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SEAJOB INDIAN ANCHOR AWARDS 2026

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MR. AJAY KRISHNAMANI,
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The Seajob Indian Anchor Awards has become a benchmark for recognizing excellence within the maritime industry.

It is encouraging to see professionals, and organizations being celebrated for their dedication and achievements.

Such recognition motivates the entire community to strive for higher standards and contributes to the continued growth of Indian shipping.



Join the celebration of the individuals and organizations shaping the future of the maritime industry.

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RPSL-MUM-162356 | DOI: 01 Oct, 2025 | DOE: 01 Oct, 2030

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IMMEDIATE OPENINGS:

- Master
- Chief Officers
- Third Officers
- Chief Engineers
- Second Engineers
- Third Engineers
- Electrical Officer (COC)
- Able Seaman
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Growing Fleet:
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PRITAM DANDWATE

(Joint General Secretary)

7th September



VIJAY GAWAI
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AND

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

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

CONTACT DETAILS:

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

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

FAX : 022-26845299

EMAIL : starship@andromeda-india.com



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

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MMS MARITIME (INDIA) PVT. LTD.

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

CIN : U35111MH2001PTC133762

The company offers very attractive terms & conditions, an in-house and a quick promotion policy, family carriage benefits and an overall professional enhancement on a continuous basis.
For details of the organisation visit our group website www.meiji-group.com & www.mms-india.com

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

URGENT REQUIREMENTS OFFICERS

CHEMICAL TANKERS (Parcel Tankers)

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

LARGE CONTAINER VESSELS

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

LNG (X-DF & DFDE Experience Preferred)

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

LPG

- Chief Officer • Third Officer

PCTC (Pure Car & Truck Carrier)

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

- Master • Chief Engineer • Second Engineer
- Third Engineer

IGF TANKER (Dual Fuel Chemical Tanker)

- Chief Officer • First Assistant Engineer • ETO

VERY LARGE CRUDE TANKERS (VLCC)

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

OIL - CHEMICAL TANKERS

(with experience of sailing in Ice conditions)

- Chief Officer • Chief Engineer
- Third Officer • ETO

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

Contact Persons - Officers:

Mr. Yogesh Avhad - 9152440019

Mr. Mahesh Sanga - 8828800717

CONNECT WITH US ON

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

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RATINGS

(with valid US Visa and SID)

LNG

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

Chemical Tankers (Parcel Tankers)

(Preferred with Parcel Tanker experience.)

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

Oil - Chemical Tankers

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

Container

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

All interested candidates, please send in your updated resume to

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

RATINGS

Mr. Nishant Verma
+91 9289427676

Mr. Pratik Bhopatkar
+91 8657565706

MMS MARITIME (INDIA) PVT. LTD.

Unit No. 101, Supreme Chambers,
17/18 Shah Industrial Estate, Veera Desai Road,
Andheri (West), Mumbai 400 053.
Tel: +91 22 40620100 / 66960181 / 82
Fax: +91 22 66960183

BRANCH OFFICE:

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

Contact Person:

Ms. Ritu Pandey - +91 8291100570

Email : mmsi.delhi@meiji-group.com



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Eastaway operates a diversified global fleet of more than 70 container vessels, with capacities of up to 7,000 TEUs.

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

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



URGENT REQUIREMENTS FOR:

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

(with previous experience in applied rank)

Eastaway (India) Private Limited

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

CALL/WHATSAPP:

Sr. Officers - +91 7678028220

Jr. Officers - +91 7710887767

Ratings - +91 7738375635

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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- ⚓ CHIEF ENGINEER
- ⚓ 2ND ENGINEER
- ⚓ 3RD ENGINEER
- ⚓ 4TH ENGINEER
- ⚓ CHIEF OFFICER
- ⚓ 2ND OFFICER
- ⚓ 3RD OFFICER
- ⚓ RATINGS



CONTACT US

👤	Raju Jadhav / Top Rank	☎ +91 8976764031
👤	Kajal Ahiwale / Top Rank	☎ +91 9987316601
👤	Tanmay Gaikwad / Jr. Rank	☎ +91 8976768463
👤	Kshitij Chavan / Jr. Rank	☎ +91 8828074069
👤	Abhishek Raut / Oil chemical tanker	☎ +91 8657003549
👤	Harsh Bhagat / Oil chemical tanker	☎ +91 8657003551
👤	Prakash Patil / Ratings	☎ +91 8976764084



REQUIREMENTS

- ⚓ VALID STCW CERTIFICATES & RELEVANT QUALIFICATION
- ⚓ EXCELLENT COMMUNICATION & TEAMWORK SKILLS
- ⚓ STRONG SAFETY & ENVIRONMENT AWARENESS



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ESM welcomes women
seafarers to apply!

Executive Ship Management (ESM) is a premier management company valued by its clients and partners in the industry for its high end professional expertise and services.

GAS TANKERS – LNG CARRIERS

IMMEDIATE VACANCIES FOR OUR EXPANDING FLEET OF LNG CARRIERS

- **Master & Chief Officer** with minimum 12 months experience in specific type of vessel mentioned.
- **Chief Engineer & Second Engineer** with Steam and Motor Licenses, and minimum 12 months of rank experience.
- **Gas Engineer & 3rd Engineer (Steam COC mandatory)** with minimum 6 months' experience required on a Steam LNG vessel.
- **ETO (with COC & any LNG experience preferred)** with minimum 6 months' experience required on any LNG vessel.
- **Able Seaman, Ordinary Seaman & Motorman** with minimum 12-15 months rank experience & with similar type of vessel mentioned.

DUAL FUEL – AFRAMAX TANKERS

- **Master & Chief Officer** with minimum 12 months experience holding advance IGF COP.
- **Chief Engineer & Second Engineer** with minimum 12 months rank experience holding advance IGF COP & should have experience on WinGD W7X62DF Engines).
- **Able Seaman, Ordinary Seaman & Motorman** with minimum 12-15 months rank experience & with similar type of vessel mentioned.

GAS TANKERS – VLGC/LPG CARRIERS

- **Chief Officer** with minimum 36 months rank experience.
- **ETO (COC mandatory)** with minimum 20 months rank experience. Must have sailed independently on gas tanker with ME engine experience.
- **Able Seaman, Ordinary Seaman & Motorman** with minimum 12-15 months rank experience & with similar type of vessel mentioned.

VLCC / SUEZMAX

- **Master, Chief Engineer, Chief officer & Second Engineer** with minimum 12 months rank experience.
- **Chief Officer** with Framo pump experience on Product Tanker with minimum 15 months rank experience.
- **Chief Engineer & Second Engineer** with ME engine experience with minimum 12 months rank experience.
- **Third Officer** with 6-12 months of rank experience.
- **Able Seaman, Ordinary Seaman & Motorman** with minimum 12-15 months rank experience & with similar type of vessel mentioned.

OIL / CHEMICAL TANKERS

- **Master, Chief Officer, Chief Engineer**
- **Third Officer** with minimum 6-12 months of rank experience.
- **ETO, Electrician** with minimum 12 months of rank experience. Must have sailed independently with or without COC.
- **Able Seaman, Ordinary Seaman & Motorman** with minimum 12-15 months rank experience & with similar type of vessel mentioned.



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Contact No: +912267551777/

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CONTAINERS

IMMEDIATE VACANCIES FOR OUR RAPIDLY EXPANDING FLEET OF CONTAINER VESSELS

- **Master, Chief Officer, Trainee ETO**
- **Chief Engineer & Second Engineer** required with M/E experience. Minimum 12 months' rank experience is mandatory.
- **ETO, Electrician** with minimum 24 months of rank experience. Must have sailed independently on container vessels with or without COC.

ONSHORE POSITIONS

- **Technical Superintendent – Mumbai/Chandigarh/Kolkata**
Candidate should have sailed onboard an LNG carrier/Oil tanker/Chemical tanker/Bulk carrier as Chief Engineer. Min. experience 1-2 years. Freshers may also apply.
- **Marine Superintendent – Mumbai/Chandigarh**
Candidate should have sailed onboard a Gas tanker(LPG) as Master. Minimum experience 1-2 years. Freshers may also apply

SIMS FACULTY

- **Marine Engineering Faculty for SIMS – Mumbai/Lonavala**
Candidate should be a Graduate Marine Engineer, MEO Class 1 certified and sailed onboard a merchant vessel as Chief Engineer. Sailing experience on ME engines will be preferred.
- **Electrical Faculty for SIMS – Mumbai**
Candidate should have sailed onboard a merchant vessel as Electro Technical Officer (ETO) or Electrical Officer (EO).
- **Nautical Faculty for SIMS – Mumbai**
Candidate must possess a Master (FG) license and have a minimum of two years' experience serving as a Master on foreign-going vessels. Experience on chemical tankers will be an advantage.

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ESM recruits directly through its 7 manning offices listed below. We caution all prospective candidates against any agent claiming to represent us.

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

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

Key career benefits for working onboard include:

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

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

TOP URGENT REQUIREMENTS - BULK CARRIER

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

TOP URGENT SHORE VACANCIES - MUMBAI

Master Mariner
(Experienced Master Mariner with shore based crewing exp.)
Assistant Training / Crewing Executive
Freshers Preferred (2)

REVISED SALARY!

Send your CV on:

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2024**

CONTACT US!

Tomini Shipping Pvt. Ltd. (Mumbai)

Capt. Randeep Bhalla (General Manager)

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

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

Viganesh Ambokar: +91 9136901621 (For Ratings)

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

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The Annual Global Economic Awards - 2023

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IBJ Awards Ceremony - 2023

The Sustainable Shipping Award

Maritime Standard Awards - 2023

Best Employer for Dry Cargo Fleet

Seajob Indian Anchor Awards - 2022

Bulk Shipping Company of the Year

Maritime Standard Awards - 2022

Ship Operator of the Year

Shiptek International Awards - 2022



RPSL No: MUM-1003

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

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

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NYK SHIPMANAGEMENT (INDIA) PVT. LTD.

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

BRINGING VALUE TO LIFE

YARD DELIVERY & VESSEL TAKE-OVER ANNOUNCEMENT

We are excited to share that our company is preparing for multiple yard deliveries and vessel take-overs of brand-new LNG ships. This milestone marks a new chapter in our fleet growth, and we invite you to join our team and sail with confidence into the future.

WE ARE EXPANDING & LOOKING FOR ENTHUSIASTIC & EXPERIENCED OFFICERS

CONTAINER

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

LPG

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

VLCC

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

GANTRY CRANE

(Open Hatch General Cargo Vessel)

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

CHEMICAL TANKER

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

PCC

- ❖ Chief Officer (with exp.)
- ❖ 3rd Officer
- ❖ Chief Engineer
- ❖ 1st Asst. Engineer

On board Vacancies (Seafarers):

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

WE OFFER:

- ➔ Revised Wage Scale for LNG Junior Officers effective 1st April 2026
- ➔ Special Bonus Incentive for Top 4 Officers on Open Hatch Gantry Vessels
- ➔ Our ships are being installed with ultra high speed internet.
- ➔ Allowances & Incentives: IGF, Chem Ship, Gas Ship, Flag & Trade Specific, Training Subsidy And Rejoining Bonus.
- ➔ Long term employment and career progression with timely onboard promotions & shore job opportunities.
- ➔ Opportunity to work in diversified young fleet with latest technology.
- ➔ High victualling allowance.
- ➔ Telemedical and Mental Wellness support.
- ➔ Family carriage and onboard family medical insurance.
- ➔ Medical benefits for Top 4 Officers and ETOs (+ 2 kids - aged over 30 days and below 19 years)

CONTACT US:

NEW OFFICE ADDRESS

NYK SHIPMANAGEMENT (INDIA) PVT. LTD.
Level 10, Tower 1, Seawoods Grand Central, Sector 40,
Seawoods, Navi Mumbai 400 706, India.
Tel: +91 22 6815 6700

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

CHENNAI OFFICE

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

DELHI OFFICE

Contact: Mr. Vinay Kumar
Mob: 98100 65413

KOLKATA OFFICE

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

SHORE JOBS - SEAWOODS, NAVI MUMBAI

Purchase / Technical Coordinator.

Job Duties & Responsibilities:

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

Preferred Skills:

Qualification: Degree holder preferred.

Skills: Proficient in MS Office.

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

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

Good communication skills - spoken and written English.

Vessel Manager

Job Description:

Manage and support the day-to-day operations of vessels ensuring safe, efficient and compliant operations.

Qualification:

- Chief Engineer with relevant vessel experience (Bulk Carriers, Container Vessels and PCCs).
- Superintendents with 2-3 years of shore experience are also welcome to apply.

HSEQ & Marine Operations Manager

Job Description:

Manage and support vessels for HSEQ and Marine Operations matters. Vessel type: Bulk Carriers and Tankers.

Qualification:

- Master Mariner with relevant vessel type experience.
- HSEQ Superintendents with 2-3 years of shore experience also welcome to apply.

Only for Shore based Vacancies:

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CONTAINERS:

C/E, 2/E, 3/E
ETO – with COC

PURE CAR CARRIERS:

Capt., C/O, 2/O,
C/E, 2/E, 3/E, 4/E
ETO – with COC

OIL CRUDE TANKER:

C/O, 3/O, 2/E, 4/E

CHEMICAL TANKERS:

2/E, 3/E, 4/E
ETO – with COC

BULK:

C/O, 2/E, 3/E, 4/E
ETO – with COC

LPG:

2/O, GE, 3/E, 4/E
ETO – with COC

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PIL (INDIA) PRIVATE LIMITED

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



WE CARE:

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

URGENT OPENINGS FOR OUR CONTAINER VESSELS:

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

Ratings:

- ▶ Chief Cook with COC
- ▶ OS with COP

Interested Candidates Please Contact Us At

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The eligibility criteria

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- Score more than 50% in English in 10th or 12th.
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RPSL No. – MUM – 052, Valid till 11/11/2026

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

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- **Chief Officer** (minimum 12 months rank exp.)
- **Second Officer** (minimum 6 months rank exp. & holding Superior Certificate)
- **Third Officer** (minimum 6 months rank exp.)
- **Chief Engineer** (minimum 24 months rank exp.)
- **1st Assistant Engineer** (minimum 12 months rank exp.)
- **2nd Assistant Engineer** (minimum 6 months rank exp. & holding Superior Certificate)
- **3rd Assistant Engineer** (minimum 6 months rank exp.)
- **Gas Engineer** (minimum 12 months rank exp.)

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+91 97910 74975
senthilkumar@synergymanning.com

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Powai, Mumbai- 400076.
Ph: +91 22 61247200 Fax: +91 22 6124 7272
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amol@synergymanning.com
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perna.s@synergymanning.com

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Moti Nagar, Najafgarh Road,
New Delhi -110015.
Ph: +91 11 65218400
Mr. Gaurav Tiwari:
+91 95824 95894
gaurav.t@synergymanning.com

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

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- CHIEF COOK

KAMSARMAX BULK (WITH US VISA)

- MASTER ■ CHIEF OFFICER ■ 3RD OFFICER
- CHIEF ENGINEER ■ 2ND ENGINEER ■ 3RD ENGINEER
- 4TH ENGINEER ■ BOSUN ■ ABLE SEAMAN ■ OILER
- CHIEF COOK

LPG/AFRAMAX TANKER VESSEL- FOREIGN PRINCIPALS

- CHIEF OFFICER - WITH 18 MONTHS EXPERIENCE

VLCC/OIL-CHEM TANKER VESSELS - FOREIGN PRINCIPALS

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

OIL-CHEM TANKER VESSELS - FOREIGN PRINCIPALS

- CHIEF OFFICER - WITH 18 MONTHS EXP.
- CHIEF ENGINEER - WITH 18 MONTHS EXP.
- 2ND ENGINEER - WITH 18 MONTHS EXP.
- ELECTRICAL OFFICER - WITH 12 MONTHS EXP.

VLCC/AFRAMAX TANKER VESSELS - FOREIGN PRINCIPALS

- CHIEF OFFICER - WITH 18 MONTHS EXP.
- 2ND ENGINEER - WITH 18 MONTHS EXP.
- PUMPMAN - WITH 36 MONTHS EXPERIENCE (WITH TASCO COURSE / US VISA)
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9321277003 - TOP 4 & JR. OFFICERS & RATINGS
9321276984 - TOP 4 & JR. OFFICERS & RATINGS (CONTAINER ONLY)
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RPSL-MUM-205 | VALID TILL: 17/12/2026

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



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Afsha Fatima

(Asst. Manager-Recruitment) + 91 77188 60740

Sneha Pawar

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With more than 20 months of Rank Experience
- **Chief Engineer**
With more than 20 months of Rank Experience
- **Chief Officer**
With more than 20 months of Rank Experience
- **1st Assistant Engineer**
With more than 20 months of Rank Experience
- **2nd Officer**
With Superior Certificate
- **Gas Engineer**
- **Electro Technical Officer**
- **2nd Assistant Engineer**
With more than 20 months of Rank Experience

RATINGS

LPG VESSEL EXPERIENCE

- Able Body Seaman
- Ordinary Seaman
- Fitter
- Oiler
- Wiper
- Chief Cook
- Messman

LNG FLEET VACANCIES

XDF, STEAM, MEGA, Q-FLEX, DFDE WITH IN-RANK & LNG EXPERIENCE

OFFICERS

- **Master**
- **Chief Engineer**
- **Chief Officer**
- **1st Assistant Engineer**
- **2nd Officer**
- **Gas Engineer**
- **Electro Technical Officer**
- **2nd Assistant Engineer**

RATINGS

LNG VESSEL IN-RANK EXPERIENCE & PREFERABLE WITH US VISA

- Ordinary Seaman
- Engine Fitter (No.1 Oiler) with III/5 COP
- Wiper

DRY FLEET VACANCIES

PCC/BULK CARRIER/CONTAINER WITH IN-RANK EXPERIENCE PREFERABLE WITH IGF EXPERIENCE

OFFICERS

- **Chief Officer**
- **1st Assistant Engineer**
- **2nd Officer**
- **2nd Assistant Engineer**
- **3rd Officer**
- **3rd Assistant Engineer**
- **Electro Technical Officer/ Electrical Officer**
- Large Container Experience

RATINGS

IN-RANK EXPERIENCE & PREFERABLE WITH US VISA

- Bosun
- Able Body Seaman - Urgent
- Ordinary Seaman - Urgent
- Oiler - Urgent
- Wiper
- Engine Fitter (No.1 Oiler) with III/5 COP

Contact for Officers (Mumbai office)

- | | |
|---------------|--------------|
| LNG/LPG FLEET | DRY FLEET |
| • 9930751763 | • 9619482173 |
| • 9833255062 | • 9920902616 |
| • 9820743664 | • 9820036516 |

Contact for Ratings (Mumbai office)

- 9152616060
- 9321139476

Contact for Officers & Ratings

- | | | |
|------------------|----------------|------------------|
| (Chennai office) | (Delhi office) | (Kolkata office) |
| • 9940487493 | • 9810784400 | • 9830370375 |
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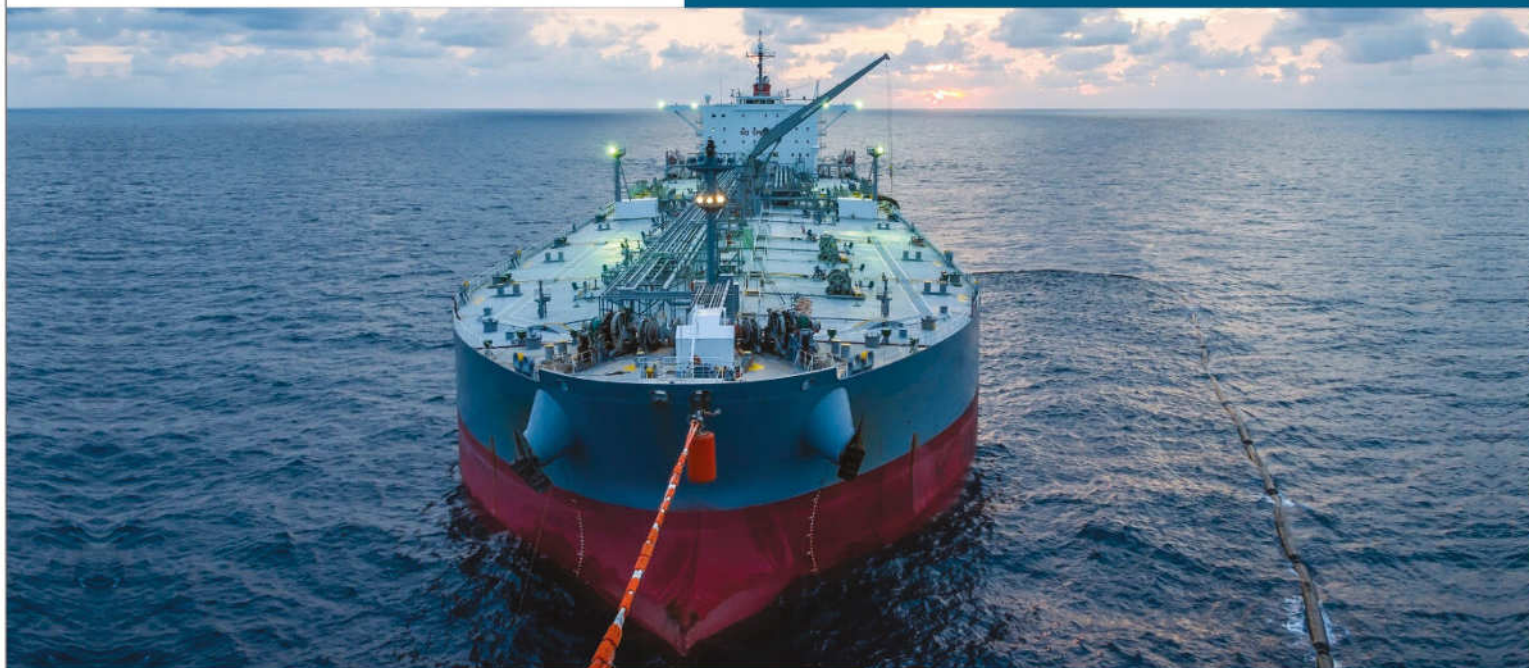
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Seafarers**

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

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

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Telephone : +91 22 40022698/99

E-mail : recruitment@nauticfleet.com

Website : www.nauticfleet.com

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

REQUIREMENTS FOR BITUMEN TANKERS:

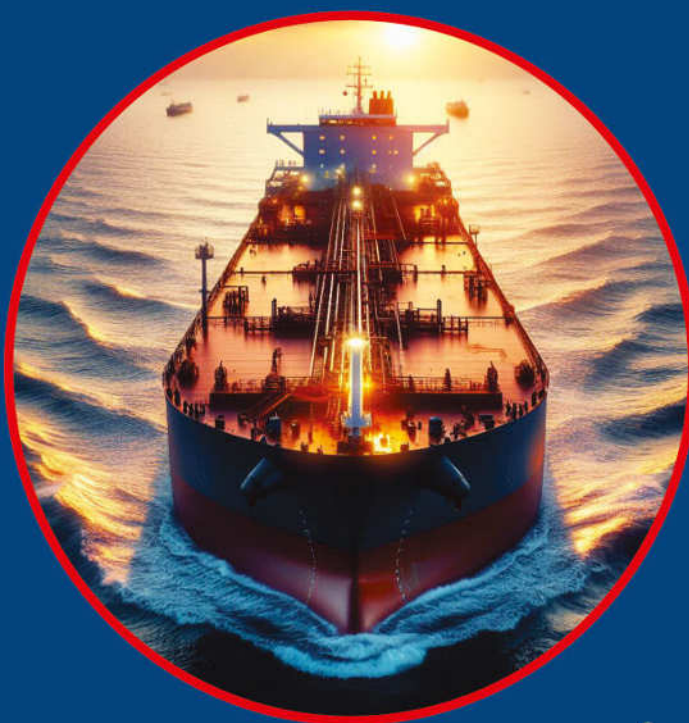
Master / Chief Officer
2nd Officer / 3rd Officer
Chief Engineer / 2nd Engineer
3rd Engineer / Electrical Officer

REQUIREMENTS FOR MR TANKERS:

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

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RPSL - MUM - 199 | Date of Validity: 24.04.2031



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- ▶ **CHIEF ENGINEER** (OIL TANKER)
- ▶ **SECOND ENGINEER** (OIL/CHEM TANKER)
- ▶ **THIRD ENGINEER** (OIL TANKER)
- ▶ **ELECTRICAL OFFICER** (OIL TANKER / OIL/CHEM TANKER)
- ▶ **BOSUN** (OIL/CHEM / CRUDE OIL TANKER)
- ▶ **AB** (OIL/CHEM / CRUDE OIL TANKER)
- ▶ **OILER** (OIL/CHEM / CRUDE OIL TANKER)
- ▶ **FITTER** (CHEMICAL – WITH WATCHKEEPING)
- ▶ **CHIEF COOK** (WITH INDIAN, EUROPEAN, MIDDLE EASTERN FOOD KNOWLEDGE)

BULK CARRIER / CONTAINER / GENERAL CARGO / RO-RO / VLOC:

- ▶ **MASTER** (BULK CARRIER, HOLDING A BASIC CERTIFICATE OF PROFICIENCY (COP) FOR POLAR WATERS TO ATTEND THE ADVANCED COURSE FOR POLAR WATERS COURSE / CONTAINER)
- ▶ **CHIEF OFFICER** (BULK CARRIER, HOLDING A BASIC CERTIFICATE OF PROFICIENCY (COP) FOR POLAR WATERS TO ATTEND THE ADVANCED COURSE FOR POLAR WATERS COURSE / CONTAINER)
- ▶ **SECOND OFFICER** (BULK CARRIER / CONTAINER)
- ▶ **THIRD OFFICER** (BULK CARRIER / CONTAINER)
- ▶ **CHIEF ENGINEER** (BULK CARRIER / CONTAINER / GENERAL CARGO)
- ▶ **SECOND ENGINEER** (BULK CARRIER / CONTAINER / GENERAL CARGO)
- ▶ **THIRD ENGINEER** (BULK CARRIER / CONTAINER / GENERAL CARGO)
- ▶ **FOURTH ENGINEER** (BULK CARRIER / CONTAINER / GENERAL CARGO)
- ▶ **ETO** (BULK CARRIER)
- ▶ **ELECTRICAL OFFICER** (CONTAINER)
- ▶ **BOSUN** (BULK CARRIER / PCTC)
- ▶ **AB** (BULK CARRIER / PCTC)
- ▶ **CHIEF COOK** (WITH INDIAN, EUROPEAN, MIDDLE EASTERN FOOD KNOWLEDGE)

LPG/ VLGC/ VLEC/ LNG CARRIER:

- ▶ **MASTER** (VLGC)
- ▶ **CHIEF OFFICER** (VLGC/ LPG)
- ▶ **SECOND OFFICER** (VLGC)
- ▶ **THIRD OFFICER** (VLGC)
- ▶ **CHIEF ENGINEER** (VLGC / LPG)
- ▶ **SECOND ENGINEER** (LPG)
- ▶ **THIRD ENGINEER** (LPG / VLGC / LNG STEAM ENGINE)
- ▶ **FOURTH ENGINEER** (VLGC / LNG STEAM ENGINE)
- ▶ **GAS ENGINEER** (VLGC / LPG WITH COC)
- ▶ **GAS FITTER** (VLGC)
- ▶ **EO/ETO** (VLGC / ETR CERTIFICATE / COC)
- ▶ **BOSUN** (LPG)
- ▶ **AB** (LPG)
- ▶ **FITTER** (LPG – WITH WATCHKEEPING)
- ▶ **CHIEF COOK** (WITH INDIAN, EUROPEAN, MIDDLE EASTERN FOOD KNOWLEDGE)

OFFSHORE - AHTS DP 2 (INDIAN FG COC / HONDURAS COC):

- ▶ **MASTER - SDPO** (WITH 2 YEARS RANK EXP)
- ▶ **CHIEF OFFICER - DPO** (WITH 2 YEARS RANK EXP)
- ▶ **SECOND OFFICER - DPO** (WITH 2 YEARS RANK EXP)
- ▶ **CHIEF ENGINEER** (WITH 2 YEARS RANK EXP)
- ▶ **SECOND ENGINEER** (WITH 2 YEARS RANK EXP)
- ▶ **THIRD ENGINEER** (WITH 2 YEARS RANK EXP)
- ▶ **ETO** (WITH 2 YEARS RANK EXP)
- ▶ **AB** (WITH 2 YEARS RANK EXP, INDIAN COP)
- ▶ **OILER** (WITH 2 YEARS RANK EXP, INDIAN COP)

Contact Us:

Mumbai Head Office

Office No.1, 2nd Floor, Trade Star,
C Wing, Andheri Ghatkopar Link Road,
J. B. Nagar, Andheri East,
Mumbai - 400059, Maharashtra, India.
Off: +91-22-69094500 / 501

E-mail: resume@vrmaritime.net

Website: www.vrmaritime.net

Capt. Sanjay Prashar (Founder & CEO) - +91 99304 67030

Mr. Kishor Pati (HOD) - +91 86574 96806

Mr. Girish Sarfare (Tanker Officers) - +91 86558 75960

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

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Ms. Harshada Chavan (Offshore) - +91 77180 99216

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Chemical/
Parcel Chemical

12+ months of in-rank
experience

PCC

- 6+ months of dual-fuel experience
- Big container experience
- Valid US visa

Chief Engineer

VLCCs/Oil-
Chemical

12+ months of in-rank
experience

Bulk
Carriers/PCC/
Containers

- 6+ months of dual-fuel experience
- Big container experience
- Valid US visa

Chief Officer

PCC

- 6+ months of dual-fuel experience
- Big container experience

Second Engineer

VLCCs/Oil-
Chemical

12+ months of in-rank
experience

VLCC/ Oil
Chemical/
Parcel
Chemical

12+ months of in-rank
experience

Bulk
Carriers/PCC/
Containers

- 6+ months of dual-fuel experience
- Big container experience
- Valid US visa

Third Officer

VLCCs/Oil-
Chemical

- 6+ months of dual-fuel experience
- Big container experience

Large Container

- 6+ months of dual-fuel experience
- Big container experience

Third Engineer, Fourth Engineer, and ETO

VLCC/Oil-
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Printed by RONI ABRAHAM Published by RONI ABRAHAM on behalf of SEA LINE GROUP and Printed at SBM PRINTERS, C-130, Ansa Industrial Estate, Saki Vihar Road, Sakinaka, Andheri(E), Mumbai- 400 072 and Published at 501, Dilkap Centre, Sakinaka-Kurla Road, Next to Akruti Orchid Park, Sakinaka, Andheri (East), Mumbai-400072. Editor RONI ABRAHAM

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To The Readers ...

The Lessons We Choose to Learn

A river never asks whether it is ready to flow. It simply moves around stones and through valleys beneath bridges, finding its way forward. Yet when water must rise, it needs pressure and force. Life is much the same. Lessons do not always arrive when we expect them. Sometimes, they demand strength before they reveal their meaning.

Knowledge cannot simply be handed over. It must be earned from the roots through time, effort, mistakes and the quiet courage to begin again. We come from dust and to dust we return. Between those two points lies the responsibility to build, to learn and to teach oneself.

Some lessons remain long after the moment has passed. Why do they stay? Perhaps because regret gives them weight while desire gives them direction. The hunger to grow must never disappear. Desire becomes meaningful when it pushes us forward and gives purpose to the journey. When life takes from us, it often leaves behind something worth carrying.

Still, humans are strange students. Even after learning a lesson, they sometimes return to the same chapter. They feel a need to explain, to prove innocence or to have the last word. Yet wisdom is not always found in a response. Sometimes it is found in knowing when not to respond. An elephant does not stop walking because the dogs bark. Not every voice deserves an answer and not every battle deserves our energy.

Experience is everything but experience demands payment in the currency of time. Every mistake, every disappointment and every difficult choice becomes part of the knowledge that cannot be taught in a classroom. Even money has lessons of its own. It can teach the value of effort, the weight of loss and the difference between simply surviving and truly living.

As Teacher's Day approaches, look for the teachers we haven't thanked. They are the people who challenged us, the failures that humbled us and the strangers who changed the way we see the world. They are also the versions of ourselves that we have outgrown.

Perhaps the most important lesson is: life will not be a teacher to us unless we are willing to be a student.

The classroom of life has no final bell. There are no last chapter and no certificate that says learning is complete. As long as there is curiosity, there is growth. As long as there is growth, there is another lesson waiting to be learned.

God Bless You
Roni Abraham
Editor

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

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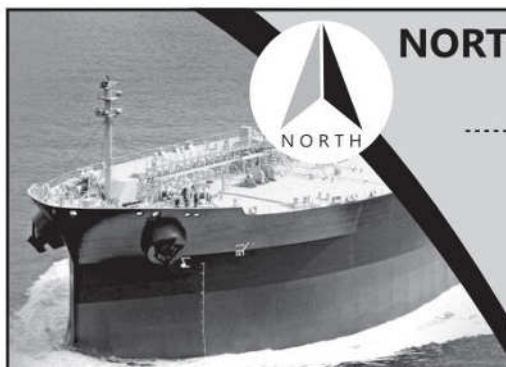
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Herman Melville

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Vincent Van Gogh



HUSTLING HACKS



HOW EXPECTATIONS SHAPE OUR REALITY

We often think of reality as something that exists independently of us. We see an event, interpret what happened, and respond accordingly. Yet our experience of the world is rarely that straightforward. Before we encounter an event, our minds are already making predictions about what is likely to happen. These expectations can influence what we notice, how we interpret it, how we feel about it, and even how we behave.

What Are Expectations?

An expectation is a belief or prediction about what will happen in the future. It can be conscious, such as expecting a meeting to go well, or unconscious, such as assuming that a stranger will behave in a particular way.

Our expectations develop from previous experiences, cultural beliefs, social influences, memories and information we receive from other people. If someone has repeatedly experienced encouragement when trying something new, they may approach unfamiliar situations with confidence. Someone who has repeatedly experienced criticism may expect failure or rejection instead.

The Brain Is Constantly Predicting

Modern psychology and neuroscience increasingly emphasise the predictive nature of the brain. Rather than passively recording everything around us, the brain continuously attempts to anticipate what it is likely to encounter.

This makes sense from a survival perspective. If we had to consciously analyse every piece of information entering our senses, responding to the world would be extremely slow. Instead, the brain uses previous knowledge to make rapid predictions. We expect the floor to support us when we walk, a familiar object to behave as it normally does and people we know to respond in relatively predictable ways.

When reality matches our expectations, we may barely notice. When something unexpected happens, however, our attention is immediately drawn to it. A sudden noise, an unusual facial expression or an unexpected response can stand out precisely because it violates what we predicted.

This means that two people can experience the same situation yet pay attention to completely different aspects of it. Their physical environment may be identical, but their expectations can influence which details become noticeable and meaningful.

Expectations Influence What We Notice

Consider walking into a room expecting people to dislike you. You may pay particular attention to a person who does not smile, interpret a brief response as irritation, or notice someone looking away.

Someone entering the same room expecting to be welcomed might notice a smile, a friendly greeting or a person making an effort to start a conversation.

The external environment has not necessarily changed. What has changed is the **interpretive lens** through which it is being experienced.

This does not necessarily mean that either person is imagining things. The person who notices someone looking away may genuinely have observed that behaviour. The important question is how that observation is interpreted. One person may think, "They probably do not like me," while another may think, "Perhaps they are distracted."

Expectations can therefore influence which details become psychologically significant. They can affect not only what we notice but also the meaning we assign to what we notice.



The Self-Fulfilling Prophecy

One of the most fascinating ways expectations affect reality is through the **self-fulfilling prophecy**.

A self-fulfilling prophecy occurs when a person's expectation influences their behaviour in a way that makes the expected outcome more likely.

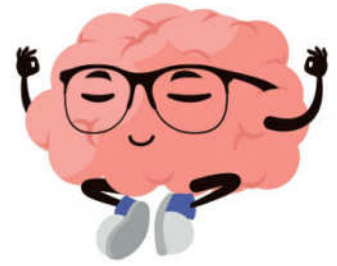
Imagine a student who believes they are incapable of succeeding in mathematics. Because they expect failure, they may study less, avoid asking questions and become anxious during examinations. Their performance may then suffer, apparently confirming their original belief.

The failure did not necessarily prove that they lacked mathematical ability. Their expectation influenced their behaviour, which helped produce the outcome they feared.

The same process can operate positively. Someone who expects that they can improve may practise more consistently, persist through difficulties and seek feedback. Their behaviour increases the probability of improvement.



HUSTLING HACKS



The Placebo Effect

The influence of expectations can also be observed in medicine through the **placebo effect**.

When people believe that a treatment will help them, that expectation can sometimes contribute to changes in their experience of symptoms. The effect does not mean that illnesses are imaginary. Rather, it demonstrates that beliefs and expectations can influence aspects of perception, physiology and behaviour.

Expectations can affect how people interpret sensations such as pain, fatigue or discomfort. The mind and body are not completely separate systems; psychological expectations can influence bodily experience.

The placebo effect therefore provides an important example of how expectations can become part of our experience of reality. What a person expects to feel may influence how they perceive what they actually feel.

Expectations and Relationships

Expectations play an especially important role in human relationships. If we expect another person to be trustworthy, we may communicate more openly with them. They may respond positively to that openness, strengthening the relationship.

Conversely, if we expect betrayal, we may become suspicious or defensive. The other person may sense this distrust and become distant or defensive themselves. Over time, these behaviours can create a relationship that appears to confirm the original expectation.

The Danger of Negative Expectations

Expectations become problematic when they turn into rigid beliefs.

A person who repeatedly expects failure may begin to interpret ordinary setbacks as evidence that they are incapable. Someone who expects rejection may withdraw before giving others an opportunity to respond positively.

Negative expectations can therefore create a psychological feedback loop:

Expectation → Interpretation → Behaviour → Outcome → Reinforced Expectation

The more often this cycle repeats, the more convincing the original belief may become.

Breaking the cycle requires recognising that an expectation is a prediction—not a fact.

Expectations Can Also Protect Us

Without expectations, navigating the world would be extremely difficult.

Expectations allow us to anticipate problems and prepare for them. Expecting rain may lead us to carry an umbrella. Expecting an examination may lead us to study. Expecting a

difficult conversation may encourage us to think carefully about what we want to say. The problem arises when expectations become so rigid that we cannot adjust them when circumstances change.

Healthy expectations therefore need to be **flexible**. They should guide our behaviour without preventing us from responding to new information.

Managing Expectations

One way to develop healthier expectations is to distinguish between what we know and what we predict.

Instead of thinking, "This person is going to dislike me," we might ask, "What evidence do I actually have?"

Instead of thinking, "I will definitely fail," we might ask, "What can I do that would increase my chances of succeeding?"

This small shift creates psychological space between prediction and reality.

The Power of Expecting Change

Perhaps the most useful expectation we can cultivate is the expectation that our understanding can change.

People are not fixed. Circumstances change. Relationships evolve. Skills develop. New information becomes available.

An expectation that allows for change is therefore more useful than one that treats the future as predetermined. We cannot completely control what happens to us, but we can become more aware of the predictions we bring into each situation. We can learn to treat our expectations as possibilities rather than certainties.

This is especially important when thinking about ourselves. We often create expectations about who we are based on past behaviour: "I am not good at this," "I always make mistakes," or "I cannot handle difficult situations." But a description of our past is not necessarily a permanent description of our future.

Recognising the possibility of change allows experience to remain open.

Conclusion

Our expectations do not magically create reality, but they can profoundly influence the reality we experience and, through our behaviour, sometimes the reality that unfolds around us. Understanding expectations is not about blaming ourselves for everything that happens. It is about recognising one part of the process through which we encounter the world. We can notice our expectations, question them and remain open to evidence that reality may be different. The next time we find ourselves thinking, "This is how it will turn out," it may be worth pausing and asking a simple question:

"Is this reality—or is it an expectation?"

(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.)



SHIPPING NEWS

DNV MARITIME ACADEMY HELLAS AND WORLD MARITIME UNIVERSITY LAUNCH MASTERCLASS ON HUMAN ELEMENT IN SHIPPING

DNV Maritime Academy Hellas and the World Maritime University (WMU) are launching, for the first time in Greece, a five-day Masterclass on Human Element. The course is designed to help maritime professionals better understand the role people play in shaping a safer, more resilient and future-ready shipping industry.

The creation of the Masterclass follows the signing of a Memorandum of Understanding between DNV Hellas and the World Maritime University during Posidonia 2026. The agreement provides a basis for closer cooperation between the two parties within the areas of maritime education, training and research.

Titled "At the Crossroads of Change: The Human Element at the Core of the Shipping Sector", the course will take place from 30 November to 4 December 2026 at the DNV Maritime Academy Hellas in Piraeus, Greece. It will be delivered in cooperation with the National Technical University of Athens (NTUA), School of Naval Architects and Marine Engineers, and with the contribution of HELMEPA.

The programme combines high-level teaching with immersive hands-on training, covering key topics such as regulatory frameworks, safety, security, energy efficiency and sustainability, artificial intelligence, wellness, resilience and soft skills. Participants will also explore leadership, teamwork, intercultural communication and conflict resolution as essential skills for a future-proof maritime workforce.

"As the maritime sector continues to adapt to a multilayered transformation, the human element remains central to effective implementation and long-term industry progress," said Dr. Marina Papaioannou, Regional Maritime Academy Manager, DNV Maritime. "This Masterclass aims to support policymakers, shipping leaders, managers and seafarers by providing a comprehensive understanding of how human performance and leadership influence compliance and operational effectiveness in a changing world."

The course, offered in a face-2-face format only, will be delivered in English and is now open for registration through DNV's training portal DNV External Masterclass on Human Element.

GREEK SHIPPING AND THE METHANE PATHWAY: A DECADE IN, AND ONLY GETTING STARTED

Greek owners have always known how to read a market. On the methane decarbonisation pathway, they are reading it correctly.

Greek owners have historically been the largest owners of LNG carriers. According to the Union of Greek Shipowners, they control 172 vessels, representing 23% of the global fleet by deadweight. More broadly, 7% of the Greek operational fleet can run on LNG, this percentage increases to 26% for the newbuilding fleet. That is not a bet on a single technology. It is a recognition that LNG dual-fuel keeps a shipowner's options open.

The recent orderbook makes the point. George Economou was reported ordering up to 20 LNG dual-fuel containerships last year, while Evangelos Marinakis entered the LNG bunkering vessel market. This year Pantheon and Chandris have placed new LNG dual-fuel tanker orders. And Greek owners contracted 11 LNG carriers in the first quarter of 2026 alone. Across the wider market, LNG dual-fuel now accounts for about 80% of the alternative-fuel orderbook by dead weight tonnage, ahead of ammonia, hydrogen and methanol combined. Owners are choosing it because LNG dual-fuel vessels work today, and provide options for an uncertain future.

LNG is the first step on the methane decarbonisation pathway. Liquefied biomethane is bunkered routinely today. Liquefied e-methane is in development. This is what we mean by a fuel in transition: the fuel source shifts, while the fuel itself endures. The vessel and engine stay the same. Over the ship's life, the fuel moves from fossil LNG toward biomethane and e-methane, and emissions fall with every step.

Greek shipping must also comply with increasingly stringent legislation. FuelEU Maritime rewards lower greenhouse-gas intensity: LNG can comply until the mid or late 2030s, depending on the dual-fuel technology and liquefied biomethane can help the industry reach net zero GHG emissions. Over-compliance has real commercial value as it generates credits which can be banked or sold to other fleet operators for compliance purposes.

The EU Emissions Trading System matters too. On 17 July the European Commission published its ETS review, including a new Sustainable Maritime Alternative Propulsion mechanism to recycle carbon revenues back into shipping and help close the price gap for low-carbon, bio- and e-fuels. That is welcome. But the detail will decide its worth, and as drafted it risks excluding fuel produced outside the EU. This is a real concern for a maritime industry that sources its fuel globally.



Getting the detail right is what SEA-LNG does. We have worked in Brussels for years to keep regulation goal-based and technology neutral, so that no compliant fuel is disadvantaged by design.

The same work now begins in earnest at the IMO. Last month SEA-LNG was granted consultative status at the Organization. For the first time we can take our members' practical, operational expertise directly to member states, rather than through third parties. That is a seat at the table, one that belongs to our members. A great deal remains to be settled particularly in relation to the Net Zero Framework and its underlying guidelines. Unlike other NGOs with consultative status at IMO, SEA-LNG's sole focus is the methane decarbonisation pathway, where we can share deep expertise in what it takes to invest in and operationalise alternative marine fuels.

Much of this work is technical, and it decides everything. Default emission factors must reflect reality. The negative emissions biomethane can deliver must be recognised. And robust chain-of-custody and certification rules must ensure a tonne of certified biomethane is trusted wherever it is bunkered. These are not abstractions: they decide whether a Greek owner's investment is rewarded for the emissions it actually saves.

The fuel itself must also be there, and, increasingly, it is. Europe's biomethane production capacity reached 8.2 billion cubic metres a year by mid-2026, up 17% in twelve months. Producers are looking for long-term, high-volume markets, and deep-sea shipping is exactly that. SEA-LNG is working with the biogas

industry associations in Europe and North America to connect this growing supply with maritime demand.

This is what a coalition can do that no single owner can. SEA-LNG was founded in 2016 to bring the whole value chain together (fuel producers, engine builders, class societies, ports and shipowners) behind one practical pathway. Ten years on, that model is delivering: at the IMO, in Brussels, and with the biomethane industry. The more members of the shipping industry that stand inside the coalition, the stronger and more credible its voice is. Greek owners have the fleet, the market knowledge and the commercial stake to shape this pathway, not merely comply with it.

Greek owners have already committed. The orders are on the books, biomethane volumes are climbing, e-methane projects are taking shape, and the regulations are moving in the right direction. Backed by its members, SEA-LNG will keep pressing at the IMO and in the EU, keep insisting on rules that reflect the evidence, and keep working to facilitate the biomethane and e-methane supply chains. We welcome more of the Greek fleet alongside us as we do.

The methane pathway has proven to be practical and realistic through its first decade. The second will be about scaling, moving beyond liner trades and expanding into the tramp sector. For Greek shipping, and for the fuel that will power it in 2050 and beyond, the direction of travel is clear.

MACGREGOR ADVANCES DIRECT SHIP-TO-WELL LCO₂ TRANSFER, BUILT ON 50 YEARS OF PROVEN BOW-LOADING TECHNOLOGY

MacGregor has developed a new Liquid Carbon Dioxide (LCO₂) Bow Transfer System (BTS) to enable safe, reliable ship-to-well and ship-to-rig transfer of LCO₂ across a wide range of operating conditions. The system connects capture plants directly to offshore injection units, removing the need for the costly intermediate onshore storage and conditioning facilities that current standards often require.

The BTS builds on MacGregor's Bow Loading System (BLS), which has served the oil and gas sector reliably since the 1970s. Around 79% of the new system draws on field-proven technology, with the remainder comprising targeted modifications and newly engineered components designed specifically to handle the highly volatile properties of LCO₂.

Seal materials for the system have been tested with research organisation SINTEF under rapid gas decompression and LCO₂ conditions, maintaining integrity through repeated pressure cycles and temperatures as low as -57°C, the threshold below which CO₂ can no longer exist in a liquid state. The system is designed to support safe, uninterrupted handling in heavy sea states with wave heights of five to six metres, and to seal against water ingress at depths of up to 150 metres.

"Our robust new design solves the challenges of securing reliable and safe connection, transfer, and disconnection in all seasons,

even in severe weather, without delays or interruptions," said Øyvind Solli, Development Programs Manager, MacGregor. "This ensures zero disruption across the value chain, directly supporting the business case for CCS projects."

MacGregor's hardware is designed as the foundation for four distinct system architectures, spanning low- and medium-pressure (30–60 bar) and high-pressure (300 bar) direct reservoir injection via seabed swivels or disconnectable turrets giving operators flexibility to match the system to their specific field requirements.

MacGregor joined the EU-funded COREu research and innovation consortium in early 2024 and is engaged in an ongoing technology qualification process with DNV. The company has completed the planning phase of this process comprising a qualification basis, technology assessment, threat assessment and qualification plan with prototype testing and demonstration expected in mid-2027.

"At this stage, we have successfully identified all risks associated with our equipment and its application for LCO₂ transfer," said Solli. "DNV has formally acknowledged these findings, and together, we have established a framework for managing and mitigating the identified risks, including the specific methods required to provide the evidence for final verification."

COULD RUSSIA'S GROWING FUEL CRISIS HELP END THE UKRAINE WAR?

Empty pumps, long waits: Attacks on oil refineries have left Russia increasingly short of fuel. Dissident Russian economists say growing anger about shortages among ordinary Russians could help end the Ukraine war.

Ukrainian attacks on oil refineries have triggered a new fuel crisis in Russia. Reuters news agency reports that at least 30 regions are now affected. Unlike the previous wave of shortages, which began in late May and lasted until mid-July, the current crisis is particularly affecting Moscow and the surrounding area, as is apparent from posts on social media. The gas station chains Gazprom Neft and Tatneft have already restricted the sale of fuel in the capital.

"You can't say there isn't any fuel. But it's obvious there's a crisis," says Oleg Grigorenko, editor-in-chief of the Russian independent media portal 7x7, which Russia has branded a "foreign agent." "It's not just a personal problem if you leave the city and don't know whether you can get back again, for example. It's also an economic problem," Grigorenko reports that in several regions taxi drivers, courier services and the construction industry are already losing business, as many of their supply chains are fuel dependent. "The logistics of private construction companies is heavily reliant on gasoline," Grigorenko explains.

People are also having to queue for hours at gas stations in the southern Russian region of Krasnodar, according to local media. The authorities are blaming this on a supposed increase in demand during the holiday period. But many locals are saying that this summer season is a disaster. Real estate agent Igor Zakharchenko, from Sochi on the Black Sea coast, wrote on Instagram: "With its quiet atmosphere and leisurely pace of life, Sochi today is reminiscent of the time before the Olympic Games, when there were still not many cars on the roads and the city had far fewer holidaymakers and inhabitants. But the thing is: There's no gas in Sochi." Speaking on the Russian broadcaster RTVI, Igor Ananskikh, first deputy chairman of the energy committee in the Russian parliament, said he expected the gas supply situation to normalize within two to three weeks.

Economist Nikolai Korzhenevsky says this is unlikely. He left Russia in protest at Moscow's war against Ukraine and now lives abroad. In an interview with DW, he highlighted the worsening quality of fuel in Russia. Acquaintances had sent him photos of their cars displaying error messages that indicate engine damage caused by impurities in the fuel. "The car won't start and has to go to the garage. The same people are telling me garages have waitlists of several months, even in Moscow," Korzhenevsky says. "And then you have to wait again for months for replacement parts. Obviously, some vehicles can't handle the gasoline that's being put in their tanks."

He sees the ongoing problems in the oil and gas industry as harbingers of a much larger and lasting crisis. Russia's oil exports have fallen more sharply during the war than ever before, Bloomberg news has reported. Oil production has also dropped.

"In 2019, Russia produced 11.5 million barrels per day," says Korzhenevsky. "Today it's less than 9 million. If this trend continues, and the problems with oil refining get worse, production may fall to 8 million barrels. That would create the

conditions for a complete economic and systemic crisis." He doesn't see any quick solution to these problems. In fact, he sees Russia going down a similar route to Venezuela, an economy with national income in chronic decline.

The Russian authorities propose to remedy the fuel shortages with imports from India, China or other countries. But Vyacheslav Shiryayev, a Russian business journalist who also now lives abroad, says this is not viable. Given Russia's current isolation, it's impossible to ensure a daily supply of 200,000 tons of fuel, which is the approximate amount of gasoline and diesel Russia needs every day, he told DW. Shiryayev, who publicly opposed the war in Ukraine, is also on the Russian authorities' list of so-called "foreign agents."

Another Russian economist on that list is Igor Lipsits. He told DW that the damaged refineries cannot quickly be restored and will be vulnerable to further air attacks. This, he says, is why the authorities are already restricting fuel consumption. Municipal services vehicles medical and rescue workers, police, firefighters are allowed to jump the line and fill up and so are security personnel and the authorities.

"This is happening in front of people who've waited for hours and it's causing a lot of resentment," says Lipsits, a Kremlin critic who left his teaching post at the Higher School of Economics in Moscow because of increasing political pressure. He too now lives in exile in Europe. To Lipsits, the current developments in Russia are strongly reminiscent of the collapse of the Soviet Union. "There were special supply systems for the elite, their own shops and warehouses where they could buy everything they wanted without much difficulty, without waiting in line, and at relatively low prices. That made Russians very angry," he recounts. "When Boris Yeltsin announced that he was going to abolish these closed distribution centers, the people enthusiastically supported him. We are now in a similar situation." Lipsits says a closed system for fuel distribution is evolving in Russia that will make it a luxury to be able to drive a car.

The economist Shiryayev believes Ukrainian attacks on Russian targets that serve both a military and a civilian purpose could cripple the Russian economy and hasten the end of the war. He believes it would end in just a few weeks if the West supported Ukraine in doubling or tripling the intensity of its attacks. "Ukraine could bring about disorganization and chaos in the Russian interior, resulting in a total loss of control," Shiryayev says. He also thinks the fuel shortage could have a decisive role in undermining the stability of Vladimir Putin's regime.

"If there's no diesel, Russia's 6,000-kilometer railway network comes to a halt," he says. "It could also cripple hundreds of factories and businesses. Without diesel, tens of thousands of trucks would be unable to run, food wouldn't get to the stores, and farmers wouldn't be able to harvest their crops."

Shiryayev says all this could result in curtailing Putin's plans to continue the war. "If Ukraine destroys the whole oil refining infrastructure, Putin will find that, when he gives an order, it isn't implemented," the economist predicts. Everything will grind to a halt for lack of fuel.



Guest Column

MR. SUBRAT KULSHRESTHA
- Marine Lawyer



GUIDANCE ON MARITIME CLAIMS

(In continuation to the article of 15th August, Issue)

WRECK REMOVAL CLAIMS

1.1 Introduction

A wreck is normally defined as a ship which has sunk or grounded, or has been beached, for example as a result of a collision, error in navigation, capsizing, fire, explosion or severe weather conditions, in circumstances where the costs of removal and/or repairs are considered to exceed the value of the ship after removal. Consequently, salvage is not deemed a viable commercial proposition and there is little commercial reason for the owners of the ship to incur the costs of removal.

Over the past few decades, there has been increased focus on the protection of the marine environment, local interests and safety issues. Many coastal states have therefore implemented regulations to mitigate as far as possible the hazards that arise as a result of shipwrecks and/or wrecked cargoes and/or other pollutants that may be on board. Consequently, it is now the rule rather than the exception that a wreck removal order will be issued when there is a wreck within the territorial or inland waters of a state, and that the shipowner will be required to bear other liabilities that may arise as a result of the presence from the wreck.

Depending on the size, type, condition and location of the wreck, the liabilities, costs and expenses that may be incurred in order to remove it can be very substantial. Wreck removal operations may be technically complex requiring advanced equipment, technology and skills that may be in limited supply. Furthermore, the shipowners may not be entitled under the local law to limit liability or may be subject to especially high limits. It is therefore of the utmost importance that any casualty that may render the shipowner liable for wreck removal is promptly reported to the relevant insurers and that any advice and recommendations that may be provided by the insurers and any specialist lawyers and other experts that may be appointed are followed.

1.2 Liability for Wreck Removal Costs

1.2.1 General Aspects

The legal obligation that a shipowner may have to mark, light, raise, remove or destroy a wreck may be derived from a statute, local port/harbor regulations or contractual terms relating, for example, to the use of an oil or gas terminal or for provision of offshore services. A wreck removal order may therefore either be issued by a public authority based on a statutory or regulatory obligation, or it may be imposed by a private enterprise pursuant to a contractual obligation. The precise legal basis for the order may influence the rights of insurance recovery for wreck removal liabilities, costs and expenses.

The removal of the wreck is usually required by law if it is located within the jurisdiction of a coastal state and poses a threat to navigation and/or is considered a hazard to the marine environment (especially if there is a risk that oil contaminants or toxic substances may escape) and/or represents an obstruction to commercial or public activities such as fishing or oil and gas exploration. Furthermore, the wreck may be considered to be aesthetically

unsightly. For these and other reasons there will often be pressure on local authorities either to order removal of the wreck, or to take action themselves.

The type of measures that need to be taken depends on the type of order that is issued by the relevant authorities and may vary widely from case to case depending on the risks that the wreck is deemed to present. In some instances, the wreck of a grounded ship may only require additional lights pending further consideration, whereas a wreck which is partly submerged may also need to be marked with buoys or radar beacons. However, in both cases, wrecks that are deemed to pose a risk of damage either to the environment or to other vessels will often have to be removed in whole or in part. In some cases, the local authorities may be prepared to accept that the grounded wreck can be destroyed on site or that a submerged wreck can be partially removed by reducing the height of the wreck so that it no longer poses a threat to navigation.

If the wrecked ship is owned by a one-ship company that has, consequently, lost its only viable asset, its owners may, in a minority of cases, not be ready to co-operate, and it may not be possible to bring pressure on that company to raise the wreck. In such circumstances, there may be little choice for the owners of the waterway or the local governmental authorities but to remove the wreck themselves at their own cost and, thereafter, to try to recover those costs from the owners of the wreck or their insurers. Similar issues may arise where the sunken property is not the ship itself but parts of the ship or cargo or containers etc., that have fallen off the ship.

The owners of the wreck may also incur liability to third parties for loss or damage incurred by them as a result of the presence of the wreck. Common examples include claims brought by the owners of another vessel that has been damaged as a result of contact with the wreck. Claims may also be brought by commercial or public interests alleging that they have incurred financial loss due to the fact that the wreck has caused an obstruction to, for example, a subsea pipeline, a power or telecommunications cable, or a seawater inlet to a waterfront industrial site. Alternatively, claims may be brought by fishermen, hotel owners or terminal owners whose business has been interrupted by the presence of the wreck.

In the event that the shipowners are liable for the costs of wreck removal and/or for claims brought by third parties, they may wish to recover such costs from other parties that may be responsible for the incident. The merits of such a claim will depend either on the terms of the relevant charterparty or contract of carriage (e.g. if the ship has become a wreck as a result of the carriage of dangerous goods or the nomination by the charterers of an unsafe port) or on the tortious liability of any other third party, e.g. the owners of a colliding vessel.

To be continued in next article.....

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

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Health Zone



LIFESTYLE DISEASES ARE STRIKING YOUNG ADULTS EARLIER

For many years, conditions such as diabetes, high blood pressure, heart disease and obesity were commonly associated with middle age or older adulthood. Today, however, these “lifestyle diseases” are increasingly becoming a concern much earlier in life. Young adults are spending more time sitting, eating highly processed foods, sleeping irregularly and dealing with high levels of stress. These changes may be quietly affecting their health long before symptoms appear.

Lifestyle diseases, also known as noncommunicable diseases (NCDs), include conditions such as cardiovascular disease, type 2 diabetes, obesity and certain chronic respiratory diseases. The World Health Organization identifies unhealthy diets, physical inactivity, tobacco use and harmful alcohol consumption among the major preventable risk factors.

❖ A Generation Living More Inactive Lives

One of the biggest changes in modern life is the decline in everyday physical activity. Young adults may spend several hours studying or working at a desk, followed by more time on smartphones, computers, gaming platforms or streaming services. Even activities that once required movement such as shopping, travelling short distances or meeting friends can now be done with minimal physical effort.

The problem is not simply a lack of exercise. It is the accumulation of long periods of inactivity throughout the day. Regular movement helps maintain healthy body weight, blood pressure, blood sugar and cholesterol levels. Globally, WHO estimates that 31% of adults were insufficiently physically active in 2022.

When physical inactivity becomes a long-term habit, it can contribute to weight gain and metabolic problems, increasing the risk of conditions such as type 2 diabetes and cardiovascular disease.

❖ The Convenience Food Trap

Food habits have also changed dramatically. Busy schedules often encourage young adults to choose fast food, packaged snacks, instant meals, sugary drinks and highly processed foods because they are convenient and easily available.

An occasional takeaway is unlikely to cause serious harm. The concern arises when convenience foods become the foundation of someone's everyday diet. Diets high in added sugar, unhealthy fats and sodium, and low in fiber, fruits and vegetables can contribute to obesity, raised blood pressure, abnormal cholesterol and elevated blood glucose.

WHO notes that dietary habits developed during childhood and adolescence can continue into adulthood. It recommends a dietary pattern based on adequacy, balance, moderation, diversity and a greater emphasis on minimally processed foods.

❖ Sleep Is Becoming a Health Issue

Sleep is often the first thing sacrificed when young adults are trying to balance college, careers, social lives and digital entertainment. Late-night scrolling, irregular work schedules and constant notifications can make it difficult to maintain a consistent sleep routine.

Lack of sleep is not simply a matter of feeling tired the next morning. Poor or insufficient sleep is associated with obesity and can affect the development and management of diabetes and heart disease. The CDC recommends that adults get at least seven hours of sleep each day.

A healthier routine does not necessarily require a dramatic lifestyle change. Going to bed and waking up at approximately the same time each day, reducing screen exposure before bedtime and creating a comfortable sleep environment can help establish better sleep habits.

❖ Stress: The Invisible Contributor

Young adulthood can bring academic pressure, job insecurity, financial responsibilities, relationship challenges and uncertainty about the future. Chronic stress can make healthy choices more difficult. Someone who is constantly stressed may rely on comfort foods, skip exercise, sleep poorly or turn to tobacco or alcohol.

Stress can also affect daily routines and make it harder to priorities preventive healthcare. Although stress alone does not explain lifestyle diseases, it can interact with other behaviours and environmental factors that influence health. This is why mental and physical health should not be treated as completely separate. Looking after one can support the other.



❖ Tobacco, Alcohol and Other Risk Behaviours

Smoking and tobacco use remain important contributors to chronic disease. Alcohol consumption can also become problematic when it is frequent or excessive.



Health Zone



WHO identifies tobacco use and harmful alcohol use alongside unhealthy diets and physical inactivity as major behavioural risk factors for NCDs.

Young adulthood is an important period for prevention because habits developed during these years can continue for decades. Avoiding tobacco, limiting harmful alcohol consumption and seeking support for substance-use problems can significantly reduce long-term health risks.



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❖ Health Is About More Than Lifestyle

Our health is not always a result of the choices we make. Genes and family history can increase the risk of diseases such as diabetes, high blood pressure and heart problems. Other factors, conditions, pollution and availability of healthcare, can also affect our health.

Some people may develop health problems even when they eat well, exercise and follow healthy habits. For others, making healthy choices may not always be easy or affordable. This is why it is unfair to blame young people for every health problem they face.

Instead, the focus should be on making healthy choices easier for everyone. Access to nutritious food, safe places to exercise, proper healthcare and a healthy environment can help people stay healthier. Prevention is not just about individual choices; it is also about creating conditions that support a healthier life.

❖ The Warning Signs Can Be Easy to Miss

One reason lifestyle diseases can develop unnoticed is that many of them do not cause obvious symptoms in their early stages. A person can appear young, active and healthy while having elevated blood pressure, high cholesterol or abnormal blood sugar.

Recent Indian data illustrate the issue: an analysis of India's National Family Health Survey-5 (2019–21), covering 239,848 adults, found that 5.5% had multiple chronic conditions, meaning

they were living with two or more health problems. Obesity, substance use and hypertension were among the most frequently reported conditions, with obesity affecting 16.59% of those studied, followed by substance use at 5.30% and hypertension at 3.50%.

These figures do not mean that every young adult is unhealthy, nor do they represent every country. They do, however, highlight why age alone should not be considered a guarantee of good health.

❖ Prevention Should Begin Before the Problem Appears

The good news is that many lifestyle-related risk factors can be modified. Prevention does not require an extreme diet, exhausting workout routine or complete rejection of modern conveniences. Small, consistent changes can make a difference.

Regular physical activity, nutritious meals, adequate sleep, avoiding tobacco, responsible alcohol choices and routine health checks can all contribute to better long-term health. Preventive check-ups can also help identify issues such as high blood pressure, elevated cholesterol or abnormal blood glucose before they become more serious.

For young adults, the goal should not be to live like a health enthusiast every minute of the day. It is about building sustainable habits that can continue through college, careers, relationships and family life.

❖ A Healthier Future Starts Early

The rise of lifestyle diseases among younger adults is a reminder that chronic illness does not always wait for old age. Modern lifestyles have brought convenience, technology and new opportunities, but they have also reduced physical activity, changed eating patterns and disrupted sleep and daily routines.

The solution is not fear, it is awareness. Young adults who understand their risk factors can take action before small problems become long-term diseases.

Health is built through everyday decisions: what we eat, how much we move, how well we sleep, how we manage stress and whether we seek medical advice when necessary.

Starting early may be one of the most powerful forms of prevention. After all, a healthier adulthood is not something we begin building when illness appears; it is something we build through the habits we practice long before then.

❖ Small Changes, Big Impact

Preventing lifestyle diseases does not require major changes overnight. Simple habits like eating better, staying active, sleeping well and managing stress can make a lasting difference. The key is to make these healthy choices part of everyday life. When healthy choices become part of everyday life, they are more likely to continue into the future and reduce the risk of serious health problems later on.

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



Marine Insights

THE SMART PORT REVOLUTION

Ports have always been at the heart of global trade. They connect ships with cities, manufacturers with consumers, and national economies with the rest of the world. But the traditional port—dependent on paperwork, manual processes and isolated systems—is rapidly changing. A new generation of **smart ports** is emerging, powered by artificial intelligence, automation, the Internet of Things and real-time data.

The smart port revolution is not simply about introducing new machines or replacing human workers with technology. It is about creating a connected maritime ecosystem in which ships, terminals, cargo, equipment, logistics providers and port authorities can communicate and operate more efficiently. As global trade becomes faster and more complex, smart ports are becoming an increasingly important part of the future of the maritime industry.



What Is a Smart Port?

A smart port is a port that uses digital technologies and real-time data to improve its operations, efficiency, safety and sustainability.

Traditional ports often depend on separate systems and manual communication. A ship may communicate its arrival to a port authority, cargo information may be processed through another system, and terminal operators may use completely different platforms. This fragmentation can result in delays and inefficiencies.

Smart ports attempt to connect these processes. Sensors, software and communication networks allow information to

move between different parts of the port. Operators can therefore obtain a real-time picture of what is happening and make decisions based on current information rather than outdated reports.

The ultimate goal is simple: **make the port more intelligent, connected and responsive.**

The Power of Real-Time Data

Data is at the centre of the smart port revolution. Modern ports generate enormous amounts of information. They know when ships are arriving, how many containers they are carrying, where those containers are located, how equipment is performing and how traffic is moving around the terminal.

Internet of Things (IoT) sensors can collect this information continuously. Sensors installed on cranes, vehicles and other equipment can monitor their location, performance and condition.

This creates opportunities for **predictive maintenance**. Instead of waiting for equipment to fail, port operators can identify warning signs and schedule maintenance before a breakdown occurs. This reduces downtime, improves reliability and can significantly lower operational costs.

Real-time data can also help ports manage congestion. By knowing where ships, trucks and containers are at any given moment, operators can identify bottlenecks and adjust operations accordingly.

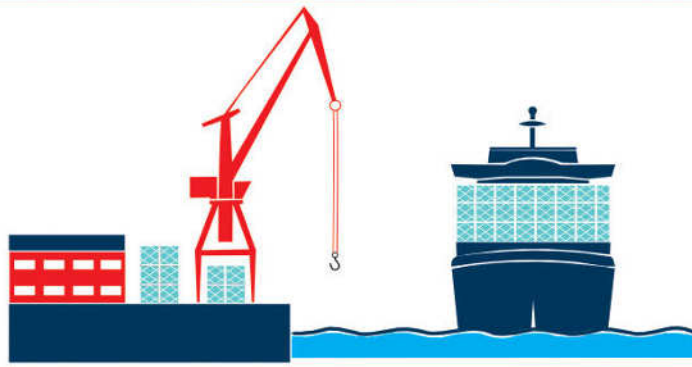
Artificial Intelligence Takes the Helm

Artificial intelligence is becoming one of the most powerful technologies available to smart ports.

Ports have to make thousands of decisions every day: Which vessel should use which berth? Where should a container be stored? Which truck should collect it? When should equipment be deployed?

AI can analyse enormous quantities of information and identify patterns that would be difficult for humans to process manually.

For example, AI-powered systems can predict vessel arrival times and help optimise berth allocation.



Marine Insights

If several vessels are expected to arrive at approximately the same time, an intelligent system can analyse schedules, cargo requirements and available infrastructure to determine the most efficient arrangement. AI can also help predict congestion, optimise container movements and improve the overall flow of cargo through a terminal.

Automation and the Changing Role of Workers

Automation is another defining feature of the smart port. Automated cranes, autonomous vehicles and remotely operated equipment can perform many repetitive tasks with a high degree of precision. Automated guided vehicles, for example, can transport containers across terminals without requiring a driver.

Automation can improve productivity while reducing exposure to dangerous working environments. However, it does not necessarily mean that humans will become irrelevant. Instead, the nature of port employment is likely to change.

Workers may increasingly operate automated systems, supervise remote equipment, analyse operational data, maintain sophisticated machinery and manage cybersecurity. This means that **training, reskilling and upskilling** will become increasingly important. The future port worker may need a combination of traditional maritime knowledge and digital expertise.

Making Ports Greener

The smart port revolution is also closely connected to the industry's environmental goals.

Ports consume substantial amounts of energy and are surrounded by complex transportation networks. Digital technologies can help reduce this environmental impact.

Smart energy-management systems can monitor electricity consumption and identify opportunities for greater efficiency. Ports can also use digital systems to integrate renewable energy into their operations.

Better scheduling can reduce emissions as well. When ships spend long periods waiting outside a port, they continue consuming fuel. Improved coordination between vessels and terminals can help reduce unnecessary waiting times.

Similarly, optimising truck movements and container

handling can reduce congestion, fuel consumption and emissions.

In this sense, **digitalisation and sustainability can reinforce each other.**

The Port of Tomorrow

The smart port is ultimately more than a collection of advanced technologies. It represents a new way of thinking about maritime operations.



The port of tomorrow will be connected, data-driven, automated and increasingly sustainable. Ships will communicate more efficiently with terminals, cargo will be tracked more precisely, equipment will increasingly operate autonomously and artificial intelligence will support complex operational decisions.

Yet successful digitalisation will depend on more than technology. Ports must invest in people, cybersecurity, infrastructure and collaboration.

The smart port revolution is already reshaping the maritime industry. The ports that embrace this transformation thoughtfully will be better equipped to handle the growing demands of global trade.

The future port will not simply move cargo. It will understand, predict and optimise the movement of cargo—and that intelligence could become one of the maritime industry's greatest competitive advantages.

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



SMYL ZONE



Waiter: how is your food sir?

Customer: My fish is very dry.

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



Boss: What are you doing?

Me: Watching a video on how to effectively deal with co-workers.

Boss: That's kickboxing

Me: Exactly



Co-worker: Got a second?

Me: You mean the one you just wasted or another one?



Daughter: Why do I have to go to school, can I just not quit?

Father: It's against the law and they'll put me in jail if you quit school

Daughter: It's okay dad I'll visit you



The salesman at the furniture store told me, "This sofa will seat 5 people without any problems."

I said, "Where the hell am I going to find 5 people without any problems?"



At a job interview I filled my glass of water until it overflowed a little.

"Nervous?" asked the interviewer.

"No. I always give my 110%."



It's been months since I bought the book,

"How to scam people online."

It still hasn't arrived yet.



Well, I got fired from the keyboard factory.

My boss said I wasn't putting in enough Shifts. That's when I completely lost CTRL.



My boss calls me "the computer."

Nothing to do with intelligence, I go to sleep if left unattended for 15 minutes.



A Spanish magician told everyone he would disappear.

He said, "Uno, dos...." Then disappeared without a tres.



Celes: What do you call a sick eagle?

Nidhi: What?

Celes: illegal



Hellen: What did you name your horse?

Sarah: Mayo.

Hellen: Mayo? Why?

Sarah: Because whenever I call him, Mayo neighs!



I've just applied for a job in a salad packing factory.

The hours are terrible, but apparently the celery is good.



Interviewer: Do you have any experience in a leadership role?

Me: Well, I am the admin for a WhatsApp group.



What do you say to your sister when she's crying?

Are you having a crisis?

A pun walks into a bar, ten people die on the spot.

Pun in, ten dead.



REVIEW CORNER



The Technology Behind Modern Ship Navigation

For centuries, sailors depended on stars, compasses, maps and their knowledge of the sea to find their way across oceans. Today, navigating a ship is a very different experience. Modern vessels use a combination of satellites, digital charts, radar, sensors and computer systems to determine their position, plan routes and avoid dangers.

These technologies have made maritime travel safer, faster and more efficient, while reducing the risks that once came with long-distance voyages.

One of the most important technologies used today is the Global Navigation Satellite System (GNSS), which includes GPS and other satellite-based systems. GNSS receivers on ships communicate with satellites orbiting Earth and calculate the vessel's position, speed and direction.

This information helps the crew know exactly where the ship is, even when it is hundreds of kilometers away from land. However, ships do not depend on satellite navigation alone. Other systems provide additional information if satellite signals become unreliable.

Another major development is the Electronic Chart Display and Information System (ECDIS). Instead of relying entirely on traditional paper charts, ships can use digital nautical charts displayed on a screen. ECDIS can show the ship's position, planned route, water depths, navigation hazards and other important information. It can also provide warnings when a vessel approaches shallow water or moves away from its planned course. This allows navigators to make decisions more quickly and reduces the chances of human error.

Radar remains another essential part of modern navigation. Radar uses radio waves to detect objects around a ship, including other vessels, coastlines and certain obstacles. It is especially valuable during poor visibility caused by fog, heavy rain or darkness. Modern radar systems can track several vessels at once and provide information about their movement, helping crews assess the risk of collision.

Ships also use the Automatic Identification System (AIS) to exchange information with nearby vessels and shore stations. AIS can transmit details such as a ship's name, position, speed, course and destination. By viewing this information, navigators can better understand the movement of surrounding traffic. AIS is particularly useful in busy shipping lanes, ports and coastal waters.

Modern ships are also equipped with sophisticated autopilot and steering systems. Once a route has been planned, autopilot can help maintain the vessel's heading and make small steering adjustments. This does not mean that ships can simply be left to operate without people. Officers on the bridge continue to monitor the vessel, weather, traffic and navigation systems and are ready to take control when necessary.

Weather technology has also transformed navigation. Ships receive information about wind, waves, storms, currents and visibility through satellite communications and specialized forecasting systems. Captains can use this information to adjust routes and avoid severe weather. Choosing a safer route can also save fuel and reduce delays.



Perhaps the most interesting development is the growing use of artificial intelligence, automation and integrated bridge systems. Computers can combine information from different sensors and systems, giving navigators a clearer picture of the ship's surroundings. AI-based tools may help identify potential collision risks, predict equipment problems and improve route planning.

Despite these advances, technology has not made human expertise unnecessary. Navigation officers still need extensive training and experience to understand the sea, interpret information and respond when technology fails. A power outage, equipment malfunction, communication failure or inaccurate sensor reading can create serious challenges.

Modern ship navigation is therefore best understood as a partnership between people and technology. From satellites high above Earth to sensors operating beneath the waves, countless systems work together to guide ships safely across the world's oceans. While the tools have changed dramatically, the fundamental goal remains the same: to help those at sea find the safest and most efficient way home.

NEWS UPDATE FOR ONBOARD CREW



TRUMP'S 'OPERATION ECONOMIC OUTCAST' AGAINST IRAN: WHAT SANCTIONS THREAT COULD MEAN FOR INDIA

US Treasury Secretary Scott Bessent has announced an intensified economic campaign against Iran, saying President Donald Trump is contacting world leaders with specific requests to halt economic interactions with Tehran.

The move comes amid the ongoing US-Iran conflict, which has unsettled the global economy and oil markets since the end of February. Bessent said the new US sanctions are aimed at cutting off every potential source of revenue for Iran, while warning countries that continue economic ties with Tehran that they could face retaliation.

He said it was "no longer acceptable to operate in the gray spaces" of the conflict.

The US has imposed sanctions on Iran for decades, restricting designated entities from accessing the dollar-based financial system. Iran has sought to circumvent the restrictions by establishing new front companies and other entities and registering vessels under new arrangements.

"Iran now faces a very clear choice, with only two paths before them: complete global isolation and a subsistence economy, or a path back to normalcy with an opportunity to rejoin the global economy," Bessent said while announcing Operation Economic Outcast.

He said the Treasury Department and other US agencies would seek to block every potential source of revenue supporting Iran's Islamic Revolutionary Guard Corps and government, with a "zero leakage" approach.

Operation Economic Outcast: What Bessent announced

Bessent accused countries and entities linked to Iran of purchasing and transporting its petroleum, facilitating financial flows through exchange houses and free-trade zones, allowing Iranian flights and maintaining vessel registries, and turning a blind eye to seaborne fuel transfers and overland transit.

He warned that such activities could trigger secondary sanctions, although he did not identify specific countries that could be targeted.

China, Turkey and the UAE are among Iran's biggest trading partners. China is also the largest purchaser of Iranian crude oil.

"An economic engagement of any kind with this murderous regime will expose those responsible to the full reach of American power," Bessent said.

Asked about potential sanctions against China, Bessent said no country was beyond the reach of US sanctions, while emphasising the importance of diplomatic engagement.

The Treasury Department has also sanctioned nearly 60 entities, individuals and vessels. China has remained the largest buyer of Iranian oil for several years, while Washington has increased efforts to restrict those purchases. The US has so far refrained from designating major Chinese banks that could be facilitating the oil trade.

What US measures could mean for India's oil imports

India has not been importing Iranian oil under the existing US sanctions regime. However, amid the Middle East conflict, the Trump administration temporarily waived sanctions on Iranian oil at sea in an effort to ease global crude prices, allowing India to purchase some Iranian crude to support its energy security.

India has not taken fresh Iranian crude shipments in recent months, while its diversified oil procurement basket has helped limit the impact of the absence of Iranian supplies.

As a result, sanctions targeting Iranian oil are unlikely to pose a major direct supply risk for India, but they could affect the country through higher global crude prices.

China is the largest importer of Iranian crude. If US pressure succeeds in reducing China's purchases, Beijing could turn to other suppliers, potentially pushing up international crude prices and increasing India's import costs.

"India's bigger risks are higher oil prices, disruption in the Strait of Hormuz and the Sanctioning Russia and Iran Act of 2026," Global Trade Research Initiative founder Ajay Srivastava said. The US Senate passed the legislation on August 7 by an 86-11 vote. If enacted, it could authorise tariffs of up to 100% against major buyers of Russian energy.

What could it mean for India-Iran trade?

The direct impact of the threatened secondary sanctions on India remains uncertain. The five broad areas identified for sanctions are digital assets, technology, gold, aviation and shipping.

Indian exports to Iran declined from \$3.5 billion in FY2019 to \$1.2 billion in FY2026. Rice accounted for \$810 million of exports, followed by tea and coffee at \$82 million, medicines at \$63 million, bananas at \$54 million, sugar at \$48 million and pulses at \$34 million.

India's imports from Iran have also fallen sharply, from \$13.5 billion in FY2019, including \$12.4 billion worth of crude oil, to less than \$375 million in FY2026.

Bitumen was the largest import at \$138 million, followed by apples at \$41 million, almonds at \$36 million and dates at \$35 million.

Indian exporters have warned that new US sanctions against Iran, combined with the UAE's suspension of trade with Tehran, could disrupt exports of rice, tea and pharmaceuticals. A significant portion of this trade has traditionally been routed through Dubai.

India remains one of Iran's five largest trading partners, although bilateral trade has fallen by more than 90% from its FY2019 peak of \$17 billion. Exports are now largely concentrated on goods exempt from sanctions on humanitarian grounds.

Indian exporters are concerned that the US measures could place additional pressure on trade already constrained by sanctions, cautious banking practices and shipping restrictions.



The UAE has suspended trade activities, exchanges and financial transactions with Iran until further notice. "We are already seeing indications that transactions and payment mechanisms traditionally routed through the UAE are exploring alternative jurisdictions," said Dev Garg, vice president of the Indian Rice Exporters Federation, pointing to Turkey as a possible alternative. During the first six months of 2026, India exported \$383.11 million worth of rice to Iran, making it the country's second-largest overseas market for premium rice, including long-grain basmati.

"Any prolonged disruption in this corridor will have a much greater bearing on the basmati industry, especially on millers and exporters in northern India than on India's overall non-basmati

rice trade," Garg said. Until recently, Indian exporters generally received payments through an Indian authorised-dealer bank from accounts held by UAE-based traders. Payments were made in dirhams, dollars or other permitted currencies, while the traders separately received payments from Iranian customers through banking channels that complied with applicable legal requirements.

India's tea exports to Iran stood at \$14.34 million during the first six months of 2026. Prabhat Bezboruah, a senior tea planter and former chairman of the Tea Board, said tea exports to Iran could also be affected because a significant portion of the trade passes through the UAE.

‘NOTHING CHANGES YET’: IMMIGRATION LAWYER SAYS NEW \$103,265 H-1B FEE PROPOSAL IS NOT FINAL

The Donald Trump administration has proposed increasing the H-1B visa fee to \$103,265 while significantly expanding the scope of the payment requirement. However, immigration lawyers say the proposal is not yet final and could face legal challenges if implemented. The Department of Homeland Security's proposal increases the previously announced \$100,000 H-1B fee by \$3,265. The larger change, however, is the proposed expansion of who would be required to pay the fee.

Under the earlier \$100,000 requirement, the fee applied to H-1B petitions involving workers who needed consular processing. It did not apply to workers already in the US who were selected in the H-1B lottery and were seeking a change of status.

Under the new proposal, every H-1B petition subject to the annual statutory cap would be covered by the fee. This would include applicants with master's degrees, workers already employed in the US and those who studied at US institutions.

Immigration attorney Emily Neumann said the administration was relying on a strategy of introducing multiple measures aimed at restricting legal immigration in the hope that at least some would survive legal challenges.

She said the proposed fee was unlikely to withstand scrutiny and would face litigation if it becomes final.

\$100,000 H-1B visa fee

In September 2025, Trump signed an executive order introducing a \$100,000 fee for H-1B petitions. Employers were required to pay the amount for each applicable petition.

Several lawsuits challenged the fee, and a court subsequently vacated the requirement.

For H-1B workers scheduled to join the US workforce from October 1 under the FY2027 programme, employers were therefore not required to pay the \$100,000 fee while the courts blocked its collection.

On June 8, 2026, a federal judge in Massachusetts ruled that the \$100,000 requirement constituted an unlawful tax. On July 24, the First Circuit Court of Appeals formally rejected the federal government's request to resume collecting the fee while the appeal continues.

What the proposed \$103,265 fee means

On August 24, the Department of Homeland Security proposed increasing the fee to \$103,265 while expanding its scope to cover all H-1B workers subject to the annual statutory cap.

The proposal would cover applicants with US master's degrees as well as individuals who have previously studied or worked in the US.

Neumann said the administration was relying on a different statutory authority for the proposed fee.

She described it as "same number, new wrapper, same playbook", arguing that the administration was continuing to pursue measures designed to restrict legal immigration.

However, she stressed that the measure remains only a proposal. "Nothing changes yet," Neumann said, adding that the proposed fee would apply only to new H-1B workers selected in the next cap lottery.

ALABAMA STUDENTS TURN CHRISTMAS TREES INTO GULF COAST DUNE PROTECTION

Discarded Christmas trees collected from homes across Alabama are getting a second life along the Gulf of Mexico, helping form the foundation of a student-led coastal restoration project.

What began in 2021 as a small environmental initiative has grown into an annual restoration effort on Alabama's public beaches.

Around 200 high school students and community volunteers gather along the shoreline in Gulf Shores to place recycled Christmas trees and plant thousands of native plants to strengthen fragile sand dunes.

According to records from the City of Gulf Shores and historical information maintained by coastal restoration company Dune Doctors, the project combines sand trapping with native plant restoration.

Recycled Christmas trees are placed and secured in selected sections of the beach where wind-blown sand naturally accumulates around their branches. As sand becomes trapped, it gradually builds up and forms the foundation of new dunes.

To help keep the sand in place during storms and strong winds, students plant about 3,000 native coastal plants around the

tree barriers each year, including sea oats (*Uniola paniculata*) and panicgrass (*Panicum amarum*).

How Christmas trees help build dunes

Sand dunes serve as an important natural barrier, protecting roads, buildings and inland habitats from storm tides and coastal erosion. When strong winds blow across the beach, loose sand is carried along until it encounters an obstacle. Placing used Christmas trees in lines along or across the beach creates simple barriers that slow the wind.

As air moves through the branches and needles, its speed decreases and sand settles around the trees. Over several months, the accumulated sand can completely cover the branches. The trees provide an immediate structure, but the newly formed sand mounds can still be eroded by wind if they are not stabilised with vegetation.

Native plants provide longer-term protection. Sea oats, for example, develop deep and spreading root systems that hold sand together. As the plants grow, they help transform loose sand into a more stable dune capable of providing continued protection to the coastline.

Students and community work together

The restoration effort relies on cooperation between local government, schools and environmental organisations.

The City of Gulf Shores operates public collection points after the holiday season, allowing residents to donate Christmas trees that are free of decorations. The programme provides an alternative to sending many of the discarded trees to landfills.

City crews transport the collected trees to selected beach access points, where student groups receive instructions on coastal

ecology and the correct methods for placing trees and planting vegetation.

"Our goal is to give students a hands-on experience in environmental stewardship while actively protecting our coastal infrastructure," event organisers said in project briefs published on the City of Gulf Shores civic portal.

"Seeing how a discarded household item can directly help rebuild our beach ecosystem gives these young people a lasting sense of ownership over their local environment," they said. Records maintained by Dune Doctors indicate that student participation has helped reduce the cost of manual dune planting while also supporting habitat recovery after major storms.

Helping the Gulf Coast recover

The combination of recycled Christmas trees and native vegetation is intended to address a major challenge along the Gulf Coast, where hurricanes and powerful winter storms can rapidly strip away beaches and dunes.

Dunes without vegetation can lose several metres of height during a major storm. Dunes supported by established root systems are generally better equipped to withstand storm surges and waves.

The discarded Christmas trees can also add organic material to the beach. As they decompose, they release nutrients such as nitrogen and phosphorus into the normally nutrient-poor sand, potentially helping young sea oat plants establish roots more quickly.

The vegetation also provides habitat for wildlife. Project managers say sea oats and panicgrass can create nesting and shelter areas for animals such as the endangered Alabama beach mouse (*Peromyscus polionotus ammobates*) and several species of shorebirds that use vegetated dunes for protection from predators and severe weather.

FROM GEN Z WAVE TO HEAT IN 150 DAYS: NEPAL PM BALEN FACES STREET ANGER, PARLIAMENT PRESSURE AND PARTY UNEASE

Barely 150 days after Gen Z anger helped propel Balendra "Balen" Shah to Nepal's top political office, the same street-driven energy that powered his rise is now adding to the pressure on the former rapper. Shah is facing growing criticism from protesters, opposition lawmakers and members of his own Rastriya Swatantra Party (RSP).

About two months after Shah took office, young protesters returned to Kathmandu's Maitighar Mandala demanding his resignation. Opposition MPs have also criticised his repeated absence from Parliament. Shah attended only five of the first 39 sittings, prompting Speaker Dol Prasad Aryal to direct him to appear and respond to lawmakers on August 26.

The political honeymoon began to fade within weeks of Shah assuming office on March 27, after the RSP won 182 of the 275 seats in the House. In April, strict enforcement of customs rules on goods brought across Nepal's open border with India affected people dependent on Indian markets for groceries, medicines and household essentials. The move triggered protests in border towns and eventually prompted authorities to relax the restrictions.

Public anger intensified in July after 25-year-old ride-share driver Ganesh Nepali died by self-immolation outside the passport office in Kathmandu following a dispute over municipal action against his vehicle.

His death fuelled demonstrations over municipal policing and renewed criticism of drives against informal settlements and landless squatters without adequate rehabilitation.

Shah has also faced sustained political attacks over Nepal's border dispute with India after a statement in which he alleged that Nepal was encroaching on Indian territory drew criticism from opposition parties.

Violent communal clashes in southern Nepal along the Indian border added another challenge. Shah was forced to address the nation amid criticism over what opponents described as a delayed response. In Pokhara, former Gorkha servicemen have continued to demand a resolution to the stalled recruitment of Nepalis into the Indian Army under the Agnipath scheme.

The pressure has also begun to emerge within Shah's own party. RSP lawmakers and senior leaders have questioned his distance from party structures and what they describe as a unilateral style of governance. RSP MP Jagadish Kharel voiced the criticism inside Parliament, saying, "Govt will not survive if only the dignity of the PM is preserved. Our dignity must also be preserved."

The developments have put Shah in an increasingly difficult position, with the street movement that helped bring him to power now becoming one of the sources of pressure on his government.

YOUR FORECAST

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



- BY RANI

Aries (Mar 21 – Apr 20)

Career prospects are on the rise, fueled by your innate drive and ambition. Your leadership qualities shine brightly making it an opportune time to take charge of projects or propose innovative ideas. The cosmos supports your professional endeavors, so trust your instincts and forge ahead fearlessly. It's an excellent time to assess your budget, make strategic investments, or consider long-term financial goals. The universe encourages you to focus on your well-being, Aries. Embrace physical activities that resonate with your high-energy personality. If you've been considering a career change, now is the time to make those bold moves.

Taurus (Apr 21 – May 21)

In the professional realm, Taurus, your hard work and dedication are set to pay off. Expect recognition and praise from colleagues or superiors for your efforts. This is an opportune time to showcase your skills and take on new challenges. Financially, Taurus, the stars advise a prudent approach. Consider seeking professional advice on investments or savings plans. Avoid impulsive spending, and you'll find your monetary matters falling into a more secure and prosperous alignment. Listen to your body and prioritize self-care. Consider incorporating mindful practices such as yoga or meditation to enhance your overall health.

Gemini (May 22 – June 21)

Career pursuits take a positive turn as opportunities for growth and recognition present themselves. Your intellectual prowess and ability to think on your feet will be your greatest assets. Financial matters are looking up, Gemini. Consider reevaluating your budget and exploring potential investment opportunities. A balanced approach to spending and saving will bring stability to your financial landscape. Focus on finding balance in your routine, incorporating activities that rejuvenate both mind and body. Single Geminis may find themselves drawn to someone with a captivating intellect and a sense of humor that matches their own.

Cancer (June 22 – July 22)

Cancer, your hard work and dedication are gaining recognition. Seize opportunities for collaboration and showcase your unique skills. A chance encounter at work could lead to a promising collaboration. Financially, the stars advise cautious optimism. Assess your budget and prioritize essential expenses. Financial opportunities may arise, but make sure to evaluate risks before making significant investments. Prudent financial decisions now will pave the way for stability in the future. Your emotional depth takes center stage in matters of the heart. Express your feelings openly, fostering a meaningful connection with your partner.

Leo (July 23 – Aug 23)

Your professional realm is ablaze with potential. Bold initiatives and creative ideas take center stage. Don't shy away from showcasing your talents, as recognition and advancement are on the horizon. Share your vision and watch your career trajectory elevate. A leadership role may beckon embrace it with the regal confidence that defines you. If contemplating a major purchase or investment, trust your instincts, but also seek advice from sources. Your financial prowess combined with strategic decisions ensures a prosperous path ahead. Pay attention to your energy levels and ensure you're nourishing yourself with wholesome foods.

Virgo (Aug 24 – Sept 22)

In the realm of career, meticulous planning and attention to detail will be your keys to success. Take a closer look at your professional goals and evaluate the steps needed to achieve them. Precision and organization will set you apart, earning the respect of colleagues and superiors alike. Stay focused, and your hard work will yield positive results. Financial matters are in the spotlight. Evaluate your budget and spending habits to ensure a stable financial future. Consider seeking advice from a financial advisor if needed. Your health is not just physical but deeply intertwined with your mental well-being. Practice mindfulness and incorporate stress-relief techniques into your daily routine. Whether you're in a committed relationship or exploring new connections, honesty will be your greatest ally. The planet of love, showers you with affection, leading to deeper connections.

Scorpio (Oct 24 – Nov 22)

Your tenacity and determination will be noticed by superiors, potentially leading to exciting opportunities. Collaborations with colleagues may prove beneficial, fostering a positive work environment. Keep your focus sharp as the universe aligns to boost your professional trajectory. Be cautious with investments and expenditures and consider seeking professional advice if needed. Opportunities may arise, but it's essential to weigh the risks before diving in. Your intuitive nature will be an asset in making sound financial decisions. Take the time to review your budget and set realistic savings targets for long-term stability.

Sagittarius (Nov 23 – Dec 21)

Your professional endeavors receive a boost from the planetary alignments. Jupiter, your ruling planet, encourages expansion and growth in your career. It's an opportune time to take on new challenges, showcase your skills, and aim for the stars. The financial realm sees positive developments as Mercury dances through your sector of wealth. This is an ideal time to assess your financial goals and make informed decisions regarding investments. Keep an eye out for lucrative opportunities and trust your instincts when it comes to financial matters. As Mars influences your well-being sector, the energy is dynamic and invigorating.

Capricorn (Dec 22 – Jan 20)

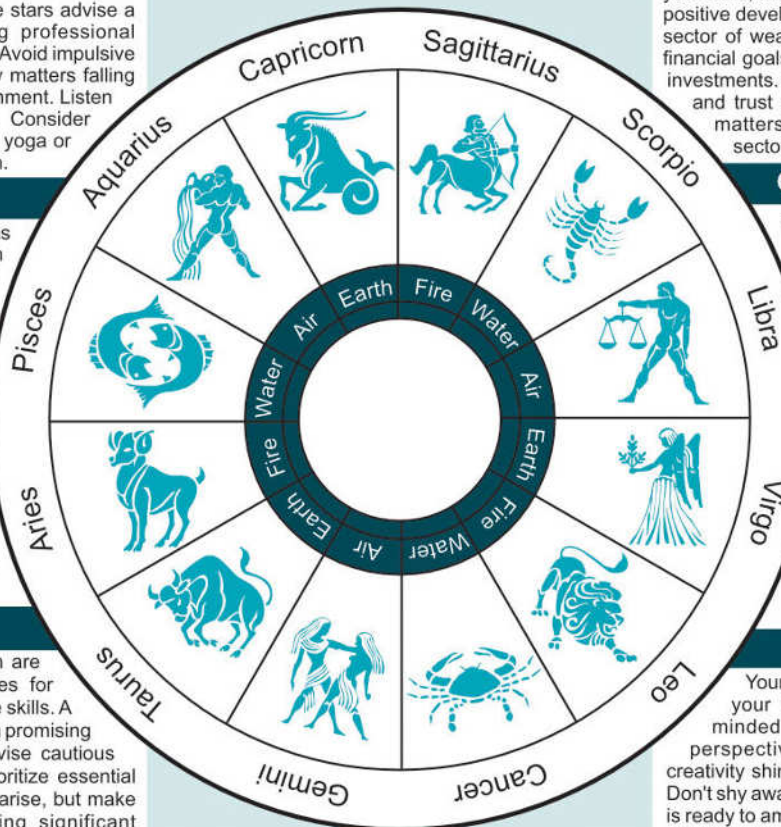
As the ambitious goat of the zodiac, your career aspirations come under favorable cosmic influence. Mars ignites your professional sector, boosting your energy and determination. The universe supports your efforts, paving the way for recognition and advancement. With mercury in your money sector, focus on budgeting and smart investments. Remember, slow and steady wins the race, so be patient in your financial endeavors. The celestial energies urge you to prioritize self-care and establish a harmonious routine. Whether it's a new workout regimen, mindful eating habits, or simply more rest, invest time in nurturing your body.

Aquarius (Jan 21 – Feb 18)

Your innovative ideas may take center stage in your professional life. Collaborate with like-minded individuals and present your unique perspectives. This could be the moment your creativity shines and propels you toward opportunities. Don't shy away from expressing your ideas, the universe is ready to amplify your voice. Be cautious but not overly conservative and explore growth opportunities. A healthy body fuels a resilient spirit, helping you tackle challenges. Channel this vitality into physical activities. Single might find unexpected sparks in the most unlikely places. Embrace the unknown and let love surprise you.

Pisces (Feb 19 – Mar 20)

Neptune's artistic influence enhances your creativity, making it an ideal time to showcase your talents. Your unique approach to problem-solving may catch the eye of leaders and superiors. Seize opportunities to express your innovative ideas. In finances, take a measured approach. Neptune encourages you to dream big, but grounding those dreams in practicality is key. As the cosmic waves gently lap at the shores of your well-being, prioritize self-care, Pisces. Take a moment to reflect on your physical and mental health. Consider integrating holistic practices into your routine, such as meditation or gentle yoga, to restore balance.



Libra (Sept 23 – Oct 23)

In the professional arena, collaboration is key. Seek out partnerships and alliances that align with your goals. Teamwork will not only enhance creativity but also bring about innovative solutions to any challenges you may encounter. Financial matters may require your attention. Assess your budget, review investments, and consider long-term goals. Prudent financial decisions now will lay the foundation for future stability. Collaborating with financial experts or seeking advice from those experienced in wealth management may offer valuable insights. Balancing your physical and mental health will empower you to face challenges with resilience and grace. Share your thoughts and feelings openly, fostering intimacy and understanding. Single Libras may find unexpected sparks in social settings, so be open to new connections you never know where love may blossom.

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



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BOSUN / AB
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2E / 3E / 4E (min. 6 months rank exp.)

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2	3221	Engine Room Simulator - (Management level) MEO Class II	5 Days	20	3123	High Voltage Safety And Switch Gear - (Operational Level)	1 Day
3	3121	Engine Room Simulator - (Operational level) MEO Class IV	3 Days	21	6101	Basic Safety Training [BST= EFA+FPFF+PST+PSSR]	12 Days
NAVIGATION SIMULATOR				22	6621	Security Training for Seafarers with Designated Security Duties - (STSDSD)	3 Days
4	4211	Global Maritime Distress Safety System (GMDSS)	12 Days	23	5121	Basic Training for Liquefied Gas Tanker Cargo Operations (BTLG)	5 Days
5	2121	Radar Observer Simulator - (ROSC)	10 Days	24	5111	Basic Training for Oil and Chemical Tanker Cargo Operations (BTOC)	7 Days
6	2122	Automatic Radar Plotting Aids - (ARPA)	5 Days	25	5211	Crowd Management, Passenger Safety & Safety Training - (PSF)	3 Days
7	2123	Electronic Chart Display And Information Systems - (ECDIS)	6 Days	26	6511	Ship Security Officers - (SSO)	3 Days
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10	3211	MEO Class II	4 Months	29	5112	Advanced Training for Oil Tanker Cargo Operations (TASCO)	10 Days
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13	2212	Chief Mate (FG) Phase - II	3 Months	32	1061	Vertical Integration Course For Trainers - (VICT)	10 Days
14	2111	Second Mate (FG)	4 Months	33	6421	Medical Care (MC)	10 Days
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RPSL-MUM-131 | Issue Date: 12.02.2024 | Valid Till: 12.02.2029

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RPSL-MUM-030

Issue date: 18.04.2026

Valid till: 18.04.2031

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- ♦ Chief Officer (12 months Tanker experience)
- ♦ Chief Engineer (with ME Electronic Engine experience)
- ♦ 2nd Engineer (Rank Experience of 12 Months Tanker experience)
- ♦ 3rd Engineer (with 12 months Rank experience holding valid documents and management level DCE Oil / Chemical)
- ♦ 3rd Officer (with 12 months Rank experience holding valid documents and management level DCE Oil / Chemical)
- ♦ Electrical Officer ♦ Bosun ♦ AB (preferably with Tanker exp.)
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Contact No.:

Upendra (Deck): +91-9167077056

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Asvea (Ratings): 91-9167772141

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Please forward your CV on:

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RPSL NO. MUM-146

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

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EXPERIENCED STAFF
WITH RELEVANT
VESSEL EXPERIENCE

DIVING SUPPORT VESSEL OPERATING ON INDIAN COAST

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CHIEF ENGINEER (Class I)

HARBOUR TUG

(Requirements For Operating On West Coast Of India)

CHIEF ENGINEER
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For Short Contract

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

»CONTAINER VESSELS (with US visa)

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- THIRD ENGINEER (With 6 months exp.) **urgent**
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- AB (With 24 months rank exp.)

»CHEMICAL TANKERS (with US visa)

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

»HEAVYLIFT (with US visa)

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

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- Pumpman
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- CO (Min 12 months exp)
- CE (Min 6 - 8 months exp)
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RPSL-MUM-018 | DOI: 25.09.2025 | DOE: 25.09.2030



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crewing@elvisshipmanagement.com

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

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2nd Engineer, 3rd Engineer, AB, Oiler & Fitters.

VLGC / LPG:

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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:

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XT Ships Management India Pvt. Ltd.

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



CHEMICAL TANKERS

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

www.asm-maritime.com

CONTAINERS / BULK

- CHIEF ENGINEER
- FIRST ASSISTANT ENGINEER
- ORDINARY SEAMAN

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

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

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

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

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

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

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


ICOON MARINE PRIVATE LTD.

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

WE ARE HIRING

OIL TANKER VESSELS

- ◆ Master
- ◆ Chief Officer
- ◆ Fourth Engineer

White COC and Rank experience compulsory.

Interested candidates can email their resumes on icon@iconmarine.com

Contact Details:

Please send your resume on our below contact numbers:

+91 8591724774 /
+91 8591099686
(WhatsApp only)



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

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


Ocean Sparkle Limited

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

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

For Dredgers

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

For Harbour Tugs

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

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

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

Contact No: **022 27578507/40**



SHORE JOBS

CREW MANAGER FOR HARBOUR TUGS

RADIO OFFICER

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

What we offer:

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

Address:

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

TRITON MARITIME PVT. LTD.

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

Mumbai (Parekh Group)



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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

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

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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

We Are Hiring Following Personnel For Our AHTS In Cochín:

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

ALL RATINGS SHOULD APPLY. VALID PCC REQUIRED.

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

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

Share Your CV At crewing@triton-maritime.com
Contact No.: +91 8600842570 / 9820952983

Police Clearance Certificate Or Pass Cancellation Mandatory.

WE HAVE NO AGENTS.

SEARLAND MANAGEMENT SERVICES PVT. LTD.



RPSL No.: MUM-489

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

WE HAVE SUCCESSFULLY COMPLETED 25 YEARS IN 2026.

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

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

- * CHIEF ENGINEER
- * SECOND ENGINEER
- * THIRD ENGINEER
- * FOURTH ENGINEER
- * ETO WITH COC
- INDIAN COC ONLY & SULZER EXP.

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

REQUIREMENTS FOR TANKER FLEET:

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

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

- * CHIEF ENGINEER
- * SECOND ENGINEER

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

Contact Us For RORO FLEET:

Ms. Aishwarya Kadam: +91 8655812751

Mr. Chirag Solanki: +91 8655812752

Contact Us For TANKER FLEET:

Mr. Vishal Bhawe: +91 8655812750

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

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

Web: www.searland.co.in



HOLY ANGEL MARINE SERVICES PRIVATE LIMITED

RPSL NO. CHN/045

Issued on: 14.01.2018 / Valid Until: 29.09.2027



JOINING WILL BE IMMEDIATELY

URGENT REQUIREMENT FOR PANAMAX TANKER VESSEL

- CHIEF ENGINEER
- SECOND ENGINEER
- CHIEF OFFICER
- ETO (WITH COC / ETR)
- A/B (WITH INDIAN COP)
- OILER (WITH INDIAN COP)

HRA ALLOWANCE

TRADING AREA: PERSIAN GULF

SALARY AS PER MARKET

Preferred COC: INDIAN / UK / AUSTRALIA / NEW ZEALAND / SINGAPORE / MALAYSIA

BENEFITS

- On Board Internet Facility
- Timely Relief
- Long Term Employment
- Performance Based Promotion

Interested Candidates are requested to send their CV's by mentioning your Rank / Name / Date of Availability Last Drawn Salary / Expecting Salary to our below given E-mail ID.

HAPPY BIRTH DAY TO YOU
Master - Anurag Mittal, C/E - Krishnan Kumar, C/O - Manimaran,
2/E - John Paul, 3/E - Ebin, D/Cadet - Naveen,
A/B - Sabil, TR/OS - Rohit, G/S - Suresh

CONTACT PERSONS

- 24 x 7 - +91 78456 96077
- Off. & Engs. - +91 75300 44252
- Top 4 & ETO - +91 87549 57322
- Ratings - +91 99445 28339

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

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

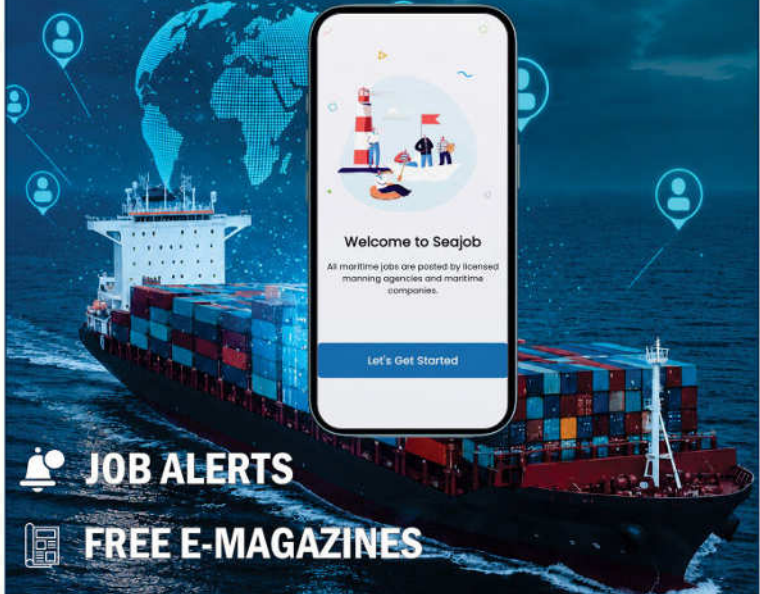
Web: www.holyangelmarineservices.com E-mail: support@holyangelmarine.in, crewinghams@gmail.com

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RPSL-MUM-045 Issue Date: 16.12.2025 Expiry Date: 16.12.2030

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

URGENT REQUIREMENTS:

AFRAMAX TANKER

- » CHIEF OFFICER
- » ETO

SUEZMAX TANKER

- » ETO

OIL/CHEMICAL TANKER

- » MASTER
- » CHIEF OFFICER
- » CHIEF ENGINEER
- » ETO

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