

# OLYMPIA SHIP MANAGEMENT SEAJOB INDIAN ANCHOR AWARDS 2026



AG. MARITIME PRIVATE LIMITED



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Pacific Basin



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VR MARITIME SERVICES PVT. LTD.

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

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

(Terms and conditions strictly by Admin)

Best Leader of the Year (Company Head) India.

Voting Will Be Done By

100% = 25% 25% 25%

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

"It's Here Where Dreams Set Sail"

## From Our Souvenir Sponsors

**Capt. Sanjay Prashar, Founder and CEO,  
VR Maritime Services Pvt. Ltd.**



The Seajob Indian Anchor Awards highlight the people propelling the maritime sector into the future. What distinguishes this platform is its ability to celebrate meaningful achievements across the industry. For us, being part of it is more than gaining recognition, it's about standing alongside a community that upholds high standards and forward thinking. Through our involvement, we aim to expand our impact and be part of a shared journey defined by innovation, strength, and collective achievement.

**Capt. Santanu Ghosh, Owner's Representative  
Of Pacific Basin In India & Director For Tristarr**



We are proud to be part of the Seajob Indian Anchor Awards, a landmark occasion that captures the spirit and ambition of India's maritime landscape. The event serves as a powerful convergence point where industry leaders, and key stakeholders come together to build lasting connections. Our involvement is not merely participatory; it reflects our belief in supporting initiatives that create meaningful impact. The Awards embody a culture of excellence that resonates with our own values as a company, making this association both purposeful and rewarding.

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← 38 — 43



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

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

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

*(Terms and conditions strictly by Admin)*

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

**Voting Will Be Done By**

- 100% = 100%
  - 25% = 25%
  - 25% = 25%
  - 25% = 25%
- Company OTP Users, Seafarers, Jury, & Seajob Admin.**



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✉ [iliketobe@synergymanning.com](mailto:iliketobe@synergymanning.com)

### Vacancies for Shore Jobs

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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](http://www.meiji-group.com) & [www.mms-india.com](http://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

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

### PCTC (Pure Car & Truck Carrier)

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

- Master • Chief Engineer • Second Engineer
- Third Engineer

### IGF TANKER (Dual Fuel Chemical Tanker)

- Chief Officer • First Assistant Engineer • ETO

### VERY LARGE CRUDE TANKERS (VLCC)

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

### OIL - CHEMICAL TANKERS

(with experience of sailing in Ice conditions)

- Chief Officer • Chief Engineer
- Third Officer • ETO

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

Contact Persons - Officers:

Ms. Daisy Fernandes - 8657950693

Mr. Mahesh Sanga - 8828800717

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WE DO NOT HAVE ANY OTHER REPRESENTATIVE AGENTS IN INDIA.



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

### 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) ▶ 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](mailto:mmsi.ratings@meiji-group.com)

#### RATINGS

Ms. Yamini Nair  
+91 8657558536

Ms. Riza Dutta  
+91 8291821227

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

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

#### BRANCH OFFICE:

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

Contact Person:

Ms. Ritu Pandey - +91 8291100570

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



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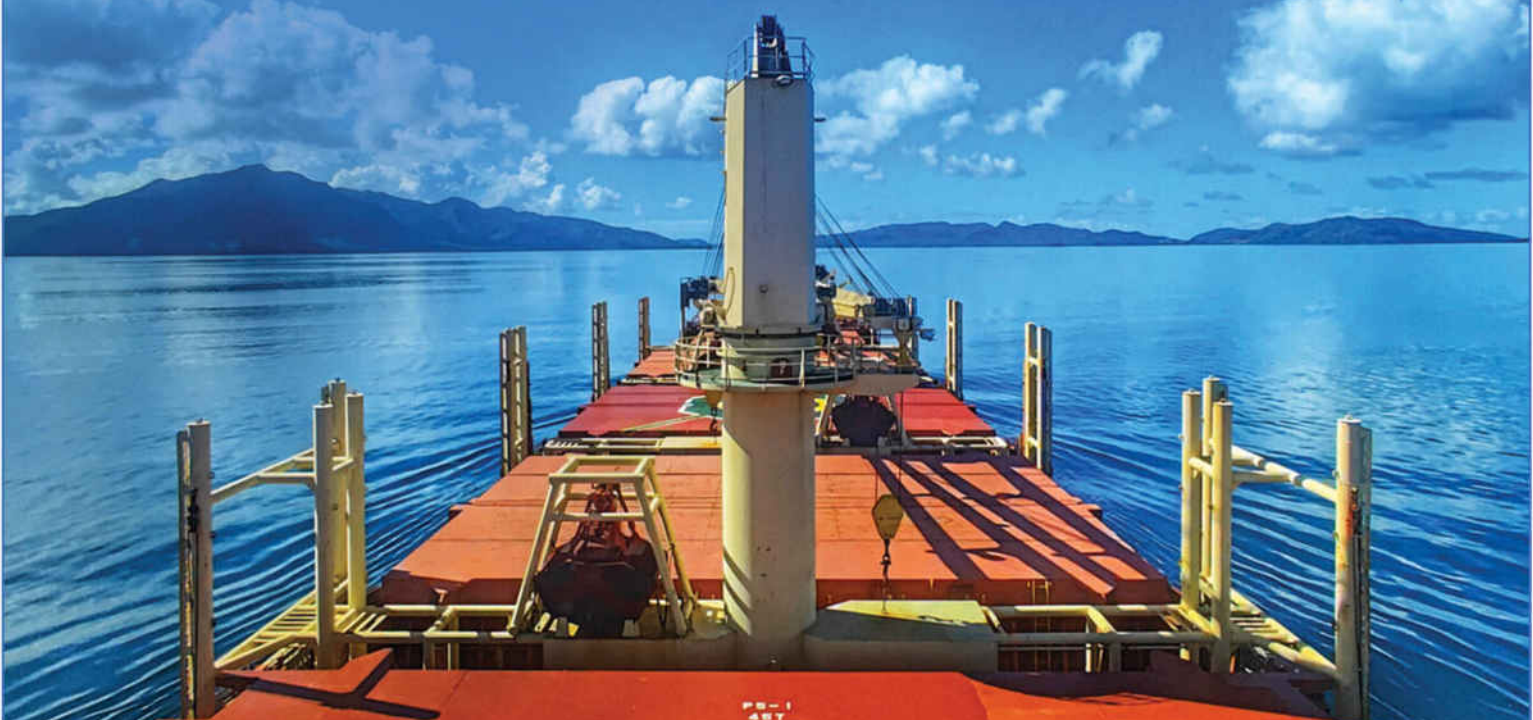
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RPSL-MUM-191. **Valid from:** 12.11.2025 **Valid till** 12.11.2030



# MTM SHIP MANAGEMENT(INDIA)PVT LTD

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

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

- Master
- Chief Officer
- Chief Engineer
- 2nd Engineer
- 2nd Officer
- 3rd Engineer
- 3rd Officer
- 4th Engineer
- J/O & J/E
- EO/ETO/TREO
- Oiler (Bulk)
- AB (Bulk)



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### MUMBAI REGION

#### FOR RATINGS:

Pradeep Yadav

(Sr Recruitment Officer) +91 8291960943

#### FOR OFFICERS :

Ravi Shankar Kanithi

(Sr. Manager – Recruitment ) +91 9004008027

Afsha Fatima

(Asst. Manager-Recruitment) + 91 77188 60740

Sneha Pawar

(Sr Recruitment Officer) +91 8291293924

### DELHI REGION

#### FOR OFFICERS :

Manoj Sharma

(Deputy General Manager) +91 83779 09271

Mayank Gogia

(Sr Recruitment Officer) +91 81710 87014

### PATNA REGION

#### FOR OFFICERS :

Chandan Kumar

(Asst. Manager-Recruitment) + 91 80834 71212

WE HAVE NO AGENTS ACTING ON BEHALF OF THE COMPANY.

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

[www.mtmshipmanagement.com](http://www.mtmshipmanagement.com) / [mtmjjobs.india@mtmsm.com](mailto:mtmjjobs.india@mtmsm.com)

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# CREW WANTED

We are looking for candidates for the following positions:

## Officers:

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

## Ratings:

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

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

### Chennai

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

### Kochi

T: +91 484 451 67 51 / +91 98 952 786 22  
ranganathan.ms@bs-shipmanagement.com

### Goa

T: +91 89 767 59 325  
sanjay.misra@bs-shipmanagement.com

### Colombo

T: +94 11 237 2853  
nuwanpriya.sugunapala@bs-shipmanagement.com

### Kolkata

T: +91 33 4073 2607 / +91 99 039 820 61  
amit.dutt@bs-shipmanagement.com

### Patna

T: +91 99 343 002 74  
madhup.chandrashekhhar@bs-shipmanagement.com

### Delhi

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

### Mumbai

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

### For ratings:

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pravin.chavan@bs-shipmanagement.com

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

Member of the **SCHULTE GROUP**



# **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:

- ▶ Master
- ▶ Chief Officer
- ▶ Third Officer
- ▶ Chief Engineer
- ▶ Second Engineer
- ▶ Third Engineer
- ▶ Electrical Engineer

Ratings:  
▶ Chief Cook with COC



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- ▶ SUPERIOR TICKET ALLOWANCE
- ▶ RE-JOINING BONUS



**Awarded the "BEST EMPLOYER FOR CONTAINER FLEET" at Seajob Indian Anchor Awards 2024**

## Shore Jobs

### Chennai Location:

- ▶ **Deputy Head of Manning:**  
Required C/E with Container Exp. & Shore Exp. will be considered.  
Wages as per market standard.



SCAN THE QR CODE

### Interested Candidates Please Contact Us At

Email ID: [pma@maa.pacificmanning.com](mailto:pma@maa.pacificmanning.com)  
Ph. No.: +91 44 66840 600 / 44 46840 598  
Mob. No.: +91 73584 56442 / 99405 32510  
Address: 811, Raheja Towers, 177 Anna Salai, Chennai - 600 002.

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

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# AG. MARITIME PRIVATE LIMITED

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



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**Seajob Indian  
Anchor Awards 2024**



## URGENT REQUIREMENTS FOR OUR EXPANDING FLEET

### CAR CARRIER (WITH US VISA)

- CHIEF OFFICER
- 2ND ENGINEER ■ 3RD ENGINEER

### FEEDER CONTAINER

- MASTER ■ CHIEF ENGINEER ■ 2ND ENGINEER
- ELECTRICAL OFFICER ■ ABLE SEAMAN

### KAMSARMAX BULK (WITH US VISA)

- MASTER ■ CHIEF OFFICER ■ 3RD OFFICER
- CHIEF ENGINEER ■ 2ND ENGINEER ■ 3RD ENGINEER
- ABLE SEAMAN

### VLCC/OIL-CHEM TANKER - FOREIGN PRINCIPLES

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

### OIL-CHEM TANKER VESSELS - FOREIGN PRINCIPLES

- MASTER - WITH 18 MONTHS EXP.
- CHIEF OFFICER - WITH 18 MONTHS EXP.
- CHIEF ENGINEER - WITH 18 MONTHS EXP.
- SECOND ENGINEER - WITH 18 MONTHS EXP.
- THIRD OFFICER - WITH 6 MONTHS EXP.
- FOURTH ENGINEER - WITH 6 MONTHS EXP.
- ELECTRICAL OFFICER - WITH 12 MONTHS EXP.

### PRODUCT TANKER - FOREIGN PRINCIPLES

- MASTER - WITH 18 MONTHS EXP. ■ CHIEF OFFICER - WITH 12 MONTHS EXP.
- CHIEF ENGINEER - WITH 18 MONTHS EXP. ■ 2ND ENGINEER - WITH 12 MONTHS EXP.
- 3RD OFFICER - WITH 6 MONTHS EXP. ■ 4TH ENGINEER - WITH 6 MONTHS EXP.
- ELECTRICAL OFFICER - WITH 12 MONTHS EXP.

Share Updated CV  
for Sea jobs:  
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#### TANKER:

9321276981 - TOP 4  
9321276989 - TOP 4  
8850817031 - JR. OFFICERS  
9321277001 - RATINGS  
9321276995 - RATINGS

#### BULK / CONTAINER / PCTC:

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**WEBSITE:** [www.ag-maritime.com](http://www.ag-maritime.com)

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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 OFFER:** → Revised Wage Scale for LNG Junior Officers effective 1st April 2026  
→ Special Bonus Incentive for Top 4 Officers on Open Hatch Gantry Vessels

### WE ARE EXPANDING & LOOKING FOR ENTHUSIASTIC & EXPERIENCED OFFICERS

#### CONTAINER

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

#### CHEMICAL

- ❖ 3rd Officer

#### LPG

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

#### VLCC

- ❖ Chief Officer (Master license preferred)

#### GANTRY CRANE

(Open Hatch General Cargo Vessel)

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

#### PCC

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

#### LNG

- ❖ 1st Asst. Engineer ❖ ETO

#### On board Vacancies (Seafarers):

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

#### WE OFFER:

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#### CONTACT US:

##### NEW OFFICE ADDRESS

NYK SHIPMANAGEMENT (INDIA) PVT. LTD.  
Level 10, Tower 1, Seawoods Grand Central, Sector 40,  
Seawoods, Navi Mumbai 400 706, India.

Tel: +91 22 6815 6700

Contact: Capt. Purendu Nansi,  
Capt. Anthony Rodrigues, Mr. Swapnil Rane,  
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

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### 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.

##### Only for Shore based Vacancies:

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

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



# OLYMPIA SHIP MANAGEMENT PVT. LTD.

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

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**Bulk Carriers & Tankers**

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### CONTAINER:

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

### OIL / CHEM TANKERS (FRAMO):

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

### OIL TANKERS:

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

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## CRUISE & RIVER CRUISE REQUIREMENTS

### DECK (OCEAN CRUISE):

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

### ENGINE (OCEAN CRUISE):

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

**ETO with advance HV & Automation Training**

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(with min. 2 years cruise exp.)  
**EXECUTIVE CHEF / SOUS CHEF**  
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(multilingual preferred)

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

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Chief Engineer / 2nd Engineer  
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For Ratings: +91 91371 04852  
Landline: +91 22 4802 4564

**Email: [info@shoolinship.com](mailto:info@shoolinship.com) / [crew@shoolinship.com](mailto:crew@shoolinship.com)**

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# VR Maritime Services Pvt. Ltd.

RPSL - MUM - 199 | Expiry Date: 19.07.2026



## Urgent Requirements

### VLCC / SUEZMAX / AFRAMAX / PRODUCT / OIL- CHEMICAL TANKERS:

- ▶ **MASTER** (CRUDE OIL / OIL/CHEM / SMALL OIL TANKER)
- ▶ **CHIEF OFFICER** (OIL/CHEM TANKER)
- ▶ **THIRD OFFICER** (CRUDE OIL / OIL/CHEM TANKER)
- ▶ **CHIEF ENGINEER** (CRUDE OIL TANKER)
- ▶ **SECOND ENGINEER** (OIL PRODUCT TANKER)
- ▶ **ETO** (CRUDE OIL TANKER)
- ▶ **AB** (OIL/CHEM TANKER)
- ▶ **BOSUN** (OIL/CHEM TANKER)
- ▶ **OS** (OIL/CHEM TANKER)

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

- ▶ **MASTER** (BULK CARRIER / RORO)
- ▶ **CHIEF OFFICER** (CONTAINER)
- ▶ **CHIEF ENGINEER** (BULK CARRIER)
- ▶ **CHIEF ENGINEER** (GENERAL CARGO)
- ▶ **SECOND ENGINEER** (BULK CARRIER)
- ▶ **SECOND ENGINEER** (GENERAL CARGO)
- ▶ **SECOND ENGINEER** (RORO)
- ▶ **AB** (RORO)
- ▶ **BOSUN** (RORO)
- ▶ **OS** (RORO)
- ▶ **FITTER WITH WATCH KEEPING** (RORO)

### VLGC / LPG / LNG CARRIER:

- ▶ **MASTER** (LNG STEAM TURBINE / VLGC)
- ▶ **CHIEF OFFICER** (LNG STEAM TURBINE)
- ▶ **SECOND OFFICER** (LNG STEAM TURBINE)
- ▶ **CHIEF ENGINEER** (LNG STEAM TURBINE)
- ▶ **SECOND ENGINEER** (LNG STEAM TURBINE)
- ▶ **THIRD ENGINEER** (LNG STEAM TURBINE)
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- ▶ **GAS ENGINEER** (LNG STEAM TURBINE)
- ▶ **ETO** (LNG STEAM TURBINE)
- ▶ **AB** (LNG STEAM TURBINE)
- ▶ **BOSUN** (LNG STEAM TURBINE)
- ▶ **OS** (LNG STEAM TURBINE)
- ▶ **FITTER WITH WATCH KEEPING** (LNG STEAM TURBINE)

### OFFSHORE - AHTS / PSV – (DP / NON DP) WITH ARAMCO CHARTER EXPERIENCE:

#### AHTS DP2

- ▶ **MASTER** - SDPO
- ▶ **CHIEF OFFICER** - DPO
- ▶ **SECOND OFFICER** - DPO
- ▶ **SECOND ENGINEER**
- ▶ **THIRD ENGINEER**

#### AHTS NON DP

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

### 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](mailto:resume@vrmaritime.net),

Website: [www.vrmaritime.net](http://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 Kangukar (Gas Officers) - +91 86574 96814

Mr. Vikas Vishwakarma (Dry Officers) - +91 86574 96804

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

Ms. Vibha Mishra (Offshore/Fishing) - +91 86557 03578

Mr. Atharv Sawant (Ratings) - +91 86558 75963

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### ORDINARY SEAMAN

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### SECOND COOK

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### WELDER

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- **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.

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- **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).

### GAS TANKERS – VLGC/LPG CARRIERS

- **Chief Officer** with minimum 36 months rank experience.
- **ETO & Trainee ETO**
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 months rank experience & with similar type of vessel mentioned.

### VLCC AND SUEZ MAX TANKERS (ME ENGINE)

- **Master & Chief Engineer** with 12 months rank experience.
- **Chief Officer** with Framo Pump experience on product tanker with minimum 15 months rank experience.
- **ETO & Trainee ETO**
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 months rank experience & with similar type of vessel mentioned.

### CHEMICAL TANKERS

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

### CONTAINERS

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### ONSHORE POSITIONS

- **Technical Superintendent – Mumbai/Chandigarh/Kolkata**  
Candidate should have sailed onboard an LNG carrier/Oil tanker/Chemical tanker as Chief Engineer. Min. experience 1-2 years, Freshers may also apply.
- **HSEQA Superintendent – Chennai/Mumbai**  
Candidate should have sailed onboard an Oil/Chemical tanker as Chief Engineer/Master. Minimum experience 1-2 years. Freshers may also apply. Second Engineer (2E) with Bulk carrier experience may also apply.
- **Marine Superintendent – Mumbai/Chandigarh/Kolkata**  
Candidate should have sailed onboard a Gas tanker (LPG) as Master. Minimum experience 1-2 years. Freshers may also apply.
- **Technical Support Manager – Mumbai/Chennai/Kolkata**  
Candidate should have sailed onboard a foreign going vessel as Chief Engineer. Should have expert knowledge on various types of ship engines and environmental compliances including EU-ETS & IMO-DCS. Candidates with work experience in ship classification societies will be preferred. Naval architects with aforesaid work experience 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).

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SHMS (Simulator)	Rs. 22,500/-	5 Days	15/06/26	8	Assessment, Examination And Certification Of Seafarers Course (AECS)	Rs. 18,000/-	10 Days	On Request	20
LCHS (OIL) (Simulator)	Rs. 10,500/-	5 Days	04/05/26	8	Advanced Trg. For Ships Using Fuels Covered Within IGF Code	Rs. 20,500/-	5 Days	04/05/26	16
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Oiler	IND/IND	900	Radio Op	GMDSS (IND)	2550
Cook	IND/IND	1000	Rigger	As per experience	
Ch Cook Cum Baker	IND/IND	1200	Skipper	INLAND	As per Experience
Asst. Cook/GS	IND/IND	600	Cr OP	Sparrow Stage-3	6250
Rigger	IND/IND	As per experience	ETO	IND	9000
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## UDYA SHIPPING SERVICES PVT. LTD.

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

### TOP URGENT REQUIREMENTS FOR CONTAINER

MASTER, CHIEF OFFICER, SECOND OFFICER, THIRD OFFICER,  
CHIEF ENGINEER, SECOND ENGINEER, THIRD ENGINEER,  
FOURTH ENGINEER AND ETO

(Officers holding a valid IND/UK/Singapore CoC may apply and must have a minimum of one year's rank experience on a similar vessel type.)

### TOP URGENT REQUIREMENTS FOR HEAVY LIFT DP VESSEL OPERATING IN SAUDI ARAMCO

MASTER, CHIEF OFFICER, SECOND OFFICER, THIRD OFFICER,  
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# HUSTLING HACKS



## THE PSYCHOLOGY OF BURNOUT

**E**ver felt tired even after doing nothing big? That's where burnout begins. It happens when you've been running on empty for way too long. It shows up as emotional exhaustion, where even small things feel heavy. Then comes mental detachment, where you stop caring like you used to. You might also feel like you're not achieving anything, even if you're doing a lot. The tricky part is burnout doesn't hit all at once. It's more like a slow leak than a sudden crash, where your energy and motivation slowly fade.

### Are you working hard or burning out?

At first, they can look the same, but they feel very different over time. When you're working hard, it usually feels energizing. You might be tired, but it's the kind of tired that feels worth it because you're moving toward something meaningful. For example, pulling a late night to finish a project you care about can feel intense, but you still wake up with a sense of purpose.

Burnout, on the other hand, feels draining. No matter how much effort you put in, everything starts to feel pointless. Tasks that once excited you now feel like a burden. Instead of short term fatigue, you experience constant exhaustion that doesn't really go away. Imagine studying every day but feeling more tired and less motivated, even after taking breaks. That's a sign something deeper is off.

Another key difference is recovery. With hard work, rest actually helps. A good night's sleep or a day off can recharge you and bring your focus back. But with burnout, rest doesn't seem to fix things. You might sleep more or take time off, yet still feel mentally and emotionally drained.

The tricky part is burnout often hides behind productivity. You might still be checking tasks off your list and showing up every day, but inside, your energy is fading. Recognizing the difference matters because working hard can help you grow, while burnout slowly pulls you down.

### Early Sign of Burnout

Burnout usually shows up through three core signs, and they build up slowly if you ignore them.

#### 1. Exhaustion

This is more than just being tired after a long day. It's constant fatigue that doesn't go away, even after rest. You wake up feeling drained, with low energy and brain fog that makes it hard to think clearly. It can feel like you're completely "used up." For example, you sleep well but still struggle to get out of bed, and even basic tasks feel like too much. An early sign here is

dreading the start of your day because you already feel tired.

#### 2. Cynicism or Detachment

This is when your connection to what you do starts fading. You lose interest in work or studies and begin feeling negative or easily irritated. Over time, you might feel emotionally numb, like you're just going through the motions. For example, something small like a message or assignment annoys you more than it should.

#### 3. Reduced Performance

Burnout also affects how well you perform. Your productivity drops, and concentrating becomes harder. You may procrastinate more because even small tasks feel huge. There's also a feeling that nothing you do is good enough. For example, you sit down to work but keep delaying it, then struggle to finish simple tasks. Early on, this shows up as a drop in motivation and avoiding work you used to handle easily.

Catching these early signs can help you take action before burnout fully takes over.



### Practical Tricks to Avoid Burnout

#### a) Energy Management > Time Management

Instead of focusing only on how many hours you work, pay attention to your energy levels. Your focus naturally rises and falls during the day, so it's smarter to work with those cycles. Try using 90-minute-deep work blocks where you focus fully, then take a short break to reset. This helps you stay sharp without draining yourself. For example, studying with full focus for 90 minutes and then stepping away for 15 minutes can be more effective than forcing yourself to work for hours while feeling tired and distracted.



# HUSTLING HACKS



## b) Set Non-Negotiable Boundaries

Boundaries protect your time and energy from getting overused. Setting a fixed time to stop working each day helps your mind switch off and recover. Sleep is especially important, so treat it like a deadline you cannot miss. Without these limits, work can slowly take over your entire day. For example, deciding that you won't check emails or do tasks after 9 pm creates a clear line between work and rest, helping you recharge properly instead of staying mentally active all night.

## c) The 3-Task Rule

Trying to do too many things in one day often leads to stress and unfinished work. The 3-task rule keeps things simple by focusing on only three important tasks each day. This makes your workload feel more manageable and gives you a clear direction. Completing these tasks creates a sense of progress instead of overwhelm. For example, instead of writing a long to do list, you pick three key goals like finishing an assignment, attending a meeting, and reviewing notes, and give them your full attention.

## d) Micro-Recovery Habits

Small breaks during the day can make a big difference in how you feel. Micro recovery habits like short walks, stretching, or sitting in silence for a few minutes help your mind and body reset. These breaks are not a waste of time; they actually improve focus and reduce stress. For example, taking a 5-minute walk after a long period of sitting can help you return with better clarity and energy, instead of feeling stuck and drained.

## e) Detach to Recharge

Constant connection to screens can make burnout worse, especially when you're already tired. Taking short digital detox breaks helps your brain rest from constant input. Avoid scrolling when you feel drained, as it often leaves you feeling even more exhausted. Instead, give yourself time away from devices to truly relax. For example, putting your phone away for an hour in the evening can help you feel calmer and more refreshed compared to endlessly scrolling through content.

## f) Redefine Productivity

Productivity is not about how many hours you work, but what you actually get done. Focusing on output rather than time helps you work smarter, not harder. It's also important to value progress over perfection. Waiting for everything to be perfect can slow you down and increase stress. For example, completing a task well and on time is more effective than spending extra hours trying to make it flawless. This mindset reduces pressure and keeps you moving forward.



## How to Recover if You're Already Burnt Out

Recovering from burnout is not about pushing harder. It starts with slowing down in a smart way.

The first step is to reduce your workload, even if it feels uncomfortable. Burnout usually comes from doing too much for too long, so adding more effort will only make it worse. Try to pause, delegate, or cut down on tasks where possible.

Next, talk to someone. Keeping everything inside can make burnout feel heavier. Sharing what you're going through with a friend, mentor, or even a counselor can help you process your thoughts and feel supported. Sometimes, just being heard can reduce mental pressure.

You also need to reintroduce rest gradually. Don't expect one day off to fix everything. Start with small, consistent breaks and give your mind time to recover.

Finally, reconnect with things you enjoy. Burnout often makes life feel dull, so bringing back small moments of joy can help you feel like yourself again. It could be a hobby, music, or spending time with people you like. Recovery takes time, but small steps make a real difference.

## Conclusion:

Success isn't about how much pain or pressure you can tolerate, it's about how long you can keep going without losing yourself in the process. True success is built on balance, not burnout. If you push yourself to the edge all the time, you might achieve short term results, but you won't be able to sustain them. Rest, recovery, and boundaries are part of growth, not weakness. You are not meant to run on empty forever. Work hard, stay consistent, but never at the cost of your health, peace, or identity.

*(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.)*

# SEAANDJOB

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# To The Readers ...

## If You Don't Risk Anything, You Risk Everything!

**W**hat if the biggest mistake is not failure, but hesitation?

There is a quiet moment before every decision where comfort whispers, "let's stay here for now." It sounds reasonable. Safe. Sensible. But the truth is, that voice deceives us. Every time you choose comfort, an opportunity is quietly slipping away. Not dramatically, not all at once, but steadily. Success does not disappear overnight. It fades through small decisions taken to avoid discomfort.

Inaction can be more dangerous than failure. Failure at least provides feedback. It teaches us what works and what does not. It builds resilience and sharpens judgment. Inaction, on the other hand, offers none of that. It leaves a person with assumptions instead of lessons. Worse, it closes doors that may never open again. We must remember that opportunities are time-bound. Missing them is not the same as failing at them.

The risks that are worth taking are those aligned with mindset, values, and long-term goals. Starting a new career, speaking up for an idea, or pursuing a passion despite uncertainty are all meaningful risks. They push boundaries and expand identity. The key is not to avoid risk, but to choose it wisely.

Society has a complicated relationship with risk-takers. It often celebrates them after they succeed but questions them while they

struggle. Entrepreneurs, artists, and innovators are praised once they achieve results, yet their early attempts are often met with doubt. Still, every major shift in society has come from individuals willing to challenge this norm. Progress rarely comes from playing safe. Comfort protects you from failure, but it also protects you from success too.

Emotionally, risk is complex. It is rarely just fear or excitement. It is often both at the same time. Fear comes from uncertainty and the possibility of loss. Excitement comes from the possibility of gain and transformation. This mix is a signal that something meaningful is at stake. Learning to act despite that tension is what defines growth.

Many people avoid risks not because they lack ability, but because they fear judgment, failure, or regret. Ironically, regret tends to come more from the risks we did not take. The rhetorical "what if..." lingers longer than the memory of a failed attempt. Taking action, even imperfectly, creates closure and clarity.

Life does not wait for perfect decisions. It responds to movement. You do not need flawless execution. You need the willingness to begin. Because in the end, not choosing is still a choice. And sometimes, it is the most expensive one of all.

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

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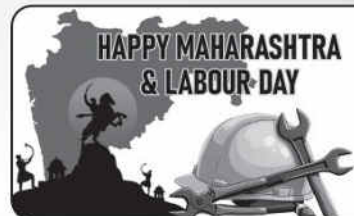
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## NEWS UPDATE FOR ONBOARD CREW



### COUNTRIES WITH THE MOST 100-YEAR-OLDS IN 2026: JAPAN TOPS GLOBAL LONGEVITY RANKINGS

The number of people living to 100 years and beyond continues to rise globally, reflecting a steady shift toward ageing populations. Improvements in healthcare, nutrition, and living standards have enabled more individuals to reach centenarian status than ever before, though the distribution varies significantly across countries.

#### Japan leads global centenarian count

Japan remains the clear global leader, with around 120,000 centenarians. The country's high life expectancy is supported by strong public health systems, preventive care, and dietary habits, with ageing trends developing gradually over decades.

#### United States and China follow

The United States has approximately 64,000 people aged 100 or older, driven by its large population and advances in medical care. However, disparities exist across regions and socio-economic groups.

China follows with about 39,000 centenarians, reflecting rapid demographic transition, economic development, and improved healthcare access, particularly in urban areas.

#### India among top countries

India accounts for roughly 29,000 centenarians. The figure

highlights the impact of its large population and improving healthcare services, although significant gaps remain between urban and rural areas.

#### Europe's ageing populations

Several European nations also feature prominently:

- France: ~29,000 centenarians, supported by strong healthcare and preventive systems
- Italy: ~21,000, reflecting one of Europe's oldest populations
- Germany: ~18,000, driven by high living standards and medical progress
- United Kingdom: ~18,000, with rising life expectancy trends
- Spain: ~14,000, benefiting from lifestyle and healthcare factors

#### Russia and regional variation

Russia has around 13,000 centenarians, though life expectancy varies widely due to regional and economic differences, with urban areas generally showing better outcomes.

#### A global ageing shift

Overall, the rise in centenarians highlights a broader demographic transition. Countries with strong healthcare systems, stable economies, and healthy lifestyles tend to see higher numbers of people living past 100, while others are gradually catching up as living conditions improve worldwide.

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### 'ECONOMIC FURY': US SANCTIONS CHINA'S 'TEAPOT' REFINERY AND 40 SHIPPING FIRMS, TIGHTENS PRESSURE ON IRAN OIL TRADE

The United States has imposed fresh sanctions on a major China-based oil refinery and around 40 shipping companies and tankers linked to Iranian oil transport, escalating its campaign to choke Tehran's key revenue stream. The move targets what Washington describes as an extensive "shadow network" used to move Iranian crude to global markets.

It comes amid heightened tensions surrounding the ongoing conflict involving Iran and fragile ceasefire arrangements in the region.

#### China refinery and shipping network targeted

The US Treasury Department identified a China-based independent refinery, along with dozens of vessels and shipping operators, as part of the latest sanctions package.

The refinery, described as a major buyer of Iranian crude, is among several "teapot" refiners that process discounted oil and operate with limited exposure to the US financial system. Treasury Secretary Scott Bessent said the measures are part of a wider effort to restrict Iran's oil income, adding that authorities will continue targeting the network of vessels, intermediaries, and buyers involved in moving Iranian oil to global markets.

#### 'Financial stranglehold' strategy

The sanctions form part of Washington's broader "maximum

pressure" campaign aimed at cutting off Iran's energy exports, which US officials say fund regional militancy and destabilising activities.

The administration described the action as a decisive step to disrupt Iran's oil trade and limit revenue flows supporting its regional operations. It added that economic pressure would be intensified on Iran and the international network sustaining what it called illicit energy trade under the initiative dubbed "Economic Fury."

#### China responds, trade tensions surface

China criticised the move and called on Washington to stop using sanctions as a political tool.

Its embassy in Washington stated that normal trade should not be disrupted and accused the US of abusing unilateral sanctions.

Beijing also warned that such measures risk politicising global energy trade and harming legitimate business activity.

#### Broader pressure on Iran's oil exports

The sanctions target nearly 40 shipping firms and vessels involved in transporting Iranian crude, further tightening restrictions on what US officials describe as Iran's illicit oil network.



China remains the largest buyer of Iranian oil, accounting for a significant majority of exports, according to energy analytics estimates. Earlier sanctions have already pushed refiners to rely on alternative trade routes and opaque transactions, with some reportedly paying premiums due to shifting enforcement risks.

The move comes as Washington and Tehran prepare for another round of discussions amid ongoing tensions in the Strait of Hormuz, where maritime disruptions have already impacted global energy flows.

## 'BETRAYAL OF VICTIMS': ASADUDDIN OWAISI CRITICISES BOMBAY HIGH COURT VERDICT IN MALEGAON BLAST CASE

**A**saduddin Owaisi, chief of the All India Majlis-e-Ittehadul Muslimeen (AIMIM), has strongly criticised a verdict by the Bombay High Court discharging four accused in the 2006 Malegaon blast case, calling it a "betrayal" of victims and their families.

In a statement, Owaisi questioned the role of the National Investigation Agency (NIA) and raised concerns about the direction of the investigation.

He noted that the blasts killed 31 people and injured over 300, alleging that the attack targeted members of the Muslim community.

Owaisi also pointed out that several individuals initially arrested in the case were later acquitted, and criticised investigative lapses highlighted by the court.

He questioned whether the NIA would challenge the verdict before the Supreme Court of India, expressing scepticism over the possibility.

"This is a betrayal of all the victims and their families," he said, adding that justice remains elusive in several terror cases.

### Reference to earlier cases

Owaisi drew parallels with the 2008 Malegaon blast case, alleging a pattern in how investigations have been handled. He cited claims made by former prosecutor Rohini Salian regarding pressure during the probe.

The 2008 blast in Malegaon killed six people and injured over 100.

Victims' families have challenged the acquittal of accused persons, including Pragya Singh Thakur and Prasad Purohit, arguing that the trial court's conclusions were flawed.

### Families challenge acquittal

Relatives of victims have filed an appeal in the Bombay High Court, seeking to overturn the acquittal. They argue that the investigation was compromised, with crucial evidence allegedly mishandled or ignored.

The appeal also raises concerns about how the prosecution was conducted, including allegations that efforts were made to weaken the case.

Petitioners have urged the court to issue notices to all respondents, including those acquitted.

### Court observations in the case

In its findings, the trial court said the prosecution had established that a blast occurred but failed to prove key aspects linking the accused to the crime. It cited lack of conclusive evidence, including issues with forensic samples and gaps in the investigation process.

The court also noted discrepancies in medical records and said there was no clear evidence of explosives being stored or assembled at the residence of one of the accused.

It further observed that no strong proof linked the organisation Abhinav Bharat to terror funding in the case.

The matter remains under legal scrutiny as appeals and responses from investigating agencies are awaited.

## CHINA CLEAN TECH EXPORTS JUMP AMID GLOBAL ENERGY DISRUPTION

**C**hina's exports of clean technology have surged, signalling that manufacturers are benefiting from rising global demand for alternative energy as traditional supplies face disruption linked to the conflict involving Iran.

The strongest growth was seen in shipments of lithium-ion batteries and electric vehicles, which recorded annual increases of 34% and 53% respectively.

Solar cell exports rose by 80%, according to data released by China's customs authority. All three categories also showed growth compared to the previous month.

The figures offer one of the first detailed snapshots of China's clean technology exports since military tensions escalated in the Middle East, severely disrupting flows through the Strait of Hormuz and contributing to a global energy crunch.

The ongoing instability has intensified concerns around energy security, particularly for countries dependent on fuel imports. As a result, industries and consumers are increasingly turning to renewable and low-carbon technologies as alternatives to volatile fossil fuel supplies.

Euan Graham, a senior analyst at UK-based think tank Ember, said the trend is likely to continue as the effects of high energy prices ripple through global markets.

"This is just the beginning. The knock-on effects of high energy prices will unfold over time," he said.

"Clean technologies provide a way for consumers to manage rising fuel costs and offer countries a long-term path to reduce reliance on fossil fuels."



# Maritime Festivals Celebrated Around the World

Maritime festivals, rooted in humanity's long-standing relationship with the sea, are vibrant cultural expressions that celebrate seafaring traditions, coastal heritage, and naval history. Across continents, these festivals bring together communities to honor the ocean's influence on their livelihoods, beliefs, and identities. From colorful boat parades to solemn rituals for sea deities, maritime festivals reflect both joy and reverence for the vast waters that connect the world.

## • European Traditions: History and Spectacle

One of the most famous maritime celebrations is the Venice Regatta in Italy. Held annually on the Grand Canal, this historic festival dates back to the 13th century. It features elaborately decorated gondolas, costumed rowers, and competitive boat races. The event not only showcases Venice's rich maritime history but also preserves traditional rowing techniques passed down through generations.

In Spain, the Fiesta del Carmen is widely celebrated in coastal towns such as Barcelona and Málaga. Dedicated to the Virgin of Carmen, the patron saint of fishermen, this festival includes processions where statues are carried through streets and then taken out to sea on decorated boats. Fishermen and their families pray for protection and abundant catches, creating a deeply spiritual and visually striking celebration.

## • Northern Europe & The Americas

In Northern Europe, maritime festivals often emphasize naval heritage and seafaring prowess. The Tall Ships Races, hosted across various European ports, bring together magnificent sailing ships from around the world. Visitors can explore historic vessels, interact with sailors, and experience maritime culture firsthand. Similarly, Norway celebrates its Viking past through coastal festivals featuring ship re-enactments, traditional crafts, and storytelling. These events connect modern audiences to ancient maritime traditions and the spirit of exploration.

In the Americas, maritime festivals are diverse and community-centered. The Blessing of the Fleet, common in the United States and Latin America, involves religious ceremonies where fishing boats are blessed to ensure safety and success. These events are often accompanied by parades, seafood feasts, and music. In Brazil, the Festival of Yemanjá honors the Afro-Brazilian sea goddess. Devotees offer flowers, candles, and gifts to the ocean, creating a powerful visual and spiritual experience that reflects the blending of cultural and religious traditions.

## • Asian Celebrations: Rituals and Racing



Across Asia, maritime festivals often combine religious devotion with cultural performance. In Japan, the Okinawa Dragon Boat Festival (Hari) is a major event held to pray for safe voyages and good fishing. Teams paddle long, vividly painted dragon boats in rhythmic unison, accompanied by drums and cheering crowds. Similarly, in China and Southeast Asia, the Dragon Boat Festival commemorates the poet Qu Yuan. Intense boat races take place along rivers and coastal waters, symbolizing teamwork, resilience, and respect for water spirits. These festivals are both competitive and symbolic, blending history with community celebration.

India also boasts significant maritime traditions, particularly in coastal states. The Narali Purnima festival, celebrated by fishing communities in Maharashtra and Gujarat, marks the beginning of the fishing season after the monsoon. Fishermen offer coconuts to the sea, seeking blessings from the water god Varuna for safety and prosperity. The festival is marked by vibrant attire, folk songs, and communal feasts, reflecting gratitude toward the sea as well as hope for a successful fishing season. It highlights the deep connection between livelihood and nature in coastal India.

Maritime festivals are more than just celebrations; they are living traditions that preserve cultural identity and collective memory. In an era of rapid globalization, these festivals remain vital reminders of humanity's enduring bond with the ocean. Whether through races, rituals, or artistic displays, maritime festivals celebrate the sea not only as a resource but as a source of inspiration, mystery, and life itself.

# Seafaring Legends Passed Down Through Generations

*"A myth is a way of making sense in a senseless world. Myths are narrative patterns that give significance to our existence."*

— Rollo May

Seafaring has never been just about ships, routes, and cargo, it is a deeply human experience shaped by adventure, unpredictability, and awe. For centuries, sailors have ventured into vast, unpredictable waters where the horizon feels endless and the unknown is always close at hand. In such an environment, storytelling became more than entertainment; it became a way to make sense of the sea. Legends, passed orally from one crew to another, carried warnings, cultural beliefs, and shared fears. They offered comfort during long, lonely voyages and helped sailors process experiences that often, defied explanation.

These seafaring legends have endured across generations, evolving with each retelling yet retaining their core essence. They are shaped by real phenomenon of violent storms, mysterious disappearances, and the psychological toll of life at sea, but enriched by imagination and cultural exchange. From ghostly apparitions to mythical creatures and deeply rooted superstitions, these stories form a vital part of maritime heritage. Even today, in an age of GPS and advanced navigation systems, such legends continue to fascinate, reminding us that the ocean remains as mysterious as ever.

## 1. Ghost Ships and Eternal Voyages

Few stories are as chilling as those of ghost ships, vessels doomed to wander the seas forever. The legend of the Flying Dutchman is perhaps the most famous, describing a ship cursed to sail endlessly without ever reaching port. Sightings of such ships were believed to signal impending disaster. These tales often emerged from real maritime tragedies, later transformed into haunting folklore. They served as warnings, reminding sailors of the consequences of arrogance, poor judgment, or defiance of nature.

## 2. Sea Monsters and Mythical Creatures

The ocean's vast unknown gave rise to terrifying and fascinating creatures. Legends of the Kraken, massive sea serpents, and enchanting mermaids were common across cultures. Sailors often attributed unexplained sightings or accidents to these beings. While many of these myths have scientific explanations today, they reflect how early seafarers interpreted the mysteries of the deep. These creatures symbolized both the beauty and danger of the sea.

## 3. Superstitions and Rituals at Sea

Seafarers have long relied on rituals and superstitions to cope with uncertainty. Whistling on deck was thought to summon storms, while certain objects were considered lucky or cursed. Some sailors refused to set sail on particular days, while others carried charms for protection. These practices created a sense of

control in an unpredictable environment. Passed down through generations, they became deeply embedded in maritime culture.

## 4. Tales of Survival and the Supernatural

Many legends blur the line between survival stories and supernatural encounters. Sailors have recounted being guided to safety by mysterious lights, voices, or unseen forces. Others speak of miraculous escapes from storms or shipwrecks that seemed impossible. Whether coincidence or belief, these stories offered hope and reassurance. They reinforced the idea that something beyond human control watched over those at sea.

## 5. Cultural Exchange Through Maritime Storytelling

Seafaring legends continue to endure because they speak to something timeless—the human need to explain, to connect, and to remember. While modern technology has reduced many of the uncertainties that once defined life at sea, it has not diminished the ocean's sense of mystery. Sailors today may rely on advanced instruments, but they still inherit a cultural legacy built on centuries of storytelling. These legends act as a bridge between past and present, linking today's mariners with those who once navigated by stars and instinct alone.

More importantly, these stories remind us that the sea is not just a physical space, but a deeply emotional and cultural one. It inspires fear, respect, and fascination in equal measure. By preserving and retelling these legends, we keep alive the voices of generations who lived, worked, and dreamed upon the water. In doing so, seafaring folklore remains not just a relic of the past, but a living tradition—one that continues to evolve with every voyage and every story shared.





# SMYL ZONE



It's clear said the teacher, "That you haven't studied your geography. What's your excuse?"

"Well, my dad says the world is changing every day.

So, I decided to wait until it settles down!"



A man told his doctor that he wasn't able to do all the things around the house that he used to do earlier.

When the examination was complete, he said: "Tell me in plain English what is wrong with me."

"Well, in plain English, you're just lazy," the doctor replied.

"Okay," said the man. "Now give me the medical term so that I can tell my wife."



To impress his date, the young man took her to an Italian restaurant. After sipping some fine wine, he picked up the menu and ordered.

"We'll have the Giuseppe Spomdalucci," he said.

"Sorry, sir," said the waiter. "That's the owner."



In a small town, farmers of the community had gotten together to discuss some important issues.

About midway through the meeting, a wife of one of the farmers stood up and spoke her peace.

When she was done, one of the old farmers stood up and said, "What does she know about anything?"

I would like to ask her if she knows how many toes a pig has?"

Quick as a flash, the woman replied, "Take off your boots sir, and count them yourself!"



**W**ikipedia: I know everything.

**Google:** I have everything.

**Facebook:** I know everybody.

**Internet:** Without me you're nothing.

**Electricity:** Keep talking losers.



A man and his wife were traveling down the highway when they saw a police patrol car behind them.

When they pulled over, the police came up to the window and said, "I am going to give you two tickets. One because you were speeding and one because you didn't have your seat belt fastened."

The man said, "I had my seat belt fastened. I just loosened it when you came up to the car."

The police said to the man's wife, "I know he didn't have his seatbelt fastened. Isn't that right, ma'am?"

She replied, "Well, officer. I learned a long time ago, not to argue with my husband when he's drunk."

I was in a couple's home trying to fix their Internet connection.

The husband called out to his wife in the other room for the computer password.

"Start with a capital S, then 123," she shouted back.

We tried S123 several times, but it didn't work.

So, we called the wife in.

As she input the password, she muttered, "I really don't know what's so difficult about typing Start123."



An exhausted hunter out in the wilds stumbled into a camp. "I am glad to see you!" he said.

"I've been lost for three days."

"Don't get too excited, friend," the other hunter replied. "I've been lost for three weeks."



**B**oy: I wish I was a billionaire, just like my dad.

**Man:** Oh, so your dad was a billionaire?

**Boy:** No! He also wished the same.



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# NYKSM SENIOR & JUNIOR OFFICERS' DIALOGUE 2026: Strengthening Maritime Excellence Through Collaboration



Mr. Shingo Mizutani

Mr. Anubhav Garg



Mr. Deependra Singh Bisen

Mr. Keshav Agarwala

Capt. Purendu Nansi

Mr. Katsuhiko Haruna

Ms. Doris Mo

Mr. Deepak Arora

Capt. Vivek Venugopal

Capt. Rajat Marwaha

Mr. Ansuman Ghosh

Capt. Akshat Arora

Mr. Amar Jadhav

Mr. Gamaliel Wee

Capt. Deepak Rawat

Capt. Narayan Kamath

Capt. Avatansh Srivastava

Mr. Dipendra Paul

Ms. Saleha Shalkh

Capt. Ishan Chauhan

The NYK Shipmanagement (NYKSM) Senior & Junior Officers' Dialogue, held on April 16-17, 2026, at The Westin Mumbai Powai Lake, brought together seafarers, senior leadership, and maritime professionals for two days of meaningful exchange, learning, and collaboration. Designed as a platform to bridge communication between ship and shore, the event focused on safety, operational excellence, and the evolving challenges of the maritime industry.

### Purpose and Vision

The dialogue was structured around three key objectives: gathering feedback from recent incidents, fostering open discussions on safety practices, and strengthening communication between the company and its seafarers. By encouraging direct interaction between junior officers and senior management, NYKSM reinforced its commitment to transparency, continuous improvement, and crew welfare.

### DAY 1

#### Safety, Operations, and Human Factors

The first day began with a safety and emergency evacuation briefing conducted by hotel staff, setting the tone for a safety-first approach. The welcome note and introduction of the delegates was delivered by NYKSM India Country Manager, Mr. Keshav Agarwala, who went on to emphasize the importance of collective responsibility in maritime operations.

The opening address by NYKSM Chairman & CEO Mr. Shingo Mizutani highlighted NYKSM's strategic direction and the critical role of seafarers in maintaining global shipping standards. A team-building icebreaker session, led by HSEQ Marine Ops Manager Capt. Rajat Marwaha, helped create an open and engaging environment for participants.

The various segments and speakers in course of the seminar were stitched together by brief introductions from Mr. Deepak Arora (General Manager, MHR) and Capt Purendu Nansi (General Manager, NYKSM India).

Technical sessions throughout the day addressed key operational aspects. A presentation on the onboarding process by MHR-Manning Manager Capt. Ishan Chauhan shed light on the often-overlooked systems that support seamless crew integration. Another session, by Senior Vessel Manager - Mr. Dipendra Paul, focused on best practices in requisition processes and PMS reporting, encouraging officers to adopt structured and efficient approaches.

A significant highlight was the discussion on safe mooring practices by WSS - Business Development Manager Mr. Gamaliel Wee, which covered rope inspections, regulatory requirements, and practical safety measures. This was followed by a navigational incident workshop

centered on grounding incidents, offering participants an opportunity to analyse real-life scenarios and improve decision-making skills.

Adding a creative dimension, NYKSM India staff performed a skit titled "The Invisible Guest," which illustrated the human element in safety lapses, leaving a strong impression on attendees.

Post-lunch sessions explored audit findings and practical improvements, led by HSEQ & Marine Operations Manager Capt. Deepak Rawat, emphasizing how observations can be transformed into actionable solutions. The day concluded with a session on digital detox and mental well-being by Dr. S. Mohan Raj, underlining the importance of mental health in high-pressure maritime environments.

An interactive Q&A session and a separate meeting with seafarers allowed participants to voice concerns, share experiences, and engage directly with the leadership. The day ended with a formal get-together over cocktails and dinner, fostering camaraderie and informal networking.

### DAY 2

#### Risk Management, Inclusion, and Communication

The second day continued with a strong focus on operational risk and human factors. A session on P&I claims and key loss drivers, by Mr. Ansuman Ghosh and Capt. Akshat Arora (leaders from UK P&I Club), provided valuable insights into risk mitigation and insurance-related challenges.

Technical discussions on diesel generator engine failures and blackout prevention highlighted the importance of proactive maintenance and operational vigilance. Another session addressed communication gaps in maritime operations, stressing how miscommunication can impact efficiency and safety. These were presented by senior DGMs, Mr. Amar Jadhav and Capt. Narayan Kamath.



A standout segment of the day was the session on “Women in Maritime,” led by Ms. Saleha Shaikh. It explored the evolving role of women in the industry and emphasized leadership, inclusion, and diversity as drivers of progress.

Further discussions on safety compliance, led by HSEQ DGM / DPA Capt. Vivek Venugopal, reinforced regulatory adherence and accountability. The day also included a free discussion session, allowing participants to openly share perspectives and propose improvements. Closing remarks by NYKSM MD & COO Mr. Anubhav Garg summarized key takeaways and reiterated NYKSM’s commitment to continuous development and seafarer engagement. His presentation on “Normalization of deviance” was well received by the audience.

### Collaborative Engagement

The event concluded with breakout meetings between seafarers and management across different vessel segments, including VLCC, LPG, LNG, and container and bulk carriers. These focused interactions enabled more targeted discussions and strengthened alignment across fleet operations.

### Conclusion

The NYKSM Senior & Junior Officers’ Dialogue 2026 successfully created a dynamic platform for knowledge sharing, problem-solving, and relationship-building. By combining technical expertise with human-centered discussions, the event underscored the importance of collaboration in navigating the complexities of modern shipping. More than just a conference, the dialogue reaffirmed NYKSM’s commitment to empowering its seafarers, enhancing safety standards, and fostering a culture of continuous improvement, ensuring that both senior and junior officers move forward together toward a safer and more efficient maritime future.



## Inauguration of the NYKSM Training Center

A key highlight surrounding the dialogue was the formal opening of the NYKSM Training Center in Turbhe, Navi Mumbai on the evening of 17th April. The Chief Guest for the occasion was **Mr. Deependra Singh Bisen, Deputy Director General of Shipping**. The event was graced by four Executive Officers and business group representatives from NYK Line Tokyo, the top management and attending staff from NYKSM Singapore, the Country Manager and staff from NYKSM India and distinguished leaders from Indian maritime associations.

The inauguration began with the cutting of the ribbon and lighting of the ceremonial lamp, rituals that usher in good energy and longevity.

The facility reflects NYKSM’s long-term vision to invest in structured, high-quality training for its seafarers. Designed to enhance competency across all ranks, the center is equipped to deliver practical, scenario-based learning aligned with real-world maritime challenges. From safety procedures and technical operations to leadership and communication training, the facility aims to bridge the gap between onboard experience and shore-based learning.

The inauguration reinforced NYKSM’s belief that continuous training is essential not only for compliance, but for building confidence, improving decision-making, and strengthening safety culture across its global fleet.





## In Conversation with...

# Mr. Shingo Mizutani,

Chairman, Chief Executive Officer,  
NYK Shipmanagement Pte. Ltd.



### Q: Could you please introduce yourself?

**A:** I'm Shingo Mizutani, Chairman and Chief Executive Officer, NYK Shipmanagement Pte. Ltd. I joined NYK in 1993 as a marine engineer. I started my career at sea and later moved into shore-based roles. Over the years, I've been involved in ship management as well as business group activities, which has given me a fairly broad view of vessel operations and fleet management. Now, as Chairman, I try to make use of that hands-on experience, with a strong focus on safety, reliability, and developing our people.

### Q: What is the greatest challenge you find in the shipping industry today?

**A:** There are quite a few challenges facing the shipping industry today, things like geopolitical uncertainty, tighter regulations, and rapid technological changes. Going forward I believe securing and retaining competent seafarers will become even more critical. Ships are getting more complex, and that naturally increases the need for skilled, motivated, and well-trained crew. In that sense, investing in our people isn't just important, it's absolutely essential for sustainable operations.

### Q: What is the key to managing a fleet in a better way?

**A:** Good fleet management really starts with strong cooperation between ship and shore. Clear standards, timely communication, and proper use of data, all matter. But at the end of the day, it comes down

to people. When crew members are well-trained, properly supported, and trusted, ships are operated more safely and efficiently. Keeping our management approach consistent across the fleet is another key point for long-term performance and reliability.

### Q: What role do in-house training programs play in the preparedness of seafarers?

**A:** In-house training allows us to provide education that is closely tied to real operations. One big advantage we have as both shipowner and manager is that we can bring past issues and actual operational experience directly into our training programs. By sharing real examples and lessons learned, we help seafarers better understand risks, sharpen their judgment, and apply practical knowledge onboard, something that goes beyond standard textbook training.

### Q: What message would you like to give our seafarers?

**A:** First of all, I would like to sincerely thank all our seafarers for their dedication and professionalism. The work you do at sea is the backbone of NYK. A strong relationship of trust between the crew and the company is essential for safe and stable operations. We value open communication, mutual respect, and a shared sense of responsibility. Please continue to put safety first, support one another onboard, and take pride in your role. We, on our side, are fully committed to supporting you at all times. Enjoy your life!



# Mr. Anubhav Garg,

Managing Director,  
Chief Operating Officer,  
NYK Shipmanagement Pte. Ltd.

### Q: Could you please introduce yourself?

**A:** I am Anubhav Garg, currently serving as the Managing Director and Chief Operating Officer at NYK Ship Management, Singapore. I am a marine engineer by education, having graduated from DMET, now known as the Marine Engineering & Research Institute (MERI), in 1992. I have been associated with NYK Ship Management for the past 23 years.

NYK Ship Management is a fully owned subsidiary of NYK Line, based in Singapore, and as of today, we manage approximately 142–143 ships of various types.

### Q: What are the new developments taking place at NYKSM?

**A:** NYK is one of the largest shipowners in the world, and NYK Ship Management is deeply involved in adopting new technologies that support decarbonisation. We are actively engaged in ammonia carrier projects and are soon set to take over our first ammonia-fuelled carrier. Recently, we have also taken over a semi-autonomous car carrier already under our management. In addition, we plan to induct more vessels powered by alternative fuels in the coming years. Our primary focus remains on decarbonisation and transitioning towards greener fuels and environmentally sustainable ships.

**Q:** Over the years you must have experienced a lot of changes in the industry. What has been the most striking change that you have witnessed?

**A:** Since I joined the industry in January 1993, shipping has undergone significant transformation, largely driven by regulatory changes such as the introduction of the ISM Code and ISPS Code. Today, the most impactful shift is digitalisation and the growing role of AI, which is transforming how we operate both onboard and ashore.

**Q:** How would you describe the culture at NYKSM?

**A:** At NYK Ship Management, the three I's of Integrity, Intensity, and Innovation are anchored in the core values of our culture. Alongside this, we strongly uphold a "safety first" and "compliance first" philosophy across all our operations.

## Mr. Keshav Agarwala, Country Manager, NYK Shipmanagement (India) Pvt. Ltd.



**Q:** Could you please introduce yourself?

**A:** I'm Keshav Agarwala. I'm the Country Manager for NYK Ship Management India. I have been working with NYK Ship Management for 22 years now. I started with NYK Ship Management as a sailing Chief Engineer. And in 2007 I made the transition ashore as a Vessel Manager in Singapore; I was there till 2016, till I got transferred to NYK Ship Management Manila office in the Philippines as General Manager. In 2022, when we started ship management services from India, I moved here and we opened an office in Gurugram for technical management of ships. With time, we decided to expand as a company with our services in India by offering the full gamut of ship management services. Thus, we merged all operations in Mumbai under one roof. Since 2025 I'm here as Country Manager, overseeing the operations.

**Q:** What are your views on the skills, experience and work efficiency of Indian seafarers compared to other nationalities?

**A:** Indian seafarers are very skillful. They are very diligent, sincere and known in the industry for their intelligence. Compared to other nationalities, by virtue of our population, the number of seafarers that we offer to the world is very, very large. And for our country, seafaring makes great economic and career sense because there is still a huge disparity between sea salary and shore salary. So, with our numbers, skill sets and intelligence, we offer the world a large pool of trained seafarers.

**Q:** With your multinational employee base how do you ensure harmony?

**A:** NYK Ship Management employees represent many nationalities, predominantly Filipinos and Indians, as well as Japanese, Romanian, Croatians, Indonesians, Chinese, Vietnamese. But the thing which binds us together is our common core philosophy and belonging to NYK Ship Management. The Company has very strong ESG principles, that are percolated into each and every one of us. Our theme for this seminar was SAIL together, which comes from our commitment to diversity and inclusion. We recognize that people are different by virtue of nationality,

**Q:** How are you navigating the war situation in the Middle East?

**A:** We are closely monitoring the evolving situation. Developments are dynamic, and we continuously assess their impact. Our priority remains to support our vessels to the best of our ability within the constraints we face, while closely watching how the situation unfolds, particularly around critical routes such as the Strait of Hormuz.

**Q:** What message would you like to give to our seafarers?

**A:** My message is simple: safety first and compliance first. As long as we maintain these two principles within our control, it ensures smooth sailing in all circumstances.

gender, political leaning, religious belief etc. But it is important to recognize these differences, be aware of them and respect others from different backgrounds. We give a great deal of importance to this and all this translates to harmony on our ships.

**Q:** What are your predictions of the coming year in the shipping business?

**A:** Our circumstances are shaped a lot by the geopolitical situation in the world. But beyond that we can see a lot of transformation with respect to digitalization and decarbonization of ships -using cleaner, greener fuels. We have ships being built for NYK Line where conventional fuel is being replaced - by alternative fuels like ammonia and methanol. Basically, transitioning to cleaner and greener fuel would be the way forward.

**Q:** What role do in-house training programs play in the preparedness of seafarers?

**A:** I would say they go a long way in preparing seafarers. We are a very old Company and by now we have a strong sense of what we want to do and where we want to go. So, we have our principles on which we have based our business and we go a long way in augmenting the seafarers' skill sets - which is the reason why we have a new training center also come up in India. The idea is to train seafarers internally with in-house courses, which are devised as a result of our KPIs and studies as to where we are faltering and which areas could be improved upon.

**Q:** What message would you like to give to our seafarers?

**A:** To our seafarers, I would like to say you are in good hands as long as you are with NYK and NYK Shipmanagement. This is a Company which really values you as a core strength and this is a Company which cares for your well-being. So, I consider myself fortunate that I have been associated with NYK for 22 years and I urge you to think of your career with NYK Ship Management as a long-term career and continue to grow with the Company.

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### Eastaway (India) Private Limited

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## Guest Column

**MR. SUBRAT KULSHRESTHA**  
- Marine Lawyer



# GUIDANCE ON MARITIME CLAIMS

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

## TOWAGE CLAIMS

### 1.1 Introduction

Ships may need towage assistance in various circumstances. However, the most common circumstances are the following:

**i. Deep sea towage:** Ships are often towed long distances to repair yards and large structures such as floating docks, power plants and oil rigs are often towed from one part of the world to the other. Such services are provided by large oceangoing tugs which are capable of spending long periods at sea, with a significant fuel range and a very large towing power. These vessels are also sometimes used in providing salvage services and are often stationed near important navigational routes. A number of these vessels provide multi-purpose services such as towage, salvage, oil-rig supply and services.

**ii. Coastal and river towage:** The tugs that are involved in this activity are generally smaller versions of ocean-going tugs and are primarily used to tow or push barges loaded with cargo and other materials along coastlines, major navigable rivers, and across short ocean passages. Such tugs are occasionally also used in order to provide salvage services.

**iii. Harbor towage:** Ships will often require tug assistance in berthing, docking or undocking in confined port areas and, in many instances, such assistance will be mandatory as a condition of port entry. This operation may require the use of more than one tug but may not involve actual attachment to the towed vessel since in many cases, pushing will be sufficient. The tugs that are involved in this form of activity are often highly maneuverable, with very sophisticated steering and/or propulsion systems.

Towage is normally provided by specialist towage companies pursuant to a formal towage contract that has been negotiated well in advance between shipowners and towing companies. In some instances (particularly in the case of coastal, river or harbour towage) such contracts are period contracts which relate to the provision of towage as and when needed at particular locations within a specified period. However, even if no formal agreement is negotiated, completed or signed, a towage contract may be deemed to exist by implication especially where the shipowner or the master has consistently accepted such terms on previous and similar occasions. Furthermore, should the need for towage arise at short notice, the master of a vessel has implied authority to engage towage services that are reasonably necessary for the safe and proper performance of the voyage.

#### 1.1.1 The Distinction between Towage and Salvage

However, an important distinction should be drawn between a towage contract and a salvage contract. A towage contract was described as long ago as 1848 as:

*"... the employment of one vessel to expedite the voyage of another when nothing more is required than the accelerating of her progress."*

Therefore, a towage contract is normally negotiated at a time when the ship that is to be towed is not facing imminent peril and remuneration is negotiated and agreed in advance, usually on a fixed fee basis. However, a salvage contract (normally a standard form of salvage contract such as the Lloyd's Open Form of Salvage Agreement (LOF)) is agreed when the ship that is to be assisted is facing imminent peril and remuneration is assessed after the completion of the salvage services by a specialist system of arbitration based on a number of factors including the degree of danger to the salvaged property, the value of the property at risk, the degree of skill demonstrated by the salvor and the cost to the salvor of performing the services.

Furthermore, the remuneration that is normally payable under a towage contract is payable regardless of the success of the operation whereas a salvage contract is based on the principle of 'no cure-no pay' which means that the salvor is rewarded only if he succeeds in saving the ship and/or cargo and receives no reward if he fails to do so. Therefore, since the public policy of most countries is to encourage salvage for the common good, a salvage claim normally qualifies as a maritime lien whereas a claim under a towage contract does not do so.

However, the demarcation between towage and salvage may become blurred. For example, a ship which may be proceeding perfectly normally without tug assistance may suffer a problem such as an engine breakdown which does not place the ship in imminent peril but which nevertheless, requires the attendance of a tug to tow the vessel to a port where she can be repaired. Disputes can then arise as to whether the services provided by the tug should be considered to be salvage and remunerable on the usual 'no cure no pay' basis, or towage services for which remuneration should be in the form of a lump sum. Therefore, it is important whenever time allows that the owners of the ship which requires assistance should involve those other parties who may have to contribute to such remuneration in due course (e.g. his hull and machinery and P&I insurers, and cargo insurers) in such discussions to avoid future disagreements between the interested parties.

Alternatively, if it is known that the ship will need tug assistance to perform a voyage and the shipowners enter into a towage contract in advance for that purpose, they will normally envisage that the tow may encounter some difficulties en route and conclude terms that will govern their relationship in circumstances which are reasonably foreseeable and anticipated. In particular, the tug will normally be obliged to use its best endeavours to protect the tow in such circumstances. Therefore, if an event that was anticipated occurs during the towage and the tug is obliged to take steps to preserve the safety of the tow such services will normally be considered to be an integral part of the towage contract and the tug is not entitled to any additional remuneration. However, if the safety of the tow is imperiled by an event or danger that was not within the reasonable contemplation of the parties, such services may be considered to be salvage services, notwithstanding the existence of the towage contract, and the tug may be entitled to claim additional salvage remuneration if it succeeds in saving the towed ship.

Article 17 of the Salvage Convention states that a salvage reward is payable only where "... the services rendered exceed what can be reasonably considered as due performance of a contract entered into before the danger arose." Therefore, to convert a towage contract into a salvage it has been held that the tug must prove (a) that the services that it performed were of such an extraordinary nature that they could not have been within the reasonable contemplation of the parties to the original towage contract, and that (b) the services that had in fact been performed and the risks in fact run would not have been reasonably remunerated by the contractual remuneration that had been agreed in the towage contract.

Each case will depend on its particular facts. However, it is possible for a towage contract to expressly exclude the right to salvage if a clause to that effect is included in the towage contract.

To be continued in next article.....

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



# Health Zone



## BEST FOODS TO EAT IN SUMMER

**L**ike the season changes, we need to change our diet, summer is no different. We need a different kind of fuel to fight back the harsh sun and rising temperatures. Light, hydrating, and nutrient-rich foods become essential to keep the body cool, energized, and refreshed. Choosing the right summer foods not only helps prevent dehydration but also supports overall health and digestion during the hottest months.



### WHY YOUR DIET CHANGES MATTER

When summer arrives, your body starts working in a very different way. You sweat more, lose water faster, and often feel tired even without doing much. This is your body's natural way of cooling itself, but it also means you are losing fluids and important minerals. That is exactly why your diet needs a shift. Heavy, oily, and spicy foods that feel comforting in winter can make you feel sluggish and overheated in summer. On the other hand, lighter foods help your body stay cool and active. Think of your diet as support for your internal cooling system. Foods with high water content, like fruits and vegetables, help you stay hydrated without much effort. There is also a simple connection between what you eat and how you feel. Eating fresh and seasonal foods can improve digestion, boost energy levels, and even lift your mood. When your body is not busy dealing with heavy meals, it can focus on keeping you refreshed and balanced. Changing your diet with the season is not a strict rule, it is more like listening to what your body quietly asks for. And in summer, it clearly asks for food that is light, cooling, and easy to handle.

### BEST SUMMER MEALS

Summer meals should feel light on the stomach but still keep you full and energized. The idea is simple. Choose foods that are easy to digest, rich in water, and not overloaded with oil or spices. Here are some of the best options and how you can enjoy them in your daily routine.

- **Salads with seasonal veggies (cucumber, tomato, lettuce, sprouts)**

Salads are a perfect summer staple. They are rich in water, fiber, and essential vitamins. Cucumbers help cool the body, while sprouts add protein. You can toss them with a pinch of salt, lemon

juice, and a few herbs for extra flavor. Eat them as a side dish or even as a light lunch.

- **Cold soups like gazpacho or cucumber-mint soup**

Cold soups such as gazpacho or cucumber mint soup are refreshing and hydrating. They are easy to prepare and do not require heavy cooking. These soups help maintain hydration and are gentle on digestion. Have them chilled during lunch or as an evening snack to beat the heat.

- **Curd rice**

Curd rice is a classic comfort meal, especially in hot weather. Curd contains probiotics that improve gut health and keep digestion smooth. Mixing it with rice creates a soothing and filling dish. You can add mustard seeds, curry leaves, or grated carrots for taste. It works well as a lunch option when you want something simple and cooling.

- **Vegetable khichdi**

Vegetable khichdi is another light and nourishing meal. Made with rice, lentils, and vegetables, it provides a balance of carbs, protein, and fiber. It is easy to digest and does not feel heavy. Use minimal spices and a little ghee to keep it healthy. This is a great choice for dinner when your body needs something gentle.

- **Chapati + lauki/ tori sabzi (bottle gourd/ridge gourd)**

Chapati with lauki or tori sabzi is ideal for a balanced meal. Bottle gourd and ridge gourd have high water content and help keep the body cool. They are also low in calories and easy to digest. Pairing them with chapati gives you a satisfying meal without feeling too full or tired afterward.

- **Moong dal + rice**

Moong dal with rice is simple yet powerful. Moong dal is known for being one of the easiest lentils to digest. It provides protein without causing heaviness. Cook it lightly with turmeric and a bit of salt. This combination is perfect for both lunch and dinner, especially on very hot days.

- **Rice porridge**

Rice porridge is a light and soothing meal that works perfectly in summer. It is soft, easy to digest, and gentle on the stomach, making it ideal for hot days when your appetite feels low. It also helps keep the body hydrated and provides quick energy. You can prepare it with a slightly watery consistency and add a pinch of salt or mix it with curd for a cooling effect. It works well as a simple breakfast or a light meal when you want something comforting and refreshing.

- **Grilled paneer or tofu salads**

Grilled paneer or tofu salads are great for adding protein without making the meal heavy. Grilling keeps the dish light while enhancing flavor.



# Health Zone



Combine with fresh vegetables and a light dressing. This makes for a filling lunch that does not leave you feeling sluggish.

## • Boiled chickpeas or sprouts chaat

Boiled chickpeas or sprouts chaat is a quick and nutritious option. Chickpeas provide protein and fiber, while sprouts boost vitamins. Add chopped onions, tomatoes, lemon juice, and a pinch of chaat masala. It is perfect as an evening snack that keeps hunger in check.



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## • Lightly spiced grilled chicken or fish

Lightly spiced grilled chicken or fish is ideal for those who prefer non-vegetarian meals. Grilling avoids excess oil and keeps the dish light. These are rich in protein and help maintain energy levels. Pair them with salads or steamed vegetables for a complete meal.

## • Lentil soups (avoid heavy cream)

Lentil soups without heavy cream are comforting and healthy. They provide protein and are easy to digest. Keep them simple with mild spices and herbs. Have them warm or slightly cooled depending on your preference.

Choosing these meals during summer helps your body stay cool, hydrated, and active without feeling weighed down. The key is to keep things simple, fresh, and balanced.

## HEALTHY SUMMER BEVERAGES

Staying hydrated in summer is just as important as eating the right foods. The heat makes you lose water and essential minerals quickly, so choosing the right beverages can help you stay fresh, active, and balanced throughout the day.

### • Water (add lemon, mint, or cucumber for flavor)

Water is the most basic and essential drink. Instead of plain water all the time, you can add slices of lemon, mint leaves, or cucumber for a refreshing twist. This not only improves taste but also encourages you to drink more.

### • Coconut water

Coconut water is a natural electrolyte drink that helps restore lost minerals. It is light, slightly sweet, and perfect for instant hydration. Having one glass a day can make a noticeable

difference in how you feel.

### • Buttermilk (chaas)

Buttermilk, also known as chaas, is a cooling and digestive-friendly drink. It contains probiotics that support gut health and reduce the feeling of heaviness. You can add roasted cumin powder and a pinch of salt for extra flavor.

### • Lassi (sweet or salted, not too sugary)

Lassi, whether sweet or salted, is another popular summer drink. It provides energy and keeps the body cool, but it is best to keep the sugar low. A lightly sweetened or plain version works best in hot weather.

### • Aam panna

Aam panna, made from raw mangoes, is known for its heat-resistant properties. It helps prevent dehydration and adds a tangy, refreshing taste to your day.

### • Sattu drink

Sattu drink is a traditional and highly nutritious option. It is rich in protein and fiber and keeps you full while cooling the body. Mix it with water, lemon, and a pinch of salt for a savory version.

### • Sugarcane juice (occasionally)

Sugarcane juice can be enjoyed occasionally as a quick energy booster. It is naturally sweet and refreshing, but moderation is key.

### • Fresh fruit juices (without added sugar)

Fresh fruit juices without added sugar are always a better choice than packaged drinks. They provide vitamins and hydration at the same time.

## WHAT TO AVOID IN SUMMER

Summer is not the time to overload your body with heavy or dehydrating foods and drinks. Fried foods may taste good, but they are difficult to digest and can make you feel sluggish and overheated. Excessively spicy meals can increase body heat and lead to discomfort, especially in high temperatures. Sugary sodas might seem refreshing, but they do more harm than good. They add empty calories and can actually increase dehydration. Similarly, too much caffeine from coffee or energy drinks can lead to water loss and make you feel restless or tired later. Alcohol is another major concern in summer. It dehydrates the body quickly and can affect your energy levels, especially in the heat. Even small amounts can leave you feeling drained.

## Conclusion

Eating light, hydrating foods and choosing the right drinks helps your body stay cool, energized, and balanced, making summer days more comfortable and enjoyable overall.

(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 IMPORTANCE OF EMERGENCY DRILLS ON SHIPS

Life at sea is inherently unpredictable. Despite advances in modern navigation, engineering, and communication systems, ships remain vulnerable to a wide range of emergencies, including fires, collisions, grounding, flooding, and extreme weather conditions. In such high-risk environments, preparedness is not optional, it is essential. Emergency drills on ships play a crucial role in ensuring that crew members and passengers are ready to respond quickly and effectively in crisis situations. These drills transform theoretical knowledge into practical action, ultimately saving lives and minimizing damage.

Emergency drills are simulated exercises conducted onboard ships to prepare individuals for real-life emergencies. These drills cover scenarios such as fire outbreaks, abandon-ship procedures, man-overboard situations, oil spills, and security threats. Each crew member is assigned specific duties according to a muster list, which outlines their responsibilities during emergencies. By regularly practicing these procedures, crew members become familiar with safety equipment, escape routes, communication systems, and coordination protocols. This familiarity reduces confusion and panic when an actual emergency occurs.



### ◆ Enhancing Crew Preparedness and Confidence

One of the most significant benefits of emergency drills is the development of crew preparedness and confidence. In high-stress situations, hesitation or lack of clarity can lead to disastrous consequences. Drills help crew members internalize their roles so that their responses become almost instinctive. For example, during a fire drill, crew members practice locating and using firefighting equipment, sealing compartments, and evacuating affected areas. Over time,

repeated practice builds confidence and ensures that individuals can act decisively under pressure. A well-trained crew is the backbone of any effective emergency response.

### ◆ Minimizing Panic and Chaos

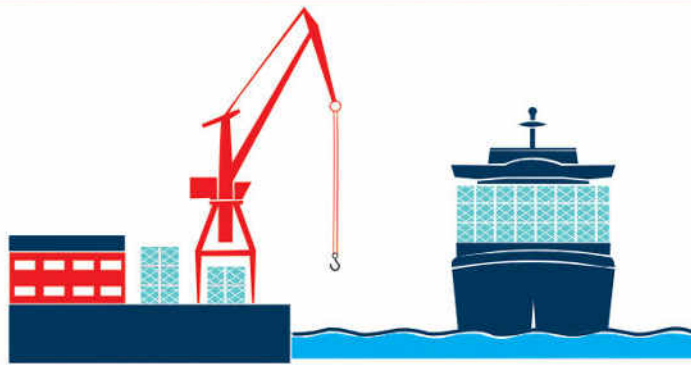
Emergencies at sea can escalate rapidly, especially when passengers are involved. Panic is one of the greatest dangers during such situations, as it can lead to injuries, miscommunication, and delays in evacuation. Emergency drills help establish order and discipline, teaching both crew and passengers how to respond calmly. Passenger ships, in particular, conduct mandatory safety drills to familiarize travelers with muster stations, life jackets, and evacuation procedures. When people know what to expect and where to go, they are less likely to panic, allowing for a more organized and efficient response.

### ◆ Compliance with International Regulations

Emergency drills are not just best practices; they are legal requirements under international maritime regulations. The **International Convention for the Safety of Life at Sea (SOLAS)** mandates regular drills for various emergency scenarios. Ships are required to conduct fire drills, abandon-ship drills, and other safety exercises at specified intervals. Compliance with these regulations ensures that ships maintain a high standard of safety. It also allows authorities to verify that crew members are adequately trained and that safety equipment is functioning properly. Failure to comply can result in penalties, detention of vessels, or even suspension of operations.

### ◆ Testing Equipment and Procedures

Emergency drills provide an opportunity to test the functionality of safety equipment and the effectiveness of emergency procedures. During drills, crew members inspect lifeboats, fire extinguishers, alarms, communication systems, and emergency lighting. Any faults or malfunctions can be identified and corrected before a real emergency occurs. Additionally, drills help evaluate existing procedures. If a particular response plan proves inefficient or confusing, it can be revised and improved. This continuous process of testing and refinement enhances overall safety standards on board.



# Marine Insights

## ◆ Improving Coordination and Teamwork

Effective emergency response requires seamless coordination among crew members. Ships operate as complex systems where different teams i.e. navigation, engineering, catering, and security, must work together during crises. Emergency drills foster teamwork by encouraging communication and cooperation. For instance, during an abandon-ship drill, crew members must coordinate the launching of lifeboats, assist passengers, and ensure that everyone is accounted for. Such exercises highlight the importance of clear communication and mutual support, strengthening the overall efficiency of the crew.

## ◆ Addressing Human Error

Human error is a leading cause of maritime accidents. Fatigue, miscommunication, and lack of training can all contribute to mistakes. Emergency drills help mitigate these risks by reinforcing correct procedures and identifying potential weaknesses in human performance. Through repeated practice, crew members learn to avoid common errors and develop a disciplined approach to safety.

## ◆ Adapting to Different Types of Ships

Different types of ships such as cargo vessels, tankers, cruise ships, and naval ships, face unique risks and challenges. Emergency drills are tailored to address these specific conditions. For example, oil tankers conduct specialized drills to handle hazardous material spills, while cruise ships focus on passenger evacuation and crowd management. This adaptability ensures that drills remain relevant and effective.

## ◆ Building a Culture of Safety

Perhaps the most important outcome of regular emergency drills is the development of a strong safety culture. When drills are taken seriously and conducted consistently, they reinforce the idea that safety is everyone's responsibility. Crew members become more vigilant, proactive, and committed to maintaining high safety standards. A culture of safety influences decision-making. It encourages individuals to report hazards, follow procedures, and prioritize safety over convenience.

## ◆ Real-Life Impact of Emergency Drills

History has shown that well-executed emergency drills can make the difference between disaster and survival. In several maritime incidents, trained crews have successfully evacuated passengers, contained fires, and prevented major losses. These examples highlight the practical value of drills and underscore their importance in real-world situations. Conversely, accidents involving inadequate training or poor preparedness often result in higher casualties and greater damage. Such incidents serve as reminders of the critical role that drills play in maritime safety.



## ◆ Preparedness Saves Lives

Emergency drills on ships are far more than routine exercises, they are lifesaving practices that ensure readiness in the face of uncertainty. By enhancing preparedness, reducing panic, ensuring regulatory compliance, and fostering teamwork, drills form the foundation of maritime safety.

In an environment where emergencies can arise without warning, preparation is the key to survival. Through continuous training and commitment to safety, ships can navigate not only the seas but also the challenges that come with them. Ultimately, the importance of emergency drills lies in their ability to protect lives, preserve property, and uphold the integrity of maritime operations.

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# SHIPPING NEWS

## WIDENING GAP IN CONTAINER RATES SUGGEST SHIPPERS ARE UNCERTAIN; STRAIT OF HORMUZ CLOSED

**W**idening spreads between high and low costs for shipping containers on various trade lanes indicates uncertainty on both sides of the trade, largely because of the war in the Middle East, a market analyst said.

Lars Jensen, president of consultant Vespucci Maritime, said his focus is not just on the spreads, but in the changes of the spreads over the short term.

Jensen said the spread on the Asia-North Europe trade lane widened to \$600/FEU (40-foot equivalent unit) from \$500/FEU; the China-USWC spread grew to \$800/FEU from \$750/FEU; the southeast Asia-USWC widened to \$1,260/FEU from just \$850/FEU; the China-USEC grew to \$980/FEU from \$640/FEU; and the transatlantic westbound trade lane widened to \$1,100/FEU from \$840/FEU.

"This development indicates a market in which the stakeholders on both the buy and sell side are increasingly uncertain as to the conditions in the current and immediate future," Jensen said.

Jensen, speaking on the Supply Chain, said when there is that level of uncertainty, market players can end up with spot deals that are further from each other than what you would normally see.

"So, uncertainty in the market is very much the headline that we have seen," Jensen said.

### Strait of Hormuz Closed Again

US President Donald Trump announced in a social media post that the Strait of Hormuz is fully reopened, but Iran's Tasnim News said

there were three conditions, citing an informed source.

Iranian news agencies announced on social media that the US did not fulfill its obligations.

"So, the Strait of Hormuz is now closed again and passage requires Iran approval," it said.

Jensen said this follows a morning where a minor convoy of tankers managed to exit the Persian Gulf after a brief wait overnight.

There was a brief window on 18th April when more than 20 ships carrying oil, Liquefied Petroleum Gas (LPG) and chemicals crossed the Strait of Hormuz, the highest daily volume since 1st March, news said.

According to the Strait of Hormuz tracker, a free, real-time dashboard that tracks the ongoing crisis using AI-powered analysis of current strait conditions, insurance markets and diplomatic developments using real-time web data and AIS data for vessel positions, no vessels have transited the strait over the past 24 hours.

The closure has had less of an impact on container shipping as less than 2% of global container capacity passes through the strait each year.

However, the closure has had a much greater impact on crude oil and chemical markets as around one-third of global seaborne crude flows and up to 20% of the world's total oil flows pass through.

## ABS AND FLEET ROBOTICS TEAM UP TO BRING AUTONOMOUS ROBOTIC SYSTEMS TO MARITIME

**A**BS and Fleet Robotics signed a memorandum of understanding (MOU) to collaborate on autonomous robotic systems for continuous hull cleaning and inspection.

Announced at Singapore Maritime Week, the collaboration reflects growing industry demand for technology-forward approaches to vessel maintenance.

"It is an honor to work alongside Fleet Robotics to advance autonomous robotic systems for the industry. This collaboration is about more than innovation, we are working to establish the standards and frameworks needed for the maritime industry to confidently adopt these technologies and move toward safer, more efficient and data-driven vessel maintenance," said Patrick Ryan, ABS Senior Vice President and Chief Technology Officer.

"We're proud to be working with ABS as we advance a future where hulls are continuously monitored, not intermittently inspected," said Sidney McLaurin, CEO of Fleet Robotics. "By enabling in-water inspection and unlocking a new layer of high-quality data, we can transform how operators make decisions around performance, maintenance and safety. This work is critical to ensuring the data is trusted, standardized and can be used to support and enhance class inspections and broader industry practice."

The project will include assessing the suitability of robotic systems for inspection tasks, validating the quality and integrity of sensor data and imagery for class use, and identifying pathways to integrate these technologies into existing class, regulatory and owner/operator workflows.

## PORT CITIES LEAD THE ENERGY TRANSITION AT UN CLIMATE WEEK IN YEOSU

Port cities from the Asia-Pacific region convened in Yeosu, a dynamic port and industrial hub of the Republic of Korea, during UNFCCC Climate Week and Korea Green Transition International Week (K-GX).

Hosted by ICLEI – Local Governments for Sustainability in partnership with Pacific Environment, the 2026 World Climate Cities Forum (April 21–22) served as a powerful platform to elevate local leadership and accelerate practical solutions for the green transition across energy, industry, and port systems.

A key highlight for the port community was the session on the green transition of port cities, co-developed by ICLEI and Pacific Environment. The session showcased concrete actions and scalable models, while reinforcing the pivotal role of local governments in driving meaningful change.

Pacific Environment continues to work closely with ICLEI to advance local energy transitions — particularly in port cities. “Ports are uniquely positioned to become decentralized clean energy hubs,” said Jeongmuk Kang, Renewable Energy Manager for Pacific Environment. “With access to large-scale renewable resources such as offshore wind and floating solar, they can serve as centers for energy storage and clean fuel production, including battery storage systems, green hydrogen and green ammonia.”

### Asia’s ports leading the way

Kochi is emerging as a leading example. As a major maritime hub on India’s west coast, the city is advancing a comprehensive green transition agenda. Under Maritime India Vision 2030, Cochin Port is pursuing a “Green Port” strategy targeting 100% renewable energy through solar power, deploying shore power for vessels, and advancing toward net-zero emissions through green hydrogen and its derivatives.

Incheon is demonstrating how large-scale infrastructure can align with energy transition goals. With one of the region’s busiest

airports, major ports, and existing coal power capacity, the city is scaling up offshore wind to 6GW through public-private partnerships. Incheon New Port will play a central role as a marshalling hub. This transition is critical, as coal plants in the region, currently supplying around 20% of electricity to the Seoul metropolitan area are scheduled for phase-out by 2034.

Kitakyushu offers a compelling story of the industrial and energy transformation of port regions. Once known for heavy industry, the city has evolved into a green energy leader. Since launching the Green Energy Port Hibiki project in 2011, it has built a strong offshore wind ecosystem. In March 2026, Japan’s largest offshore wind farm (220MW) began operations in Hibikinada, now capable of supplying approximately 40% of the city’s households.

“Ports are major energy consumers — powering cranes, vehicles, and shore-side electricity for vessels making them critical leverage points in decarbonizing shipping, one of the hardest-to-abate sectors globally,” said Kang. “The message from the session is clear: port cities are no longer just gateways for global trade; they are becoming frontline leaders in the energy transition, taking a greater role in the era of renewables.”

Local action from governments and communities is necessary. From a policy and systems perspective, Dr. Ahn Seung-Hyun of the Korea Maritime Institute emphasized a critical point: electrification alone does not guarantee decarbonization. Without a clear pathway for deploying renewable energy in port areas, emissions are simply shifted from Scope 1 to Scope 2. He estimated that with a proper portfolio of renewables and storage with a microgrid, the ports can save 18~21% of the operation cost.

He called for stronger, collective action from local governments and communities to demand concrete plans and dedicated budgets for renewable energy deployment in and around ports. Strategic pressure on port authorities and national governments, he noted, is essential to drive meaningful change.

## BUREAU VERITAS CALLS FOR GREATER CONNECTIVITY ACROSS VALUE CHAINS AS AI RESHAPES GLOBAL TRADE

Bureau Veritas Executive Vice-President, Industrials and Commodities, Matthieu de Tugny, delivers keynote at Singapore Maritime Week, outlining how digitalization, AI, and the energy transition are rapidly transforming shipping and the wider global supply chain.

Singapore, April 24, 2026: Bureau Veritas Marine & Offshore (BV), a world leader in testing, inspection, and certification (TIC), declared its vision for the future of maritime trade during Singapore Maritime Week, with Executive Vice-President, Industrials & Commodities, Matthieu de Tugny delivering a keynote address detailing how digitalization, artificial intelligence, and the energy transition are fundamentally reshaping shipping and the global value chains it underpins.

During the keynote address, de Tugny outlined that the industry’s trajectory will be shaped by three intersecting forces: decarbonization, digitalization, and industry resilience. He

stressed that the sector is moving beyond fragmented, vessel-level optimization towards more sophisticated inter-connected intelligence across the entire value chain, a shift that demands multi-sector collaboration.

Regarding artificial intelligence, de Tugny highlighted that AI is already generating tangible results across vessel operations, engineering, ports, and supply chains. The integration of sophisticated smart systems is supporting voyage optimization, predictive maintenance, digital twins, routing efficiency, and smarter logistics, delivering real-world gains today.

However, de Tugny also cautioned that AI’s potential can only be realized when underpinned by reliable, structured, and trusted data. Critically, he emphasized that human expertise remains central to the industry’s future, with AI serving to augment decision-making rather than replace the professionals who drive it.



De Tugny also highlighted BV's capabilities in this area, having developed a suite of advanced solutions designed to help clients as they navigate this transformation:

- **Digital Class:** Integrates design, construction, and operational data to enable continuous, real-time assurance in place of periodic inspections, giving operators and owners a live view of vessel condition and compliance.
- **Augmented Surveyor 3D:** Combines drone-based inspections, AI-supported defect detection, and digital 3D asset models to improve the speed, accuracy, and safety of survey operations.
- **SmartShip Framework:** Supports clients along a progressive

journey from connected vessels to autonomous functions and fully integrated maritime ecosystems, managing both the technical and regulatory dimensions of the transition.

De Tugny also addressed the global energy transition, calling for ambitious long-term planning alongside pragmatic near-term action. While next-generation fuels including LNG, methanol, and ammonia alongside new infrastructure and financing models are essential to achieving net-zero targets, de Tugny emphasized that existing fleets can already reduce their emissions footprint today through digital optimization, energy-saving technologies, and improved operational performance.

## HD HYUNDAI DRIVES KOREA'S SHIPBUILDING FUTURE WITH DIGITAL TWINS, AUTONOMY, AI ROBOTS

**H**D Hyundai is accelerating efforts to secure future growth engines by using digital technologies such as Artificial Intelligence (AI) and robots. Chairman Chung Ki-sun of HD Hyundai is translating the core theme he presented in this year's New Year's address, "securing differentiated technology," into digital innovation across shipbuilding, shipping and robotics.

### Speeding up the buildout of future advanced shipyards

HD Hyundai is pushing to build the Future of Shipyard (FOS) as a core growth engine to lead a paradigm shift in the shipbuilding industry. The FOS project, set for completion in 2030, focuses on boosting productivity and efficiency by applying advanced technologies such as Digital Twin, AI and big data across the shipyard. HD Hyundai built the first phase, a "visible shipyard," in 2023 and is now working on phase two, a "consolidation, predictive, and optimized shipyard," in which equipment, processes and data are organically linked. Once FOS is complete, HD Hyundai expects productivity to rise 30% and shipbuilding lead times to be cut by 30%. HD Hyundai is collaborating with Nvidia and Siemens to apply and test a latest Blackwell Graphics Processing Unit (GPU)-based Digital Twin at the HD Hyundai Samho shipyard. Since 2021, it has pursued building a "next-generation production and design platform" that consolidates the entire ship design and production process with data and optimizes it with AI. Through next-generation CAD, PLM and DM systems, the company will establish an integrated management framework for the entire life cycle of ships—from design and production to operation and decommissioning—and complete the platform by 2028. At CES 2026 in Las Vegas in Jan., Nvidia CEO Jensen Huang cited HD Hyundai as a representative Digital Twin collaboration case during a conversation with Siemens CEO Roland Busch. Huang said HD Hyundai's Digital Twin technology is "a case that integrates not only CAD but also computing and electronic systems to implement them within a single Digital Twin environment."

### Targeting the future shipping market with autonomous navigation technology

HD Hyundai is moving to commercialize autonomous navigation and is targeting the shipping market. Avikus, HD Hyundai's autonomous navigation subsidiary, signed a supply contract in

Dec. last year with HMM for the large-vessel autonomous navigation solution "HiNAS Control." Under the deal, the solution will be applied to 40 ships operated by HMM. To date, Avikus has supplied autonomous navigation solutions to about 350 vessels and has applied HiNAS Control to more than 100 large retrofitted vessels. HiNAS Control is an autonomous navigation system that performs control functions as well as perception and decision-making. In April, it obtained Type Approval (TA) for HiNAS Control from DNV. This marks the first time a mass-producible autonomous navigation system, applicable generically rather than limited to a specific vessel or project, has received international certification. As a result, HiNAS Control can now be installed without additional verification.

### Applying physical AI to robotics, developing humanoids

HD Hyundai Robotics, a group affiliate in robotics, is developing next-generation core technologies by applying AI to industrial robots. It is focusing on advancing physical AI-based technologies beyond existing industrial and welding robots. The goal is to move past repeating pre-defined tasks and implement autonomous actions that actively respond even in uncertain situations through real-time environment perception and judgment. In particular, it is concentrating on securing a "Robot Foundation Model (RFM)" in which robots perceive, decide and act on their own, and plans to develop technology that responds immediately to changes in the work environment without human intervention. Based on this, it will launch a "welding automation solution" by 2026 for application at actual shipyards and introduce AI robot solutions tailored to various processes across industries—machining, assembly, inspection, manufacturing and logistics—by 2030.

HD Hyundai Robotics is also working in parallel on developing high-performance AI humanoids. To enhance production efficiency and worker safety, HD Korea Shipbuilding & Offshore Engineering and Persona AI in the United States signed a memorandum of understanding (MOU) to develop Korea's first welding humanoid. In addition, together with HD Hyundai Samho, it signed an MOU with Neura Robotics of Germany to develop and demonstrate a quadruped walking Humanoid Robot for shipbuilding worksites.

# YOUR FORECAST

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



- BY RANI

## Aries (Mar 21 – Apr 20)

May begins with focused energy, encouraging you to act with clarity and intention. Career matters benefit from decisive steps and sustained effort. Relationships improve through openness and shared understanding of the status quo. Financial awareness strengthens with practical spending and thrifting choices. Energy levels rise when rest supports action. Creativity grows through discipline. The year ahead supports leadership, progress, and success built through thoughtful confidence. This period highlights your initiative, while the months ahead continue to reveal visible progress and strong forward momentum towards your goals.

## Taurus (Apr 21 – May 21)

May encourages stability through mindful decisions and steady effort towards your long-term goals. Professional responsibilities move forward when patience guides your actions. Financial planning benefits from farsighted awareness and evaluation. Relationships deepen through trust and emotional presence. Health improves with consistent routines and expert intervention. Creativity flourishes through comfort and familiarity. The year ahead supports security, growth, and lasting success shaped by persistence. This period highlights your steadiness, while the months ahead continue to reveal lasting security and meaningful progress.

## Gemini (May 22 – June 21)

May brings renewed curiosity and encourages keen attention to all communication. Career conversations benefit from a willingness to acquire new skills as well as clarity. Social connections feel engaging and productive when you try to understand the needs of others before your own. Financial organization improves confidence. Mental balance can be boosted through practices like meditation. Creative ideas gain strength through follow-through. The year ahead supports versatility, expansion, and exciting opportunities. This period highlights your curiosity, while the months ahead continue to reveal new possibilities and steady growth.

## Cancer (June 22 – July 22)

May highlights emotional grounding and thoughtful planning of your next steps. Career matters improve when approached consistently, through appropriate channels. Family relationships strengthen through empathy and shared vision of the future. Financial stability grows with careful organization of resources. Rest restores balance, as exercise brings mental peace. Creative outlets provide comfort, new hobbies bring excitement. The year ahead supports resilience, deeper connections, and steady personal growth. This period highlights your empathy, while the months ahead continue to reveal emotional strength and meaningful progress.

## Leo (July 23 – Aug 23)

May emphasizes discipline and quiet confidence in your resolutions. Professional efforts gain recognition with consistency and a penchant for persevering through challenging situations. Relationships improve through cooperation and peaceful untangling of conflicts. Financial matters stabilize with a structured approach. Health benefits from a focus on nutrition. Creativity grows steadily through the year as you bring out-of-the-box ideas to the table. The year ahead rewards persistence, maturity, and leadership. This period highlights your leadership, while the months ahead continue to reveal earned recognition and lasting success.

## Virgo (Aug 24 – Sept 22)

May encourages you to realign your priorities with clarity and quiet confidence. Professional growth strengthens as you trust your instincts and express ideas with precision and purpose. Relationships flourish through honesty, fairness, and a willingness to share responsibilities equally. Financial stability improves when you plan mindfully and make balanced, well-considered decisions. Inner peace deepens through reflection, creativity, and moments of intentional stillness. Your health benefits when emotional balance becomes a guiding focus rather than an afterthought. This period emphasizes self-awareness, maturity, and thoughtful choices. The months ahead promise meaningful connections, rising confidence, and a clearer sense of direction. By honoring your core values and maintaining healthy boundaries, you cultivate harmony that supports lasting fulfillment, resilience, and genuine personal happiness. Stay patient with your progress, and remember that consistency will quietly shape the future you seek.

## Scorpio (Oct 24 – Nov 22)

May brings sharper focus and emotional clarity, guiding steady personal transformation since the beginning of the year. Career goals benefit from disciplined effort towards refined skills. Relationships deepen as trust, honesty, and open communication strengthen bonds. Financial discipline enhances control, stability, and confidence in decisions. Creative pursuits offer renewal and a sense of purpose. Health improves with mindful habits and emotional balance. The year ahead encourages resilience, inner strength, and meaningful growth, while this phase highlights your intensity and steadily builds lasting empowerment and progress.

## Sagittarius (Nov 23 – Dec 21)

May encourages purposeful movement in both personal and professional matters. Career growth benefits from steady commitment and thoughtful planning. Financial decisions improve with a change in the level of awareness and discipline. Relationships flourish through shared goals and mutual understanding. Your energy remains balanced when you maintain consistency and care. Learning and new ideas spark inspiration and motivation in your team. The year ahead brings opportunities for expansion and achievement. This phase highlights exploration, while the months ahead continue to open broader horizons and support steady, meaningful growth.

## Capricorn (Dec 22 – Jan 20)

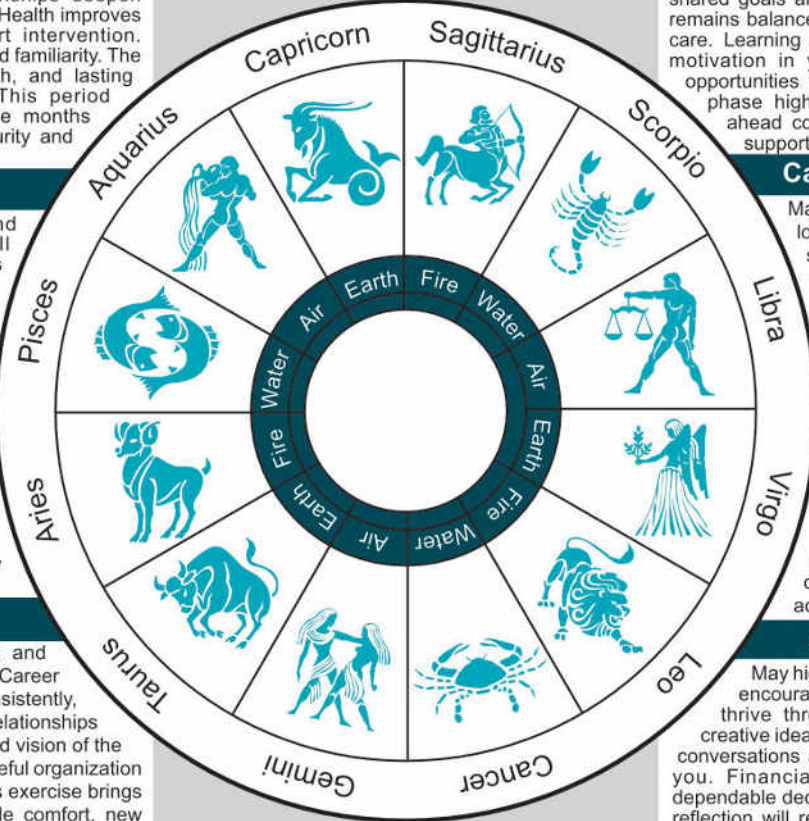
May strengthens discipline and a clear long-term focus. Career efforts begin to show results through persistence and consistent dedication towards your work routine. Financial stability remains one of your strong points through this period. Your reliability, trusting nature, and open communication enables you to create a safe space for yourself and your friends. Ensure professional consultation in matters concerning health and hygiene. The year ahead brings recognition, stability, and well-earned success. This phase highlights your discipline, while the months ahead continue to reveal tangible achievements and meaningful progress.

## Aquarius (Jan 21 – Feb 18)

May highlights innovation and forward thinking, encouraging fresh perspectives. Career paths thrive through collaboration, adaptability, and creative ideas. Social interactions introduce inspiring conversations and new possibilities that will motivate you. Financial awareness enables you to take dependable decisions in all spheres of life. Moments of reflection will restore clarity and karmic balance. The year ahead supports originality, purpose, and steady growth in professional matters. This phase emphasizes your innovative spirit, while the months ahead continue to reveal meaningful change, new directions, and consistent progress.

## Pisces (Feb 19 – Mar 20)

May encourages emotional clarity and intuitive choices. Career decisions benefit from balance between logic and instinct. Cultural events beckon you as you indulge the softer side of your personality. Relationships deepen through a compassionate approach that will bring rejuvenation and refreshing perspectives. Money brings confidence as you accumulate more knowledge. Creativity restores harmony in your soul and gives you space for growth. The year ahead supports fulfillment, growth, and emotional strength. This period highlights your imagination, while the months ahead continue to reveal gentle fulfillment and meaningful progress.



## Libra (Sept 23 – Oct 23)

May encourages you to refine your direction and focus on meaningful progress with calm determination. Professional matters benefit from careful planning and realistic expectations, allowing steady advancement without unnecessary stress. Collaboration improves when communication is clear and flexible. Personal relationships feel balanced as you practice patience and understanding. Health strengthens through consistent routines that support both productivity and rest. Financial awareness grows when you review commitments and prioritize sustainability. This period reminds you that growth is achieved through persistence rather than perfection. The year ahead continues to support resilience, confidence, and steady success. By trusting your analytical strengths and remaining adaptable, you create reliable momentum. Your discipline, insight, and attention to detail will guide you toward achievements that feel stable, rewarding, and deeply fulfilling.

(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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With min. 2 years exp. in procurement for Tanker vessels

**Email:** hr@stsmgmt.com

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

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- ▶▶ ETO

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- ▶▶ SECOND ENGINEER
- ▶▶ ETO

### OIL/CHEMICAL TANKER

- ▶▶ CHIEF ENGINEER
- ▶▶ SECOND ENGINEER
- ▶▶ ETO

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- ▶▶ SECOND ENGINEER
- ▶▶ ETO

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# MOL Tankship Management Pte. Ltd. (Singapore)



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

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CONTACT US

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amol@synergymanning.com  
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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)

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

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

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- › Jr. Officers / Jr. Engineers (Holding COC)
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- › Second Engineers
- › Third Engineers
- › Pumpman
- › Fitter
- › Oiler
- › Bosun
- › Able Seaman
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### WE CARE

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

In Keeping With Gender Diversity

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Website : [www.suntech-maritime.com](http://www.suntech-maritime.com)

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

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# SHANE MARINE SERVICES PVT. LTD.

**Shane Marine**  
Beyond the Ocean

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

The Way To Grow With Us

## WE REQUIRE FOR OUR EXPANDING FLEET

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

### BULK CARRIER

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

### GENERAL CARGO VESSEL

Electrical Officer

### CONTAINER VESSEL

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

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

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

### RATINGS

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

### APPLY NOW

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

### CONTACT US:

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

### REGISTERED OFFICE

Shane Marine Services Private Limited  
Door No: 13/420/5GT3/5HT3, Fifth Floor, Tower 3, Alfa Horizon, Goshree Road,  
Opposite ICTT, Vallarpadam, Ernakulam, Kerala - 682504, India.

### BRANCH OFFICE

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



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

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Address: Seven Islands Shipping Ltd., Suite 3A, 3B & 4, Level 8, B Wing, Times Square, Andheri Kurla Road, Mumbai - 400059.

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# MARNAVI Shipping Management Pvt. Ltd.

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

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**WE REQUIRE FOLLOWING FOR OUR CHEMICAL / OIL TANKERS**

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

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

▶ **REQUIRE JUNIOR OFFICER**

- ▶ Attractive terms & conditions "revised wages and additional benefits".
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**Contact person:** Samee Tambe – 9619011331 | **Landline:** 91-22-42175444

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

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



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**EXISTING AFRAMAX**  
**(with advanced oil COP)**

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

**CONTACT DETAILS:**

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

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

**FAX :** 022-26845299

**EMAIL :** starship@andromeda-india.com

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



# EXMAR

## SHIP MANAGEMENT

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

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



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

- ETO with ME engine exp for LPG Tanker
- Third Officer for LPG Tanker
- Chief Officer for LPG Tanker

**SHORE JOB:**

- FLEET PERSONNEL OFFICER (Must have crewing operations experience)
- CREW ADMIN OFFICER
- CREW TRAINING & DEVELOPMENT OFFICER

*Female Seafarers Are Also Welcome*

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



# d'Amico Ship Ishima India Pvt. Ltd.

RPSL-MUM-030

Issue date: 18.04.2026

Valid till: 18.04.2031

**(MASSA MEMBER)****URGENT REQUIREMENTS****FOR OUR TANKER FLEET OF IMO TYPE II & III / PRODUCT TANKERS, CHEMICAL TANKERS**

- ◆ Master (with 20-24 months Tanker experience)
- ◆ Chief Officer (12 months Tanker experience)
- ◆ Chief Engineer (with ME Electronic Engine experience)
- ◆ 2nd Engineer (Rank Experience of 12 Months Tanker experience)
- ◆ 3rd Engineer (with 12 months Rank experience holding valid documents and management level DCE Oil / Chemical)
- ◆ 3rd Officer (with 12 months Rank experience holding valid documents and management level DCE Oil / Chemical)
- ◆ 4th Engineer (with 12 months Rank experience holding valid documents and management level DCE Oil / Chemical)
- ◆ Electrical Officer ◆ Bosun ◆ AB (preferably with Tanker exp.)
- ◆ Chief Cook (with Italian experience)

**WE URGENTLY REQUIRE FOR OUR LNG VESSEL**

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

**WE URGENTLY REQUIRE FOR OUR BULK FLEET VESSEL**

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

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

**FLEET PERFORMANCE ANALYST, MUMBAI**

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

Contact - [recruit.in@damicoishima.com](mailto:recruit.in@damicoishima.com)**TECHNICAL SUPERINTENDENT, MUMBAI**

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

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

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

**Job Profile:**

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

Contact - [recruit.in@damicoishima.com](mailto:recruit.in@damicoishima.com)**Unlimited Internet access to all onboard**

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Email: [mumbai@damicoishima.com](mailto:mumbai@damicoishima.com)**Please forward your CV on:**[mumbai@damicoishima.com](mailto:mumbai@damicoishima.com), [hrseva@damicoishima.com](mailto:hrseva@damicoishima.com)**Contact No. :**Upendra (Deck): +91-9167077056  
Roopali (Engine): +91-9930407137  
Asvea (Ratings): 91-916772141**DELHI OFFICE:**JA 912 & 914, 9th Floor, DLF Tower A,  
Jasola District Centre, New Delhi - 110025.  
Tel: +91-11-41658541 / 46075160**Email: [delhi@damicoishima.com](mailto:delhi@damicoishima.com)****Please forward your CV on:**[delhi@damicoishima.com](mailto:delhi@damicoishima.com)**Website: [www.damicoishima.com](http://www.damicoishima.com)**Log on to : [www.seajob.net](http://www.seajob.net)

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Andheri (East), Mumbai 400072.  
Tel: 022-46084088 / 47496657  
mumbai@tristarr-maritime.com  
For all shore jobs please send resume to:  
hr@tristarr-maritime.com  
RPSL-MUM-162133 | D.O.I. 12/01/2023 | D.O.E. 12/01/2028  
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**COORDINATING OFFICE**

NEW DELHI (Northern Region)  
FAR SEAS SHIPPING AGENCY PVT. LTD.  
B -105, Panchsheel Vihar, Behind Triveni,  
COM Complex, Sheikh Sarai Ph-1,  
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**REQUIREMENTS FOR CHEMICAL TANKER (with US Visa)**

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

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

- |                   |          |
|-------------------|----------|
| • Master          | • ETO    |
| • Chief Officer   | • Bosun  |
| • Chief Engineer  | • AB     |
| • Second Engineer | • MTM    |
| • Third Engineer  | • Fitter |

**OFFSHORE POSITIONS (PSV / AHTS / HEAVY LIFT VESSELS)**

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

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

**Requirements for Female Officers**

ALL RANKS



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Mobile: +91 8657530682  
RPSL-MUM-1022, Valid till 19th June 2029

**New Delhi:**

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

**Chennai:**

IV Floor, No 8, Amble Side,  
KNK Road, Nungambakkam,  
Chennai - 600006.  
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RPSL-CHN-018, Valid fill 29th Sep 2030



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

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Tel.: +91 90290 03060  
Email: [personnel@shanshipmanagement.com](mailto:personnel@shanshipmanagement.com)  
Website: [www.shanshipmanagement.com](http://www.shanshipmanagement.com)

## FOLLOWING RANK REQUIREMENTS:

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

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PRODUCT TANKER | VLGC

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URGENT REQUIREMENTS:

### Technical Superintendent:

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Please send your resume:

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

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

**MSI**

# MSI SHIPPING SERVICES INDIA PVT. LTD.

(IMC SHIP MANAGEMENT PTE. LTD., SINGAPORE)

RPSL NO. MUM-146

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

## URGENT REQUIREMENTS:

EXPERIENCED STAFF  
WITH RELEVANT VESSEL EXPERIENCE

## DIVING SUPPORT VESSEL OPERATING ON INDIAN COAST

MASTER  
(NCV)

CHIEF ENGINEER  
(CLASS I)

CHIEF OFFICER  
(NCV)

SECOND ENGINEER  
(CLASS IV WITH EXPERIENCE)

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For Short Contract

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with Indian COC



KINDLY CONTACT IMMEDIATELY /  
FORWARD RESUME

### AT MUMBAI:

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

### AT GURUGRAM:

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

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# MARLOW NAVIGATION INDIA PVT. LTD.

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



## REQUIREMENTS:

### BULK CARRIER

- CHIEF ENGINEER
- SECOND ENGINEER

### HEAVYLIFT

- THIRD OFFICER
- CHIEF ENGINEER
- 2ND ENGINEER
- ETO

### CHEMICAL TANKERS

- CHIEF OFFICER (18M exp)
- THIRD OFFICER (12M exp)
- 4th ENGINEER (12M exp)
- ETO (18M exp)

### CONTAINER VESSELS

- CHIEF OFFICER
- THIRD OFFICER

### RORO VESSELS

- CHIEF ENGINEER
- SECOND ENGINEER



PARTNER SHIP REDEFINED.

### CONTACT US:

#### Registered Office:

7th Floor, Sunrise Tower, Plot no. C-10,  
Central Road, MIDC, Opp. Rolta Office,  
Andheri (E), Mumbai - 400093.

Tel : +91 22 66982200

#### Branch Office:

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

Tel : +91-9136484832

Alternate Contact : + 91-9819449378

Email: [hrsea.mni@marlowgroup.com](mailto:hrsea.mni@marlowgroup.com)

Website: [www.marlow-navigation.com](http://www.marlow-navigation.com)



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

# ARYA TANKERS PVT. LTD.

## URGENT REQUIREMENTS FOR OUR OIL/CHEMICAL TANKERS

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

## URGENT REQUIREMENTS FOR OUR OIL PRODUCT TANKERS

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

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### REGISTERED OFFICE:

Arya Group, 15 B, Chander Mukhi Building,  
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RPSL/CHN/003 | Expiry Date: 23rd Dec. 2026

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

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

- ◆ Master
- ◆ Chief Officer
- ◆ 2nd Officer
- ◆ 3rd Officer
- ◆ Chief Engineer
- ◆ 2nd Engineer
- ◆ 3rd Engineer
- ◆ 4th Engineer
- ◆ ETO (With COC)

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

## CONTACT US:

Bhavik Shah: +91 8655790576 | Vishakha Koli : +91 8450952419  
Suraj Johnson: +91 8655643356  
Email Id- recruitment@apollomaritimegroup.com

### Mumbai Office

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

### Kochi Office

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

### Vizag Office

Door 28-2-47, 1st Floor, Daspalla Centre, Suryabagh, Visakhapatnam - 530020, India.  
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**WE DO NOT HAVE ANY AGENTS OR REPRESENTATIVES**



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## AUBURN SHIPMANAGEMENT PRIVATE LIMITED

RPSL NO: 162270 | Issue Date: 23.09.2024 | Valid till: 23.09.2029

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

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

*Candidates must have 2-3 contracts' rank experience  
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RPSL-CHN-059 | DOI-29-11-2021 | DOE-29-11-2026

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- CO (Min 06 - 12 months exp)
- CE (Min 06 - 12 months exp)
- 2E with (Min 08 - 12 months exp)
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- CO (Min 8-12 month exp)
- CE (Min 24 months rank exp)
- 2 ENG (Min 12 - 24 months exp)
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RPSL-MUM-065 / Date of Expiry 01 Sept 2026

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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
<b>NAVIGATION SIMULATOR</b>				22	6621	Security Training for Seafarers with Designated Security Duties - (STSDSD)	3 Days
4	4211	Global Maritime Distress Safety System (GMDSS)	12 Days	23	5121	Basic Training for Liquefied Gas Tanker Cargo Operations (BTLG)	5 Days
5	2121	Radar Observer Simulator - (ROSC)	10 Days	24	5111	Basic Training for Oil and Chemical Tanker Cargo Operations (BTOC)	7 Days
6	2122	Automatic Radar Plotting Aids - (ARPA)	5 Days	25	5211	Crowd Management, Passenger Safety & Safety Training - (PSF)	3 Days
7	2123	Electronic Chart Display And Information Systems - (ECDIS)	6 Days	26	6511	Ship Security Officers - (SSO)	3 Days
8	2221	Radar And Navigation Simulator (RANSCO)	6 Days	27	6411	Medical First Aid (MFA)	4 Days
<b>COMPETENCY COURSES</b>				<b>ADVANCED MODULAR COURSE</b>			
9	3231	MEO Class I	2 Months	28	5312	Advanced Training for Ships using Fuels covered within IGF code (AIGF)	5 Days
10	3211	MEO Class II	4 Months	29	5112	Advanced Training for Oil Tanker Cargo Operations (TASCO)	10 Days
11	-	MEO Class IV (Value Added)	2 Months	30	5122	Advanced Training for Gas Tanker Cargo Operations (GASCO)	10 Days
12	2211	Chief Mate (FG) Phase - I	3 Months	31	5113	Advanced Training for Chemical Tanker Cargo Operations (CHEMCO)	10 Days
13	2212	Chief Mate (FG) Phase - II	3 Months	32	1061	Vertical Integration Course For Trainers - (VICT)	10 Days
14	2111	Second Mate (FG)	4 Months	33	6421	Medical Care (MC)	10 Days
<b>REFRESHER COURSES</b>							
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16	6412	Refresher Training in Medical First Aid Course (RMFA)	1 Day				
17	6122	Refresher Training for Proficiency in FPFF	Half Day				
18	6112	Refresher Training for Proficiency in PST	Half Day				



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



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# Wilhelmsen

# Ship Management

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

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- SECOND ENGINEER
- ETO (With COC & US Visa)
- FITTER (With 6G Certificate)

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# ALBA MARINE SERVICES PVT. LTD.

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

## URGENT REQUIREMENTS FOR OUR EXPANDING FLEET OF BULK CARRIERS:

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



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

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- > Dredger Engineer (Grade I / Grade II)
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## ICOON MARINE PRIVATE LTD.

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

### WE ARE HIRING

#### CHEMICAL TANKER

- ◆ Master
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- ◆ Second Officer

White COC and Rank experience compulsory.

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## CASPIA SHIP MANAGEMENT PVT. LTD.

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



### WE REQUIRE

#### Crude Oil Tanker

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

#### Product Tanker

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

#### Container

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

#### Offshore

(Crew Boat)

- All Ranks

#### MR Tanker

(Indian Coastal)

- All Ranks

#### CONTACT

Ms. Mansi: +91 8169460864 (Engine Crew)  
Ms. Rity: +91 8169776094 (Engine Crew)  
Ms. Priyanka: +91 8169460851 (Deck Crew)  
Mr. Umesh: +91 8104418969 (Deck Crew)

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

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*Ralph Waldo Emerson*

- The future is not something we enter. The future is something we create.

*Leonard I. Sweet*

- Everything you can imagine is real.

*Pablo Picasso*

- The world you desire can be won. It exists... it is real... it is possible... it's yours.

*Ayn Rand*



## HOLY ANGEL MARINE SERVICES PVT. LTD.

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

### URGENT REQUIREMENT FOR SUEZMAX / PANAMAX TANKER VESSEL

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

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

**Salary as per market / Trading Area: Persian Gulf**

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

#### Contact Persons

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

E-mail:  
[support@holyangelmarine.in](mailto:support@holyangelmarine.in)  
[crewinghams@gmail.com](mailto:crewinghams@gmail.com)

#### Corporate Office

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

#### Branch Office

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

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



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

**REQUIREMENTS FOR OUR EXPANDING FLEET**

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**REQUIREMENT OF FULL COMPLEMENT OFFICERS AND CREW RATINGS FOR AROUND 180,000 m<sup>3</sup> AND 74,000 m<sup>3</sup> CAPACITY LNG CARRIER**

**AFRAMAX, SUEZMAX, VLCC, OIL/CHEM, VLGC, VLEC & LPG:**

Master, Chief Officer, 2nd Officer, Chief Engineer, 2nd Engineer, 3rd Engineer, AB, Oiler & Fitters.

**VLGC / LPG:**

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**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.
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**SEARLAND MANAGEMENT SERVICES PVT. LTD.**



RPSL No.: MUM-489

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

**REQUIREMENTS FOR RORO FLEET**

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

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

\* SECOND ENGINEER \* ETO WITH COC

\* THIRD ENGINEER

\* FOURTH ENGINEER

**INDIAN COC ONLY**

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

**REQUIREMENTS FOR TANKER FLEET**

\* THIRD OFFICER

\* ETO WITH COC

\* FITTER

\* PUMPMAN

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

\* CHIEF ENGINEER

\* SECOND ENGINEER

Resume to be sent on [crew@searland.co.in](mailto:crew@searland.co.in)

Contact Us For RORO FLEET :

Ms. Aishwarya Kadam: +91 8655812751

Mr. Chirag Solanki: +91 8655812752

Contact Us For TANKER FLEET :

Mr. Vishal Bhawe: +91 8655812750

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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

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

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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

We Are Hiring Following Personnel For Our AHTS In Cochin:

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

ALL RATINGS SHOULD APPLY. VALID PCC REQUIRED.

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

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

Share Your CV At [crewing@triton-maritime.com](mailto:crewing@triton-maritime.com)  
Contact No.: +91 8600842570 / 9820952983

Police Clearance Certificate Or Pass Cancellation Mandatory.

**WE HAVE NO AGENTS.**



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

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



**CHEMICAL TANKERS**

- CHIEF OFFICER
- THIRD OFFICER
- THIRD ASSISTANT ENGINEER
- ELECTRICAL OFFICER
- ABLE SEAMAN
- ORDINARY SEAMAN



[www.asm-maritime.com](http://www.asm-maritime.com)

**CONTAINERS / BULK**

- FIRST ASSISTANT ENGINEER

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

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

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

Any experienced Chemical Tanker Ratings who wish to join the company, please apply by email to [jobs@xtindia.com](mailto: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](mailto:jobs@xtindia.com).

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



# MOL Maritime (India) Pvt. Ltd.

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

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

## WHERE AMBITION MEETS OPPORTUNITY

Step Onboard with MOLMI  
Where reliability meets opportunity.

### LPG FLEET VACANCIES

VLGCs & MID-SIZE CARRIERS

#### OFFICERS

Vessel Type & In-Rank Experience

- MASTER  
With more than 20 months of Rank Experience
- CHIEF OFFICER  
With more than 20 months of Rank Experience
- 2ND OFFICER  
With Superior Certificate
- CHIEF ENGINEER  
Rank Experience With 20 Months & Above
- 1ST ASSISTANT ENGINEER  
With more than 20 months of Rank Experience
- 2ND ASSISTANT ENGINEER  
With Superior Certificate
- GAS ENGINEER
- ELECTRO TECHNICAL OFFICER

#### RATINGS

LPG Vessel Experience

- Bosun • Able Body Seaman
- Ordinary • Seaman • Fitter
- Oiler • Wiper • Messman

### LNG FLEET VACANCIES

XDF, STEAM, MEGA, Q-FLEX, DFDE

#### OFFICERS

Vessel Type & In-Rank Experience

- MASTER
- CHIEF OFFICER
- 2ND OFFICER
- CHIEF ENGINEER
- 1ST ASSISTANT ENGINEER
- 2ND ASSISTANT ENGINEER
- GAS ENGINEER
- ELECTRO TECHNICAL OFFICER

#### RATINGS

LNG Vessel In-Rank Experience & Preferable with US Visa

- Able Body Seaman
- Wiper

### DRY FLEET VACANCIES

PCC/BULK CARRIER/CONTAINER WITH IN-RANK EXPERIENCE

#### OFFICERS

With In-Rank Experience

- CHIEF OFFICER
- 3RD OFFICER
- JUNIOR OFFICER
- 1ST ASSISTANT ENGINEER
- 2ND ASSISTANT ENGINEER
- 3RD ASSISTANT ENGINEER
- ELECTRO TECHNICAL OFFICER/  
ELECTRICAL OFFICER  
Container Experience

#### RATINGS

In-Rank Experience & Preferable With US Visa

- Able Body Seaman (urgent)  
Preferable With IGF COP
- Ordinary Seaman • Wiper
- Chief Cook

### Benefits All Indian Officers

- Ownership Company
- Family Carriage Facility
- Wages At Par With Best In Industry
- Exam Bonus
- Latest Vessel Type
- Repatriation To Hometown
- State Of Art Training Facilities
- Access To Free Internet
- Company Assisted Mediclaim Policies

ONLY SHORTLISTED CANDIDATES WILL BE CALLED FOR INTERVIEW.

#### 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     |
| • 9840381531     | • 9599040741   | • 9831135558     |

PLEASE NOTE THAT WE DO NOT EMPLOY ANY AGENTS FOR JOBS



SCAN TO APPLY