small Segment at the Seajob Indian Anchor Awards 2022, and once again recognized in the specialized category as *"Best Employer for Bitumen Tanker"* in the Large Segment at the 2024 Seajob Indian Anchor Awards.



To find out more, scan the link above, fill in the details, attach your CV and click the send button.

PLEASE APPROACH US DIRECTLY – NOT THROUGH AGENTS.

ADDRESS

Office No. 315, 3rd Floor, Monarch Plaza,
Plot No. 56, Sector 11,
CBD Belapur, Navi Mumbai - 400 614, India.

CONTACT PERSONS

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

Email: info@shoolinship.com / crew@shoolinship.com

Log on to : www.seajob.net