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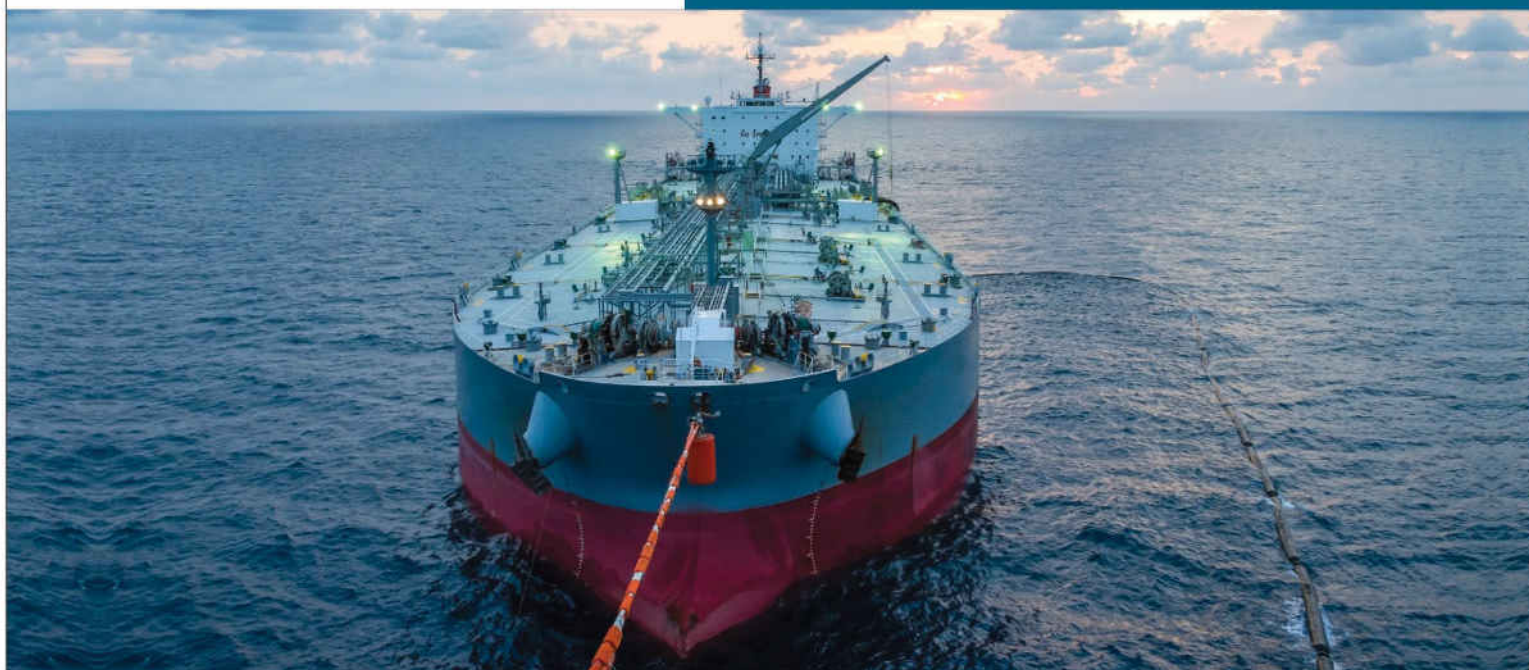
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RPSL-MUM-162072
DOI : 02/11/2021 DOE : 02/11/2026

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- | | | |
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RPSL No: MUM-1003

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CIN : U35111MH2001PTC133762

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CHEMICAL TANKERS (Parcel Tankers)

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

LARGE CONTAINER VESSELS

- Master • Chief Engineer • Second Engineer
- Third Engineer • ETO

LNG

- Chief Officer • First Assistant Engineer
- Second Officer (with Chief Mates COC)
- Second Assistant Engineer (with Class 2 COC)
- Third Officer • Third Assistant Engineer
- 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 • 1AE • Third Officer • ETO

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

Contact Persons - Officers:

Ms. Ritu Pandey - 8291100570

Ms. Daisy Fernandes - 8657950693

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- Wiper (III/4) ➤ Chief Cook

Chemical Tankers (Parcel Tankers)

(Preferred with parcel tanker experience.)

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

Oil - Chemical Tankers

- Fitter (III/5) ➤ Wiper (III/4)

Container

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Contact Person: Ms. Ritu Pandey - +91 8291100570 | Email: rpandey@mms-india.com



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- **Master, Chief Officer, Second Officer & Third Officer** with minimum 12 months experience and with experience in type of vessel mentioned.
- **Chief Engineer, Second Engineer, Electro Technical Officer (ETO) and Trainee ETO** with minimum 12 months experience, preferably sailed on ME engines.
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 to 18 months rank experience & with similar type of vessel mentioned.

OIL TANKERS

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

CHEMICAL TANKERS

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

GAS TANKERS – VLGC/LPG CARRIERS

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

GAS TANKERS – LNG CARRIERS

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



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

ONSHORE POSITIONS

- **Marine Superintendent – Chennai & Mumbai**
Candidate should have sailed onboard a Bulk Carrier as a Master. Experience minimum 1 - 2 years. Freshers may also apply.
- **Senior Technical Superintendent – Mumbai**
Candidate should have sailed onboard a Bulk Carrier as a Chief Engineer. Experience minimum 3 - 4 years.

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(with min. 6 months rank exp.)

3RD OFFICER

(with min. 6 months rank exp.)

CHIEF ENGINEER & 2ND ENGINEER

(with min. 6 months rank exp.)

3RD ENGINEER & 4TH ENGINEER

(with min. 12 months rank exp.)

ETO

(min. 12 months rank ex. with COC)

ALL TYPES OF SHIPS:

AB

OILER

PUMPMAN

VLCC:

ASD, ASE

(with Indian CoP)

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CHIEF ENGINEER & 2ND ENGINEER

(with 6 to 24 months rank exp.)

2ND OFFICER, 3RD OFFICER, 3RD ENGINEER,

4TH ENGINEER, ETO

(with 6 to 12 months rank exp.)

BOSUN, ASD, ASE (COP Holders),

PUMPMAN, FITTER (6G certified)

(with 18 months rank exp.)

HIRING FEMALE CANDIDATES AS FOLLOWS:

2ND OFFICER & 3RD ENGINEER

(Minimum 6 Months sailing experience in LPG / Oil Vessel)

Preferably not more than 40 Years.

3RD OFFICER & 4TH ENGINEER

(Minimum 6 Months sailing experience in LPG / Oil Vessel)

Preferably not more than 35 Years.

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- CHIEF ENGINEER ■ CHIEF OFFICER ■ 3RD OFFICER
- BOSUN ■ FITTER

VLCC/OIL- CHEM TANKER - GREEK OWNERS

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

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- CHIEF ENGINEER - WITH 18 MONTHS EXP. ■ 2ND ENGINEER - WITH 12 MONTHS EXP.
- 4TH ENGINEER - WITH 6 MONTHS EXP. ■ ELECTRICAL OFFICER - WITH 12 MONTHS EXP.

OIL-CHEM TANKER - SINGAPORE OWNERS

- MASTER - WITH 18 MONTHS EXP.
- CHIEF OFFICER - WITH 18 MONTHS EXP. ■ 3RD OFFICER - WITH 6 MONTHS EXP.
- CHIEF ENGINEER - WITH 18 MONTHS EXP. ■ 2ND ENGINEER - WITH 18 MONTHS EXP.
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9321276995 - CVs FOR JR. OFFICERS - TANKER
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RPSL-CHN-033,
DOI: 27-06-2024,
DOE: 27-06-2029

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- **Second Officer** (minimum 6 months rank exp.)
- **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.)
- **3rd Assistant Engineer** (minimum 6 months rank exp.)
- **Gas Engineer** (minimum 12 months rank exp.)

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

REQUIREMENTS FOR MR TANKERS:

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

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► **TECHNICAL ASSISTANT**

EXPERIENCE: 2 YEARS EXPERIENCE

► **TECHNICAL SUPT.**

**EXPERIENCE: 1 YEAR EXPERIENCE AS
CHIEF ENGINEER**

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Seajob Indian Anchor Awards.



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- **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

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

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

BULK CARRIER (Preferably having Capesize experience)

- Master
- Chief Mate
- Chief Engineer
- 1st Asst. Engineer
- 2nd Mate (with higher license)
- 3rd Engineer (with higher license)

PCC

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

GANTRY CRANE (Open Hatch General Cargo Vessel)

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

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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

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

WE OFFER

- ▶ Our ships are being installed with ultra high speed internet.
- ▶ Allowances & Incentives: IGF, Chem Ship, Gas Ship, Flag & Trade Specific, Training Subsidy And Rejoining Bonus.
- ▶ Long term employment and career progression with timely onboard promotions & shore job opportunities.
- ▶ Opportunity to work in diversified young fleet with latest technology.
 - ▶ High virtualising allowance.
 - ▶ Telemedical and Mental Wellness support.
 - ▶ Family carriage and onboard family medical insurance.

Revised wage
scale for
Dry and VLGCs
w.e.f. 1st April
2025



SHORE JOBS - SEAWOODS, NAVI MUMBAI

PMS Executive

Job Description:

PMS Support Executive for database building and attending ship queries.

Qualification:

- Diploma with basic knowledge on ERP (Enterprise Resource Planning) and SQL (Structured query language). Working experience on Marine background PMS is preferred.
- Data analytics and Power BI knowledge will be added advantage.

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

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

Join Our Team as a Vetting Coordinator

Qualifications Required

- Minimum three months of sailing experience, preferably on Tankers or Gas Carriers as a Junior Navigating Officer or Junior Engineering Officer.

Job Scope

SIRE 2.0 Inspection Support:

- Perform administrative tasks related to SIRE 2.0 inspections.
- Cross-verify pre-inspection information received from vessels under the guidance of a company-appointed Manager.

Document Management:

- Handle documentation for Optimoor and Ship-Shore Compatibility Studies under the supervision of a company-appointed Manager.

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.

WE ARE HIRING



**EXCELLENT OPPORTUNITIES TO
JOIN MSC CRUISES**

DECK & ENGINE

- ✓ 1st Engineer
- ✓ 2nd Engineer
- ✓ A.W.T. Engine Officer
- ✓ Asst. I.T. Systems Manager
- ✓ Asst. Technical Inventory Officer
- ✓ I.T. Systems Manager
- ✓ Technical Inventory Officer
- ✓ Asst. Electrician
- ✓ Asst. Fitter Mechanic
- ✓ Asst. Refrigeration Tech.
- ✓ Fitter Mechanic
- ✓ Plumber

**Register
Yourself**



Candidates having Cruise experience will be an advantage

All recruitment is free.

We have NO AGENTS acting on behalf of the Company.

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

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



MSC CREWING SERVICES PVT. LTD.

License No: RPSL-MUM-052 Valid Till: 11/11/2026



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

**WE ARE HIRING SEAFARERS FOR NEW IGF
VESSEL DELIVERIES & EXISTING VESSELS**

PCC / CONTAINER / BULK CARRIER WITH IN RANK EXPERIENCE



OFFICERS

CHIEF OFFICER

3RD OFFICER

JUNIOR OFFICER

1ST ASST. ENGINEER

2ND ASST. ENGINEER

3RD ASST. ENGINEER

**ELECTRO TECHNICAL
OFFICER**

RATINGS

ABLE BODY SEAMAN

ORDINARY SEAMAN

**NO.1 OILER (ENGINE
FITTER)**

OILER

CHIEF COOK

MESSMAN

BENEFITS

ALL INDIAN OFFICERS & CREW

- OWNERSHIP COMPANY
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- WAGES AT PAR WITH BEST IN INDUSTRY
- EXAM BONUS
- LATEST VESSEL TYPES
- REPATRIATION TO HOMETOWN
- STATE OF ART TRAINING FACILITIES
- ACCESS TO FREE UNLIMITED INTERNET
- COMPANY ASSISTED MEDICLAIM POLICIES & LIFE INSURANCE

MUMBAI

OFFICERS

☎ 9619482173
☎ 9920902616
☎ 9820036516

MUMBAI

RATINGS

☎ 9619482176
☎ 9321139476

FOR VESSEL OPENING
OFFICERS & RATINGS

CHENNAI

☎ 9940487493
☎ 9840381531

KOLKATA

☎ 9830370375
☎ 9831135558

DELHI

☎ 9810784400
☎ 9599040741

FOR ADDITIONAL INFORMATION, VISIT
OUR WEBSITE

<https://www.molmi.info>



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OR SEND RESUME TO
molmi.apply@molgroup.com

PLEASE NOTE THAT WE DO NOT EMPLOY ANY AGENTS FOR JOBS.

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Eastaway owns a diverse global fleet of over 60 container vessels, ranging upto 7000 TEUs. In addition, 14 Dual Fuel Methanol Container New - Build Ships are being delivered from May 2024 onwards in the next 24 months.



URGENT REQUIREMENTS FOR:

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

(with previous experience in applied rank)

Eastaway (India) Private Limited

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

CALL/WHATSAPP:

Sr. Officers - +91 7678028220

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

EMAIL: seajobs@eastaway.com

WEBSITE: www.eastaway.com

ADDRESS:

215 Atrium, B/C - Wing, Unit No. 915, Andheri Kurla Road, Andheri East, Mumbai - 400093.



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- Timely Relief & Placement.
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- Internet on board for all ranks.
- Wages on time, before month - end, and to market standards.
- Direct hiring/No agents.

Log on to : www.seajob.net



CENMAR MARITIME AGENCIES (INDIA) PVT. LTD.

RPSL-MUM-045 Issue Date: 13.03.2016 Expiry Date: 04.03.2026

EXCLUSIVELY FOR OWNERS OF CRUDE OIL & PRODUCT TANKER (AFRAMAX / SUEZMAX)

URGENT REQUIREMENTS:

AFRAMAX TANKER

- » CHIEF OFFICER
- » SECOND ENGINEER
- » THIRD ENGINEER (ME EXPERIENCE)

OIL/ CHEMICAL TANKER

- » THIRD ENGINEER
- » ELECTRICAL OFFICER (ME EXPERIENCE)

SUEZMAX TANKER

- » CHIEF OFFICER
- » CHIEF ENGINEER (ME EXPERIENCE)
- » SECOND ENGINEER
- » THIRD ENGINEER (ME EXPERIENCE)

CRUDE TANKER

- » ETO

BENEFITS

- ✓ Bright Promotional Prospects.
- ✓ Excellent Ownership Working Conditions.
- ✓ Long Term Career Prospects Assured.
- ✓ Support of Shore Personnel / Operators.
- ✓ Rejoining Bonus / Standby Wages for All Ranks.
- ✓ Home Town Repatriation.
- ✓ Value-Added Courses Sponsored by the Company.
- ✓ Exclusive In-House Training on LCHS.
- ✓ Health Insurance Coverage.

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

Email : manning@cenmarindia.in

Address:

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

Tel : +91-22-47805090

Ph : +91-91529 40478





MTM SHIP MANAGEMENT(INDIA)PVT LTD

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

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

- Master
- Chief Officer
- Chief Engineer
- 2nd Engineer
- 2nd Officer
- 3rd Engineer
- 3rd Officer
- 4th Engineer
- J/O & J/E
- EO/ETO/TREO
- Able Seaman
- Oiler



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CONTACT US:
MUMBAI REGION

FOR RATINGS:
Pradeep Yadav
(Sr Recruitment Officer) +91 8291960943

FOR OFFICERS :
Ravi Shankar Kanithi
(Sr. Manager – Recruitment) +91 9004008027

Afsha Fatima
(Asst. Manager-Recruitment) + 91 77188 60740

CONTACT US:

DELHI REGION

FOR OFFICERS :

Manoj Sharma
(Deputy General Manager) +91 83779 09271

Mayank Gogia
(Sr Recruitment Officer) +91 81710 87014

PATNA REGION

FOR OFFICERS :

Chandan Kumar
(Asst. Manager-Recruitment) + 91 80834 71212

WE HAVE NO AGENTS ACTING ON BEHALF OF THE COMPANY.

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

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WE ARE HIRING FOR THE FOLLOWING ROLES

Chemical and Oil Tankers, VLGC and LNG Carriers (DFDE)

- Deck Officers: Master | Chief Officer | First Officer | Third Officer
- Engineers: Chief Engineer | Second Engineer | Third Engineer | Fourth Engineer (previous ME engine and RT Flex engine experience required)
- Electrical Officer with COC
- Qualified Officers / Engineers: Seafarers with Basic and Advanced IGF COP
- Ratings: Able Seaman with COP | Motorman with COP | Chief Cook with MLC COC | Pumpman - Fitter

Bulk Carriers and ULCC Vessels of 14,000 TEU

- Deck Officers: Master | Chief Officer | First Officer | Third Officer
- Engineers: Chief Engineer | Second Engineer | Third Engineer | Fourth Engineer (previous ME engine and RT Flex engine experience required)
- Electrical Officer with COC
- Ratings: Able Seaman with COP | Motorman with COP | Chief Cook with MLC COC | Pumpman - Fitter

SCAN TO:

SEND CV



LOCATE OFFICES



ELEGANT MARINE SERVICES PRIVATE LIMITED

401/A, Elegant Business Park, Off Andheri Kurla Road,
Near Kohinoor Continental Hotel, Andheri (E), Mumbai - 400 059Website: www.fleetship.com

WE DO NOT HAVE AGENTS IN INDIA RPSL-MUM-172 • DOI: 18.09.2020 • DOE: 18.09.2025

Log on to : www.seajob.net



**Awarded the "BEST EMPLOYER FOR CONTAINER FLEET"
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WE CARE:



People Centric



Pushing Boundaries



Future-Focused

- ▶ TIMELY RELIEF
- ▶ ATTRACTIVE WAGES BASED ON EXPERIENCE
- ▶ ON BOARD INTERNET / WI-FI FACILITY
- ▶ SUPERIOR TICKET ALLOWANCE
- ▶ RE-JOINING BONUS

Seafarers Of Sri Lankan Nationality can also apply.

URGENT OPENINGS FOR OUR CONTAINER VESSELS:

- ▶ Master
- ▶ Chief Officer
- ▶ Third Officer
- ▶ Chief Engineer
- ▶ Second Engineer
- ▶ Electrical Engineer & Electrical Cadets with COC.

Ratings:
▶ OS with COP

Shore Jobs

Chennai Location:

- ▶ **Deputy Head of Manning:** Required C/E with Container Exp. & Shore Exp. will be considered. Wages as per market standard.
- ▶ **Training Assistant:** Preferred Min. 1 - 2 yrs Exp. in Training.

Interested Candidates Please Contact Us At

Email ID: pma@maa.pacificmanning.com

Ph. No.: +91 44 66840 600 / 44 46840 598 | Mob. No.: +91 73584 56442 / 99405 32510

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

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



SCAN THE QR CODE

We do not have ANY AGENT acting on behalf of the company. Be aware of fraudulent job offers using our name and immediately report the matter to us at pma@maa.pacificmanning.com or to the local law enforcement authorities.

**TOGETHER
ALL THE WAY**

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Rank Requirements

SECOND ENGINEER

Minimum 12 months rank experience on vessels with UMS

THIRD ENGINEER

Minimum 6 months rank experience on vessels with UMS

FOURTH ENGINEER

Minimum 6 months rank experience on vessels with UMS

ETO/EE

Minimum 12 months rank experience with COC, experienced in handling minimum 250 Reefers

BOSUN

Minimum 12 months rank experience on container vessel

ABLE SEAMAN

Minimum 12 months rank experience on container vessel

WELDER

Minimum 6 months rank experience

ORDINARY SEAMAN

Minimum 12 months rank experience

WIPER

Minimum 12 months rank experience

WE OFFER

- 👍 TIMELY RELIEF & ASSIGNMENTS
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- 👍 CAREER DEVELOPMENT
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- 👍 MULTICULTURAL DIVERSE WORKFORCE
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Maersk Fleet Management And Technology India Private Limited

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Mumbai MH 400079

Mobile: + 91 92288 11466/ +91 1246287885

Email: Marinejobs.India@maersk.com

Web: www.maersk.com

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

Caution: We do not have any agents in India acting on behalf of the company. Be aware of fraudulent job offers misusing our name.



MAERSK



OLYMPIA SHIP MANAGEMENT PVT. LTD.

RPSL - MUM - 461 | VALID FROM 3RD NOV 2022 TO 3RD NOV 2027

“Accelerate your career, join our fast-growing fleet with opportunities abound!”

JOIN OUR FLEET!

Bulk Carriers & Tankers

WELCOME RANKS:

- ❖ Master ❖ Chief Officer
- ❖ Second Officer ❖ Third Officer
- ❖ Chief Engineer ❖ Second Engineer
- ❖ Third Engineer ❖ ETO ❖ Ratings

REQUIREMENTS:

- Valid STCW certification & qualifications
- Excellent communication & teamwork skills
- Strong safety & environmental awareness

Apply Now!

CONTACT:



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crew@olympiaship.com



www.olympiaship.com



Benefits

- Competitive salary & development
- Professional growth & development
- Promotional Candidates are welcome
- Opportunity for advancement

We Are Hiring!

Our company is looking for qualified and motivated professionals to join our team for the following positions:

- ❖ **Technical Superintendent**
 - ▶ Bulk Carrier ▶ Oil Tanker
- ❖ **Back Office Staff**

OFFICE ADDRESS:

2108, 2109 & 2110, KAMDHENU
COMMERZ COMMERCIAL BUSINESS PARK, SECTOR 14,
KHARGHAR, NAVI MUMBAI, MAHARASHTRA - 410210.

WALLEM

EST. 1903

URGENT REQUIREMENTS

NEW YARD DELIVERY: VEHICLE CARRIER
(DUAL FUEL PCTC/PCC)

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

Asphalt / Bitumen Tanker:

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

Oil / Chem Tanker:

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

VLCC Tanker:

- ▶ Chief Officer - Min 12 months rank experience.

Bulk Carrier:

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

Ratings:

- ▶ Pumpman Cum Fitter - holding TASCO / CHEMCO and 6G Welding certificate.
- ▶ Fitter - with Class approved 6G certificate.
- ▶ Able Seamen - PCC / Container with min. 12 months rank experience.

Immediate requirements for PCTC / PCC vessel

MASTER & CHIEF OFFICER

We offer Attractive Terms and Conditions:

- Good Promotional Prospects.
- Consistent assignment for Ratings.
- Internet facility on all vessels.
- Timely Sign on/off.



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Contact us today via email or phone to apply for exciting seafarer opportunities.

Wages revised from January 2024.



Scan to apply

Mumbai Office



First Floor, Valecha Chambers, Plot B-6,
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+91-22-40432222 / 40432338



recruitbom@wallem.com

License No. RPSL-MUM-066 Valid till 24/11/2026

CIN: U63090MH 1984PTC032692  www.wallem.com

Recruitment Contact



For Officers:

Mumbai: Mob: +91 - 9821196962 (Dry)
+91 - 8283831652 (Tanker)

Delhi NCR: Mob: +91 - 8826006251
+91 - 9007078121

For Ratings: Mob: +91 -9870985514



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We are recruiting.
Apply today.

With a minimum of 18 months' rank experience for Capt. / CE & 12 months for all other ranks. For PCTC fleet C/E with Bulk or Container experience is taken into consideration.

CONTAINERS:

3/O, 4/E, A/B, C/K

PURE CAR CARRIERS:

CAPT., C/O, 2/E, 3/O,
3/E, 4/E, FITTER, C/K,
ETO – with COC

BULK TANKERS:

FITTER, C/K

OIL TANKERS:

CAPT., C/O, 2/E, 3/O, 3/E, 4/E,
BSN, P/P, A/B, FITTER, C/K,
ETO – with COC

CHEMICAL TANKERS:

CAPT., C/O, C/E, 3/O, 3/E, 4/E,
P/P, A/B, M/M, FITTER,
ETO – with COC

Scan the below QR code
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Valid to - 07/03/2029

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www.zodiac-maritime.com



Nautical Marine Management Services Pvt. Ltd.

TOP URGENT REQUIREMENTS:

FOR FOREIGN FLAG VLCC / OIL TANKER VESSELS

- Chief Officer
18 months Rank Experience
- Chief Engineer
24 months Rank Experience
- 2nd Engineer / 3rd Engineer / 4th Engineer
18 months Rank Experience
- Additional GAS Engineer
18 months Rank Experience
- ETO
24 months Rank Experience on LPG Vessel

FOR FOREIGN FLAG BUNKER / BITUMEN TANKER VESSELS

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

Ratings - Bunker/Bitumen

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

Shore Jobs:

- Sourcing Officer
- Accounts Executive



Attractive Benefits:

- Long Term Employment / On Time Wages
- Permanent Contract
- Flag state license at company's expense
- Short contract / Timely Relief
- Around-the-year wages
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- Travel Allowance
- Home Town repatriation to all Crew
- Telemedical and Mental Wellness Support
- T&C Apply.

RPSL/MUM-037/DOE-06-04-2026

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Send Your Updated Resume : application@nauticalglobal.com

Address:
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Mumbai - 400 016, Maharashtra, India.
Tel : +91 22 61237777

For any further query Contact:
For Ratings - +91 8657029501
For Officers - +91 9819672100



SWAR INDIA SHIPPING SERVICES PVT. LTD.

CELEBRATING 10 YEARS OF SERVICE

RPSL MUM-411 (MLC 2006) VALID TILL:10/01/2029

WE ARE LOOKING FOR BELOW RANKS FOR OUR VLCC, SUEZMAX, AFRAMAX, LR, MR, OIL/CHEM & LPG VESSELS.

- Master
- Chief Officer
- 2nd Officer
- 3rd Officer
- Chief Engineer
- 2nd Engineer
- 3rd Engineer
- 4th Engineer
- ETO (with COC)
- Bosun
- Fitter (6G Cert.)
- Pumpman
- AB/Oiler (with COP)
- OS/Wiper (with Watchkeeping)
- Cook/GS (with COC)

COC: India, UK, Singapore, New Zealand, Australia, etc.

All Ranks Must Have At Least 2 Sails On Similar Vessel.

BENEFITS:

- ♦ Promotional candidates are Welcome
- ♦ Standard Market Salary
- ♦ Free Wi-Fi
- ♦ Timely Reliefs



CONTACT DETAILS:

FOR OFFICERS

Nilesh: +91-9136941215
Jitendra: +91-9222207222
Dhiraj: +91-7400442488

FOR RATINGS

Abhishekh: +91-7208142689
Rupesh: +91-7710996048
+91-7400439674

Email: crewing@swarindiashipping.org, crew.swar@gmail.com
Web: www.swarindiashipping.org

ADDRESS:

B-66, 602, Jaydeep Shanti Nagar Society, Sector 1, Shanti Nagar,
Mira Road (East), Mumbai - 401107.

WE DON'T HAVE ANY BRANCH OFFICE OR AGENT IN INDIA

UDYA SHIPPING SERVICES PVT. LTD.

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

TOP URGENT REQUIREMENTS FOR CONTAINER

MASTER, CHIEF OFFICER, SECOND OFFICER, THIRD OFFICER,
CHIEF ENGINEER, SECOND ENGINEER, THIRD ENGINEER, FOURTH ENGINEER,
ETO, BOSUN, FITTER, AB (II/5) AND OILER (III/5)

(Officers holding IND/UK/SINGAPORE CoC may apply and must have prior one - year rank experience on similar vessel type.)

TOP URGENT REQUIREMENTS FOR AHTS AND PSV DP-2 OPERATING IN FOREIGN WATERS

MASTER-DPO, CHIEF OFFICER-DPO, SECOND OFFICER- DPO,
CHIEF ENGINEER, SECOND ENGINEER AND ETO

(Officers holding IND/UK/SINGAPORE CoC may apply and must have prior two - years rank experience on similar vessel type.)

TOP URGENT REQUIREMENTS FOR DSV DP-2, HEAVY LIFT, DRILLSHIP, AHTS & PSV (DP & NON-DP) (INDIAN & FOREIGN FLAG VESSEL) OPERATING IN INDIAN & FOREIGN WATERS:

MASTER, C/O, 2/O, 3/O, C/E, 2/E, 3/E, 4/E, ETO (III/6),
ELECTRICIAN, BOSUN, AB, OILER, AC. MECHANIC & COOK

(Officers with Indian (FG/NCV) CoC only can apply; all officers must have prior two - years rank experience on similar vessel type.)

ADDRESS:

B-204/205, SAI SANGAM, PLOT NO -85, SECTOR -15, CBD BELAPUR, NAVI MUMBAI-400614.

TELEPHONE: 022-4162 6363 (100 LINES) / Fax: 022-2756 0096

E-MAIL: resume.udyas@mannningindia.com / WEBSITE: www.udyashipping.com

WE HAVE NO AGENTS ACTING ON BEHALF OF THE COMPANY.



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BASED ON IMO MODEL COURSE/SIRE 2.0

In Line With Sire 2.0, We Are Providing Below Cloud-based Simulator Training As A Value-added Course:

Sr. No.	ONLINE SIMULATOR COURSE	DURATION	IMO MODEL COURSE	SIRE 2.0/ QUESTIONNAIRE
1	BRIDGE TEAM MANAGEMENT (BTM)	5 DAYS	IMO MODEL COURSE 1.22	3.3.1
2	LIQUID CARGO HANDLING SIMULATOR (LCHS-LPG)	5 DAYS	IMO MODEL COURSE 1.35	3.3.3
3	SCRUBBER	2 DAYS	—	3.3.3
4	LIQUID CARGO HANDLING SIMULATOR (LCHS CHEMICAL)	5 DAYS	IMO MODEL COURSE 1.37	3.3.3
5	BWTS	1 DAY	—	3.3.3
6	LIQUID CARGO HANDLING SIMULATOR (LCHS-OIL)	5 DAYS	IMO MODEL COURSE 2.06	3.3.3
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To The Readers ...

The Power of Doing It Your Way

There are people who live by the book, and then there are those who write their own. Life, in its purest form, is meant to be lived freely, not within walls built by expectations but in open spaces where the heart feels unburdened. True freedom is not an act of defiance; it is the courage to create a world that reflects who you are, where you can act, dream, and live without fear of judgment. It is not about money or fame but about finding peace within your own world.

A happy life begins where comparisons end. It exists in that quiet corner of your own paradise, surrounded by people who bring comfort, where ideas flow naturally, and where silence feels like understanding. Freedom is not isolation; it is the company of those who make you feel whole, who respect your voice, and who share your belief in authenticity.

Every person has a role to play, but true leadership is never claimed through titles or authority. When you perform your duties with sincerity and perfection, the right role naturally finds you. Real leadership lies in quiet influence, the ability to guide without overpowering, and to inspire without announcing.

The principles of life are simple yet powerful. Never deceive anyone with money, with time, or with your words. When you help someone in need, you strengthen the bond of humanity. Everyone is fighting their own unseen battle, and your small act of kindness

might be the support they silently hoped for.

Politeness is another form of strength. Speak when your words have meaning, fight when the cause is true, and remember that not every place deserves your voice. Choosing your battles wisely is an art. Start with courage, move forward with focus, and finish with dignity.

We often create our own challenges, and the ability to overcome them depends on how sharp we keep our instincts. Listen to your inner voice; it knows more than you think.

Happiness is not a distant dream but the simple contentment of seeing your wishes take shape. Even in pain and rejection, there are lessons that build resilience. Those who rise from hardship carry a glow that cannot be dimmed by circumstances.

The world often measures success in wealth, yet the wise know that money is only a tool, not the destination. What truly sustains a person is honesty, passion, and the willingness to keep their creativity alive.

So, live with sincerity and purpose. Be kind, stay genuine, and let your inner fire bring light, not destruction. The path within you is where true freedom begins, and when you follow it with courage, everything else falls into place.

God Bless You
Roni Abraham
Editor

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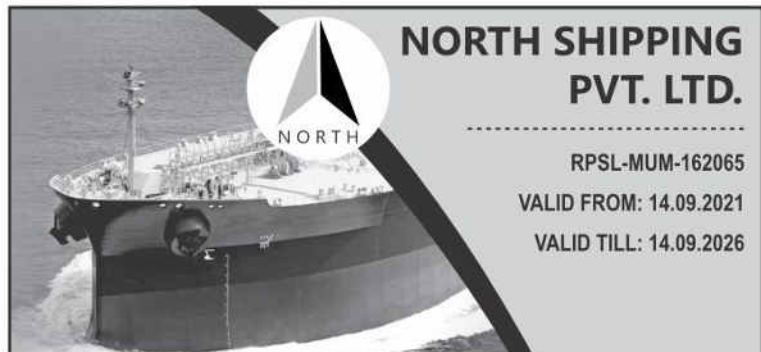
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Guest Column

MR. SUBRAT KULSHRESTHA
- Marine Lawyer



GUIDANCE ON MARITIME CLAIMS

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

POLLUTION CLAIMS

1.5 Safe Berths

Sometimes, a contract will specify that the ship is to proceed to a berth rather than simply to a port. In such circumstances, the general principles described above in relation to safe ports will normally also apply in relation to the berth.

Therefore, if the contract specifies that the vessel is to load at a berth to be nominated by the charterers at a named port without expressly stating that either the port or the berth is to be 'safe' (e.g. "one/two berths Swansea") then, so long as the nominated berth has no special characteristics which distinguish it from other berths at that port, the charterers will not normally be held to have promised that the berth that they nominate will be safe.

However, if the charter includes an express term as to the safety of the berth (e.g. "one/two safe berths Swansea") then, for the reasons given above the charterers have promised that the berth(s) that they will nominate at Swansea will be safe.

Nevertheless, the situation is often more complicated. For example, if the charterers are to nominate a berth (without specifying whether the berth is to be 'safe') at 'a safe port', (e.g. "one/two berths at one safe port East Coast North America") then the safety of the port encompasses the whole of the port area including the berth and the charterers will normally be held to have promised that the port and the berth that they nominate will be safe.

However, if the charterers are to nominate 'a safe berth' at a named port (without specifying whether the port is to be 'safe') (e.g. "one/two safe berths Swansea"), the charterers will not normally be held to have promised that the berth that they nominate and its approaches will be free of dangers that affect the port as a whole, but to have promised that the berth will be free of other kinds of danger. For example, a vessel was ordered in one case to proceed to "1/2 safe berths Bandar Abbas, 1/2 safe berths Bandar Bushire, 1/2 safe berths Bandar Khomeini in Charterers' option" during the Iran/Iraq war. The court held that the charterers had not promised that the approach voyage through the Gulf war zone to reach the specified ports would be safe or that the nominated berth would be free of the war perils that affected the port as a whole, but had promised that the berth and its approaches would be free of other marine perils.

1.6 The Shipowners' Remedies

If a ship is directed by charterers to a port or berth that is unsafe then two different issues arise:

- Can the shipowner be compelled to proceed to that port or berth? And
- Can the shipowner recover damages for loss or damage incurred as a result of entering such port or berth or reasonably refusing to enter such a port or place?

1.6.1 Can the Shipowners be compelled to proceed to that Port or Berth?

If a specific Liberty or Caspiana clause is applicable then that clause will usually specify exactly what rights the carrier has to avoid the danger. However, the ship may encounter other dangers which are not governed by such clauses and therefore, it is also necessary to consider the rights of the shipowner generally in such circumstances. Charterers will normally promise that the port will be safe for the vessel when she gets there in due course. Therefore, if a reasonable mariner would conclude at the time that the charterers' order is given that the port will be unsafe for the vessel when she gets there in due course, then the vessel need not normally comply with the order. The reason for this is that, for public policy reasons, the master has an overriding duty to safeguard the interests of the ship and crew. However, if a reasonable prudent mariner would conclude at the time that the charterers' order is given that the port will be safe for the vessel when she gets

there in due course then the vessel must comply with the order and proceed to the nominated port. However, if the port subsequently becomes unsafe, the master has the right to refuse to proceed further.

In some instances, it is not completely clear whether the port is or will be safe or unsafe. This is a difficult situation for the master and crew since if the ship were to proceed into an obviously unsafe port with the result that the ship were to suffer damage or loss, the owner would not normally be entitled to any damages since the cause of the loss or liability is not the order of the charterer but the fault or neglect of the owners' own servant or agent in the proper performance of his navigation duties. However, courts and tribunals appreciate that the master and crew may often find themselves 'on the horns of a dilemma' and any decision that they take in such circumstances will normally be supported unless it is clearly a decision that would not have been taken by a reasonably prudent mariner.

If a port is safe when the ship is first ordered to proceed there but becomes unsafe later, the question arises whether the charterers or cargo interest are entitled or obliged to order the vessel to proceed to an alternative port. In the case of time charters, it appears that the charterers are obliged to issue new orders to proceed to an alternative safe port. The position is not so clear in the case of voyage charters or bills of lading. However, such contracts normally provide expressly that the vessel is to proceed to the named or nominated port "or so near thereto as the vessel can safely get." Therefore, if the named or nominated port becomes unsafe, the parties can usually make use of these words to make the contract workable in the changed circumstances.

1.6.2 Can the Shipowners recover Damages for Loss or Damage incurred as a Result of entering such Port or Berth?

In many instances the vessel has already entered the port or berth before the danger has become manifest and therefore, there has been no opportunity to avoid it. In such circumstances, the shipowners are normally entitled to claim damages for losses suffered by them as a result. Damages may normally be recoverable for physical damage to the ship, or for the cost of salvaging the ship or removing the wreck, or for the cost of avoidance measures, or for any delay that may be caused to the ship. The shipowners may also incur liability to third parties and may be entitled to claim an indemnity from the charterers or their contracting partner under the relevant contract of carriage for any sums that they have been obliged to pay to such third parties.

Such claims may be very large as they were, for example, in the case of the Aegean Sea which ran aground whilst proceeding to berth at La Coruna and caused substantial pollution. Consequently, the following claims were brought by third parties against the shipowners:

- Damage to property owned by third parties;
- The cost of clean-up and other preventative measures taken by third parties;
- The loss of use and loss of profits' claims by fishing boat owners, yacht owners, fish and shellfish farm owners, shell fish harvesters, fishing net and fishing pot owners, shop owners, local municipalities, the government of Galicia and the state of Spain.

Damages may also be recovered for losses suffered by the shipowner when the master reasonably refuses to enter a port which is found to be unsafe contrary to the charterers' promise of safety.

To be continued in next article.....

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

REVIEW CORNER



Archaeological Discoveries That Don't Fit History

"Such is the nature of archaeology - an ongoing mystery tale whose plot slowly unfolds."

— Eric H. Cline

Archaeology has long been the science that pieces together humanity's forgotten past. Every artifact, fossil, and ruin helps refine our understanding of how civilizations evolved. Yet, amid well-documented findings, there are discoveries that stubbornly resist explanation — artifacts and structures that seem to defy the established timeline of human history. These anomalies raise profound questions: Have we missed entire chapters of our past, or are these out-of-place discoveries mere coincidences waiting for scientific clarity?

• Antikythera Mechanism

Found off the coast of Greece in 1901, this corroded bronze device, dating back to around 100 BCE, is considered the world's first analog computer. It could predict solar and lunar eclipses, track planetary movements, and even forecast athletic events tied to celestial cycles. The mechanism's precision rivals that of 18th-century clockwork, yet it predates such technology by over a millennium. Its existence challenges the notion that advanced mechanical engineering began only during the Renaissance, suggesting that ancient civilizations possessed far greater scientific sophistication than once believed.

• Piri Reis Maps

Drawn by an Ottoman admiral in 1513, the map astonishingly outlines parts of the South American coastline with near-perfect accuracy—centuries before it was officially charted by European explorers. Even more confounding is its depiction of the Antarctic coast free of ice, resembling how the continent might have appeared thousands of years before the last Ice Age. Historians have debated whether the map was based on ancient sources lost to time, hinting at a forgotten maritime culture with global navigation skills that defy accepted historical timelines.

• Göbekli Tepe

Situated in southeastern Turkey, this marvel was unearthed in the

1990s. This massive stone complex dates to around 9600 BCE—several millennia before Stonehenge or the Egyptian pyramids. The site features intricately carved T-shaped pillars arranged in circular formations, suggesting organized construction, symbolic art, and ritual activity at a time when humanity was presumed to consist solely of nomadic hunter-gatherers. The sophistication of Göbekli Tepe implies that monumental architecture and spiritual culture existed long before agriculture and settled societies emerged, rewriting the timeline of human development.

• Great Pyramid of Giza

Beyond its massive scale and precise alignment with celestial bodies, recent studies suggest the limestone structure may exhibit energy-conducting properties. Some fringe theorists propose that it could have functioned as a power plant or energy resonator, though mainstream archaeology maintains it served as a tomb. The precision with which the pyramid aligns to true north and encodes complex mathematical constants continues to intrigue engineers and historians alike.



Conclusion

These anomalies do not necessarily disprove established history—but they expose its incompleteness. Mainstream archaeology often demands evidence that fits existing models, leaving little room for interpretations that challenge long-held assumptions. Yet, the persistent presence of such anomalies urges scholars to remain open-minded.

Whether they point to lost civilizations, forgotten technologies, or misunderstood natural phenomena, these discoveries serve as reminders that human history may be far deeper and more intricate than the textbooks suggest. In the silent witness of ancient stones and enigmatic artifacts, the past still whispers—inviting us to question not only what we know, but how we know it.



Marine Insights

HISTORY OF A TIMELESS TOOL OF NAVIGATION: THE COMPASS

The compass, a deceptively simple instrument, has guided explorers, sailors, and adventurers for centuries. At its core, it is a magnetometer—a device that shows direction relative to the Earth's geographic cardinal points: North (N), East (E), South (S), and West (W). Its hallmark feature, the compass rose, marks these directions, with angles increasing clockwise: North at 0°, East at 90°, South at 180°, and West at 270°.

The story of the compass begins in ancient China during the Han dynasty, where lodestone—a naturally magnetized stone—was first used to indicate direction. Early versions relied on iron needles magnetized by contact with lodestone. Before this innovation, sailors and travelers navigated by landmarks or the stars, methods limited by visibility and weather. The compass revolutionized navigation, offering a dependable guide even when the horizon was hidden.

Uses of Compasses

A compass uses a magnetic needle aligned with the Earth's magnetic field to indicate direction. This fundamental function helps travelers and sailors find their way, interpret maps, plan routes, and maintain a precise heading. Beyond navigation, compasses also serve as mathematical instruments for constructing circles and arcs, as well as surveying tools for mapping and measuring distances, making them versatile across multiple disciplines.

In modern navigation, digital compasses integrated with GPS and other systems play a key role in plotting efficient routes for commercial shipping. They are also a fundamental component in the navigation systems of autonomous and remotely operated vessels, ensuring that these advanced ships can operate safely and accurately without human intervention.

Compasses are also critical in emergency situations. Search and rescue teams rely on them to determine bearings, locate distress signals, and navigate to precise locations even in challenging conditions such as fog or storms. Additionally, contemporary maritime systems use digital compasses to aid in collision avoidance, helping vessels maintain safe courses in busy or hazardous waters. From routine navigation to advanced offshore and rescue operations, the compass remains an indispensable tool for maintaining direction and safety across all environments.

Types of Compasses

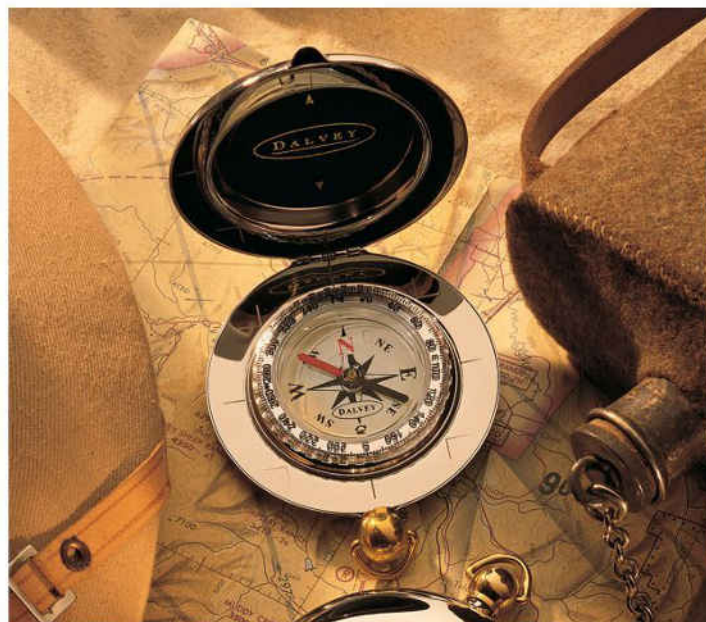
Different types of compasses consist of magnetic, gyro, and GPS compasses, with variations such as baseplate, prismatic, and solid-state compasses. Magnetic compasses utilize a magnetized needle to indicate magnetic north, whereas gyro and astro compasses rely on Earth's rotation or celestial bodies to determine true north. GPS and solid-state compasses are digital devices that employ satellite signals or magnetic sensors to ascertain direction.

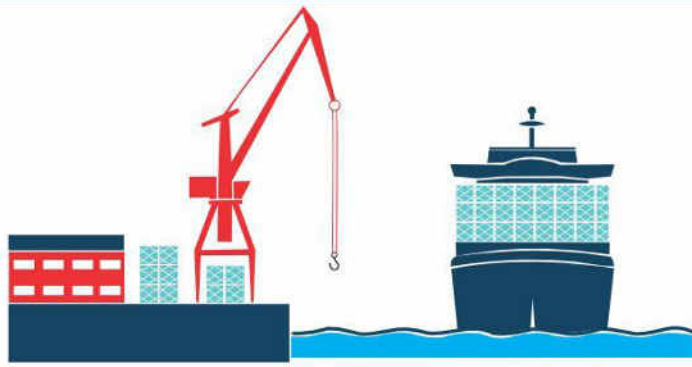
1. Dry Compass: The dry card compass is generally used as a standard compass and it is very sensitive. Even a slight disturbance makes the dry card oscillate.

2. Bearing Compass: A bearing compass is a magnetic compass mounted in such a way that it allows the taking of bearings of objects by aligning them with the lubber line of the bearing compass.

3. Liquid Compass: The liquid compass is a design in which the magnetized needle or card is damped by fluid to protect against excessive swing or wobble, improving readability while reducing wear.

4. Gyrocompass: It had two major advantages over magnetic compasses: it indicated true north and was





Marine Insights

unaffected by ferromagnetic materials, such as the steel hull of ships.

5. GPS compass: It utilizes satellites positioned in a geosynchronous orbit around the Earth to accurately display the location and direction of movement of the user.

6. Orientating Compass: A base plate compass, also known as an orienteering compass, is a liquid-filled device allowing for map visibility. This type of compass is frequently employed for plotting purposes.

7. Magnetic Compass: A magnetic compass serves as a navigational instrument that employs a magnetized needle or card to align itself with the Earth's magnetic field, indicating the direction of magnetic north. This tool is essential for establishing direction in navigation and for geographic orientation, comprising a magnetized element that rotates freely to engage with the Earth's magnetic field lines.

8. Marine Compass: A marine compass is a specific type of magnetic compass utilized by mariners. Primarily, it is employed on boats to ensure that the direction remains unaffected by their movement.

Advantages of Compass:

The primary benefits of a compass lie in its portability, simplicity, and reliability. Operating without the need for batteries or electricity, it remains a dependable tool for navigation and surveying, making it especially valuable in remote areas or emergency situations.

For navigation, compasses are lightweight and easy to carry, making them ideal for travel, hiking, or inclusion in emergency kits. They provide reliable guidance without requiring a power source, and when used alongside maps, they offer a precise method for establishing orientation. In addition, compasses are cost-effective, providing a simple and affordable alternative to modern electronic navigation systems.

In surveying applications, compasses are equally practical. They are user-friendly, requiring minimal training, and can be set up quickly, saving time during fieldwork. Their economical nature makes them suitable for small projects or

preliminary assessments, and they allow for error correction in one part of a survey without affecting the rest. This combination of simplicity and effectiveness makes compasses an invaluable tool for accurate and efficient measurements.

When it comes to general orientation and finding direction, compasses offer rapid, reliable guidance. By aligning with the Earth's magnetic field, they provide a consistent reference point, allowing users to determine direction even when exact measurements are not required. This fundamental capability ensures that compasses remain an essential instrument for both professional and recreational use.

Conclusion

The compass remains a fundamental and versatile tool in navigation, surveying, and orientation, evolving from simple magnetized stones to advanced digital systems integrated with GPS. Despite the emergence of modern technologies, the core principles of compass operation—aligning with Earth's magnetic field—continue to serve critical functions across maritime, terrestrial, and emergency applications. Its portability, reliability without power, and ease of use make it essential not only for professionals but also for outdoor enthusiasts and learners. As both a historical innovation and a modern navigational aid, the compass exemplifies how timeless tools can adapt to changing needs while retaining their essential value.



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SMYL ZONE



Judge: Why were you arrested?

Man: For shopping early...?

Judge: Well, that's not a crime! Anyway, how early were you shopping?

Man: Before the shop opened



Why is Saturday stronger than Tuesday?

Because Tuesday is a weak-day



Daddy, what is an alcoholic?"

"Do you see those 4 trees, son? An alcoholic would see 8 trees."

"Um, Dad – there are only 2 trees."



So, my friend David just had his ID stolen.

Now, we just call him Dav.



Two windmills are standing in a wind farm.

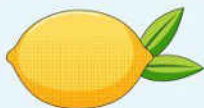
One asks, "What's your favorite kind of music?"

The other says, "I'm a big metal fan."



What makes a sick lemon feel better?

Lemon-aid



Mom: What was that sound?

Daughter: My dress fell down.

Mom: But how can a dress make such a loud sound?

Daughter: I was inside the dress.



Q: What did one wall say to the other wall?

A: "Meet you at the corner!"



A man called his child's doctor, "Hello! My son just snatched my pen when I was writing and swallowed it. What should I do?"

The doctor replied, "Until I can come over, write with another pen."



Mom: "Why is everything on the floor?"

Me: "Gravity, Mom!"



Teacher: Can a kangaroo jump higher than the Eiffel tower?

Student: Yes, sir

Teacher: Why?

Student: Because the Eiffel tower can't jump.



Doctor: Do exercise daily for good health

Patient: Sir, I play tennis, football and cricket daily.

Doctor: Very good! How long do you play?

Patient: Until my mobile runs out of battery.

Doctor:



My boss asked me how good I was at making spreadsheets.

I told him I excel at it.

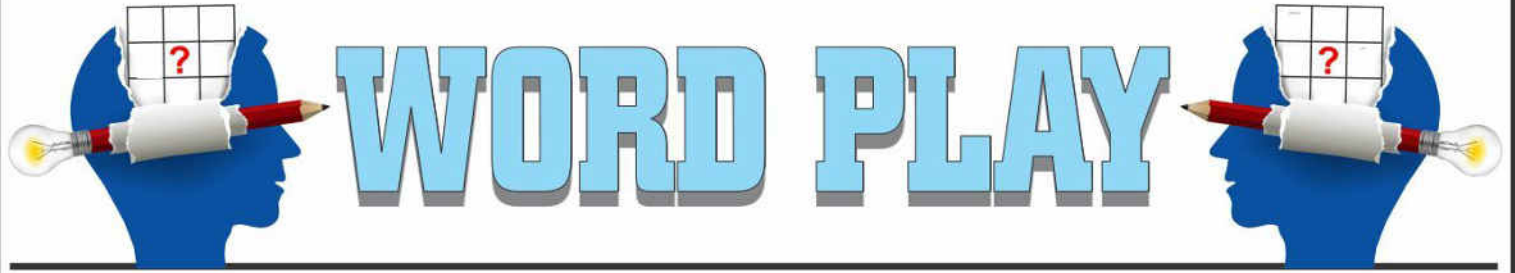


If someone calls you 'ugly'

Have a good comeback and say

'Excuse me, I am not a mirror'





Types Of Dance

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

1. SALSA
2. MERENGUE
3. SAMBA
4. SWING
5. TARENTELLA
6. WALTZ

7. DANCEHALL
8. BURLESQUE
9. JAZZ
10. BALLROOM
11. COSSACK
12. LYRICAL

13. TANGO
14. BALLET
15. BREAKDANCE
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18. BHANGRA

19. POLKA
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SHIPPING NEWS

REGULATORY DISRUPTIONS AND OVERSUPPLY SUPPORT CRUDE FREIGHT

So far, 2025 has been fraught with continuous geopolitical and regulatory disruptions that have increasingly fragmented trade flows, and consequently, changed crude freight trading behaviour.

Crude freight rates across VLCCs and Suezmaxes have hit multi-month highs in October, with VLCCs leading the charge on the rate surge.

Gains in Suezmax rates are trailing closely, recording a two-year high, whereas Aframax freight rates have tracked a year-to-date high at end-September. Looking closer into each vessel class reveals different underlying support factors.

Global crude/condensates on water have been steadily rising since August, reaching historical highs so far in October. While the oversupply of seaborne crude/condensates is tied to exports of sanctioned barrels, elevated levels of non-sanctioned oil on water have nonetheless benefitted mainstream tonnage.

Mainstream VLCC utilisation has climbed close to 5% y-o-y, supported by long-haul arbitrage flows and higher OPEC+ exports pointed to the Pacific Basin.

Average monthly voyage counts of the global mainstream VLCC fleet have reached seasonal highs in September, and so far in October.

The situation has been further aggravated by USTR measures and China's Special Port Fees, both of which were implemented on October 14. These newly introduced fees have prompted delays in discharges, keeping vessels laden at sea for longer periods of time.

As of October 21, there are 3 laden US-linked VLCCs en-route to China, two of which appear to be seeking alternative buyers and/or STS operations to circumvent China's Special Port Fees.

The high level of crude oil on water, coupled with extended voyage durations have kept demand for mainstream VLCCs high, effectively tightening vessel availability, and pushing VLCC rates to a 31-month high.

Sanctions supportive for Suezmaxes and Aframax

Suezmaxes and Aframax are vessel classes disproportionately represented within the dark fleet and a harshening sanctions landscape has proved beneficial for mainstream utilisation. The surge in exports of sanctioned crude out of Russia, Iran, and Venezuela amid an expanding share of the dark fleet coming under sanctions, has accelerated the transition of mainstream vessels into the dark fleet.

At the same time, crude inflows to the Atlantic Basin in Q3 have

trended up close to 8% year-on year. Given that Suezmaxes and Aframax are the workhorses of AB crude trade, stronger demand coupled with tightening mainstream tonnage has lent support to healthy utilisation levels, in turn supporting freight rates.

On the other hand, sanctions activity and tariffs this year have pushed Suezmaxes towards trade regionalisation. In Q3, Suezmax mileage benefitted from Atlantic Basin crude exports to India, due to the latter's need for replacement buying of sanctioned Russia crude grades.

Once that short-term upside for long-haul employment subsided, mainstream Suezmax employment was buoyed by intra-Atlantic Basin employment. Particularly as crude export growth out of South America – driven by Argentina, Brazil, and Guyana exports pointed primarily to Europe and US – have sharply increased this year.

Ultimately, intra-Atlantic Basin employment has reached seasonal highs for seven out of 10 months this year, while Atlantic-to-Pacific voyages have hovered around nine-year seasonal lows for much of the year.

Aframax are observing both higher utilisation and higher mileage. In September, mainstream employment out of the Atlantic Basin had grown by 7% m-o-m, and continues to trend higher so far in October.

Steadily rising voyages out of the Gulf of Mexico, particularly transatlantic voyages lifting WTI towards Northwest Europe and the Mediterranean, has supported voyage distances, and has replaced employment on the shorter-haul Mexico EC-to-US Gulf Coast crude trade route – which has hit nine-year seasonal lows for much of the year.

What next?

This year's patchwork of sanctions, tariffs, and regulatory action has splintered global crude flows, creating distinct layers of support across crude freight. The durability of these support conditions is dependent on the longevity of present-day geopolitical frictions that distort fleet efficiency.

Tightening sanctions enforcement, coupled with regulatory disruptions – notably tariffs, USTR, and China's Special Port Fees, have caused significant market segmentation in the global VLCC, Suezmax, and Aframax fleet.

Moreover, as the effects of these geopolitics/ regulatory-related structural inefficiencies have been further exacerbated by the massive surge in crude oil on water, crude freight looks to remain well-supported in the medium-term.

REPLACING LNG SUPPLIES FROM RUSSIA'S SAKHALIN-2 WOULD BE COSTLY, JAPAN SAYS

Liquefied natural gas supplies from Russia's Sakhalin-2 project play an "extremely important role" in Japan's energy security and replacing them would be costly and cause higher electricity prices, Japan's industry minister said.

Ahead of U.S. President Donald Trump's visit to Japan, U.S. Treasury Secretary Scott Bessent has urged Tokyo to stop its Russian energy purchases, which mainly consist of LNG that accounts for 9% of Japan's imports of the fuel.

Ryosei Akazawa, a 64-year-old trade veteran appointed as minister of economy, trade and industry under new Prime Minister Sanae Takaichi, told that Asia's LNG market was expected to be tight.

JAPAN'S SAKHALIN-2 CONTRACTS MOSTLY RUN TO 2028-2033

"If LNG is procured alternatively from this market (to replace Sakhalin-2 supply), the LNG procurement price will soar and the electricity price will bounce back," said Akazawa, who led recent Japan-U.S. trade talks that resulted in U.S. tariff reductions on

imported goods from Japan.

Most of Japan's Sakhalin-2 LNG contracts expire between 2028 and 2033, and earlier termination would result in fines for Japanese buyers and force them to seek alternative supplies on the spot market, where options could be limited due to high competition.

Akazawa said he would like to cooperate with the Group of Seven and other parties to consider what is necessary for Japan's national interests. Japan covers most of its energy needs from imported fossil fuels.

While playing down political pressure, Japan signed new U.S. LNG purchase deals this year but stopped short of hard commitments to the \$44-billion yet-to-be-built Alaska LNG project favored by Trump.

JERA, Japan's top power generator, said it would buy natural gas production assets in the U.S. for \$1.5 billion, marking its entry into American shale gas production where a number of other Japanese companies are already present.

INDUSTRIAL BASE, INNOVATION DRIVE RISE OF CHINA'S SHIPBUILDING SECTOR

China State Shipbuilding Corp (CSSC) said that the country's first self-developed large dual-fuel RoPax ship, which is designed to transport cargo and passengers – for export, built by CSSC's subsidiary Guangzhou Shipyard International Co, was delivered in Nansha in Guangzhou, South China's Guangdong Province. Powered by both fuel oil and cleaner liquefied natural gas, the ship features fully independent intellectual property rights.

The delivery is more than just a single product launch; it demonstrates the solid industrial foundation and robust endogenous innovation that drive China's shipbuilding sector.

From an industry perspective, the research and development (R&D) and delivery of dual-fuel ships precisely aligns with the global shipping industry's green transition. With carbon neutrality goals becoming a global consensus, the demand for environmentally friendly vessels is becoming increasingly urgent. Chinese shipyards have precisely captured this market demand, leveraging years of accumulated technical expertise and innovation capability to achieve the independent development of such vessels.

In the field of environmental protection, China's shipbuilding industry has made breakthroughs far beyond dual-fuel ships. It has also made progress in methanol-powered and ammonia-fueled ship technologies, positioning China at the forefront of the global industry's green transformation.

The development not only represents an active response to global environmental trends but also highlights the comprehensive strength of China's shipbuilding industry in terms of market insight, technology transformation and industrial collaboration. Such strengths stem from the persistent cultivation of factors across the entire industrial chain, including ship design, core component manufacturing, and production management. It is this solid foundation that has fostered a powerful endogenous

innovation momentum within China's shipbuilding industry, enabling it to continuously make breakthroughs. China's advantages in shipbuilding extend far beyond traditional measurements of scale. Through the synergy of technological capability, cost-effectiveness, and environmental advantages, the industry has developed an irreplaceable comprehensive competitiveness.

Supported by these advantages, China's share of the global shipbuilding market continues to grow, establishing the country as an indispensable force in worldwide shipbuilding. From January to September this year, China's share of the global market, measured by deadweight tonnage, accounted for 53.8 percent of completed output, 67.3 percent of new orders, and 65.2 percent of order backlogs.

By contrast, the US produces less than 1 percent of the world's commercial vessels. Given China's continuous breakthroughs in shipbuilding, it is apparent that the gap between the two countries in the commercial shipbuilding field has not narrowed but continued to widen. In the face of this development reality, US attempts to suppress China's shipbuilding development through unilateral measures appear particularly absurd.

Gaps do remain between China and traditional shipbuilding powers like Japan and South Korea in some high-end technologies, requiring continued efforts in core technology breakthroughs. Nevertheless, China's shipbuilding industry is developing at an impressive pace: shipyards are continuously increasing R&D investment, enhancing the competitiveness of high-end products, and leveraging cost-performance advantages to rapidly narrow gaps with global competitors.

Over time, relying on a solid industrial foundation, strong innovation momentum and accurate grasp of global market trends, China's shipyards will further consolidate and expand their advantageous position in the global shipbuilding industry.

OIL, LNG SCORES VICTORY AGAINST GREEN BUNKERS AMID STALLING IMO TALKS

Fossil fuels could remain the preferred marine energy at the expense of low-carbon fuels, with the International Maritime Organization's new decarbonization rules hanging in the balance, according to industry participants.

Supporters of the UN agency's Net-Zero Framework were hoping the regulatory piece could kickstart the industry's energy transition from conventional, oil-based fuels to methanol or ammonia with much lower greenhouse gas emissions intensity.

But IMO member states earlier this month voted to delay the framework's adoption by a year, and those involved in the talks said its implementation could be rescheduled towards the end of this decade — if it ever occurred.

"The delay will in reality lead to a reopening of text because a revision of dates is required," said Danish Maritime Authority's Chief Advisor Thomas Blomgren-Hansen, as the regulation can only enter into force 16 months after adoption based on international law.

"That could lead a complete renegotiation, putting the whole deal at risk and delaying the transition for an even longer period," Blomgren-Hansen said. S&P Global Commodity Insights estimates oil-based fuels made up 97% of the global bunker mix in 2024, followed by LNG at 2%.

The new IMO regulation, which would place a cost on bunker fuels' GHG from 2028, is designed to reduce the price gap between conventional and sustainable fuels.

The monthly average delivered bunker price for 0.5% sulfur fuel oil, the most common bunker type, was \$483.73/metric ton in Singapore in September, compared with \$579.17/mt very low sulfur fuel oil equivalent for LNG, \$691.92/mt VLSFOe for B24 biobunker fuel with 24% used cooking oil methyl ester, and \$1,897.44/mt VLSFOe for 100% sustainable methanol, according to the Platts bunker cost calculator.

The IMO's decision to delay the adoption has created uncertainties among shipping and bunker companies in pursuit of a low-carbon transition, even though member states will have a chance to improve the framework's design, many industry participants said.

"After what happened ... I can understand why people don't want to double down on net-zero fuels," Cargill's shipping head, Jan Dieleman, said during the Global Maritime Forum on Oct. 21.

Delayed adoption

In April, EU member states, Singapore, Brazil and some others won a 63-16 vote to approve the new rules, which still need to be adopted based on the IMO's regulatory process.

The US, Russia, Venezuela and some Middle Eastern oil-producing countries have maintained their opposition to the framework, which they argue is attached with punitively high carbon costs, overly stringent decarbonization requirements, and harsh on transition fuel consumers.

Saudi Arabia proposed to postpone the framework's adoption amid the deep rift, and its motion is backed by a slim majority including China, India and some major flag states like Panama and

Liberia that supported it in April.

Despite an EU mandate to adopt the IMO regulation, Greece and Cyprus two EU members that are among the world's top shipowning nations abstained from the postponement vote. Vassilis Kikilias, Greece's Minister of Shipping, said after the vote that the framework has "unfair treatment of LNG fuel" and would likely cause serious disruptions in global trade and lead to inflation.

IMO member states will continue to develop implementation guidelines to address concerns over the framework, including how the carbon revenue would be used and a lifecycle assessment methodology for GHG, according Secretary-General Arsenio Dominguez. "The framework is in place, what we need to do is to develop the guideline," Dominguez told the GMF. "What we paused is the adoption itself, not further work."

Classification DNV estimates LNG could be a non-compliant fuel at the turn of this decade based on the current regulatory design, but IMO member states could in theory prolong its use by setting a low default emissions factor.

"LNG just got another improvement in its relative competitiveness versus the fully green fuels," consultancy Vespucci Maritime CEO Lars Jensen said, citing increased uncertainty over the investment case for green fuel production due to the framework's delayed adoption.

Outlook

LNG can reduce emissions by 20%-30% compared with oil-based fuels, and its supporters said ships with LNG-capable propulsion can later switch to bio-LNG or e-LNG for deep decarbonization when the low-carbon fuels become widely available.

"The methane pathway is currently the only practical, realistic and scalable solution to the decarbonization of the global maritime industry," according to a statement from SEA-LNG, an industry association set up to promote marine LNG with Shell and TotalEnergies among its members.

The association will work with others to "continue to develop meaningful, scientific studies to support the IMO's critical work" in the coming year, SEA-LNG said following the postponement vote.

In a recent study commissioned by SEA-LNG, Rystad Energy estimates the well-to-tank GHG intensity of LNG bunker at 13.9 grams of CO₂e/megajoule in 2024, compared with 18.8 grams of CO₂e/Mj in 2019.

But some industry participants said whether the IMO regulation is adopted or not could depend on geopolitics, rather than its content. The US has threatened countries that support the IMO regulation with visa restrictions, sanctions, port ban and fees, among other measures, as President Donald Trump repeatedly questioned the existence of climate changes in contrary to UN scientists.

"The world we're living in today is very different from the one just a few years ago," Maria Skipper Schwenn, director of public affairs at Bunker Holding, said. "I think it would be fair to say that the opponents' reasoning had very little to do with shipping."

YOUR FORECAST

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



- BY RANI

Aries (Mar 21 – Apr 20)

You hold an extraordinary spark for vision and bold innovation—trust this inner fire to carve your path ahead. With consistency and focus, your dreams evolve into tangible triumphs, giving endurance to your creativity. Welcome supportive partnerships; collaboration now expands horizons and opens new avenues. Honor your independence while embracing mutual respect and understanding. Choose companions who inspire depth, value your ideals, and encourage honest exchange. Combine passion with purpose, intuition with practicality, to secure lasting success. Your determination uplifts others and sets an example of courage and integrity.

Taurus (Apr 21 – May 21)

Magnetic and expressive, you attract attention easily, yet opening your heart demands bravery. Recognize that showing softness is a sign of self-assurance, of a content soul. Direct your energy toward endeavors that awaken inspiration—through art, movement, or meaningful service. Take quiet moments to examine emotional cycles and restore calm through truth. Seek bonds that value authenticity and depth. Charm draws interest, but lasting loyalty grows only from trust and emotional honesty. By embracing genuine affection, your relationships deepen. Your reliability and tenderness become an anchor of comfort for those who rely on you.

Gemini (May 22 – June 21)

Dynamic and insightful, you influence others effortlessly. Channel this charisma wisely—blend ambition with empathy, and intellect with grace. As your ideas gain momentum, balance drive with humility; genuine strength radiates from composure. Celebrate milestones but stay receptive to feedback, fueling evolutionary growth. Your emotional intelligence inspires leadership rooted in sincerity and goodwill. By sharing experiences openly and welcoming differing viewpoints, you elevate not only yourself but those who learn from your example. Your versatility and humor bring lightness, turning even ordinary moments into connection and joy.

Cancer (June 22 – July 22)

Visionary yet grounded, you grow best when intellect and intuition move together. Let curiosity shape your goals and patience define your process. Strengthen connections by listening deeply and responding with warmth. Keep ambitions clear, but allow space for reflection as contemplation will help your journey ahead. With careful organization, your path unfolds steadily. Knowledge gathered now becomes the groundwork for future success. Create habits that balance exploration and rest. Your persistence transforms effort into legacy. Guided by compassion, you nurture those around you, offering understanding and inspiration that endure.

Leo (July 23 – Aug 23)

Your luminous spirit naturally senses others' emotions, but protecting your peace is essential. Set gentle boundaries that sustain your inner calm. Channel your fierce energy into artistic or healing outlets where passion becomes fulfillment. When pressure rises, pause, breathe, and seek wise counsel, looking inwards. Solitude brings renewed strength. Confront emotions with courage and tenderness as the entire emotional spectrum is your territory. Growth appears when vulnerability and creativity intertwine, letting you shine authentically. Your generosity and optimism infuse hope and confidence into everyone blessed by your presence.

Virgo (Aug 24 – Sept 22)

Bold and insightful, you possess the courage to lead with both vision and empathy. Embrace action guided by intention, favoring compassion over control—true strength inspires rather than dominates. Approach challenges with strategy, not rush, channeling your passion into collaborative ventures that fuel creativity and innovation. Keep ambitions high yet grounded, shaping daring ideas into attainable realities through careful planning. Steadfast persistence turns concepts into tangible achievements, while your inner drive encourages others to recognize and develop their own potential. By nurturing collective growth, you transform energy into shared success, fostering environments where ideas flourish. Your unwavering focus, intensity, and commitment ignite progress and change, inspiring respect from all who observe your path. In balancing determination with understanding, you create a leadership that is both empowering and enduring, leaving a legacy of transformation behind.

Scorpio (Oct 24 – Nov 22)

Though you strive for excellence, real success blooms from mindful progress, not unattainable perfection. Release self-criticism and allow growth to unfold with grace. When transitions occur, face them with patience and understanding, remembering your inherent worth. Appreciate every small accomplishment—they are the foundation of lasting success. Delegate when needed to create balance for joy and rest. Let nature's quiet wisdom refresh your spirit and focus. Stillness restores, not delays, your strength. From serenity, precision becomes power. With gentle persistence, you build achievements that endure and inspire deep respect.

Sagittarius (Nov 23 – Dec 21)

Grounded yet expansive, you build strength by harmonizing structure and spontaneity together. Manage resources wisely—innovation in saving techniques might be in the cards for you. In love, sustain balance where independence and loyalty coexist seamlessly. Relinquish control, and embrace the natural flow of life. Candor reinforces emotional security, enriching mutual trust. Cherish loyal hearts and honor shared growth. Adaptability blended with patience ensures endurance. When you nurture what sustains you, abundance follows. Your adventurous optimism radiates inspiration, guiding others toward hope and meaning in every new path.

Capricorn (Dec 22 – Jan 20)

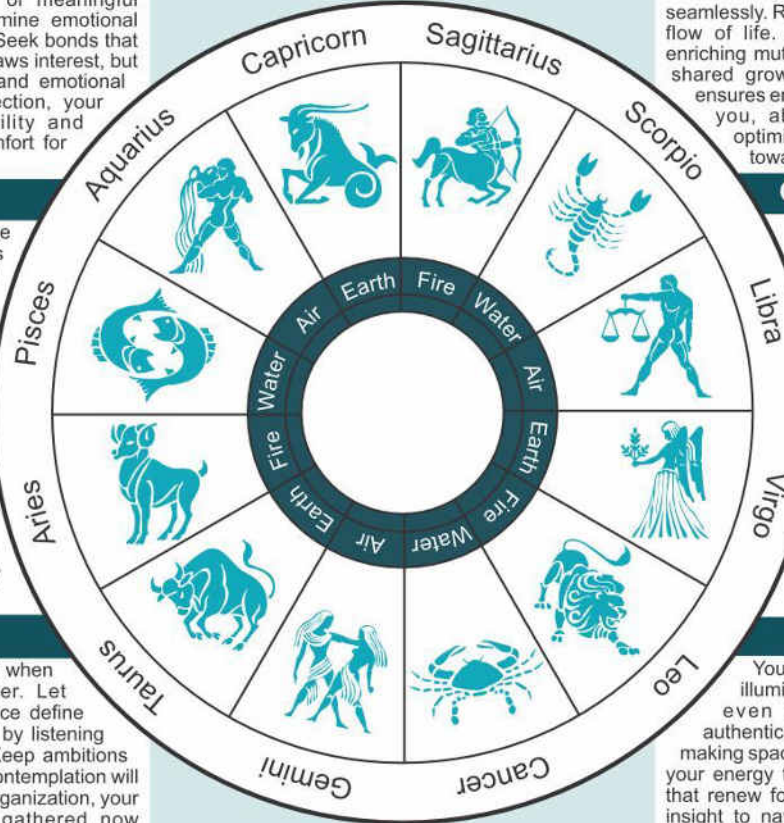
Steadfast yet evolving, you pursue ambition with quiet determination. Define accomplishment by fulfillment, not comparison. Express gratitude often—it deepens satisfaction and broadens perspective, above all, it communicates positively with the Universe. Though progress may unfold slowly, each effort builds lasting strength. Guard your individuality as you advance, yet value the community that supports your climb. Emotional presence strengthens trust and connection. When drive merges with joy, achievement gains true purpose. Your persistence and wisdom establish a legacy of reliability and guidance for those who look up to you.

Aquarius (Jan 21 – Feb 18)

Your clarity and intuition hold power—let them illuminate your direction. Speak from sincerity, even when truth feels insurmountable; authenticity heals divides. Cultivate peace at home, making space that restores creativity and calm. Anchor your energy through quiet reflection or mindful rituals that renew focus. When change arrives, rely on your insight to navigate gracefully. Cherished friends and family provide the safety to evolve freely through all phases of life. Let emotions guide understanding and strengthen belonging while maintaining peace. Your originality and foresight awaken inspiration in everyone drawn to your light.

Pisces (Feb 19 – Mar 20)

Your sensitivity and imagination invite profound discovery. Follow inspiration with awareness, anchoring yourself in what truly sustains your spirit. Engage with experiences that challenge perception and expand compassion. Impulsive adventures open new doors, while patience ensures their positive impact. Explore diverse voices and traditions to deepen wisdom. Balance movement with stillness; both foster evolution in equal measure at different times. Every encounter teaches resilience and broadens the soul's vision, take time to soak it in. Your empathy and artistry illuminate every path you touch, inspiring healing and unity in others.



Libra (Sept 23 – Oct 23)

Calm and empathetic, you exude serenity, yet harmony should never overshadow honesty. Stand firm in your convictions—they are your guiding light. Make choices that honor your integrity, not the expectations of others. Guidance can inform, but your inner wisdom leads the way. Establish grounding practices—whether writing, meditation, or creative expression—to maintain clarity amid life's shifts. Protect your boundaries by expressing needs with kindness and confidence. Genuine connections flourish through mutual respect, openness, and understanding. Every success, big or small, reflects your authentic self. Your sense of fairness, composure, and thoughtfulness fosters trust and strengthens relationships wherever you go, leaving a calm yet powerful presence that inspires those around you.

(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.)



Health Zone



JAPANESE RITUALS THAT PROMOTE LONGEVITY AND YOUTH

Aging is an inherent life process; however, specific lifestyle choices can mitigate its impact and enhance overall health. Japan is a country renowned for its longevity. Daily practices integrate nutrition, physical activity, skincare, and mental balance to foster vitality. In a society fixated on anti-aging products and trending wellness strategies, people in Japan are discreetly surpassing all others in longevity. Recent data from the World Health Organization indicates that their average life expectancy has now exceeded 87 years, the highest recorded globally. Research indicates that Japanese health rituals transcend mere cultural traditions; they offer tangible and evidence-supported benefits for maintaining youthfulness and health.

● Active Lifestyle

An active lifestyle involves regular physical movement, such as walking, exercising, or playing sports, to keep the body healthy and strong. It helps boost energy, improves mood, and reduces the risk of chronic diseases. Staying active also supports mental well-being and promotes better sleep. Making small changes, like taking the stairs or going for a daily walk, can make a big difference over time.

➔ Active commuting:

Walking and cycling serve as prevalent means of transportation, offering consistent, low-impact exercise that enhances cardiovascular health and aids in weight management. A significant number of Japanese individuals strive to achieve 10,000 steps daily.

➔ Radio Taiso:

The traditional radio taiso exercise from Japan is recognized for its ability to improve overall blood circulation, increase mobility, and boost muscle strength. Engaging in regular physical activity alleviates stiffness, prevents injuries, and helps maintain physical strength as we age. This mild, nationwide calisthenics program has been aired on the radio since the 1920s. It promotes flexibility and activity among individuals of all ages while nurturing a sense of community.

➔ Gardening:

A significant number of older adults actively engage in gardening as a regular hobby or pastime. This activity requires a considerable amount of physical movement and exertion, which helps in maintaining strength, flexibility, and coordination in various muscles and joints throughout the body. Beyond the physical benefits, gardening also fosters a deep and meaningful connection to nature and the outdoors,



offering mental relaxation, a sense of accomplishment, and emotional well-being.

➔ Waking up with the first ray of sun:

Exposure to morning sunlight assists in the regulation of the circadian rhythm, improves sleep quality, and promotes hormonal balance. Additionally, it increases vitamin D levels in the body, which is crucial for both bone health and immune system function. Rising early can facilitate day planning, resulting in a more productive and structured day.

● Mental and Spiritual Well-Being

Mental and spiritual well-being are essential for a balanced and fulfilling life. Mental well-being involves managing stress, maintaining a positive outlook, and building strong relationships. Spiritual well-being, on the other hand, connects us to a deeper sense of purpose, peace, and inner strength—whether through faith, nature, meditation, or reflection. Together, they help us navigate life's challenges with resilience and clarity.

➔ Ikigai and Gratitude Practice:

The sense of purpose, known as ikigai, encompasses a wide-ranging idea; it pertains to what adds value and happiness to life: This includes individuals, such as children or friends, as well as activities like work and hobbies. Ikigai has demonstrated significant effects in reducing stress-related hormones, improving mental health, and increasing overall longevity. Furthermore, expressing gratitude has been linked to improved cognitive function, a claim now supported by neuroscience.



Health Zone



➔ Deep Breathing or Misogi Ritual:

Misogi, which translates to 'water cleansing', is a time-honored Japanese tradition that focuses on purifying the mind, body, and spirit through both physical and mental challenges. This practice is regarded as advantageous for alleviating stress, decreasing blood pressure, improving oxygen flow to the cells, and enhancing overall energy and health. Within the samurai tradition, it aids warriors in developing mental clarity and achieving a more profound self-awareness by challenging their limits.

➔ Forest Bathing, Shinrin-Yoku:

Shinrin-yoku reduces stress, enhances immunity, and calms the mind. When paired with mindful sleep hygiene, it offers sufficient restoration and cellular repair to maintain youthfulness. Inhale the fresh, aromatic air and immerse yourself in the visual beauty of the textured ground and the silhouettes of the leaves above, which encourages the release of the body's happy hormones, thereby keeping stress at bay.

● Dietary and Eating Practices

Healthy dietary and eating practices are key to overall well-being. Eating a balanced diet rich in fruits, vegetables, whole grains, and lean proteins provides the body with essential nutrients. It's important to eat mindfully, avoid overeating, and limit processed foods, sugar, and unhealthy fats. Staying hydrated and maintaining regular meal times also support better digestion and energy levels. Good eating habits can prevent many health issues and promote long-term vitality. The conventional Japanese diet, referred to as Washoku, plays a crucial role in promoting a healthy lifestyle. Its primary characteristics consist of:

➔ Hara Hachi Bu:

This principle from Confucianism, observed by the inhabitants of Okinawa—a region recognized as a "Blue Zone" for its remarkable longevity—suggests that one should eat until feeling only 80% full. This practice encourages portion control and mindful eating, which helps to avoid overindulgence, enhances digestion, and lowers the likelihood of metabolic disorders.

➔ Balance and variety:

The traditional ichiju-sansai meal structure, which translates to "one soup and three dishes," emphasizes balance and variety in every meal. This approach ensures a well-rounded intake of essential nutrients by combining smaller, thoughtfully prepared portions. Meals typically include a bowl of rice, a soup (often miso-based), a main protein dish, and two side dishes. These dishes are rich in seasonal vegetables, fresh fish, fermented foods, and plant-based proteins like tofu and natto.

➔ Intake of Green Tea:

Regular consumption of green tea can assist in reducing body



inflammation and protecting our skin from cellular damage. Rich in polyphenols and essential antioxidants, green tea inhibits melanin production, serves as a powerful antioxidant, and has been associated with improved heart health and a lower risk of specific diseases, as well as visible signs of aging.

➔ Consuming Seasonal Vegetables:

It is widely recognized that adhering to a green diet is crucial for the body, as it supplies essential vitamins, minerals, and antioxidants. These nutrients help to fight oxidative stress and reduce inflammation, both of which are factors associated with aging and various diseases.

➔ Adding More Fermented Foods to the Diet:

Japanese individuals frequently consume a variety of fermented foods, including miso, natto, and pickled vegetables, to promote a healthy gut microbiome. A well-functioning gut enhances digestion, strengthens the immune system, and contributes to maintaining youthful and healthy skin. In addition to the physical advantages of fermented foods, they also play a role in supporting mental well-being.

Conclusion

Japanese longevity is not a matter of chance, but the result of intentional, harmonious living rooted in tradition, mindfulness, and simplicity. From an active lifestyle and nutrient-rich diet to spiritual practices and community support, these rituals reflect a holistic approach to health and aging. Each practice—whether it's mindful eating, daily movement, or forest bathing—works together to support both physical and mental vitality. By adopting even a few of these time-tested habits, individuals worldwide can cultivate resilience, slow the aging process, and enhance their overall well-being. In essence, the Japanese way of aging gracefully is a testament to the power of balance, purpose, and consistent self-care.

(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.)



HUSTLING HACKS



HOW TO BEAT THE 6 TYPES OF PROCRASTINATION

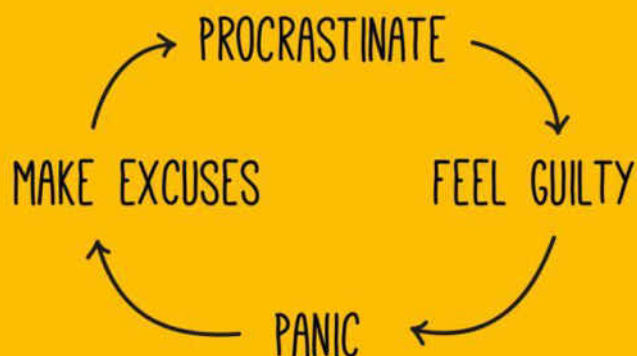
Ever found yourself scrolling endlessly through your phone, fully aware there's something important you should be doing? You're not alone. This familiar trap is called procrastination. It's the act of delaying tasks, even when we know it might hurt us later. Common yet powerful, procrastination sneaks into daily routines, stalling progress. Whether it's postponing a work deadline or skipping a workout, the consequences can ripple through both personal and professional life.

What makes it Procrastination?

Not all delays count as procrastination. Sometimes, we postpone tasks for genuine reasons. But when we delay something without any valid cause, that's the first warning sign. Procrastination starts with unnecessary delay, putting off a task even when nothing is really stopping us. What makes it worse is the awareness that this delay could lead to negative consequences. It might mean missing a deadline, getting a poor grade, or dealing with the stress of a last-minute rush. Still, we delay.

Often, this is followed by a subtle shift. We replace important tasks with easier, less meaningful ones. Suddenly, scrolling through social media or cleaning the desk feels more urgent than finishing that project. All of it is wrapped in the familiar thought, "I'll do it later." That phrase seems harmless, but over time it builds a dangerous habit. This is how procrastination slowly turns from a random delay into a repeated cycle.

THE PROCRASTINATION CYCLE



The 6 Types of Procrastination

Now that we've uncovered how procrastination takes shape, it's time to understand why we do it. Surprisingly, procrastination isn't one-size-fits-all. It shows up in different ways for different people, often shaped by mindset, habits, and emotional triggers. Recognizing your type can be a powerful first step toward overcoming it. Here are six common types of procrastinators:

1. The Perfectionist

Perfectionists often delay getting started because they're waiting for the "right" time, the "best" idea, or the perfect version of the task to reveal itself. The fear of producing anything less than flawless becomes paralyzing. For example, someone might keep rewriting the introduction to a paper, never getting past the first paragraph. The irony? In chasing perfection, nothing ever gets done.

2. The Avoider

Avoiders procrastinate because facing the task makes them uncomfortable. This might be due to fear of failure, fear of judgment, or even fear of success which refers to increased expectations, or unwanted attention. The task feels emotionally heavy, so it's easier to ignore it. Think of someone who avoids opening emails because they worry about bad news or criticism. In the short term, avoiding brings relief but long term, it adds more stress.

3. The Thrill-Seeker

This type thrives on the adrenaline rush of doing everything at the last minute. They believe they perform better under pressure, so they intentionally delay starting tasks. While the pressure might bring a burst of focus, it also increases risk—mistakes, burnout, and missed opportunities. A student who starts studying the night before an exam might get by, but they rarely do their best work.

4. The Self-Doubter

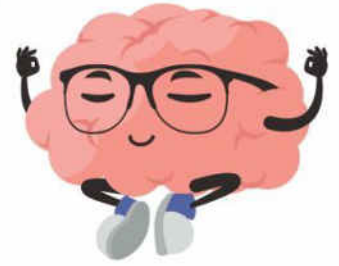
Self-doubters are held back by a lack of confidence. They question whether they're capable, smart enough, or skilled enough to complete the task. Instead of facing the possibility of failure, they hesitate to even begin. For example, someone might keep putting off applying for jobs because they don't believe they're qualified, even when they are. Their inner critic becomes their biggest obstacle.

5. The Dreamer

Dreamers love to imagine big goals and creative ideas, but they struggle to take practical steps. Planning feels fun and inspiring, but execution feels overwhelming or boring. A dreamer might spend hours outlining a business idea or writing about their future goals, but never take the first real action. Their vision stays in their mind instead of becoming reality.



HUSTLING HACKS



6. The Busy Bee

Busy Bees don't look like typical procrastinators, they're always doing something. But here's the trick: they focus on low-priority tasks to avoid the important ones. They convince themselves they're being productive, when in fact they're avoiding what really matters. For instance, they'll organize their workspace, reply to emails, and make endless to-do lists, while ignoring the actual project that needs their full attention.

Each of these types reflects a different internal struggle. Some are driven by fear, others by distraction or habit. But the good news is this: once you recognize your pattern, you can start breaking it.

Why Do We Procrastinate?

Procrastination often stems from deeper psychological triggers rather than simple laziness. One of the most common is fear of failure, when the possibility of making a mistake feels more threatening than not trying at all. This fear quietly convinces us to avoid rather than act. Then there's lack of motivation, especially for tasks that feel dull, overly challenging, or disconnected from our personal goals.

Another subtle trigger is decision fatigue. When our brains are overloaded with choices throughout the day, we delay action just to avoid making another decision. On top of that, constant distractions, like phones and notifications, make it even easier to shift focus away from what truly matters.

Sometimes, procrastination offers a brief sense of relief, like a break from pressure. But that escape is short-lived. The task still waits, and the stress only grows stronger the longer we avoid it.

Practical Strategies to Overcome Each Type of Procrastination

Understanding your procrastination style is only the first step. The real change begins when you match that awareness with the right strategies. Here's how each type can start making progress:

• For the Perfectionist

Start by setting realistic goals, aim for "done" instead of "perfect." Remind yourself that progress matters more than perfection. Allow small imperfections as part of learning and growth. Celebrate finishing, even if it's not perfect.

• For the Avoider

Avoiders benefit from breaking big tasks into smaller, less intimidating steps. When a task feels overwhelming, the brain wants to escape. Instead, focus on the first tiny step. Completing one small part builds momentum and makes the task feel more manageable.

• For the Thrill-Seeker

Thrill-seekers should create structured deadlines with built-in accountability. Try setting personal cut-off dates ahead of real deadlines and share them with someone who can check in. This keeps the excitement of a challenge without risking a crash at the end.

• For the Self-Doubter

Self-doubters must focus on building confidence through action. Start with tasks you're comfortable with to build trust in your abilities. Accept that failure is a normal part of learning. Instead of fearing mistakes, see them as feedback.

• For the Dreamer

Dreamers need to turn their visions into concrete action plans. Set timelines, break down ideas into steps, and track progress. Use tools like checklists or planners to stay grounded in execution, not just imagination.

• For the Busy Bee

Busy Bees should prioritize ruthlessly. Focus on tasks that truly matter and stop using busyness as a shield. Learn to say no, and ask yourself, "Is this moving me forward, or just filling time?"

How Seafarers Can Benefit from Beating Procrastination

For seafarers, the isolated and unsupervised nature of life at sea can make procrastination even more tempting. Without structured schedules, managing time becomes crucial. Creating daily routines helps maintain focus and discipline, especially during long voyages where monotony sets in. Staying productive by setting personal goals like learning a new skill or revising safety protocols can enhance both competence and confidence. Beating procrastination also supports better physical and mental health by encouraging regular exercise, healthy sleep, and active engagement. For those working in remote, high-responsibility environments, self-discipline isn't just helpful, it's essential.



Conclusion

Overcoming procrastination isn't about perfection, it's about progress. For seafarers and anyone facing daily challenges, taking that first small step can lead to lasting change. With consistency and self-awareness, habits improve, focus sharpens, and personal growth accelerates. Start today. Even the smallest action is a move in the right direction.

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

NEWS UPDATE FOR ONBOARD CREW



AIR TRAVEL BETWEEN INDIA AND CHINA HAS RECOMMENCED AFTER A FIVE-YEAR HIATUS: INDIGO HAS LAUNCHED ITS KOLKATA-GUANGZHOU FLIGHT, MARKING THE FIRST SERVICE SINCE 2020

KOLKATA: Monica Liu is deeply connected to Beijing, the 'Tangra-style' Chinese restaurant that serves as the vibrant center in Kolkata's Chinatown. For the first time in five years, she found herself on a direct flight from her home city to the land of her ancestors. Liu was among the initial group of 176 passengers to board IndiGo's revived Kolkata-Guangzhou flight, which has restored direct air connectivity between India and China, disrupted by the Covid pandemic and further strained by diplomatic tensions following border clashes in 2020. For someone who previously traveled frequently between the two nations to visit family, the wait felt much longer than five years for Liu. "I am flying to reunite with some of my relatives back in China. I used to fly regularly between Kolkata and China before Covid. Now that direct flights are available again, I am eager to resume my travels," she stated. The Airbus A320 Neo took off at 10pm, just over two weeks before IndiGo is set to launch its Delhi-Guangzhou service on November 10. China Eastern Airlines is also expected to restart its Shanghai-Delhi flight. Previously, more than 40 weekly flights connected Indian metropolitan areas with Shanghai, Guangzhou, and Kunming, all of which were suspended in 2020. The Union government's decision to reopen tourist visas for Chinese nationals has facilitated the resumption of flights, with Delhi and Beijing agreeing in principle to restore air services during Foreign

Secretary Vikram Misri's visit. Prime Minister Narendra Modi's trip to China, his first in seven years, emphasized the importance of viewing the two nations as partners in development rather than rivals. For Arjun Gupta, a businessman from New Town who operates a restaurant and electronics business in China, the return of direct flights means significant savings in both time and money. "For the past five years, we had to take a longer route via Delhi and Bangkok to reach China. This was not only exhausting but also very expensive. I had to restrict my travels. This non-stop flight lasts merely three and a half hours and is significantly more affordable. Pinal Gandhi traveled from Ahmedabad specifically to board the inaugural flight. This is the most advantageous development for my business. I need to travel to China frequently due to a business expansion. IndiGo's chief executive, Pieter Elbers, stated, this will once again facilitate the smooth movement of individuals, goods, and ideas, while also enhancing the bilateral relationship between two of the world's most populous nations and rapidly growing economies. With this crucial advancement, we are considering the introduction of additional direct flights to China. Kolkata airport director Pravat Ranjan Beuria, along with several senior IndiGo officials, participated in a ceremony prior to departure, during which Liu ignited a ceremonial lamp.

47TH ASEAN SUMMIT: DONALD TRUMP'S ASIA TOUR, PM MODI'S VIRTUAL PRESENCE, CAMBODIA-THAILAND PEACE DEAL & MORE- HERE'S WHAT TO EXPECT

Leaders from various Southeast Asian nations and other regions are gathering in Kuala Lumpur for the 47th ASEAN Summit, a biannual event that emphasizes the bloc's increasing economic and strategic importance. This year's summit is especially significant as East Timor becomes ASEAN's 11th member, marking the first expansion of the organization since the 1990s. The summit will feature discussions on regional security, economic integration, climate action, and conflict resolution, with involvement from major global powers such as the United States, China, Japan, India, and Australia.

A significant milestone

East Timor, referred to as Timor Leste, was officially welcomed into Asean during a ceremonial flag-raising event held in Kuala Lumpur. Prime Minister Xanana Gusmao described it as a "dream come true" for the emerging nation, highlighting the potential for economic development, trade opportunities, and the empowerment of its youth. With a population of 1.4 million and a GDP of approximately \$2 billion, East Timor now has access to Asean's economic bloc of 680 million people and a market valued at \$3.8 trillion. Experts suggest that its membership signifies ASEAN's dedication to inclusivity and flexibility in response to

global geopolitical changes.

Regional security and the peace agreement between Cambodia and Thailand

The summit occurs following heightened tensions earlier this year between Cambodia and Thailand regarding their long-contested border. With the mediation of Malaysia, both countries reached a ceasefire in July, and they have now formalized a peace agreement during the summit. US President Donald Trump, along with other ASEAN leaders, observed the ceremony. The agreement emphasizes land demarcation, the restoration of boundary markers, and the establishment of mechanisms to avert future conflicts, highlighting ASEAN's function as a forum for the peaceful resolution of regional disputes.

Trump arrives in Kuala Lumpur for summit

US President Donald Trump touched down in Kuala Lumpur, marking his inaugural trip to Asia since his return to the White House. This visit underscores the strategic interests of the United States in Southeast Asia, particularly in light of the increasing influence of China.



Greeted with ceremonial splendor and public excitement, Trump was observed dancing on the red carpet as he disembarked from Air Force 1, prior to proceeding to the summit location. Additionally, he is anticipated to engage in discussions with Chinese President Xi Jinping during his extensive regional tour, highlighting Asean's significance as a vital center in Washington's Indo-Pacific strategy. This marks Trump's first presidential visit to Kuala Lumpur, with his aircraft being escorted on its final approach by two Malaysian F18 jets.

PM Modi to attend virtually

Prime Minister Narendra Modi declared that he will not be present at the 47th ASEAN Summit in Kuala Lumpur in person, opting instead for virtual participation, which eliminates the possibility of a meeting with US President Donald Trump due to Diwali festivities. "I respect his decision and have conveyed my wishes for a joyful Deepavali to him and all the people of India," stated Prime Minister Anwar Ibrahim. Economic and strategic agenda Beyond conflict resolution, the summit will emphasize economic integration, regional trade, and investment prospects. ASEAN leaders aim to bolster supply-chain resilience, advance the digital economy, and promote sustainable growth. The bloc's discussions with key partners—including China, India, Japan, and Australia—will address matters such as climate change, infrastructure development, and regional security, while balancing relations between the US and China in a highly interconnected economic environment. Geopolitical crossroad ASEAN's consensus-driven methodology, often referred to as the "ASEAN Way," has faced challenges from recent crises, including

the conflicts in Myanmar and concerns regarding cybercrime. This summit is anticipated to strengthen the bloc's dedication to regional cooperation and stability, while managing the competing interests of global powers. Analysts suggest that the inclusion of East Timor and the successful mediation between Cambodia and Thailand illustrate ASEAN's growing ability to tackle both internal and external challenges.

Malaysia's caution regarding neutrality

Malaysian Foreign Minister Mohamad Hasan cautioned his Southeast Asian colleagues that the region's capacity for neutrality is diminishing in light of escalating competition among major powers, coinciding with Trump's inaugural visit to Asia since his return to the White House. The meeting acted as a precursor to the upcoming annual Association of Southeast Asian Nations (ASEAN) summit, set to commence in Kuala Lumpur, followed by two days of high-level interactions with significant partners including China, Japan, India, Australia, Russia, South Korea, and the United States. It is anticipated that leaders will concentrate on issues of regional security, economic resilience, and maritime disputes, with US tariffs and evolving global trade dynamics overshadowing the discussions. "As the global environment increasingly leans towards rivalry instead of agreement, and division rather than dialogue, ASEAN finds itself at a pivotal moment," Hasan expressed to his counterparts. "Our capacity for neutrality and centrality is constricting, especially in domains such as trade, technology, and regional security frameworks," he continued. "We must persist in being the voices rather than the voiceless."

LVM-3, SCHEDULED TO DEPLOY A SATELLITE FOR THE NAVY ON NOVEMBER 2, HAS BEEN TRANSPORTED TO THE LAUNCHPAD

Isro transported the LVM-3 launch vehicle to the launchpad in Sriharikota, where it is set to launch the CMS-03 or Gsat-7R satellite intended for the Indian Navy. The launch, originally anticipated for late 2024, has been postponed. The satellite will utilize multiple frequency bands to facilitate the transmission of voice, video, and data among naval vessels, submarines, and aircraft, thereby enhancing India's maritime defense capabilities. This mission marks the fifth operational flight of the rocket, which will take off from the Satish Dhawan Space Centre (SDSC) carrying a 4,400kg payload, making it the heaviest communication satellite ever launched to the Geosynchronous Transfer Orbit (GTO) from Indian territory. "CMS-03 is a multi-band communication satellite designed to offer services across a vast

oceanic area, including the Indian landmass.

The LVM3 mission successfully launched the Chandrayaan-3 mission, which made India the first nation to land near the lunar south pole," stated Isro. With the LVM-3 now positioned on the launchpad, Isro has initiated pre-launch activities for the mission, which had been closely monitored due to cyclone forecasts. "The cyclone's trajectory has shifted, and we are now prepared for a launch on November 2," a source indicated. As per the reports, Isro was targeting a second launch on November 2. Following the CMS-03 launch, Isro plans to conduct another LVM-3 mission to deploy the US private communication satellite Bluebird. "We are aiming for the first week of December," Narayanan informed.

WAGE-BASED H-1B SELECTION: THE AMERICAN HOSPITAL ASSOCIATION INDICATES THAT RURAL HOSPITALS WILL EXPERIENCE NEGATIVE IMPACTS

As the United States prepares to transition to a wage-based selection process for H-1B visas and has solicited feedback from stakeholders, the American Hospital Association has notified the Department of Homeland Security that rural hospitals could be adversely affected by the proposed modifications to H-1B selection. The H-1B visa program permits companies to recruit skilled individuals from abroad, including healthcare professionals, with selections made via a random lottery system. However, the current administration intends to

shift towards a method where companies offering higher wages will have the greatest likelihood of securing skilled labor from foreign nations. Although the objective of this proposed selection method is to protect entry-level technology positions from foreign competition, the AHA contends that rural hospitals may be disadvantaged due to their inability to provide competitive wages, resulting in a diminished opportunity to attract foreign healthcare workers.



"Foreign-trained medical professionals do not replace American workers. Rather, they are vital in enhancing the health of the communities served by our hospitals. They possess high qualifications and must comply with our nation's educational standards, English proficiency, and state licensing requirements," it noted.

The association stated that H-1B visa holders in the health care sector are compensated according to their experience in the United States, which is frequently non-existent, despite their prior employment in other countries. "The proposed weighted selection process could be particularly harmful to rural and underserved regions. Hospitals and health systems in these areas encounter significant financial challenges, which limit their capacity to offer

higher salaries that might enhance their chances of obtaining H-1B visas through a weighted selection process," they remarked. In the suggested weighted selection, there are four tiers:

1. Level 4: Highest-paying positions, which will receive four entries in the lottery;
 2. Level 3: Three entries;
 3. Level 2: Two entries;
 4. Level 1: Lowest-paying positions, which will receive one entry.
- The AHA has recommended that all health care professionals be classified as level 4 to ensure that hospitals receive their fair share of H-1B health care workers.

JAPAN HAS SUCCESSFULLY LAUNCHED A NEW CARGO SPACECRAFT INTENDED TO TRANSPORT SUPPLIES TO THE INTERNATIONAL SPACE STATION

Japan's space agency successfully launched its most powerful flagship H3 rocket, which is carrying a newly developed unmanned cargo spacecraft for its inaugural mission to supply the International Space Station. The Japan Aerospace Exploration Agency announced that the HTV-X1 spacecraft successfully lifted off from Japan's Tanegashima Space Center, located in the southern part of the country, atop the No. 7 H3 rocket, and confirmed that it entered the designated orbit 14 minutes post-liftoff. According to JAXA, the spacecraft was separated and positioned into its planned orbit. If all proceeds as expected, it should reach the ISS to deliver its supplies.

Japanese astronaut Kimiya Yui, who is currently aboard the ISS, is scheduled to capture the craft using a robotic arm. The HTV-X serves as the successor to JAXA's unmanned H-II Transfer Vehicle, known as Kounotori, which translates to 'stork' in Japanese, and which successfully completed nine missions to the ISS from 2009 to 2020. The newly developed freighter is capable of transporting a larger payload and providing power during flight, which facilitates the transportation of laboratory samples that necessitate low-temperature storage.

The HTV-X is engineered to connect with the International Space Station (ISS) for a duration of up to six months, allowing for the delivery of supplies and the collection of waste from the ISS. Following this, it will undertake technical missions while performing an orbital flight for an additional three months after

departing from the station.

The launch also signifies a successful introduction of the most powerful variant of the H3 rocket, which features four boosters and an enlarged fairing, along with a top compartment designated for payloads, as stated by officials. JAXA President Hiroshi Yamakawa referred to the launch as "a significant advancement" that showcased Japan's ability to transport supplies to space, which he described as "the foundation of autonomous space operations."

Iwao Igarashi, who leads the Space Business Department at Mitsubishi Heavy Industries and is responsible for the development of the H3 in collaboration with JAXA and the management of rocket launches, remarked that Japan's history of punctual launches and precision in payload delivery, combined with the newly enhanced rocket, demonstrates their capacity to meet a variety of customer requirements. He also mentioned that his company intends to broaden its launch facilities.

The H3 rocket takes the place of Japan's cherished H-2A rocket, which completed its last flight in June. This new flagship model is intended to be more cost-effective in the international space market. To date, the H3 has achieved six consecutive successful flights following a failed inaugural attempt in 2023, during which the rocket was destroyed along with its payload. Japan considers a reliable and commercially viable space transportation capability essential for its space program and national security.

IN PAN-INDIA SIR, NO NEED FOR DOCUMENTS AT ENUMERATION STAGE

In a departure from norms followed during Bihar SIR, EC has dispensed with the need for electors to submit documents at enumeration stage of pan-India SIR exercise. No document is to be collected from electors during enumeration phase. An elector who could not be linked with previous SIR will be served a notice by electoral registration officer (ERO) to ascertain eligibility as per criteria laid down in Article 326 of the Constitution. The elector will be required to submit any one of the 11 indicative documents, which remain same as those sought in Bihar, to prove citizenship as per Citizenship Act.

Aadhaar will be accepted but only as proof of identity, in line with EC's instructions dated Sept 9. ERO will be competent to rely on any other alternative document submitted by the elector. The enumeration form has also been modified to capture details of entries of the elector or his parent/relative from the roll from last

SIR undertaken from 2002-04. It will have fields like the elector or his relative's name, EPIC no. (if available), relationship to the relative district, state and assembly constituency details.

During house-to-house visits, BLOs will carry at least 30 blank Form 6 along with blank declaration forms, for the benefit of anyone who seeks to enroll as a new elector. EROs shall also invite advance applications for subsequent qualifying dates, that is April 1, July 1 and Oct 1 of 2026, while publishing notice for draft publication. Pan-India SIR duration (103 days) will exceed that of Bihar SIR (98 days) by five days.

Polling stations shall also be rationalized, with maximum 1200 voters each, by Dec 4. Draft roll is scheduled to be published on Dec 9, and claims and objections will be accepted till Jan 8 and settled by Jan 31, 2026. Final roll shall be published on Feb 7, 2026.

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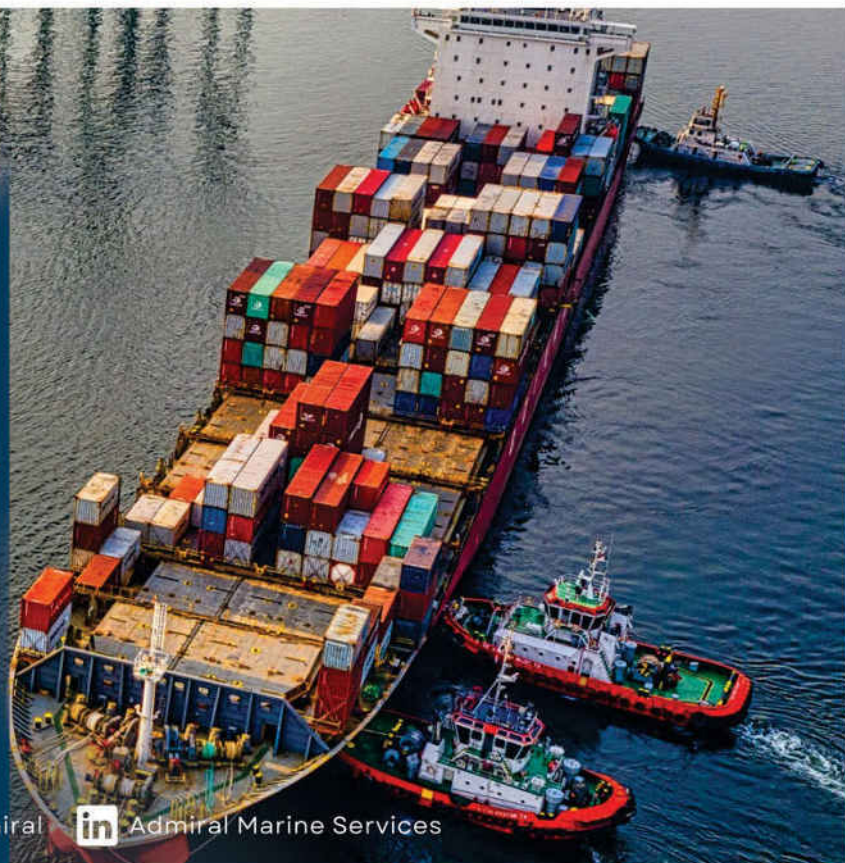
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COCHIN SHIPYARD LIMITED

(भारत सरकार का उद्योग)

(A GOVERNMENT OF INDIA ENTERPRISE)
Category I Miniratna Company



MARINE ENGINEERING TRAINING INSTITUTE (METI)

APPROVED BY D.G. SHIPPING

SPONSORING COMPANIES - MAERSK (10) MMSI (05), D'AMICO (10), WILHELMSSEN & SIMA MARINE (15)



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

Eligibility: B.Tech (Mech/Naval Arch/Marine) >60%
28 yrs as on 01/01/2026
Max age: 28 yrs as on 01/01/2026
Last date of application: 15th Nov 2025
Exam date: 23rd Nov 2025
Venue of exam: CSL METI
Preferred age for MMSI and D'Amico: <23 yrs as on 01/01/2026
No of seats: 40
Batch start date: 1st Jan 2026
Passport: Compulsory
Education loan facility by IDBI bank



100% placement opportunity

Collaboration with:



Contact: Vigyana Sagar, Girinagar, Kochi - 682 020
Ph: 0484-4011596, 8129823739
Email: meti.admnoff@cochinshipyard.in, metihod@cochinshipyard.in
Web: <https://www.cslmeti.in>



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



QUALITY | SAFETY | SECURITY | ENVIRONMENTAL PROTECTION

Established with the Vision to be the forerunner in providing Ship Management Solutions.

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

FOR OUR EXPANDING POOL OF VLCCs / SUEZMAXs

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

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

"US VISA MANDATORY FOR ALL RANKS"

RATINGS:

BOSUN, AB, PUMPMAN, FITTERS & CHIEF COOK
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For employment prospects with us please contact our wholly owned subsidiary India (Manning Office)
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RPSL NO: 162270 | Issue Date: 23.09.2024 | Valid till: 23.09.2029

URGENT REQUIREMENTS OF OFFICERS AND CREW FOR BULK CARRIER VESSELS (PANAMAX / CAPESIZE) AND CRUDE OIL TANKER:

Master / Chief Officer / Chief Engineer / 2nd Engineer
2nd Officer / 3rd Officer / 3rd Engineer / 4th Engineer
Electrical Officer / Pumpman / Bosun
AB & Oiler (With COP) / Engine & Deck Fitter / Cook / GS

Candidates must have 2-3 contracts' rank experience on similar type of ship. Any National COC is acceptable. Salary as per market standards.

Interested candidates please share CVs to :
manning@auburnships.com
Please directly contact us on: +91 77383 90219
We do not have any agency services.

ADDRESS: F 305, Tower 2 L&T Seawoods Grand Central, Nerul West, Seawoods, Navi Mumbai, Maharashtra 400706.

Log on to : www.seajob.net



ABB Ship Management Pvt. Ltd.

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

URGENT REQUIREMENTS:

OIL TANKER - (COPT)

Master, CO, CE, 2E, 3E, 4E, ETO
Pumpman, Bosun, AB, Oiler,
Engine Fitter, Cook

GAS TANKER

Master, CE, CO, 20, 30, 2E, 3E, ETO
(COC holders - Indian / UK /
Singapore / Malaysian)
Bosun, AB, Oiler, Engine Fitter

MR TANKER

(INDIAN FLAG)

Master, CE, CO, 2E, 3E, 4E
Pumpman, AB, Oiler, Engine Fitter

CREW BOATS

(OPERATING IN ADNOC, SAUDI ARAMCO, UAE)

NWKO, NCV Class IV, AB,
Oiler, Cook

INDIAN COASTAL TUG

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

INDIAN FLAG VESSELS

- AFRAMAX TANKER,

BULK CARRIER, CONTAINER,

DP VESSELS

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

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
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- ▶ Hydraulic & Pneumatic Equipments
- ▶ Moulded Rubber Products
- ▶ Turbo Chargers
- ▶ Gaskets

FLAG STATE DOCUMENTATION:

Panama - Honduras - Liberia - Palau - St. Kitts & Nevis - Marshall Islands - Tuvalu flag

SEND YOUR APPLICATION BY EMAIL TO:

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

(Flag State Documentation) : docs@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 / 9967213647 Tel No.: 022- 4606 9061 / 4606 9062



AGENCY

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



APOLLO CREW MANAGEMENT INDIA PVT. LTD.

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

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

VACANCIES

OIL - CHEMICAL TANKERS / BULK CARRIERS / GAS CARRIERS

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

- | | | |
|-----------------|----------------------|---------------------------|
| ◆ Master | ◆ Chief Engineer | ◆ Pumpman |
| ◆ Chief Officer | ◆ 2nd Engineer | ◆ AB (with Indian COP) |
| ◆ 2nd Officer | ◆ 3rd Engineer | ◆ Oiler (with Indian COP) |
| ◆ 3rd Officer | ◆ 4th Engineer | ◆ Chief Cook (with COC) |
| | ◆ Electrical Officer | |

VACANCY FOR LPG TECHNICAL SUPERINTENDENT IN OUR KOCHI OFFICE

Experienced Technical Superintendent / Sailing CE /
2E with Class 1 COC also welcome to apply.
DF (Dual Fuel Engine) experience preferred.

CONTACT US:

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

Email Id- crewmanagement.india@apollomaritimetimegroup.com

Mumbai Office

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

Kochi Office

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

Vizag Office

Door 28-2-47, 1st Floor,
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WE DO NOT HAVE ANY AGENTS OR REPRESENTATIVES

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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 FITTER with W/K
for LPG Tanker.**
US Visa is Mandatory.

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- ⇒ To ensure efficient and economical supply of spares, stores and services to the assets as member of the shore based fleet team, in order to support, continued and efficient asset operations.
- ⇒ Pricing of Spares, Stores and Services.
- ⇒ Ordering of Spares, Stores and Services.
- ⇒ Asset Supply.

FLEET PERSONNEL OFFICER:

- ⇒ Should have previous experience in crewing operations.
- ⇒ Previous experience as a personnel officer or in a similar role with strong organization and communication skills.
- ⇒ Fluency in English (written and oral).

*Female Seafarers Are Also Welcome***Exmar Shipmanagement India Pvt. Ltd.**501, Powai Plaza Premises, Hiranandani Gardens,
Powai, Mumbai - 400076.**Tel: +91-22-66424444**Apply in person or send your application by
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Visit our website:

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RPSL-MUM-065 / Date of Expiry 01 Sept 2026
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- * Timely Relief And Assignments
- * 24 X 7 Medical support onboard by MedSea

IMMEDIATE VACANCIES FOR:

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

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

NEW OFFICE ADDRESS wef 1st April 2024

K LINE SHIP MANAGEMENT (INDIA) PVT. LTD.

Marathon Futurex, Mafatlal Mills Compound,
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Email: all.users@klsmmumbai.com

NOTICE

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www.klsmindia.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**
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CAREER WITH OUR
FAST-GROWING FLEET.**

**WE MANAGE A FLEET
OF OVER 40 BULK
CARRIERS ON THE WHOLE,
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YOGITA- 8828011486 / SANDHYA- 7710043784

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

WEBSITE: www.albamarine.in

Log on to : www.seajob.net



Blackhull

MARITIME SERVICES PRIVATE LIMITED

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

REQUIREMENTS FOR OUR EXPANDING FLEET

FOR TANKERS:

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

FOR LPG TANKERS - Ammonia Carriers:

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

FOR BULK:

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

FOR CONTAINERS - 2000 TEU:

MASTER, CHIEF ENGINEER,
CHIEF OFFICER, 2ND ENGINEER
ALL RATINGS

BENEFITS FOR OUR SEAFARERS:

- 👉 **Excellent Wages:** Competitive pay to recognize your dedication and skills.
- 👉 **Safety at Work:** Commitment to a safe and secure working environment.
- 👉 **Timely Relief:** Prompt crew changes to ensure well-being and rest.
- 👉 **Free Internet Onboard:** Stay connected with loved ones across the entire fleet.
- 👉 **Timely Re-Employment:** Assurance of continuous employment opportunities.
- 👉 **Performance Bonus:** Rewards for your hard work and outstanding performance.

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NEXT CAREER JOURNEY?**

**JOIN US TO ACHIEVE
YOUR PROFESSIONAL
GOALS!**



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- 👉 **Bulk Carriers** - 6 vessels (Supramax)
- 👉 **Containers** - 6 vessels (2000 TEU)

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📍 OFFICE NO. 1201, CBD 61 FOUR, PLOT NO. - 12, SECTOR - 15, CBD BELAPUR, NAVI MUMBAI - 400614.

We do not have any agents or brokers acting on behalf of our company. Please be aware of fraudulent job offers that misuse our name. If you encounter any such scams, report them to us immediately. Your safety and trust are our top priorities.



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Requirements for following ranks:

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Mr. Satish Kadam

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Requirements in Ownership Company!

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We are now on the lookout for skilled seafarers to takeover the yard delivery of cutting-edge chemical tankers equipped with **stainless steel** tanks from prestigious **Japanese yards**.

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Chemical Tankers YARD DELIVERY TAKEOVERS 2025 Built : ME - C Engine / ME - B Engine

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

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

ARYA TANKERS PVT. LTD.

URGENT REQUIREMENTS FOR OUR OIL/CHEMICAL TANKERS

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

URGENT REQUIREMENTS FOR OUR OIL PRODUCT TANKERS

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

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REGISTERED OFFICE:

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d'Amico Ship Ishima India Pvt. Ltd.

RPSL-MUM-030

Issue date: 20.04.2021

Valid till: 20.04.2026

MASSA MEMBER

URGENT REQUIREMENTS

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

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

WE URGENTLY REQUIRE FOR OUR BULK FLEET VESSEL

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

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

WE HAVE NO AGENTS IN INDIA.



FLEET PERFORMANCE ANALYST, MUMBAI

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

Contact - recruit.in@damicoishima.com

TECHNICAL SUPERINTENDENT, MUMBAI

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

Contact - recruit.in@damicoishima.com

VESSEL IT SUPPORT OPERATOR, MUMBAI - ANDHERI

(0 - 6 years' exp.; maritime exp. preferred - 2 nos. vacancy)

Skills Required: IT support/engineering/helpdesk; English communication.

Key Responsibilities:

- You will be the first point of contact for all the software and hardware installation on the vessel for smooth communication/satellites and operations.
- You will be part of the Daily ICT Support Team to provide technical support for users' onboard IT infrastructure and communications on the vessels worldwide.
- You will respond to queries from onboard users via telephone, email, chat room, or instant message, remotely, and identify technical problems and possible solutions.
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RPSL NO. MUM-146

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

URGENT REQUIREMENTS:

EXPERIENCED STAFF
WITH RELEVANT VESSEL EXPERIENCE

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

MASTER
CHIEF OFFICER
SECOND OFFICER
THIRD OFFICER

CHIEF ENGINEER
SECOND ENGINEER
THIRD ENGINEER
FOURTH ENGINEER
ELECTRICAL OFFICER

FOR HARBOUR TUG

(Requirements For Operating On West Coast Of India)

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

SECOND ENGINEER
With Class IV CoC (Indian)

SHORE JOB - MUMBAI

TRAINING SUPERINTENDENT

With Training & Sailing Experience on Tankers

MARINE SUPERINTENDENT

With experience of handling
Chemical Tankers



KINDLY CONTACT IMMEDIATELY / FORWARD RESUME

AT MUMBAI:

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

AT GURUGRAM:

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

WE HAVE NO AGENTS IN INDIA.

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CASPIA SHIP MANAGEMENT PVT. LTD.
RPSL-MUM-162206 | Valid from 16/02/2024 Till 16/02/2029



WE REQUIRE

Oil/Chem Tankers	Container
➤ Chief Engineer	➤ Chief Officer
➤ Second Engineer	➤ Second Engineer
➤ ETO	➤ Fourth Engineer
Bulk Carrier (Takeover)	VLGC/LPG
➤ All Ranks	➤ Master
Offshore (OSV/AHTS/Crew Boat)	➤ Chief Engineer
➤ All Ranks	➤ Second Engineer
	➤ Third Engineer

CONTACT
Ms. Mansi:
+91 8169460864 (Oil/Chem & Container)
Ms. Priyanka:
+91 8169460851 (Oil/Chem & Gas)
Mr. Pankaj: +91 8169775914 (Gas)
✉ cv@caspiaship.com

F-301 / 302, Tower 2, Seawood Grand Central, Plot R1, Sector 40, Nerul, Navi Mumbai, Maharashtra, India - 400706.
admin@caspiaship.com
www.caspiaship.com
Telephone: +91 22 6819 3922

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

REQUIREMENTS FOR OUR EXPANDING FLEET
Please send your resume:
crewing@elvisshipmanagement.com

AFRAMAX, SUEZMAX, VLCC, OIL/CHEM, VLGC, VLEC & LPG:
Master, Chief Officer, 2nd Officer, Chief Engineer, 2nd Engineer, 3rd Engineer, AB, Oiler & Fitters.

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

SHORE JOB REQUIREMENTS:

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

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



HOLY ANGEL MARINE SERVICES PVT. LTD.
D.O.I: 04.01.2018 / D.O.E: 29.09.2027 RPSL NO. CHN/045

URGENT REQUIREMENT FOR SUEZMAX / PANAMAX 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

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

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

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

Branch Office
Key Tech Park, 7th Floor, Off. No - 704, B Wing, Oshiwara of S.V.Road, Jogeshwari West, Mumbai - 400102
Ph: 022 - 28176633

Happy Birthday to you
Master - Santosh
4/E - Vijay, TME - Moses Dany
D/Cadet - Maheshprabhu
A/B - Helvin, Ajay, Arul Barna, Shubham
Oiler - Balvinder
TR/OS - Jervin
TR/Wiper - Bimal

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

FOSTA MARINE (EX SEASTAR EDUCARE)
AN OFFICIAL REPRESENTATIVE OF SOUTH SHIELDS MARINE SCHOOL, UK.

SOUTH SHIELDS MARINE SCHOOL

COURSES WE OFFER:

- ➔ MCA Officer Of The Watch CoC course on campus
- ➔ MCA Officer Of The Watch 3+6 programme - Feb '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)

UPCOMING BATCH ON CAMPUS:
OOW - APR 2026 & CHIEF MATES - JAN 2026

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.14000.

COURSE STRUCTURE:
START DATE : FEB-26
◆ Module 1: Structural Programme In India.
◆ Module 2: South Shields On Campus UK.
LAST ACCEPTANCE DATE: START OF JAN-26

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/



TRITON MARITIME PVT. LTD.

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

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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

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

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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

We Are Hiring Following Personnel For Our AHTS In Cochin:

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

ALL RATINGS SHOULD APPLY. VALID PCC REQUIRED.

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

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

Share Your CV At crewing@triton-maritime.com

Contact No.: +91 8600842570 / 9870599463 / 9820952983

Mumbai (Parekh Group)



Police Clearance Certificate Or Pass Cancellation Mandatory.

WE HAVE NO AGENTS.



ICOON MARINE PRIVATE LTD.

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

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

**HIRING BELOW
RANKS FOR
MR & OIL TANKER
VESSELS**

- ➔ CHIEF OFFICER ➔ THIRD OFFICER
- ➔ SECOND ENGINEER ➔ THIRD ENGINEER

White COC and Rank experience compulsory.

Interested candidates can email their resumes on
icoon@icoonmarine.com

Contact Details:

Please send your resume on our below contact numbers:
+91 8591724774 / +91 8591099686 (WhatsApp only)

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

SEARLAND MANAGEMENT SERVICES PVT. LTD.

RPSL No.: MUM-489

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



REQUIREMENTS FOR RORO FLEET

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

- * SECOND ENGINEER
- * THIRD ENGINEER
- * FOURTH ENGINEER
- * ETO WITH COC III/6
- * BOSUN WITH RORO EXP.
- * AB WITH RORO EXP.
- * FITTER WITH III/5 COP

INDIAN COC ONLY

REQUIREMENTS FOR TANKER FLEET:

- * CHIEF OFFICER
- * SECOND ENGINEER
- * ETO with COC
- * CHIEF COOK

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

- * CHIEF ENGINEER
- * SECOND ENGINEER

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

Contact Us For RORO FLEET :

Ms. Aishwarya Kadam: +91 8655812751

Mr. Chirag Solanki: +91 8655812752

Contact Us For TANKER FLEET :

Mr. Vishal Bhawe: +91 8655812750

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- ➔ Timely Reliefs
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Wages On Our
Tanker Fleet w.e.f.
October 2025

Unit No 302, Raheja Plaza Premises Co-Operative Society Ltd.,
Off Andheri-Link Road, Andheri (West), Mumbai - 400053.

Web: www.searland.co.in



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



CONTAINERS / BULK

- MASTER (CAR CARRIER)
- FIRST ASSISTANT ENGINEER
- SECOND ASSISTANT ENGINEER
- THIRD ASSISTANT ENGINEER
- CHIEF COOK



CHEMICAL TANKERS

- CHIEF OFFICER
- SECOND OFFICER
- THIRD OFFICER
- FIRST ASSISTANT ENGINEER
- SECOND ASSISTANT ENGINEER
- ELECTRICAL OFFICER
- FITTER
- ORDINARY SEAMAN
- MESSMAN

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- 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.



SYNERGY MARITIME

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WE'RE HIRING!!

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• Master • Chief Officer • Second Officer • Third Officer

Vacancies for Engineers

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✉ iliketobe@synergymanning.com

Vacancies for Shore Jobs

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experience as Superintendent

✉ careers@synergygroup.sg



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SCAN TO EXPLORE
CAREERS AT SYNERGY



We do not have ANY AGENT acting on behalf of the company. Be aware of fraudulent job offers using our name and immediately report the matter to us at corporatecommunications@synergyship.com or to the local law enforcement authorities.

RPS License No. RPSL/CHN/033, issued on 27 June 2024. Valid until 27 June 2029

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