

# OLYMPIA SHIP MANAGEMENT SEAJOB INDIAN ANCHOR AWARDS 2026

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Sea'

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 **20th July 2026**.

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

(Terms and conditions strictly by Admin)

Best Leader of the Year (Company Head) India.

Voting Will Be Done By

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



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# From Our Souvenir Sponsors

## Capt. Manoj Gandhi, Chairman, Seaspan Crew Management India Pvt. Ltd.



The maritime sector is built on the dedication of countless individuals whose contributions often go unnoticed beyond the industry. The Seajob Indian Anchor Awards provides a meaningful platform to shine a spotlight on these professionals and celebrate the achievements that strengthen India's maritime presence globally. We are delighted to be part of an initiative that brings together the maritime community, fosters a spirit of excellence, and acknowledges the commitment, resilience, and innovation that drive the industry forward. Supporting this event is a privilege, and we look forward to seeing it continue to inspire future generations.

## Capt. Randeep Bhalla, General Manager, Tomini Shipping Pvt. Ltd.



The Seajob Indian Anchor Awards has evolved into far more than an awards ceremony; it is a prestigious platform that shines a spotlight on excellence across every facet of the maritime ecosystem. By honouring outstanding individuals and organisations, it celebrates the achievements, dedication, and leadership that define Indian maritime excellence. At Tomini Shipping Pvt. Ltd., we are proud to support an initiative that recognizes and celebrates these accomplishments. I encourage maritime companies, industry leaders, and stakeholders across the sector to participate in this exceptional awards ceremony. Together, we can ensure that the achievements of our maritime community receive the visibility and appreciation they deserve.



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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 **20th July 2026**.

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

*(Terms and conditions strictly by Admin)*

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

**Voting Will Be Done By**

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



# AG. MARITIME PRIVATE LIMITED

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



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Awarded The Best Employer Of The Year At

**Seajob Indian Anchor Awards 2024**



## SHORE JOBS

► **Senior Sourcing Executive**  
7-8 years of experience.

► **Crewing Manager - Sourcing & Operation**  
12-14 years of experience.

**CV For Only Shore Jobs - [hr@ag-maritime.com](mailto:hr@ag-maritime.com)**

## URGENT REQUIREMENTS FOR OUR EXPANDING FLEET

**HANDYMAX BULK (WITH US VISA)**

- CHIEF ENGINEER
- CHIEF OFFICER

**KAMSARMAX BULK (WITH US VISA)**

- CHIEF OFFICER ■ 2ND OFFICER ■ 3RD OFFICER
- CHIEF ENGINEER ■ 2ND ENGINEER ■ 3RD ENGINEER

**CAR CARRIER (WITH US VISA)**

- CHIEF OFFICER

**FEEDER CONTAINER**

- CHIEF ENGINEER ■ 2ND ENGINEER
- ELECTRICAL OFFICER

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

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

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

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

**VLCC/AFRAMAX TANKER VESSELS - FOREIGN PRINCIPLES**

- CHIEF OFFICER - WITH 18 MONTHS EXP.
- 2ND ENGINEER - WITH 18 MONTHS EXP.
- PUMPMAN - WITH 36 MONTHS EXPERIENCE WITH TASCOS COURSE / US VISA
- FITTER - WITH 36 MONTHS EXPERIENCE WITH TASCOS COURSE / US VISA / INDIAN WK / LATHE MACHINE CERTIFICATE

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

### BULK / CONTAINER / PCTC:

9321277003 - TOP 4 & JR. OFFICERS & RATINGS  
9321276984 - TOP 4 & JR. OFFICERS & RATINGS (CONTAINER ONLY)  
9321276989 - TOP 4  
9372802575 - TOP 4 & JR. OFFICERS

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

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

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

### LPG

- Third Assistant Engineer

### PCTC (Pure Car & Truck Carrier)

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

- 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

### CONNECT WITH US ON

[in](https://www.linkedin.com/company/mms-maritime-india) <https://www.linkedin.com/company/mms-maritime-india>

[f](https://www.facebook.com/mmsmaritime) <https://www.facebook.com/mmsmaritime>

[i](https://www.instagram.com/mmsmaritimeindia/) <https://www.instagram.com/mmsmaritimeindia/>

**WE DO NOT HAVE ANY OTHER REPRESENTATIVE AGENTS IN INDIA.**



**"OUR E-MAIL DOMAIN HAS BEEN UPDATED – PLEASE CHECK OUR NEW EMAIL IDS"**

**"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) › Bosun (II/5) › Pumpman (II/5)
- › Able Seaman (II/5) › Oiler (III/5)
- › Ordinary Seaman (II/4)

#### Container

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

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

EST. 1903

## URGENT REQUIREMENTS

### VEHICLE CARRIER (DUAL FUEL PCTC/PCC)

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

#### Asphalt / Bitumen Tanker:

- ▶ Chief Officer
- ▶ Second Engineer
- ▶ ETO / Electrical Officer

#### Oil / Chem Tanker:

- ▶ **Master** - Min 30 months rank experience.
- ▶ **Chief Officer** - Min 18 months rank experience.
- ▶ **Third Officer** - Min 6 months rank experience.
- ▶ **ETO/ Electrical Officer** - Min 12 months rank experience.

#### VLCC Tanker:

- ▶ **Chief Officer** - Min 12 months rank experience.

#### Bulk Carrier:

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

#### Ratings:

- ▶ **Fitter** - With Class approved 6G certificate & Watchkeeping
- ▶ **Able Seafarer Deck** - With PCTC experience (Min. 12 months on type of vessel)

## Immediate requirements for PCTC / PCC vessel MASTER & CHIEF OFFICER

### We offer Attractive Terms and Conditions:

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



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+91-22-40432222 / 40432338

recruitbom@wallem.com

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

CIN: U63090MH 1984PTC032692 [www.wallem.com](http://www.wallem.com)

#### Recruitment Contact



For Officers:

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

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

For Ratings: Mob: +91 - 9870985514

# CHARTING THE FUTURE

Setting course for a safer, smarter maritime industry.

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

RPSL Licence: RPSL-MUM-088    Expiry: 28/01/2027

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 Email CV at – [manning.bom@angloeastern.com](mailto:manning.bom@angloeastern.com)

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



**tomini shipping**

ISO 9001:2015 Certified

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

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

### Key career benefits for working onboard include:

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

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

### TOP URGENT REQUIREMENTS – BULK CARRIER

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

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Rejoining  
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2024

#### CONTACT US!

Tomini Shipping Pvt. Ltd. (Mumbai)

Capt. Randeep Bhalla (General Manager)

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

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

Viganesh Ambokar: +91 9136901621 (For Ratings)

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

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#### Bulk Shipping Company of the Year

TMS Awards - 2025

#### Best Employer for Dry Cargo Fleet

Seajob Indian Anchor Awards - 2024

#### Bulk Shipping Company of the Year

The Maritime Standard Awards - 2024

#### Best Dry Bulk Shipping Company of the Year

The Annual Global Economic Awards - 2023

#### The Bulk Ship Of The Year

IBJ Awards Ceremony - 2023

#### The Sustainable Shipping Award

Maritime Standard Awards - 2023

#### Best Employer for Dry Cargo Fleet

Seajob Indian Anchor Awards - 2022

#### Bulk Shipping Company of the Year

Maritime Standard Awards - 2022

#### Ship Operator of the Year

Shiptek International Awards - 2022



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RPSL-MUM-172 • DOI: 03.09.2025 • DOE: 03.09.2030

\*Terms and conditions apply



# SHOOLIN SHIP MANAGEMENT PVT. LTD.

*"Where Reliability and Excellence are Always On Board."*

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

## **REQUIREMENTS FOR BITUMEN TANKERS:**

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

## **REQUIREMENTS FOR MR TANKERS:**

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

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

**PROMOTIONAL CANDIDATES  
ARE WELCOME.**



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



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

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### **ADDRESS**

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### **CONTACT PERSONS**

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

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



# OLYMPIA

## SHIP MANAGEMENT

*Course to Destination*

# WE ARE HIRING!

SAIL YOUR CAREER WITH US 

### OPEN POSITIONS

- ✓ MASTER
- ✓ CHIEF ENGINEER
- ✓ 2ND ENGINEER
- ✓ 3RD ENGINEER
- ✓ 4TH ENGINEER
- ✓ CHIEF OFFICER
- ✓ 2ND OFFICER
- ✓ 3RD OFFICER
- ✓ RATINGS



**JOIN OUR TEAM**  
NAVIGATE  
TOWARDS A  
SUCCESSFUL  
FUTURE

### REQUIREMENTS

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

### OUR FLEET

#### BULK CARRIER



#### OIL CHEMICAL TANKER



### CONTACT US

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

 Kamdhenu Commerz Commercial Business Park,  
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3rd Floor, Orient House, Adi Murzban Lane, S.B.S. Road, Fort, Mumbai – 400 001



# 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

#### LPG

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

#### VLCC

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

#### LNG

- ❖ 1st Asst. Engineer ❖ ETO

#### 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

#### 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:

- Our ships are being installed with ultra high speed internet.
- Allowances & Incentives: IGF, Chem Ship, Gas Ship, Flag & Trade Specific, Training Subsidy And Rejoining Bonus.
- Long term employment and career progression with timely onboard promotions & shore job opportunities.
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- High victualling allowance.
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- Family carriage and onboard family medical insurance.
- Medical benefits for Top 4 Officers and ETOs (+ 2 kids - aged over 30 days and below 19 years)

#### CONTACT US:

##### NEW OFFICE ADDRESS

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

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

##### CHENNAI OFFICE

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

##### DELHI OFFICE

Contact: Mr. Vinay Kumar  
Mob: 98100 65413

##### KOLKATA OFFICE

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

### 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.

#### Office Assistant

##### Job Scope:

Support crew administration, documentation, travel coordination, database management, and general office operations within the Manning Department. Candidates should possess good organizational skills, attention to detail, and proficiency in MS Office applications.

##### 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.**



# 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
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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

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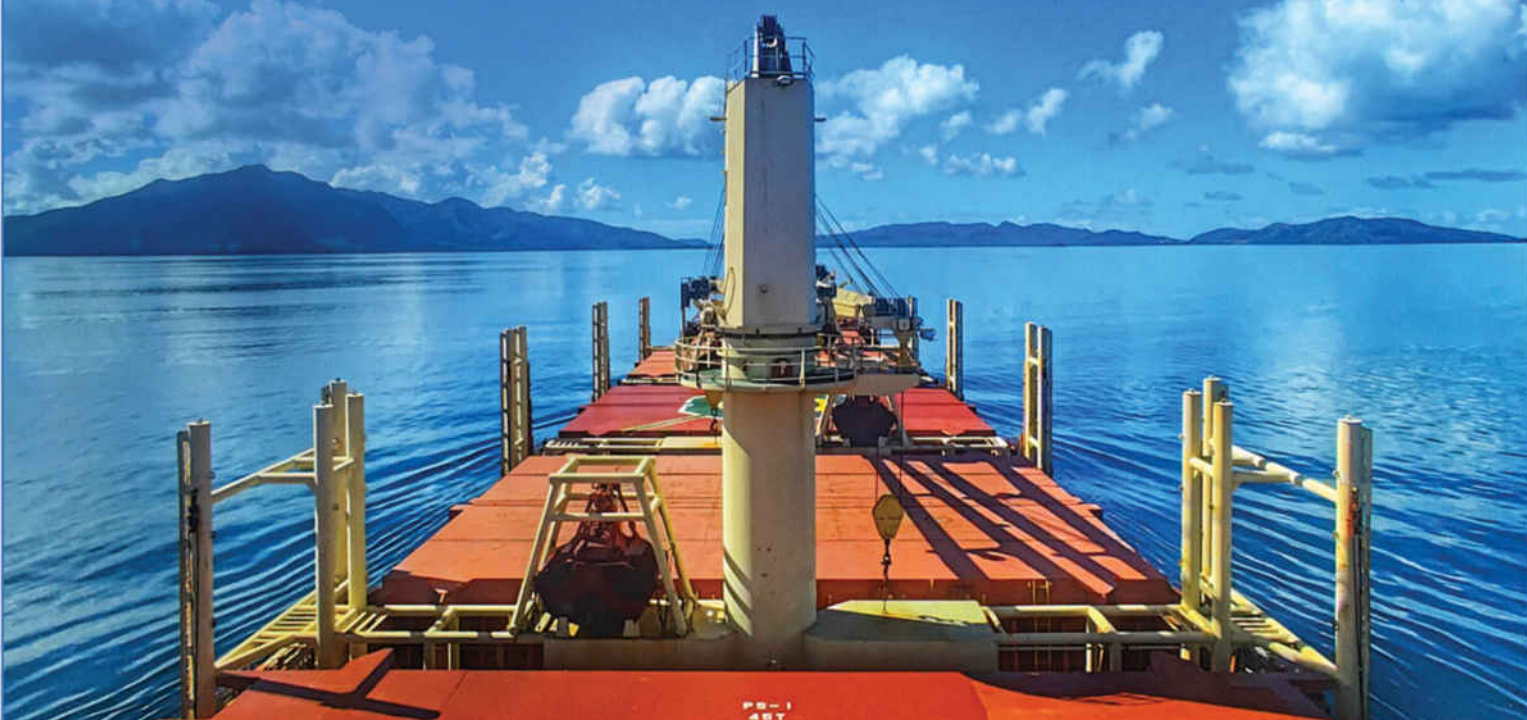
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### CHIEF OFFICER

Minimum 12 months rank experience on container vessels

### THIRD OFFICER

Minimum 6 months rank experience on container vessels

### SECOND ENGINEER

Minimum 12 months rank experience on vessels with UMS

### THIRD ENGINEER

Minimum 6 months rank experience on vessels with UMS

### FOURTH ENGINEER

Minimum 6 months rank experience on vessels with UMS

### ETO/EE

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**SCAN TO APPLY**

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Email: [Marinejobs.India@maersk.com](mailto:Marinejobs.India@maersk.com)  
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RECRUITMENT & PLACEMENT LICENCE NO. : RPSL-MUM-064 ISSUE DATE 07-10-2021 VALID UNTIL 07-10-2026

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• 9833255062  
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• 9920902616  
• 9820036516

#### Contact for Ratings (Mumbai office)

• 9152616060  
• 9321139476

#### Contact for Officers & Ratings

(Chennai office)

• 9940487493  
• 9840381531

(Delhi office)

• 9810784400  
• 9599040741

(Kolkata office)

• 9830370375  
• 9831135558



SCAN TO APPLY

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### GAS TANKERS – LNG CARRIERS

#### IMMEDIATE VACANCIES FOR OUR EXPANDING FLEET OF LNG CARRIERS

- **Master & Chief Officer** with minimum 12 months experience in specific type of vessel mentioned.
- **Chief Engineer & Second Engineer** with Steam and Motor Licenses, and minimum 12 months of rank experience.

### DUAL FUEL – AFRAMAX TANKERS

- **Master & Chief Officer** with minimum 12 months experience holding advance IGF COP.
- **Chief Engineer & Second Engineer** with minimum 12 months rank experience holding advance IGF COP & should have experience on WinGD W7X62DF Engines).

### 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

#### IMMEDIATE VACANCIES FOR OUR RAPIDLY EXPANDING FLEET OF CONTAINER VESSELS

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



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### ONSHORE POSITIONS

- **Technical Superintendent - Mumbai/Chandigarh/Kolkata**  
Candidate should have sailed onboard an LNG carrier/Oil tanker/Chemical tanker/Bulk carrier as Chief Engineer. Min. experience 1-2 years, Freshers may also apply.
- **HSEQA Superintendent - Chennai/Mumbai/Kolkata**  
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.
- **Fleet Personnel Superintendent/Manning Superintendent - Mumbai**  
Candidate should have sailed onboard an LNG vessel as a Chief Engineer

### 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).

Visit [www.executiveship.com/career.html](http://www.executiveship.com/career.html) for more details

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

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# VR Maritime Services Private Limited

ISO 9001 : 2015 Certified by IRQS (IRS) RPSL - MUM - 199 | Date of Validity: 24.04.2031



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

- ▶ **MASTER** (OIL TANKER)
- ▶ **CHIEF OFFICER** (OIL / CHEM / CRUDE OIL TANKER)
- ▶ **CHIEF ENGINEER** (OIL TANKER WITH RTA SULZER ENGINE EXP)
- ▶ **SECOND ENGINEER** (OIL/CHEM TANKER ME ENGINE)
- ▶ **THIRD ENGINEER** (OIL TANKER)
- ▶ **ETO** (OIL / CHEMICAL TANKER)

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

- ▶ **MASTER** (BULK CARRIER / CONTAINER)
- ▶ **CHIEF OFFICER** (BULK CARRIER / CONTAINER)
- ▶ **SECOND OFFICER** (REFER CONTAINER / BULK CARRIER)
- ▶ **THIRD OFFICER** (BULK CARRIER)
- ▶ **CHIEF ENGINEER** (BULK CARRIER / CONTAINER)
- ▶ **SECOND ENGINEER** (BULK CARRIER / CONTAINER)
- ▶ **THIRD ENGINEER** (BULK CARRIER / CONTAINER)
- ▶ **FOURTH ENGINEER** (BULK CARRIER)
- ▶ **EO** (BULK CARRIER / CONTAINER)
- ▶ **AB** (RORO / BULK)
- ▶ **BOSUN** (RORO / PCTC)

## VLGC / LPG / LNG CARRIER:

- ▶ **MASTER** (VLGC/ LPG)
- ▶ **CHIEF OFFICER** (VLGC)
- ▶ **THIRD OFFICER** (VLGC)
- ▶ **CHIEF ENGINEER** (LPG SULZER ENGINE EXP)
- ▶ **ETO** (LPG)
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- ▶ **CHIEF ENGINEER**
- ▶ **SECOND ENGINEER**
- ▶ **THIRD ENGINEER**
- ▶ **ETO**

### AHTS - NON DP

- ▶ **MASTER**
- ▶ **CHIEF OFFICER**
- ▶ **CHIEF ENGINEER**
- ▶ **ELECTRICIAN**

## 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)

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

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

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

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

Ms. Kajal Bohit (Dry Officers) - +91 70390 39225

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

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

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

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- ▶ Chief Officer
- ▶ Chief Engineer
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Ratings:

- ▶ Chief Cook with COC
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- **Second Engineer** for Oil/Chemical, Bulk, Container (ME Exp. preferred), LPG, LNG
- **ETO** for Oil/Chemical, Bulk, Container (ME/RT Flex Exp. preferred), LPG, LNG

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

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# To The Readers ...

## Every Cloud Has a Silver Lining

Life rarely unfolds according to plan. At some point, everyone encounters failure, loss, disappointment, or hardship. Yet, hidden within every challenge lies a choice: to surrender to the difficulty or to rise through it. The key difference between the two is the perception of the silver lining.

The silver lining is not found in the event itself but in the mindset we choose afterward. A tragedy does not magically become a blessing overnight. Two people can face the same storm and emerge as completely different individuals. One may see only darkness, while the other discovers strength, wisdom, and purpose. The difference lies in how they respond to adversity.

Time plays an important role in shaping our understanding of painful experiences. In the moment, setbacks often feel overwhelming, like stepping into a swamp that sucks us further down with every movement. The path out is rarely easy. It demands patience, dedication, and the courage to keep moving despite uncertainty. However, as time passes, many of these struggles reveal lessons that could never have been learned through comfort alone.

Mindset is equally powerful. We become influenced by the people and environments around us. When surrounded by positive thinkers, we begin to see possibilities where we once saw obstacles. Growth starts when we dare to think differently and create our own story instead of allowing circumstances to define us. Being different

is not a weakness, it is often the foundation of personal transformation. Consider a person who falls into water. Some float, some swim, and some drown. The one who learns how to stay afloat despite the waves develops a skill that remains with them for life. Hardship works in much the same way. It forces maturity, resilience, and self-discovery. Like fine wine, character often improves with time and experience.

Holding on to hope during painful moments is never easy. Yet hope is not found by avoiding challenges; it is found by facing them. The toughest paths often teach the greatest lessons. What comes easily can disappear just as easily, but what is earned through perseverance becomes part of who we are.

Ultimately, happiness should never be compromised. Instead of depending on others to create it, we must learn to find it within ourselves. Focus on becoming extraordinary, on giving your best, and on growing through every experience. When you stop looking for shortcuts and start chasing purpose, life has a remarkable way of rewarding the journey.

Every cloud may not look beautiful while we stand beneath it, but with time, courage, and the right mindset, its silver lining becomes impossible to miss.

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

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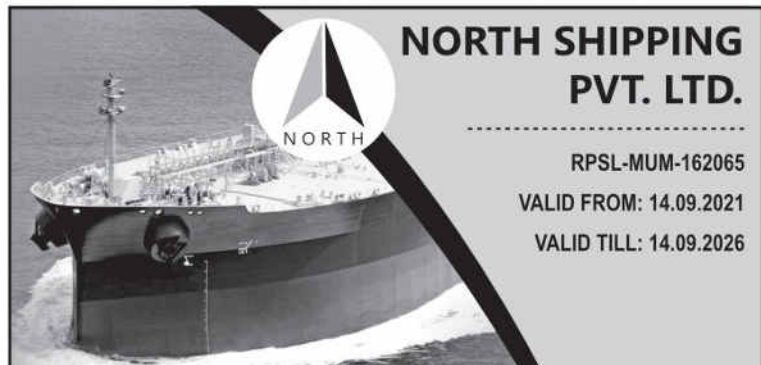
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➔ Roy Bennett



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➔ Margaret Atwood



- Yesterday is but today's memory and tomorrow is today's dream.

➔ Khalil Gibran



- Life has no limitations, except the ones you make.

➔ Les Brown



- Success is stumbling from failure to failure with no loss of enthusiasm.

➔ Winston Churchill



# SHIPPING NEWS

## MARITIME INDUSTRY SEEKS CLARITY ON DG SHIPPING GULF ADVISORY

A virtual industry discussion held on 15th June 2026 brought together maritime professionals, recruitment agencies, and shipping experts to discuss the Directorate General (DG) Shipping's recent advisory concerning Indian seafarers operating in the Gulf region.

The advisory, issued on 13th June 2026, urged shipping companies and Recruitment and Placement Service License (RPSL) holders to restrict the deployment of Indian seafarers to conflict-prone areas in and around the Strait of Hormuz and the Gulf of Oman until further orders. The circular was released in response to escalating geopolitical tensions and recent security incidents involving merchant vessels carrying Indian crew members.

The online session was hosted by Mr. Abhishek of Tech2Sea Private Limited, and featured prominent voices from across the maritime sector, including Ms. Aishwarya Pilanker, Managing Director of Nautical Marine Management Services Pvt. Ltd.; Capt. Shraavan Kumar, MD, Chief Executive Officer, Peninsular Maritime Pvt. Ltd; Mr. Vivek Rastogi, Chairman, the International Maritime Federation (IMF); Adv. Manisha Tiwari, Managing Partners and Legal Director at Shail & Partners; Mr. Manoj Yadav, General Secretary, FSUI; Mr. Presenjeet Kumar, Dr. Kusum Kanwar, Joint Chairperson of Sagar Mein Samman (Directorate General of Shipping, India, GOI Initiative); Capt. Amresh Jha, Director, Kanoo Shipping India; Capt. Radhika Menon; and Capt. Philip Mathews, Director, Seven Islands Maritime Training Institute.

One of the strongest concerns raised during the discussion was the perceived lack of industry consultation before the advisory was issued. Several speakers suggested that a circular of such significance should have been vetted with key stakeholders, including ship managers, recruitment companies, and maritime associations, before implementation.

Participants argued that while the safety of seafarers must remain the highest priority, practical operational challenges and the potential impact on employment opportunities should also be considered. A recurring theme throughout the discussion was the need to safeguard seafarers' jobs. Industry representatives expressed concern that restrictions on deployment could inadvertently affect employment prospects for Indian seafarers. Many participants urged authorities to adopt a balanced approach that protects both the safety and livelihoods of maritime professionals. The panel also highlighted the psychological impact of operating in high-risk regions. Speakers stressed the importance of providing mental health support to seafarers and their families during periods of heightened geopolitical uncertainty.

Concluding the discussion, participants appealed for greater engagement with industry stakeholders. Several speakers emphasized that the maritime community seeks support "as a nation" during times of crisis and expressed hope for collaborative measures that address safety concerns while ensuring employment security and welfare for Indian seafarers.

## STRAIT OF HORMUZ TENSIONS HIGHLIGHT NEED TO PUT SEAFARER WELFARE AT THE CENTRE OF CONTINGENCY PLANNING, SAYS AVS GLOBAL SHIP SUPPLY

As a peace agreement helps ease tensions around the Strait of Hormuz and reduces immediate concerns over disruption to maritime operations, AVS Global Ship Supply is urging the industry not to lose sight of a key lesson from recent events: the wellbeing of the seafarers working onboard vessels operating in the region must remain a priority.

While the agreement has brought some welcome stability to one of the world's most strategically important shipping routes, AVS warns that the uncertainty experienced over recent weeks has served as a timely reminder of the challenges faced by crews during periods of geopolitical instability and the importance of ensuring their welfare needs are consistently met.

"Everybody has been talking about cargoes, vessels and commercial impacts, but the people most affected by these disruptions are often the crews onboard," said Doğukan Şimşek, General Manager for AVS Global Ship Supply. "While it is encouraging to see tensions easing, the recent situation has reminded the industry how dependent global trade is on seafarers and why their welfare must never be overlooked."

Throughout the period of heightened tensions, vessels operating

within the Gulf region have faced uncertainty as security concerns, route disruptions and rising operational costs affected normal trading patterns. For crews onboard, however, access to essential provisions, fresh water, safety equipment and welfare support remained critical.

"The most important thing is ensuring that seafarers' fundamental needs are met," added Mr. Şimşek. "Whether tensions are rising or beginning to ease, crews still need food, clean water, protective equipment and support. Recent events have shown how important it is for the industry to have robust systems in place to ensure seafarers are looked after during times of uncertainty."

AVS Global Ship Supply has strengthened collaboration with suppliers and business partners across the Gulf region, including the UAE, Bahrain, Kuwait and Qatar, to help maintain access to essential provisions and support services for vessels operating in affected areas.

According to Mr. Şimşek, the company's established relationships with experienced local suppliers have helped minimise major disruptions despite heightened regional tensions, with

most challenges relating to delays, rising costs and the sourcing of specialist items rather than shortages of essential provisions.

“We have remained in close contact with our suppliers throughout the situation. Our local suppliers and vendors are highly experienced and professional, and vessels continue to access the essential provisions they needed,” explained Mr. Şimşek.

Alongside maintaining supply continuity, AVS Global Ship Supply continues to focus on practical measures designed to support crew welfare. These include catering management services, guidance and training on reducing food waste and maximising available resources onboard, access to culinary consultants, and dedicated wellbeing support aimed at helping seafarers remain connected and supported while operating in challenging conditions.

“Taking care of crews is not just about supplying food. It is also about ensuring seafarers feel supported and connected during

difficult times,” said Mr. Şimşek. “Recent events have reinforced the importance of putting people at the centre of our response. The industry has a responsibility to ensure seafarers have the resources and support they need, whatever challenges arise.”

The company notes that while the interim peace agreement has helped reduce some immediate uncertainty, wider supply chain pressures continue to affect vessel operators across the region. The recent situation has demonstrated how quickly maritime operations can be impacted by geopolitical developments and the importance of preparedness across the supply chain.

Looking ahead, AVS Global Ship Supply believes the maritime industry should use the lessons learned from recent events to strengthen its focus on crew welfare and resilience and is calling on it to place seafarer wellbeing at the centre of contingency planning and operational decision-making, ensuring those who keep global trade moving receive the support they need when uncertainty arises.

## NAPA LAUNCHES AI-POWERED PERMIT TO WORK DASHBOARD TO ENHANCE MARITIME SAFETY, ADOPTED BY LEADING CRUISE OPERATORS

**N**APA, the global provider of maritime software and data services, has launched an AI-powered Permit to Work (PtW) Dashboard within NAPA Fleet Intelligence, its cloud solution. The functionality, which is live now and adopted by Virgin Voyages and Ritz Carlton Yacht Collection fleets, gives shoreside fleet managers and safety officers a natural language interface – one of the first in maritime software – for permit analytics. This allows them to describe the data views they need in plain English and receive interactive, reusable and customizable dashboards instantly across multiple vessels, time periods and dimensions.

The launch of NAPA’s AI-powered PtW coincides with the International Maritime Organization’s Day of the Seafarer. This is an active investment in addressing shipping’s growing safety gap, as new technologies and regulations are introduced. Growing regulatory and administrative pressures introduce processes that are safety-critical, audit-sensitive, and heavily dependent on accurate record-keeping across multiple vessels simultaneously.

Research by the International Seafarers’ Welfare and Assistance Network (ISWAN) found that 54% of seafarers report increased workload and 44% report higher stress levels. Manual administrative tasks, including permit management and safety reporting, can account for up to 20% of crew time. NAPA’s own benchmarking with customers indicates that digitizing record-keeping with NAPA Logbook can recover up to 2,000 administrative hours per ship per year.

The new AI functionality is part of NAPA’s broader, multi-product and multi-year AI roadmap to strengthen maritime safety. The plan is focused on a principle-based approach to implement AI where it adds operational value to crew and shore teams. In May 2026, for example, NAPA released its AI-assisted cargo loading functionality within NAPA Stability, developed in collaboration with Stena Line for RoRo and ferry operations, which reduces cargo planning time from 1-1.5 hours to 10 to 15 minutes per departure.

The roadmap includes active development across NAPA Fleet Intelligence, focusing first on shoreside support to include

anomaly detection in NAPA Logbook and Voyage Reporting, then extending to NAPA Logbook, PtW and Voyage Reporting functionalities onboard.

Sami Koponen, Product Owner, Cloud, NAPA Safety Solutions commented, “The sequencing of this roadmap is deliberate: cloud-first, because that is where we can iterate fastest and at lowest cost, then onboard as each use case matures. What ties the program together is a single question we ask before committing to any AI capability: does this genuinely improve efficiency and accuracy? If the answer is not a clear ‘yes’, we do not build it. Launching the AI functionality for PtW on Day of the Seafarer felt like the right moment to say clearly that this work is already underway, and that it is built for the people that keep our industry safe.”

NAPA’s new cloud-based AI-powered PtW transforms the way fleet managers and safety officers interact with data and oversee permit activity across their vessels. Real-time insights using intuitive, smart technology help strengthen the ship-to-shore connection and turn operational data into actionable fleet intelligence at a speed that can keep up with the demands of shipping’s growing regulatory stack today. The result is less time on administrative tasks, faster and better data-informed decision making across teams, and stronger safety oversight across the fleet.

Tommi Vihavainen, Product Owner, NAPA Permit to Work, Safety Solutions, NAPA added, “The AI-powered PtW Dashboard addresses a problem every fleet manager, particularly across cruise and ferry operations, recognizes too well: the data exists, but getting the right view of it across the whole fleet, in real time, has always required manual effort or technical support. Applying AI to tackle this challenge was both a natural evolution and a well-thought-out solution.

Rather than applying AI for the sake of it, we carefully evaluated the problem and built a solution that could embed itself seamlessly into existing operational workflows. Our goal is always to make the lives of our end user easier.”



NAPA's approach to AI and the underpinning privacy architecture distinguish it from many AI tools entering the maritime sector. The model is trained in the structure of permit data, not on operational data itself. When a user submits a query, the system generates chart logic, which is then applied client-side to live fleet data. Raw operational data does not pass through the AI layer.

Marco Carsjens, Fleet Captain, Virgin Voyages said, "Managing

permit activity across a fleet used to mean waiting for reports or trawling through data manually. NAPA's new AI dashboard removes that inefficiency and provides us with a data secure, clear picture of what's happening across the fleet just by asking for it. We can build and save our own, customized dashboards without any technical support, which means it is a tool we can actually use every day. It's this element of usability that NAPA understands intimately and has made them indispensable to our teams."

## AXPO CONDUCTS ITS FIRST BIO-LNG REFUELLING OF MOL VESSEL IN BARCELONA

**A**xpo's refuelling of a Mitsui OSK Lines (MOL) vessel was its first ship-to-ship bio Liquefied Natural Gas (LNG) bunkering operation in the port of Barcelona. MOL's Lapis Ace vehicle carrier received bio-LNG from Axpo's bunkering vessel Green Pearl, marking another milestone in the development of alternative marine fuels infrastructure and services in Spain.

### In brief:

- Axpo completes its first ship-to-ship operation in Barcelona, transferring bio-LNG to MOL's Lapis Ace vehicle carrier from the Green Pearl bunkering vessel.
- Operation is Axpo's third in a major Spanish port after successful transfers in Málaga and Algeciras.
- LNG and bio-LNG transfers across Spain show operational reliability of alternative marine fuels in transition to maritime decarbonisation.

Reinforcing its commitment to supporting the maritime industry's transition to lower-emission fuels, this latest ship-to-ship bio-LNG bunkering operation demonstrates Axpo's expanding capability to serve leading shipping operators across major ports in Spain.

Axpo's Head of Small-Scale LNG Daniele Corti said, "The refuelling operation with MOL in Barcelona represents another key moment for LNG adoption in Spain. We're not only developing infrastructure. We're proving that alternative marine fuels can be operationally reliable and cost-effective. As demand for LNG and bio-LNG continues to increase, Axpo's growing operations in Málaga, Algeciras and now Barcelona demonstrate that this is no

longer a niche market. It is a critical stepping stone in the maritime industry's transition to a lower-carbon future." Axpo has been selected to supply bio-LNG fuel to MOL across the Mediterranean, providing bunkering services at the Spanish ports of Málaga and Barcelona. The agreement expands Axpo's role in lower-emission maritime transport and builds on its existing Western European supply partnership with MOL, which began in March 2025.

### Expanding infrastructure for maritime transport

Axpo's presence in Spanish ports has grown substantially over the past year. In April 2025, the company completed its first LNG delivery in Málaga, followed by successful operations in Algeciras and Sines (Portugal). These milestones were made possible by Axpo's 7,500-cubic-metre small-scale LNG vessel Green Pearl, improving the speed, flexibility and efficiency of bunkering operations across the Mediterranean. Axpo currently also holds a licence to operate in the port of Valencia.

In Italy, Axpo conducted the country's first ship-to-ship bio-LNG refuelling in December 2025. Shortly afterwards, in March 2026, the state-of-the-art bunkering vessel Alisios LNG, chartered by Axpo, was launched at the port of Huelva in southwestern Spain.

Axpo's ten-year charter of the Green Pearl and ongoing expansion of its bio-LNG portfolio reflect the company's belief that industry collaboration is essential to achieving global emissions targets. By partnering with leading shipping operators like MOL and MSC, Axpo is demonstrating how coordinated action can accelerate the maritime sector's shift toward cleaner fuels.

## WSC: MISDECLARED DANGEROUS GOODS REMAIN A PERSISTENT THREAT TO SHIPPING AND SUPPLY CHAINS

**N**ew statistics released by Allianz show a container ship fire occurs every 17 days, underscoring the persistent risk misdeclared and undeclared dangerous goods pose to seafarers, shipping and global supply chains. Allianz Safety & Shipping Review 2026 says misdeclared cargo is still a major contributor to container ship fires.

"Misdeclared and undeclared dangerous goods are a known and preventable threat to seafarers, ships, cargo and the marine environment. This is not a paperwork issue. It is a life-and-death safety issue," said Joe Kramek, President and CEO of the World Shipping Council.

"The vast majority of shippers do the right thing. But a small group of irresponsible actors are cutting corners, hiding risk and creating danger for everyone in the supply chain. They are also undermining diligent shippers who follow the rules."

In response to this growing threat, WSC has implemented its

Cargo Safety Program, an AI-enabled screening tool designed to identify high-risk shipments before they are loaded. For example, a shipment that was described as "hand tools" was flagged and discovered to be lithium-ion battery-powered tools, which, if not handled correctly, could pose a serious fire risk. This is one of thousands of incidents that the Cargo Safety Program has already prevented.

The latest data published by Allianz also highlights the fire risk facing vehicle carriers, with a fire recorded every 37 days. WSC has taken leading efforts at the International Maritime Organization in support of updated regulations to improve fire safety on vehicle carriers, including the safe transport of electric vehicles.

"Industry will do its part, but it cannot solve this challenge alone. There are international rules already in place to protect seafarers, ships, cargo and the global supply chain. Governments and regulators must enforce them," Joe Kramek said.



# HUSTLING HACKS



## THE HUMAN DESIRE TO BE SEEN AND ACCEPTED

Ever posted a photo and checked your phone every few minutes to see who liked it? Or replayed a conversation in your head, wondering if people approved of what you said? Welcome to the very human experience of seeking validation.

Validation is the recognition, approval, or acknowledgment we receive from others. It can come in many forms, a compliment, a like on social media, a nod of agreement, or simply feeling heard. While it may seem like a modern obsession fueled by notifications and follower counts, the need for validation is far from new. At its core, validation is a fundamental human need. We all want to feel seen, understood, valued, and accepted by the people around us.

In a world where opinions are constantly shared and judged, the desire for validation shapes how we think, act, and connect. But why do we crave it so deeply, and where should we draw the line?

Validation from others helps individuals feel that they matter and have a place in the world. It also influences self-esteem, as many people develop their sense of worth through the feedback they receive. Positive acknowledgment can strengthen confidence, while a lack of validation may lead to feelings of loneliness, insecurity, or self-doubt. Feeling accepted supports emotional health and personal growth.

### • Early Experiences and Self-Worth

The foundation of validation often begins in childhood. Children learn who they are through the reactions of parents, caregivers, teachers, and peers. Praise, encouragement, criticism, and disapproval gradually shape how they view themselves. Over time, these experiences become internalized and influence self-esteem. For example, a child consistently praised for effort may develop confidence and resilience, believing they are capable of overcoming challenges. In contrast, a child who faces constant criticism may grow up doubting their abilities and seeking approval from others to feel worthy. Validation reassures people that they are valued, accepted, and important, making it a powerful influence throughout life.

### Why External Approval Feels So Rewarding

#### • The Brain's Reward System

External approval feels rewarding because it activates the brain's natural reward system. When people receive positive feedback, whether it's a compliment, praise from a teacher, recognition at work, or even a simple "like" online, the brain releases dopamine, a neurotransmitter associated with pleasure and motivation. This chemical response creates feelings of happiness, satisfaction, and accomplishment. As a result, people are naturally encouraged to seek similar experiences again. The brain interprets approval as a positive signal, reinforcing behaviors that lead to social acceptance. This is why recognition from others can feel uplifting and why many individuals actively seek validation in everyday life.

#### • Social Recognition Strengthens Identity

Humans do not develop their identities in isolation. Much of how people see themselves is influenced by how they believe others perceive them. Social recognition acts like a mirror, reflecting qualities and abilities back to the individual. When others acknowledge someone's competence, kindness, intelligence, attractiveness, or success, it reinforces those aspects of their identity.

Positive feedback provides reassurance that personal efforts and achievements are meaningful. In many cases, approval confirms existing beliefs about oneself, making individuals feel more confident and secure. Because identity is closely connected to social interactions, recognition from others often becomes a powerful source of self-worth and personal validation.



### Why Humans Seek Validation

#### • Evolutionary Roots

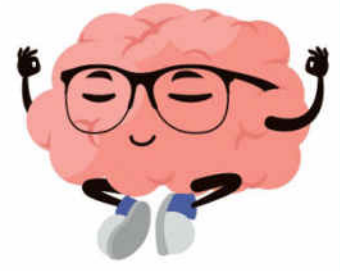
The need for validation is deeply wired into human nature. Long before social media likes and comments existed, humans relied on groups for survival. Our ancestors lived in tribes where cooperation meant protection, access to resources, and a better chance of survival. Being accepted by the group increased survival, while rejection could lead to isolation and danger. As a result, the human brain evolved to view social approval as a reward. Even today, receiving recognition or acceptance triggers positive emotions because our minds still associate belonging with safety. Although the world has changed, our biological desire to be accepted remains remarkably strong.

#### • Psychological Need for Belonging

Beyond survival, validation fulfills an important psychological need. According to psychologist Abraham Maslow's Hierarchy of Needs, belongingness and social connection are essential for human well-being. People naturally seek relationships, friendships, and communities where they feel accepted.



# HUSTLING HACKS



## • The Role of Social Media

In today's digital world, social media has transformed validation into an instant and highly visible experience. Likes, comments, shares, and follower counts have become modern symbols of approval. Every notification offers the possibility of positive recognition, creating a cycle of anticipation and reward. Because the feedback is immediate, people often feel compelled to check their devices repeatedly. The unpredictability of how much engagement a post will receive makes the experience even more compelling. For example, someone who uploads a photo may continuously monitor likes and comments throughout the day. This constant search for approval can become addictive, as each interaction provides a small but rewarding sense of validation.

## How Validation Influences Behavior

### • Positive Effects

Validation can have a powerful positive impact on human behavior. Recognition and encouragement often motivate people to learn, grow, and achieve their goals. When efforts are acknowledged, individuals are more likely to repeat positive behaviors and continue improving. This reinforcement helps build confidence, resilience, and persistence, especially when facing challenges. Emotional validation improves communication by making individuals feel respected and valued, creating healthier and more supportive personal and professional relationships.

### • Negative Effects

While validation can be beneficial, an excessive need for it can lead to unhealthy behaviors. People may become people-pleasers, prioritizing others' approval over their own needs and struggling to say no for fear of disappointing others. The desire to fit in can also encourage conformity, causing individuals to hide their true opinions or suppress their individuality. Constant concern about how others perceive them may create anxiety and self-doubt, making self-worth dependent on external feedback. In some cases, the pursuit of approval leads to perfectionism, where people feel pressured to perform flawlessly and develop an intense fear of mistakes, criticism, or failure.

## Practical Strategies for Managing the Need for Validation

### 1. Self-Awareness

The first step in reducing dependence on validation is recognizing when and why you seek it. Pay attention to situations where approval feels especially important. Notice emotional triggers such as criticism, rejection, or comparison. Greater self-awareness helps you understand your patterns and make more intentional choices.

### 2. Clarify Personal Values

When people lack a clear sense of their values, they often rely on others' opinions for direction. Defining what truly matters,

whether it's honesty, creativity, or growth. Decisions based on personal principles tend to be more fulfilling than those driven by popularity or approval.

### 3. Practice Self-Compassion

Many people speak to themselves more harshly than they would ever speak to a friend. Self-compassion means treating yourself with patience, understanding, and kindness, especially during setbacks. Accepting mistakes as a natural part of learning reduces the need for constant reassurance and builds emotional resilience.



### 4. Focus on Effort Rather Than Outcomes

External validation often centers on results, but personal growth comes from effort and persistence. Measuring success by commitment, learning, and improvement encourages a healthier mindset. When effort becomes the focus, achievements feel more meaningful and less dependent on praise or recognition from others.

### 5. Set Healthy Boundaries

Seeking approval can make it difficult to disappoint others. Learning to say no and protecting your time, energy, and values are essential for emotional well-being. Not everyone will agree with your choices, and that is normal. Healthy boundaries help maintain authenticity and self-respect.

## Conclusion:

The goal is not to eliminate the desire for validation altogether. As social beings, humans naturally benefit from encouragement, recognition, and support from others. Healthy validation can strengthen relationships, boost confidence, and provide valuable feedback. The challenge arises when self-worth becomes entirely dependent on external approval. True confidence grows when acceptance from others is appreciated, but acceptance of oneself becomes the foundation.

*(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.)*

# Marine Guinness World Records From The World Of The Sea

The maritime world is filled with extraordinary achievements that showcase human courage, innovation, and endurance. From giant ships and daring sailors to incredible underwater feats, Guinness World Records highlight some of the most remarkable accomplishments connected to the oceans. Here are ten fascinating marine world records that continue to inspire seafarers and maritime enthusiasts around the globe.

## 1. Fastest Solo Circumnavigation by Sail

Sailing alone around the world is one of the greatest tests of seamanship. François Gabart sailed around the world alone in just 42 days, 16 hours, and 40 minutes, setting the record for the fastest solo circumnavigation by sail.

## 2. Youngest Person to Sail Around the World Solo

Several young sailors have attempted and completed solo global voyages, proving that determination and skill can overcome age barriers. Laura Dekker was only 16 years old when she completed her solo voyage around the world, becoming the youngest person to sail around the globe alone.

## 3. Largest Cruise Ship Ever Built

The largest vessels ever constructed can carry thousands of passengers and crew, featuring amenities such as water parks, theatres, shopping districts, and multiple restaurants—essentially functioning as floating cities. The largest cruise ship ever built stretches 365 meters long and weighs more than 250,000 gross tons.

## 4. Largest Container Ship

Container vessels continue to grow in size to meet global trade demands. The Largest Container Ship record holder can carry over 24,000 shipping containers.

## 5. Longest Underwater Duration

Using advanced diving equipment and carefully monitored conditions, record holders have remained underwater for astonishing lengths of time. Vitomir Maričić held his breath underwater for an astonishing 29 minutes and 3 seconds, setting the record for the longest voluntary breath-hold.

## 6. Longest Open-Ocean Swim

Long-distance swimmers have crossed channels, bays, and stretches of open sea under challenging conditions. Benoît Lecomte is renowned for some of the longest open-ocean swims ever attempted, including a historic effort to swim across the Pacific Ocean.

## 7. Largest Beach Clean-Up

Marine conservation has entered the record books through massive beach-cleaning initiatives involving thousands of volunteers. Afroz Shah's Versova Beach Clean-Up Campaign mobilized thousands of volunteers and became one of the largest beach clean-up initiatives in history.



## 8. Deepest Ocean Exploration Mission

Submersibles and deep-sea explorers have ventured into the deepest parts of the ocean, including trenches nearly 11 kilometers below sea level. Victor Vescovo descended to the bottom of the Challenger Deep, reaching a depth of over 10.9 kilometers below sea level during the deepest ocean exploration mission.

## 9. Longest Non-Stop Sailing Voyage

Some sailors have completed extraordinary non-stop journeys covering vast distances without setting foot on land. Jean-Luc Van Den Heede completed a non-stop solo westward circumnavigation of the globe, one of the longest and most demanding sailing voyages ever achieved.

## 10. Highest Number of Lifesaving Rescues at Sea

Maritime rescue organizations worldwide have earned recognition for extraordinary service. The Royal National Lifeboat Institution (RNLI) has saved more than 146,000 lives at sea since its founding in 1824, making it one of the most successful maritime rescue organizations in history.

## Why Marine Records Matter

Marine Guinness World Records are more than just impressive statistics. They celebrate the spirit of exploration, innovation, and perseverance that defines the maritime community. As technology advances and new challenges emerge, the oceans will continue to provide opportunities for remarkable achievements. Future generations of mariners, explorers, scientists, and conservationists will undoubtedly add new chapters to the fascinating story of marine world records.

# Wonderful Sea Creatures That Look Like They Belong On Another Planet

The ocean is Earth's largest and least explored habitat, covering more than 70 percent of the planet's surface. Hidden beneath the waves are creatures so strange and fascinating that they often seem more suited to a science-fiction movie than the natural world. Here are eight of the weirdest and most wonderful sea creatures found in our oceans.

## 1. Anglerfish – The Deep-Sea Fisher

The anglerfish is one of the ocean's most bizarre predators. Living in the dark depths of the sea, it uses a glowing lure that dangles from its head to attract prey. The light is produced by bioluminescent bacteria, helping the fish hunt in complete darkness. Its large mouth and sharp teeth ensure that any curious visitor quickly becomes dinner.

## 2. Mimic Octopus – The Master of Disguise

Unlike most animals, the mimic octopus can imitate several different species. It can change its color, shape, and movements to resemble creatures such as lionfish, sea snakes, and stingrays. This remarkable ability helps it confuse predators and makes it one of the smartest invertebrates in the ocean.

## 3. Leafy Seadragon – Nature's Underwater Artwork

Native to the coastal waters of Australia, the leafy seadragon is covered in leaf-like appendages that make it almost impossible to spot among seaweed. These beautiful creatures drift gracefully through the water and are considered among the most visually stunning marine animals in the world.

## 4. Dumbo Octopus – The Deep-Sea Sweetheart

Named after the famous flying elephant, the Dumbo octopus has large ear-shaped fins that it flaps to swim through the deep ocean. Found thousands of metres below the surface, it is one of the deepest-living octopus species. Its adorable appearance is a rare contrast to the often-frightening creatures of the deep sea.

## 5. Goblin Shark – The Living Fossil

The goblin shark looks like something from a prehistoric nightmare. This rare shark species has a long, flattened snout and a jaw that can shoot forward to catch prey. Having existed for millions of years with little change, it offers scientists a glimpse into the distant past of shark evolution.

## 6. Blue Dragon – Tiny but Fearsome

The blue dragon is a small sea slug that dazzles with brilliant blue and silver colours. Despite measuring only a few centimetres in length, it is a formidable predator. It feeds on venomous creatures such as the Portuguese man o' war and stores their stinging cells for its own protection.

## 7. Barreleye Fish – The Transparent-Headed Wonder

The barreleye fish possesses one of the strangest features in the animal kingdom—a transparent head. Through this clear dome, scientists can see its eyes, which are capable of rotating to look in different directions. This unusual adaptation helps the fish detect prey in the dimly lit waters of the deep ocean.

## 8. Yeti Crab – The Hairy Clawed Mystery

Discovered only in 2005, the yeti crab is named for the silky, hair-like filaments covering its claws. These "hairs" contain bacteria that may help detoxify harmful chemicals found around deep-sea hydrothermal vents. The creature's unusual appearance quickly earned it a place among the ocean's most extraordinary inhabitants.



## Why Are These Creatures So Unusual?

Many of these animals live in extreme environments where sunlight is absent, food is scarce, and survival is challenging. Over millions of years, they have evolved remarkable adaptations such as bioluminescence, camouflage, transparency, and mimicry. These unique traits allow them to thrive in habitats that would be hostile to most other forms of life.

The ocean remains one of the greatest frontiers of exploration, and every year scientists discover new species that challenge our understanding of life on Earth. From transparent-headed fish to octopuses that impersonate other animals, these weird and wonderful sea creatures demonstrate the incredible creativity of evolution and remind us how much of the underwater world remains a mystery.

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# SMYL ZONE



**M**e: What's the Wi-Fi password?

**Bartender:** You need to buy a drink first.

**Me:** OK, I'll have a Coke.

**Bartender:** Three dollars.

**Me:** There you go. So, what's the Wi-Fi password?

**Bartender:** "You need to buy a drink first." No spaces, all lowercase.



**T**he teenager lost a contact lens while playing basketball in his driveway. After a brief, fruitless search, he gave up. His mother took up the cause and within minutes found the lens.

"How did you do that?" he asked.

"We weren't looking for the same thing," she explained. "You were looking for a small piece of plastic. I was looking for \$150."

**N**utritionist: You should eat 1,200 calories a day.



**Me:** OK, and how many at night?

**A** patient came to the hospital with a burnt right hand. As the doctor took down his medical history, he asked the injured man, "Do you smoke?"

"Yeah, a pack and a half a day," said the patient. Concerned, the doctor told him, "You should consider quitting."

"No, it's OK," said the patient. "I smoke with my left hand."



**A** broke guy walks past a pub. He looks at the door longingly, but since he has no money, he walks on. Just then, he spots a lamp lying in the gutter. He picks it up and rubs it, and a genie emerges.

"I will grant you three wishes," intones the genie.

"Give me a bottomless mug of beer," the guy says.

A mug of beer appears in his hand. He takes a sip, then another. With each chug, the mug magically refills.

"And for your other two wishes?" Between swallows, the lucky guy shouts, "Give me two more just like this one!"



**M**y co-worker at the hotel was miserable at his job and was desperately searching for a new one.

"Why don't you work for your mother?" I suggested.

He shook his head. "I can't," he said.

"Her company has a very strict policy against hiring relatives."

"Who made up that ridiculous rule?", I asked

"My mother."



**W**hen I overheard one of my cashiers tell a customer, "We haven't had it for a while, and I doubt we'll be getting it soon," I quickly assured the customer that we would have whatever it was she wanted by next week. After she left, I read the cashier the riot act.

"Never tell the customer that we're out of anything. Tell them we'll have it next week," I instructed her.

"Now, what did she want?"

"Rain."



**D**id you hear about the guy who invented the knock-knock joke?

He won the "no-bell" prize.

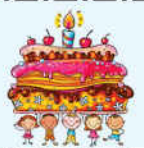


**T**o resolve conflicts between management and staff, I brought both sides together and asked employees to jot down key words on a flip chart.

One participant complained about management's tendency to interfere and wrote the word nitpicking.

A manager leaped to his feet to ask, "Shouldn't there be a hyphen between nit and picking?"

**I**'ve never enjoyed my surprise birthday parties because all I can think about is how good my friends are at lying to my face.



**S**andy: I can't marry you. My family is totally against it!

**Clara:** Who are they to stop you?  
**Sandy:** My wife and 2 Kids.





## Scientists

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

1. HUBBLE  
2. RAMAN  
3. BURNELL  
4. GALILEO  
5. LAMARC  
6. NEWTON

7. TURING  
8. DARWIN  
9. BHABHA  
10. GAUSS  
11. EINSTEIN  
12. BELL

13. CURIE  
14. FEYNMAN  
15. TESLA  
16. AMPERE  
17. HAWKING  
18. BOHR

19. EDISON  
20. FARADAY  
21. HEISENBERG  
22. LAGRANGE



# Marine Insights

## EMERGING THREATS TO MODERN NAVIGATION

**M**odern navigation has evolved dramatically from traditional methods based on celestial observations, magnetic compasses, and paper charts to sophisticated digital systems that provide real-time positioning and route guidance. Technologies such as the Global Positioning System (GPS), Electronic Chart Display and Information Systems (ECDIS), Automatic Identification Systems (AIS), radar, satellite communications, and integrated navigation platforms have revolutionized the way ships, aircraft, and vehicles operate. While these advancements have improved safety, efficiency, and operational accuracy, they have also introduced new vulnerabilities. As navigation systems become increasingly dependent on digital infrastructure, emerging threats pose significant challenges to transportation safety, global trade, and national security.

### Cybersecurity Threats to Navigation Systems

One of the most serious threats facing modern navigation is cybercrime. Navigation systems today are interconnected through digital networks, making them vulnerable to hacking and cyberattacks. Cybercriminals may target navigation software, communication systems, or vessel control networks to manipulate critical data or disrupt operations. A successful cyberattack can alter a vessel's course, disable navigational equipment, or compromise communication channels. In the maritime sector, ports and shipping companies have become attractive targets due to their reliance on digital infrastructure. Such attacks can result in financial losses, operational delays, environmental damage, and risks to human life. As navigation systems continue to integrate with broader information technology networks, cybersecurity has become a key concern for transportation industries worldwide.

### GPS Spoofing and Jamming

GPS technology is the foundation of modern navigation, providing precise location and timing information. However, GPS signals are relatively weak and susceptible to interference. Two major threats associated with GPS are jamming and spoofing. GPS jamming occurs when powerful radio signals block legitimate satellite transmissions, preventing navigation receivers from determining their position. GPS spoofing is even more dangerous because it involves transmitting false signals that deceive receivers into calculating incorrect positions. Ships and aircraft affected by spoofing may unknowingly navigate along incorrect routes, increasing the risk of accidents.

### Vulnerabilities of Satellite-Based Navigation

Modern navigation depends heavily on satellite infrastructure. Besides GPS, systems such as GLONASS, Galileo, and BeiDou provide positioning and timing services to users around the globe. However, these satellite networks face multiple risks. Technical failures, cyberattacks, solar storms, and space debris can all disrupt satellite operations. Severe solar activity can interfere with satellite communications and navigation signals, affecting transportation systems over large geographical areas. Additionally, the growing militarization of space has raised concerns about anti-satellite weapons that could disable critical navigation satellites during conflicts.

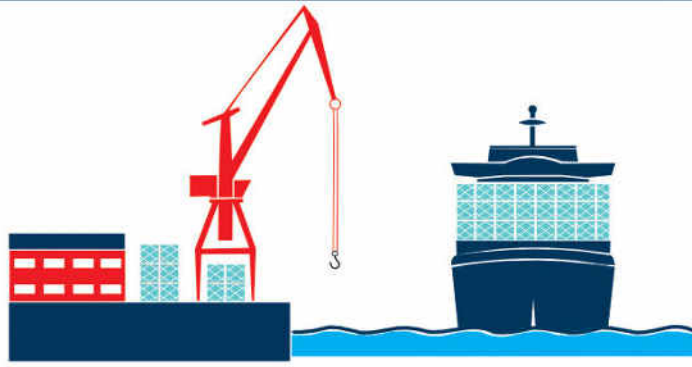


### Overdependence on Electronic Navigation Systems

The widespread adoption of electronic navigation systems has significantly improved situational awareness. Systems such as ECDIS provide detailed digital charts, route-planning tools, and real-time navigation information. However, excessive dependence on these systems can create new dangers. Software errors, incorrect chart updates, hardware failures, or system malfunctions may result in inaccurate information being displayed to operators. Furthermore, many navigators have become less familiar with traditional navigation techniques due to increasing automation. In the event of a system failure, crews may struggle to navigate effectively using manual methods.

### Manipulation of Automatic Identification Systems (AIS)

The Automatic Identification System (AIS) is widely used for vessel tracking, collision avoidance, and maritime traffic management. AIS broadcasts information such as a vessel's identity, position, speed, and course to nearby ships and monitoring stations. Despite its usefulness, AIS was not originally designed with strong security protections.



# Marine Insights

As a result, it is vulnerable to manipulation. Criminals and hostile actors can transmit false AIS signals, create fake vessel identities, or generate phantom ships on navigation displays. Such deception can confuse operators, reduce situational awareness, and facilitate illegal activities including smuggling, piracy, and unauthorized entry into restricted waters.

## Climate Change and Environmental Challenges

Climate change is creating new navigational challenges across the globe. The opening of Arctic shipping routes due to melting sea ice presents both opportunities and risks. While these routes may shorten travel distances, they also expose vessels to poorly charted waters, extreme weather, and limited search-and-rescue infrastructure. Similarly, more frequent and intense cyclones, hurricanes, and storms increase the dangers faced by ships and aircraft. Modern navigation systems must therefore adapt to increasingly complex environmental conditions through improved forecasting and risk management capabilities.

## Human Factors and Operational Risks

Despite technological advancements, human factors remain a major contributor to navigation-related incidents. Modern navigation systems generate large volumes of information that operators must interpret and manage effectively. Information overload can lead to confusion, delayed decision-making, and errors. Fatigue, inadequate training, stress, and poor communication can further increase the likelihood of accidents. Studies have shown that many transportation incidents result from a combination of human and technological factors rather than equipment failures alone. Continuous training, simulator exercises, and competency development programs are therefore essential for ensuring that operators can effectively manage both traditional and advanced navigation systems.

## Piracy, Terrorism, and Hybrid Threats

Traditional security threats such as piracy and maritime terrorism continue to evolve alongside technological developments. Modern criminal networks increasingly use drones, satellite communications, and digital tools to monitor vessel movements and identify vulnerabilities. Strategic maritime chokepoints and major shipping routes remain vulnerable to both physical and cyberattacks. Disruptions in these areas can affect global supply chains, increase transportation costs, and threaten international trade.

## Measures to Enhance Navigation Security

Addressing emerging threats requires a comprehensive and proactive approach. Organizations should strengthen cybersecurity defenses through regular system updates, security audits, and network monitoring. Backup navigation methods should be maintained to reduce dependence on a single technology. Training programs should ensure that navigators remain proficient in both traditional and modern navigation techniques. International cooperation is also crucial for sharing threat intelligence, developing security standards, and protecting critical navigation infrastructure. The adoption of alternative positioning systems and improved satellite resilience can further enhance the reliability of navigation services in the face of emerging risks.



## Conclusion

Modern navigation has transformed global transportation by improving efficiency, precision, and safety. However, increasing reliance on digital technologies has also created new vulnerabilities. Cyberattacks, GPS spoofing, satellite disruptions, autonomous system failures, climate-related challenges, and evolving security threats all pose significant risks to navigation systems worldwide. To ensure safe and reliable transportation in the future, governments, industry stakeholders, and international organizations must work together to strengthen resilience, improve cybersecurity, enhance training, and develop robust backup systems. By addressing these emerging threats proactively, the transportation sector can continue to benefit from technological innovation while minimizing associated risks.

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## NEWS UPDATE FOR ONBOARD CREW

### EUROPE REELS UNDER HISTORIC HEAT: FRANCE RECORDS HOTTEST DAY EVER; UK SHATTERS 50-YEAR RECORD



France has seen temperatures reach 40°C across nearly half the country during the ongoing heatwave, while the United Kingdom has recorded its hottest June day on record, as an intense spell of extreme weather grips large parts of Europe and prompts renewed warnings about the growing risks posed by climate change.

Around half of France has experienced temperatures of 40°C or above during the heatwave. The UK set a new June temperature record when the mercury climbed to 35.8°C at Wiggonholt, with nearby Charlwood in Surrey also recording exceptionally high temperatures.

The new British record surpasses the previous June high of 35.6°C, first recorded in London's Camden Square in 1957 and matched in Southampton in 1976. The highest temperature ever recorded in the UK remains 40.3°C, registered in Lincolnshire in July 2022.

Britain's Met Office has issued a rare red warning for extreme heat covering parts of England, while amber warnings remain in place for other regions.

The prolonged heat has disrupted daily life across the country. Schools have shortened hours or closed, hospitals have postponed appointments, trains have been forced to operate at reduced speeds, and hosepipe bans have been imposed in some areas. "To see temperatures like this in the UK in June is sobering," said Stephen Belcher, the Met Office's chief scientist.

"Events like this bring home the implications of climate change, with very high temperatures and humidity bringing significant health implications from heat stress, as well as impacts to a range of sectors such as transport, energy and water supply." Health experts have warned that Europe is becoming increasingly

vulnerable to dangerous heat events. Heatwaves already claim tens of thousands of lives across the continent each year, and scientists say climate change is making such episodes more intense, longer-lasting and more frequent.

World Health Organization Director-General Tedros Adhanom Ghebreyesus said the current heatwave was "putting lives at risk" and urged governments to strengthen healthcare systems and accelerate climate action.

"The data are clear: temperatures across Europe are rising at roughly twice the global average rate, increasing the likelihood and severity of extreme heat in the future," he said. "We cannot afford further delay."

France has been among the countries hardest hit. The country recorded its hottest night on record, followed by its hottest day on record, according to Météo-France. Authorities also reported 40 drowning deaths as people sought relief from the heat in rivers, lakes and coastal waters.

Elsewhere, Spain reported temperatures above 40°C at one in every eight weather stations, while Germany is expected to approach the 40°C mark.

Charities and public health organisations have urged people, particularly the elderly and those with underlying health conditions, to take precautions.

"Red extreme heat weather warnings are rare so when the Met Office issues one we need to take it seriously, especially if you are an older person living with underlying health conditions like heart or lung problems that increase your risk of heat-related harm," said Caroline Abrahams of Age UK.

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### H1-B ROW: UNIVERSITY OF MICHIGAN HIRING SOFTWARE DEVELOPERS ON \$75,000 SALARY SPARKS BACKLASH; 'NO AMERICANS QUALIFIED'

Concerns over foreign hiring at US public universities have resurfaced after visa-related job postings at the University of Michigan triggered criticism from MAGA supporters, who questioned whether American workers were being overlooked.

The debate intensified after independent journalist Chris Brunet shared screenshots on X showing two H-1B visa job notices from the university. The listings advertised an Intermediate Software Developer position with an annual salary of \$72,100 and an Intermediate Database Administrator role offering \$75,000.

Sharing the posts, Brunet wrote: "The University of Michigan has filed 2 notices of intent to hire H-1B workers. Intermediate Software Developer, salary: \$72,100. Intermediate Database Administrator, salary: \$75,000. No American software or database developers were qualified for these positions."

The job notices were linked to departments on the university's Ann Arbor campus, including the Office of Medical Student Education and the Unit for Laboratory Animal Medicine.

Many social media users argued that publicly funded institutions

should prioritise domestic workers, particularly at a time when competition for technology and professional jobs in the United States remains high.

The controversy also centres on the H-1B visa programme, which allows US employers to hire skilled foreign workers when qualified domestic candidates are unavailable. Indian and Chinese nationals account for the majority of H-1B visa recipients. The issue gained further attention after Brunet highlighted previous H-1B hiring notices at the University of Michigan for positions such as Business Analysts, with salaries ranging from \$73,000 to \$112,763.

His reporting also cited similar H-1B recruitment notices at other public universities, including the University of Arkansas, Indiana University and the University of Maryland. At Indiana University, the notices included a Software Engineer role with a salary of around \$74,000 and a Data Analyst position paying approximately \$85,000.

Documents previously shared by Brunet also indicated that the University of Michigan intended to recruit three Business Analysts through the H-1B visa programme.

## UN WATCHDOG CHIEF SAYS IRAN'S NUCLEAR INSPECTIONS 'GOING TO HAPPEN'; TEHRAN REBUTS

International Atomic Energy Agency (IAEA) Director General Rafael Grossi said nuclear inspections in Iran will resume under the terms of the latest agreement, though Iranian officials insist no arrangement has yet been reached regarding access to facilities damaged during the conflict.

Grossi said the agreement "explicitly" states that "nuclear activities that are going to be carried out with regards to nuclear material facilities will be supervised by the IAEA."

"Obviously, to do that, we will have to inspect," Grossi said.

While declining to provide a specific timeline, he said discussions were continuing with Iranian authorities on the modalities of future inspections.

"Whether this happens later or after further discussions, it's important but not essential. This is going to happen."

His remarks come amid continued uncertainty over access to Iranian nuclear facilities, particularly sites targeted during US and Israeli strikes.

Iranian officials quickly rejected Grossi's comments. Deputy Foreign Minister Kazem Gharibabadi said no agreement had been reached on inspections of facilities attacked during the conflict and stressed that any future access would depend on a comprehensive settlement between Tehran and Washington.

In a post on X, Gharibabadi wrote: "No meeting was held with Grossi in Switzerland, despite his request.

Nor is there any plan for access to the facilities that were attacked or to nuclear material." He added that inspections would only be considered as part of a broader agreement involving reciprocal

commitments from the United States and its partners.

"These issues will be reviewed and decided only within the framework of a final agreement and as a result of practical action by the other side to end all sanctions and other measures."

Gharibabadi also criticised what he described as attempts to pressure Iran through public statements.

"You cannot advance the 'stir up and take over' policy with media hype."

The disagreement highlights continuing differences over the implementation of the US-Iran understanding, despite both sides presenting the agreement as a pathway towards reducing tensions.

US President Donald Trump said Iran had "fully and completely agreed" to allow international inspectors to return. Iran, however, has repeatedly denied that any such commitment has been finalised, particularly regarding facilities damaged during the military strikes.

The status of Iran's stockpile of highly enriched uranium remains a key concern.

Tehran continues to deny seeking nuclear weapons while maintaining that it has the right to pursue a civilian nuclear programme.

Although Iran suspended cooperation with the IAEA under legislation passed after the 2025 conflict, the two sides later agreed on a new framework allowing limited engagement to resume. IAEA officials have since visited several Iranian facilities, though access to sites struck during the conflict remains restricted.

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## VENEZUELA EARTHQUAKE: STATE OF EMERGENCY DECLARED; DEATH TOLL FEARED BETWEEN 10,000 AND 1 LAKH

Venezuela's interim President Delcy Rodríguez has declared a nationwide state of emergency after two powerful earthquakes and a series of aftershocks struck the country, causing widespread damage, collapsing buildings and prompting fears of significant casualties.

The earthquakes, which struck within a minute of each other, destroyed several buildings, forced the closure of Simón Bolívar International Airport in Maiquetía due to infrastructure damage, and prompted authorities to suspend classes for several days.

While acknowledging fatalities, Rodríguez did not provide an official death toll or specify the number of people injured.

More than 20 aftershocks have been recorded since the initial earthquakes, raising concerns about additional structural damage and complicating rescue operations.

### USGS estimates death toll

According to the US Geological Survey (USGS), a magnitude 7.2 earthquake struck about 160 kilometres (100 miles) west of Caracas. Less than a minute later, a stronger magnitude 7.5 quake hit the same region.

The USGS warned that "high casualties and extensive damage are

probable" and said the disaster was likely to be widespread. Initial estimates suggested the death toll could potentially range from 10,000 to 100,000 people.

### Airport closed after infrastructure damage

Simón Bolívar International Airport near Caracas has been closed after sustaining what Rodríguez described as "serious damage" to its infrastructure. The airport shutdown is expected to disrupt domestic and international travel as engineers assess the extent of the damage and begin repair work.

Emergency teams have been deployed across affected areas to search for people trapped beneath collapsed buildings and assess damage to critical infrastructure.

The mayor of Caracas' Chacao district said rescue operations are continuing, with authorities searching damaged buildings and warning that the number of casualties could rise.

Three people were killed in the Russian-held Ukrainian city of Horlivka after the entrance of an apartment building collapsed during a drone attack. In Russia's Belgorod region, a man was killed and a woman injured in another drone strike, while Russian shelling killed one person in the eastern Ukrainian city of Balakliia.

## WOUNDED US SOLDIERS CLAIM ARMY, DEFENCE SECRETARY DOWNPLAYED INJURIES AFTER IRAN-LINKED DRONE STRIKE: 'THAT ASSESSMENT IS UNACCEPTABLE'

Questions are growing over how the US military has described injuries suffered by American troops following an Iran-linked drone strike, with wounded soldiers and their families accusing the army of minimising the severity of the incident.

The controversy has also renewed scrutiny of comments made by Defence Secretary Pete Hegseth, who said that "almost 90%" of around 400 injured US service members had only minor injuries and had returned to duty. Some families say that assessment does not reflect what they were told or what many soldiers continue to endure.

According to interviews with injured troops, soldiers wounded in a March 1 drone strike in Kuwait say their conditions were far more serious than officially described.

Chief Warrant Officer Rodney Bearman was working at Port of Shuaiba when a drone struck his position. Medical records show he suffered shrapnel wounds across his body, a concussion, hearing and vision loss, and lung damage. Despite the extent of his injuries, the army classified his condition as "not seriously injured."

"That assessment is unacceptable," his wife, Amy Bearman, said. The attack killed six US soldiers and injured more than 20 others, making it one of the deadliest incidents involving American troops in recent years. It also raised concerns about military preparedness after soldiers claimed they had warned about security and medical shortcomings before the strike.

Amy Bearman said she initially received an official call from Fort Knox informing her that her husband's injuries had been classified as NSI, or "not seriously injured," and that he had been treated and returned to duty.

"From being a military spouse for the last almost 25 years, I knew that if anything ever happened to my husband while he was serving, I knew I would receive either an official phone call or an

official visit," she said. However, she later spoke directly with her husband while he was in a hospital in Kuwait. He reassured her by saying, "I'm going to be OK." After a pause, he added, "I can't go back."

Sergeant First Class Cory Hicks, who was also injured in the strike, said he was told his injuries were minor despite undergoing multiple surgeries for shrapnel wounds.

"They said your husband was injured, he has a minor jaw injury, and he's going to be returned to duty," Hicks recalled.

He believes the seriousness of the incident has been understated, a claim the army rejects.

In a statement, an Army spokesperson said injury classifications such as "not seriously injured" follow strict medical definitions.

"The care and well-being of our Soldiers is of the highest priority," the statement said. "Any assertion that the Army seeks to downplay a soldier's injuries is simply not true."

The army added that the classifications "seriously injured" and "very seriously injured" are reserved for cases where there is a risk of death within 72 hours.

Families and survivors have also raised concerns about conditions before the strike, including claims that troops had warned commanders about shortcomings in protection and medical support. The issue has since prompted a Senate inquiry.

Bearman's case has drawn political attention, with Senator Shelley Moore Capito requesting clarification from the army on how his injuries were classified and what information was provided to his wife. Major General Michael J. Leeney defended the designation, saying it did not diminish Bearman's service or sacrifice.

Hicks continues to receive treatment at Walter Reed National Military Medical Center for a serious brain injury and is expected to require several more months of recovery.

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## FRANCE CONFIRMS FIRST EBOLA CASE LINKED TO CONGO OUTBREAK

As the number of confirmed Ebola cases worldwide surpasses 1,000, an estimated 2.95 million children and adolescents under the age of 18 are at risk in eastern Democratic Republic of the Congo (DRC), according to Unicef. The agency said the figure represents 54 per cent of the population across 31 affected health zones and reflects not only the threat posed by the virus itself but also the disruption of essential services caused by the outbreak.

"Our teams in Ituri have met children who have lost their mothers, and in some cases both parents, to Ebola," said Unicef Executive Director Catherine Russell. "Children are trying to make sense of the threat while surrounded by rumours and online misinformation."

Unicef said children and adolescents account for around 15 per cent of confirmed Ebola infections and more than 25 per cent of confirmed deaths in eastern DRC. Young people with confirmed Ebola are nearly twice as likely to die as adults, highlighting the

disproportionate toll the outbreak is taking on children and adolescents. The Ebola outbreak, driven by the rare Bundibugyo strain for which no approved vaccine or specific treatment exists, has become the deadliest on record during its first month. Health officials warn that the true number of infections may be significantly higher than reported and believe the outbreak has yet to reach its peak.

Authorities have also been unable to identify the index case, or patient zero, and are still working to trace more than 35,000 people who had contact with infected individuals. Response efforts have been further complicated by ongoing violence in eastern Congo.

In Ituri province, attacks by the Islamic State-affiliated Allied Democratic Forces have cut off access to numerous villages and displaced communities, forcing many residents into overcrowded camps or leaving them constantly on the move. Officials say the virus continues to spread faster than response measures can contain it, and the full scale of the crisis remains unclear.



# Guest Column

**MR. SUBRAT KULSHRESTHA**  
- Marine Lawyer



## GUIDANCE ON MARITIME CLAIMS

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

### TOWAGE CLAIMS

#### 1.3.3.1 Towage in the USA

There are significant differences between the rules that apply under the national forms of towage contracts described above and those that apply in the United States. Under US law the towing vessel is not permitted to rely on any term that attempts to exclude liability for negligence unless the owner of the tow is the US government. Consequently, where the towage is to be performed within US territorial waters, most towage contracts give protection to the tug in another way. The towage contract normally provides that the tow (and its cargo) must obtain insurance in order to protect the tug against liability. Such insurance is normally an integral part of the insurance that is taken by the tow and names the towing vessel as an additional vessel and includes a waiver of subrogation on the part of the insurers, i.e. the insurers waive their rights to bring claims against the towing vessel if the loss or damage can be attributed to default on the part of the towing vessel. If the owner of the towed vessel fails to obtain the insurance that is required under the towage contract, he will have to bear the loss that would otherwise have been covered by such a policy, and will be unable to recover any shortfall from the owner of the towing vessel. However, such a provision will only protect the towing vessel against liability that is covered by whatever insurance that is required under the towage contract. Therefore, the towing vessel may still be liable for loss or damage negligently caused by it that falls within any deductible or that is otherwise not covered under the policy. However, where the service is considered to be fully international, and the towage terms are agreed at arm's length and not imposed by the towing vessel, US courts may be prepared to accept foreign towage conditions.

#### 1.3.3.2 International Terms

The TOWCON and TOWHIRE contracts were introduced by BIMCO in 1985 and updated in 2008. These contracts are now used more widely than the UKSTC or any other national towage contracts and are rarely amended in day-to-day usage. The TOWCON contract provides that the towing vessel is to be reimbursed on a lump sum basis (as in the case of a voyage charter) for the towage services whereas, under the TOWHIRE contract, the tug is paid on a daily hire basis (as in the case of a time charter). However, whereas the national terms described in Chapter 1.3.3 above place all or most of the risks of the towage service on the tow, the risk under TOWCON and TOWHIRE contracts is allocated on a knock-for-knock basis between the tow and tug so that each party, irrespective of blame and without the right of recourse against the other contracting party, bears any loss or damage that is incurred by its own property, including the death or personal injury of its own servants or agents, and responsibility for any other claims that may be brought against it by third parties.

#### 1.4 Insurance

In general, the risks and liabilities associated with towage operations (regardless of whether the entered vessel is the tow or the towing vessel) are far greater than those associated with normal shipping operations. Towage involves, by necessity, two vessels operating in close proximity. As a result, there is a greater danger of collision and other related accidents.

#### 1.4.1 Hull and Machinery Insurance

The terms of most standard hull and machinery policies recognise the increased risk and place restrictions on the cover that is normally available. In general terms, risks that are imposed by towage operations but which would not ordinarily be faced by a ship when engaged in the ordinary course of trading are excluded whether the insured ship is the towing ship or the towed ship. For example, Clause 1 of the Institute Time Clauses Hulls (1/11/95) provides that:

*"1.1 The Vessel is covered subject to the provisions of this insurance at all times and has leave to sail or navigate with or without pilots, to go trial trips and to assist and tow vessels or craft in distress, but it is warranted that the Vessel shall not be towed, except as is customary or to the first safe port or place when in need of assistance, or undertake towage or salvage services under a contract previously arranged by the Assured and/or Owners and/or Managers and/or Charterers. This Clause 1.1. shall not exclude customary towage in connection with loading and discharging.*

*1.2 This insurance shall not be prejudiced by reason of the Assured entering into a contract ... for customary towage which limits or exempts the liability of ... tugs and/or towboats and/or their owners when the Assured or their agents accept or are compelled to accept such contracts in accordance with established local law or practice."*

In such circumstances, Clause 3 provides as follows:

*"Held covered in case of any breach of warranty as to ... towage, ... provided notice be given to the Underwriters immediately after receipt of advices and any amended terms of cover and any additional premium required by them be agreed."*

Similar provisions can also be found in The Institute Time Clauses Hulls 1/10/83 and 1/11/03. However, shipowners often approach their H&M insurers to request cover for any particular non-customary towage that is envisaged and insurers may agree to cover such risk on such amended terms and/or premium that they deem appropriate.

#### 1.4.2 P&I Insurance

P&I cover also reflects the additional risks and dangers that may be encountered in towage operations. However, cover is normally available for liabilities, costs and expenses arising from towage operations provided firstly, that the particular liabilities, costs and expenses are within the standard heads of cover that are generally available to other members and provided secondly, that certain conditions are satisfied.

Cover is normally available whether the entered ship is the towing ship or the towed ship but a distinction is normally drawn between the cover that is available for:

- A ship that is being towed; and
- A ship that is towing.

#### 1.4.2.1 A Ship that is Being Towed

Such a vessel will normally not be covered unless:

- The towage contract is entered into for the purpose of entering or leaving port, or maneuvering within a port in the normal course of trading; or
- The towage contract is for the towage of such ships from place to place in accordance with the custom of that trade; or
- The towage contract has been approved by the P&I club.

The risks involved in towage into, within and out of a port, or in accordance with the custom of the trade are mutual risks which are borne by the majority of P&I club members and therefore, towage contracts entered into for such purposes do not normally require formal approval by the P&I club. However, where the towage contract is concluded for other reasons (e.g. for the deep-sea towage of a vessel to a repair yard) the risks that are being assumed are greater than those that are normally borne by the majority of club members and therefore, require formal approval by the P&I club. In such circumstances, the TOWCON or TOWHIRE contracts are more likely to be approved than the UK, Netherlands, Scandinavian or similar standard towing conditions for the reasons explained in Chapter 1.3.3 above. Furthermore, if the towed vessel is carrying cargo, the carrier may also be required to ensure that the relevant contract of affreightment contains a clause such as a Himalaya clause in order to prevent the cargo owner from bringing a claim in tort against the tug owner who might then be able to seek an indemnity from the member under the towage contract.

#### 1.4.2.2 A Ship that is Towing

Towage requires specialist skills and often requires specialised equipment. A ship which is not a fully fitted tug is unlikely to have either the equipment or the crew which will be necessary to conduct safe towage operations and errors of judgment or failures of equipment can lead to the loss of the tow and her cargo and expose the member to large claims, not only from their owners, but also from the authorities which may require the removal of the wreckage. Such liabilities are not normally considered to be liabilities which should be shared by the P&I membership as a whole in the context of mutuality. Consequently, cover is not usually available for liability, costs and expenses incurred as a result of the loss of or damage to the tow unless:

- The towage is carried out for the purpose of saving life at sea; or
- The entered vessel is a tug or a vessel that normally engages in towage operations and has been insured in that capacity on approved terms; or
- The terms of cover have been specifically agreed prior to the commencement of the towage.

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



## HEALTH-CONSCIOUS CHOICES TO MAKE THIS MONSOON

The arrival of the monsoon is often greeted with excitement and relief. After months of scorching heat, the cool breeze, refreshing showers, and lush greenery bring a welcome change. The rainy season has a unique charm, children splashing in puddles, the aroma of wet earth, steaming cups of tea, and cozy evenings indoors. However, alongside its beauty, the monsoon also brings a rise in seasonal illnesses, digestive problems, infections, and allergies.

The combination of humidity, stagnant water, and fluctuating temperatures creates an environment where bacteria, viruses, and fungi thrive. As a result, maintaining good health during this season requires conscious effort and smart lifestyle choices. By paying attention to food, hygiene, fitness, and mental well-being, individuals can fully enjoy the monsoon while safeguarding their health.

### • Prioritize Safe and Fresh Food

One of the most important health-conscious choices during the monsoon is paying attention to what you eat. The digestive system tends to become more sensitive during this season, making people more vulnerable to foodborne illnesses. Freshly cooked meals should be preferred over food that has been stored for long periods. Warm, home-cooked meals are easier to digest and less likely to harbor harmful microorganisms. Street food, although tempting during rainy weather, often poses risks due to contamination from rainwater, unhygienic preparation conditions, and improper storage.

Seasonal vegetables should be washed thoroughly before cooking. Leafy greens, in particular, may carry dirt, insects, and bacteria during the rainy season. Cooking vegetables properly helps eliminate harmful microbes and ensures safer consumption. Including immune-boosting foods such as ginger, garlic, turmeric, and pepper in daily meals can also be beneficial. These ingredients have long been valued for their medicinal properties and can help strengthen the body's natural defense mechanisms.

### • Stay Hydrated Despite the Cool Weather

Many people mistakenly assume that hydration is less important during the monsoon because they sweat less compared to summer. However, the body continues to require adequate fluids for digestion, circulation, and overall functioning. Drinking sufficient water throughout the day helps flush out toxins and supports the immune system. It is essential to consume clean and purified water, as contaminated water is a major cause of waterborne diseases such as cholera, typhoid, and gastroenteritis.

Herbal teas, soups, and warm beverages can also contribute to hydration while providing comfort during rainy days. Lemon water, coconut water, and fresh fruit juices are excellent options for maintaining electrolyte balance and boosting immunity.

### • Strengthen Immunity Naturally

The monsoon season often brings an increase in infections such as colds, flu, and respiratory illnesses. Building a strong immune

system can help the body resist these common seasonal ailments. A balanced diet rich in vitamins and minerals plays a crucial role in immunity. Citrus fruits, berries, guavas, and other vitamin C-rich foods support immune function and help combat infections. Foods containing zinc, such as nuts, seeds, and legumes, also contribute to a healthy immune response.

Adequate sleep is equally important. Adults should aim for seven to eight hours of quality sleep each night. During sleep, the body repairs itself, strengthens immunity, and prepares for the challenges of the following day. Stress management is another key factor. Chronic stress can weaken the immune system and make individuals more susceptible to illness. Activities such as meditation, reading, journaling, and spending time with loved ones can help reduce stress and promote overall well-being.

### • Maintain Proper Hygiene

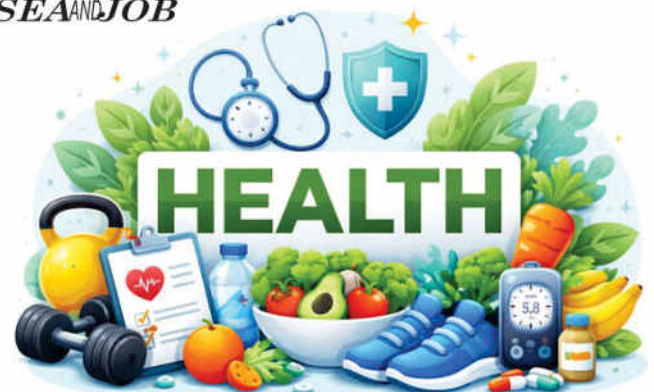
Good hygiene practices become especially important during the rainy season. The increased moisture in the environment encourages the growth of bacteria and fungi, making infections more common. Regular handwashing with soap and water remains one of the most effective ways to prevent the spread of germs. Hands should be washed before eating, after using the restroom, and after returning home from public places.

Personal cleanliness should also be prioritized. Wet clothing and shoes should be changed promptly to prevent fungal infections. Feet should be washed and dried thoroughly, particularly after walking through puddles or flooded areas. Keeping living spaces clean and dry is equally important. Damp corners, wet carpets, and poorly ventilated rooms can encourage mold growth, which may trigger allergies and respiratory problems. Proper ventilation and regular cleaning help maintain a healthier indoor environment.

### • Be Mindful of Seasonal Diseases

The monsoon season often witnesses a rise in diseases transmitted through contaminated water and mosquitoes. Dengue, malaria, and various gastrointestinal infections become more prevalent during this period. Preventing mosquito breeding is a crucial step in reducing disease risk. Stagnant water should

SEAANDJOB





# Health Zone



not be allowed to accumulate in flower pots, buckets, coolers, or containers around the home. Using mosquito repellents, window screens, and protective clothing can provide additional protection.

Recognizing early symptoms of illness is equally important. Persistent fever, severe headaches, body aches, vomiting, or unusual fatigue should not be ignored. Seeking timely medical attention can prevent complications and promote quicker recovery. Vaccinations and routine health check-ups may also contribute to disease prevention, particularly for vulnerable populations such as children, elderly individuals, and those with weakened immune systems.

## • Exercise Regularly Indoors

Rainy weather often disrupts outdoor fitness routines. Parks become muddy, jogging tracks become slippery, and heavy downpours may make it difficult to leave the house. Nevertheless, physical activity remains essential for maintaining health and fitness. Indoor exercises offer a practical solution. Yoga, stretching, strength training, dancing, and home workout routines can be performed with minimal equipment. Even twenty to thirty minutes of daily exercise can improve cardiovascular health, boost mood, and enhance immunity.

Yoga is particularly beneficial during the monsoon because it improves flexibility, promotes relaxation, and strengthens respiratory function. Breathing exercises such as pranayama can help maintain lung health and improve oxygen circulation. Consistency is more important than intensity. Establishing a regular exercise schedule can help individuals stay active regardless of weather conditions.

## • Choose Healthy Comfort Foods

The monsoon season often increases cravings for fried snacks, sugary treats, and calorie-dense comfort foods. While occasional indulgence is perfectly acceptable, excessive consumption can negatively impact health. Healthier alternatives can satisfy cravings without compromising nutrition. Roasted snacks, homemade soups, steamed dishes, and baked treats provide comfort while offering greater nutritional value. Fresh fruits and nuts make excellent snack options that support energy levels and immune health.

Traditional monsoon foods such as vegetable soups, khichdi, and herbal teas combine warmth, flavor, and nourishment. These foods are generally easy to digest and help maintain digestive balance during the season. Moderation remains the key. Enjoying favorite treats occasionally while maintaining a balanced diet contributes to both physical health and emotional satisfaction.

## • Protect Mental and Emotional Well-Being

The monsoon season affects more than physical health. Reduced sunlight, gloomy weather, and prolonged indoor confinement can influence mood and emotional well-being. Some individuals experience lower energy levels or feelings of sadness during extended periods of cloudy weather. Maintaining a routine can help combat these effects. Regular sleep schedules, physical activity, and social interactions contribute to emotional stability and mental health.

Engaging in hobbies is another effective strategy. Reading,

painting, gardening, cooking, or learning a new skill can provide a sense of accomplishment and joy. The monsoon season offers an ideal opportunity to slow down and focus on personal growth. Spending time with family and friends can also enhance emotional well-being. Shared meals, conversations, and indoor activities help strengthen relationships and create positive experiences despite the rainy weather.

## • Dress Smart for the Season

Clothing choices can significantly influence comfort and health during the monsoon. Lightweight, breathable fabrics that dry quickly are ideal for managing humidity and preventing skin irritation. Waterproof footwear helps protect feet from exposure to contaminated water and reduces the risk of fungal infections. Carrying an umbrella or raincoat ensures protection from sudden showers and minimizes the chances of getting drenched.

Individuals who become wet should change into dry clothes as soon as possible. Prolonged exposure to damp clothing can lead to skin problems, respiratory discomfort, and general uneasiness. Comfortable and weather-appropriate attire allows individuals to move confidently through the season while maintaining good health.

## • Embrace a Balanced Monsoon Lifestyle

The monsoon is a season of beauty, renewal, and rejuvenation. It nourishes the earth, cools the atmosphere, and offers moments of tranquility that are often absent during busier times of the year. Yet, enjoying the season fully requires mindful attention to health and wellness. Simple choices eating fresh food, staying hydrated, maintaining hygiene, exercising regularly, and caring for mental health can make a significant difference. Rather than viewing health-conscious habits as restrictions, they can be seen as empowering practices that enable individuals to embrace the season with confidence and vitality.

As raindrops continue to transform landscapes and refresh the environment, let the monsoon also become a season of self-care. By making informed and healthy choices, one can experience the joys of the rainy season while remaining energetic, resilient, and well throughout its duration. The monsoon may bring clouds and showers, but with the right habits, it can also bring renewed health, balance, and well-being.



**(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.)

# YOUR FORECAST

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



- BY RANI

## Aries (Mar 21 – Apr 20)

A surge of fresh momentum pushes you into action this month. Start the fitness plan, work goal, or personal reset you've been postponing and commit to steady daily steps. Confidence grows every time you complete what you begin, so track your progress weekly instead of expecting perfection. Financially, practical choices work best: clear pending bills, improve one spending habit, and resist impulse purchases. In relationships, be direct about your feelings and back your words with consistent effort for a good healthy relationship. A short trip, or refreshed routine brings welcome clarity and renewed motivation in this month of July.

## Taurus (Apr 21 – May 21)

A season of steady improvement encourages you to focus on comfort, stability, and meaningful routines. Your home environment becomes a source of strength, making it the perfect time to simplify schedules, and prioritize rest. At work, patience proves more valuable than speed, and one dependable effort creates stronger results than several rushed attempts. Financially, save before spending and choose practical purchases that genuinely support your goals. Relationships flourish through thoughtful actions rather than lengthy explanations. Gentle consistency in health habits will leave you feeling stronger, and calmer by month's end.

## Gemini (May 22 – June 21)

July comes with fresh opportunities to fill your social world, sparking many exciting conversations. Success comes from selecting one primary goal at a time and giving it your full focus. Writing, learning, and creative projects flow smoothly when paired with structure and clear deadlines. Short trips, events, or new hobbies recharge your energy and introduce valuable connections. In relationships, honesty matters more than charm alone; avoid mixed signals and communicate your intentions clearly. Financial stability improves when you monitor small expenses. By the end of the month, you'll feel accomplished and mentally refreshed.

## Cancer (June 22 – July 22)

A gentle emotional renewal helps you recognize what supports your well-being and what quietly drains your energy. This month encourages stronger boundaries and a deeper commitment to your own needs. Prioritize quality sleep, and a calmer daily rhythm, as your body responds positively to steady care. This is a good time for your relationships. Family members and close friends become valuable allies when you communicate openly without any presumptions. At work, consistency wins over drama, so avoid taking on more than you can realistically manage. Quiet activities such as journaling or time in nature, help restore balance and hope.

## Leo (July 23 – Aug 23)

A spotlight of opportunity shines on your efforts, helping you build confidence and social magnitude during this month. Leadership comes naturally, but your greatest success arrives through preparation and consistent follow-through. Career goals and creative projects benefit from bold ideas, strong presentations, and prompt action. In love, your charisma attracts attention, yet meaningful connections require respect and reliability. Health improves when you prioritize movement and reduce late nights that drain your energy. Celebrate achievements proudly while staying grounded enough to keep building lasting success for your future.

## Virgo (Aug 24 – Sept 22)

In the month of July, a refreshing sense of order helps you rebuild both your inner world and your daily schedule. Begin by clearing one cluttered space, finishing one overdue task, and organizing your calendar with realistic priorities. As structure returns, your mind feels calmer and your motivation grows. At work, practical planning and achievable timelines produce stronger results than perfectionism. Progress matters more than flawless execution now. Health improves through simple routines such as warm meals, regular walks, stretching, and earlier bedtimes. If digestion or skin feels sensitive, reduce fried foods and late-night snacking whenever possible. In relationships, gentle honesty creates trust and reduces unnecessary overthinking. Financially, tracking expenses and cancelling even one unused subscription can make a noticeable difference. Stay focused on small improvements, and you'll finish the month feeling balanced, productive, and confident.

## Scorpio (Oct 24 – Nov 22)

A period of emotional clarity helps you release worries that have quietly occupied your mind. Rather than forcing change, you'll find strength in allowing natural progress to unfold. Career matters improve when you focus on one important objective and protect your time from unnecessary distractions. In relationships, vulnerability becomes a source of connection, provided you express your needs earnestly, without seeking constant reassurance. Financially, review terms carefully and avoid shortcuts that seem too good to be true. Better sleep, less screen time, and regular movement support your well-being and create lasting stability.

## Sagittarius (Nov 23 – Dec 12)

A spirit of expansion inspires you to explore new ideas, skills, and possibilities this month. Whether through travel plans, learning opportunities, or exciting projects, you'll feel motivated to broaden your horizons. Success depends on consistency rather than luck alone, so show up daily and trust the process. Professional growth comes through networking, sharing ideas, and following through on commitments. Financially, focus on long-term goals instead of scattering resources on small distractions. Regular physical activity keeps your mood elevated and your energy strong. By the month's end, you'll feel inspired and optimistic.

## Capricorn (Dec 22 – Jan 20)

A rewarding phase highlights the progress you've been building through patience and dedication. Recognition arrives naturally when you remain focused on practical goals and avoid unnecessary distractions. Career and financial matters benefit from structure, measurable targets, and smart improvements to existing systems. Remember that accepting is help is good as it can increase your efficiency. In personal relationships, small gestures of warmth create stronger connections. Health improves through regular meals, and consistent sleep habits. As the month closes, you'll appreciate the stable foundation you've worked hard to create.

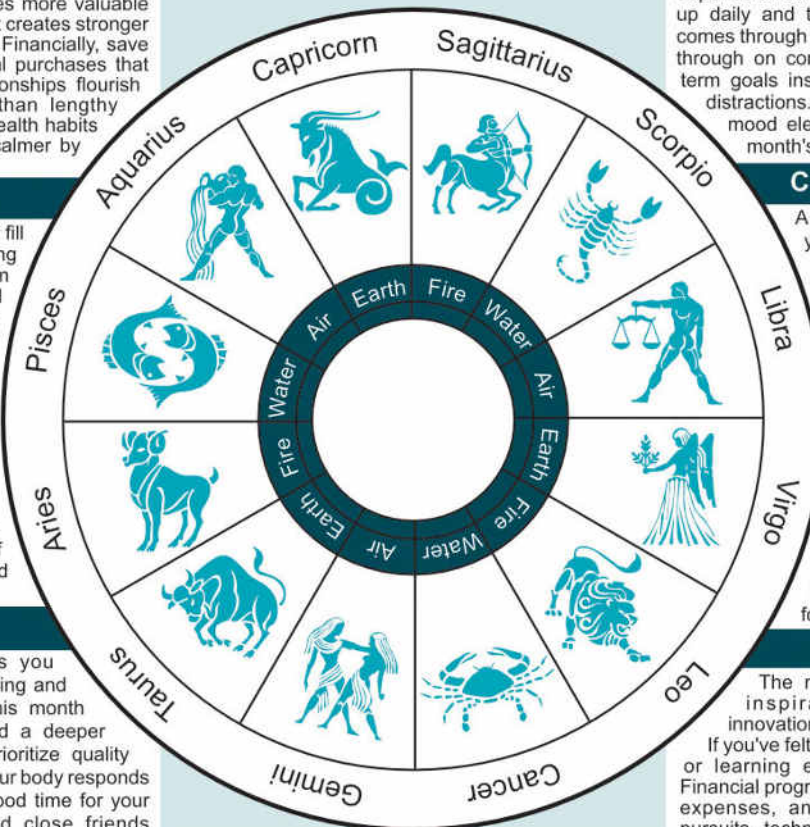
## Aquarius (Jan 21 – Feb 18)

The month of July brings a wave of fresh inspiration encourages collaboration, innovation, and stronger community connections.

If you've felt stuck recently, introducing a new routine or learning experience helps restore motivation. Financial progress comes from reducing small recurring expenses, and careful spending habits. Creative pursuits, technology-related projects, and educational goals receive positive support throughout the month. Focus on getting the most out of this consistency. By staying organized and committed this month, you'll finish this period feeling more connected and optimistic, about your future direction.

## Pisces (Feb 19 – Mar 20)

A soothing and hopeful energy surrounds you, encouraging healing, and emotional balance. Your intuition is especially strong, making it easier to recognize which people and environments truly support your growth. Music, journaling, prayer, or time spent near water bodies will provide comfort and inspiration. At work, breaking large tasks into smaller steps reduces stress and improves productivity. Financially you should prioritize essentials, build savings, and avoid emotional spending. Better sleep and eating habits enhance your well-being. By the end of this month, you'll feel inspired, grounded, and emotionally renewed person.



## Libra (Sept 23 – Oct 23)

A welcome shift in the month of July brings you toward balance and encourages you to protect your peace and make choices that truly support your well-being. This month, smaller and more meaningful connections bring greater satisfaction than crowded social plans. At work, collaboration succeeds when expectations are clear and decisions are made without unnecessary delays. Avoid people-pleasing that creates confusion later. In relationships, honest conversations and shared goals strengthen emotional bonds; single Libras may meet someone through friends, creative interests, or community activities. Financially, pause before making non-essential purchases and avoid spending simply for temporary comfort. Your health benefits from better hydration, regular movement, and improved posture. By the end of July, you'll feel calmer, stronger, and more confident in the direction you're choosing.

(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.)



# CENMAR MARITIME AGENCIES (INDIA) PVT. LTD.

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

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- ▶▶ ETO

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- ▶▶ MASTER
- ▶▶ CHIEF OFFICER
- ▶▶ CHIEF ENGINEER
- ▶▶ ETO

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- ▶▶ ETO

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- ✓ Bright Promotional Prospects.
- ✓ Excellent Ownership Working Conditions.
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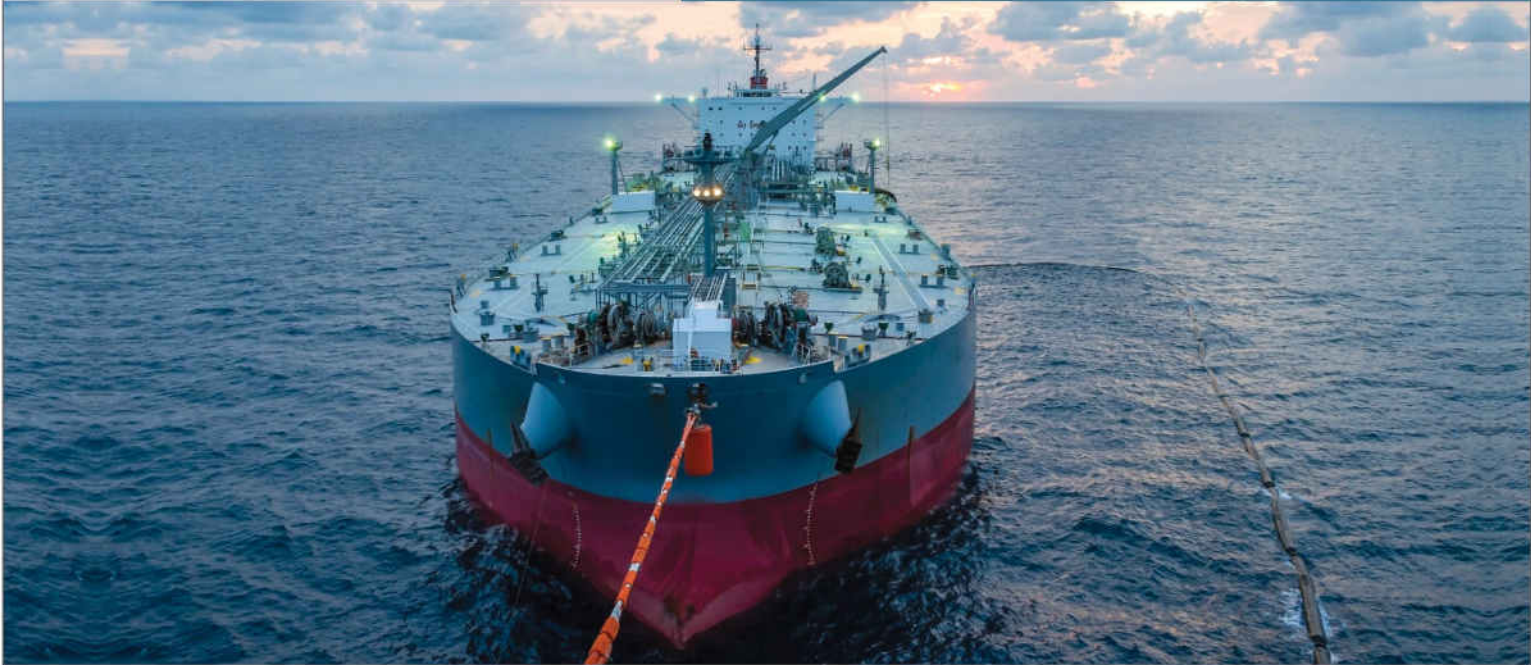
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**DOI : 02/11/2021 DOE : 02/11/2026**

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## URGENT REQUIREMENTS:

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

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### **NauticFleet Private Limited**

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### DECK (OCEAN CRUISE):

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

### ENGINE (OCEAN CRUISE):

- CE** (with min. 12 months cruise exp.)
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- 2E / MOTORMAN** (river/inland exp. preferred)
- DECKHAND/MATELOT** (mooring & lock operations)

**CEVNI / ADN certificate preferred**

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(international cuisine exp.)
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(fluent English, hospitality exp.)
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### CAPE SEAS SHIPPING

## URGENT REQUIREMENTS

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

### OIL TANKERS:

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

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- 4TH ENGINEERS**  
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### Contact Us :

Mr. Nand Kishor: +91 93217 10233  
Telephone: +91 22 69567567  
Email: jobs@xfinitymaritime.com  
Web: www.xfinitymaritime.com  
RPSL-MUM-162134 | Expiry Date 27/01/2028



# MOL Tankship Management Pte. Ltd. (Singapore)



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

## URGENT REQUIREMENTS ON VLCC FOR FOLLOWING RANKS:

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

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

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

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CONTACT US

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4th Floor, AKDR Tower,  
Rajiv Gandhi Salai (OMR),  
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Ph: +91 44 43215555  
Mr. Senthilkumar M.:  
+91 97910 74975  
senthilkumar@synergymanning.com

### Mumbai

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Mr. Amol Ghorpade: +91 90829 97446  
amol@synergymanning.com  
Ms. Purna Tare: +91 87544 62704  
prerna.s@synergymanning.com

### Delhi

1st Floor, Epicah Mall, Plot No. F-6,  
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Ph: +91 11 65218400  
Mr. Gaurav Tiwari:  
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### Engine Side

- ◆ CHIEF ENGINEER (LPG & VLGC)
- ◆ 2ND ENGINEER (Oil & Chem)
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Mr. Rahul Shinde - +91 8657754867

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(1 yr Exp) - Male

**Mr.Rajesh**

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RPSL-CHN-022 DOI: 07/04/2016 DOE: 07/04/2031

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

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- ▶ THIRD ENGINEERS ▶ ELECTRICAL OFFICER
- ▶ PUMPMAN ▶ FITTER ▶ ABLE SEAMAN ▶ COOK (Italian Exp.)

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### ▶ REQUIRE JUNIOR OFFICER

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



## REQUIREMENTS:

### » BULK CARRIER (with US visa)

- SECOND ENGINEER (12 months exp.)
- THIRD ENGINEER (12 months exp.)
- THIRD OFFICER (6 months exp.) **urgent**
- ETO (with COC) **urgent**

### » CONTAINER VESSELS (with US visa)

- SECOND OFFICER (6 months exp.)
- THIRD OFFICER (6 months exp.) **urgent**
- THIRD ENGINEER (12 months exp.)

### » CHEMICAL TANKERS (with US visa)

- THIRD OFFICER (12 months exp.)
- FOURTH ENGINEER (12 months exp.)
- ETO (with COC & Adv Oil/Chem Course) **urgent**
- PUMPMAN (US visa)

### » HEAVYLIFT (with US visa)

- THIRD OFFICER (12 months exp.)
- ETO (with COC) **urgent**

Email: hrsea.mni@marlowgroup.com

Website: www.marlow-navigation.com



### CONTACT US:

Registered Office:

7th Floor, Sunrise Tower, Plot no. C-10,  
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Tel : +91 22 66982200

### Branch Office:

IndiQube Ocean Bay, Plot No. A-19 & A-20  
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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>							
15	1118	Revalidation / Refresher and Updating Training for Engineers and ETO (REO)	4 Days				
16	6412	Refresher Training in Medical First Aid Course (RMFA)	1 Day				
17	6122	Refresher Training for Proficiency in FPFF	Half Day				
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- Fitter

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## ABB Ship Management Pvt. Ltd.

RPSL-MUM-295 | Valid From: 07.03.2024 | Valid Till: 07.03.2029  
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### URGENT REQUIREMENTS:

#### CRUDE OIL TANKER (COPT)

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

#### BUNKER TANKER

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

#### OIL/CHEMICAL TANKER

Master, CE, CO, 2E, 20, 30, 4E, AB, Bosun, Pumpman

#### INDIAN COASTAL TUG

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

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

#### AFRAMAX TANKER

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

#### BULK CARRIER

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

#### CONTAINER

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

#### BENEFITS

- ▶ Timely Relief
- ▶ Good Promotional Prospects
- ▶ Internet Access For All Crew
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- ▶ Pumps
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- ▶ Moulded Rubber Products
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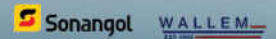
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Capt. (Dr). G. Ramaswamy  
CEO - Njordships India



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

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- Onboard Internet Access
- Stable and Long-Term Employment
- Career Growth
- Global Fleet (Tankers and Containers)
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### Requirements for: SUEZMAX TANKER

- CO (Min 12 month exp)
- CE (Min 24 months rank exp)
- 2 ENG (Min 24 months exp) (Immediate)
- 3 OFF (Min 06 - 12 months exp)
- ETO (III/6) (Min 6 months exp) (Immediate)

### Since 1996



### Container Openings

- Master (Min 12 months exp)
- CO (Min 12 months exp)
- CE (Min 12 months exp)
- 2E with (Min 12 months exp)
- ETO ( III/6) (Min 6 months exp)
- 4E with Dual Fuel Engine experience and valid advance IGF COP

### Requirements for: VLGC/LPG Vessel

- ETO with/without COC

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We do not have any agent acting on behalf of our company. Be aware of fraudulent job offers misusing our name and kindly report to us immediately.

Female seafarers are encouraged for all ranks on container vessels.

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



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



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**Branch Office in Chennai:**  
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2nd Floor, Gopalakrishnan Street,  
T Nagar, Chennai - 600017,  
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Mr. Asokavarthanan Karuppiah  
Landline No.: +91-44-31445815

**Branch Office in Delhi NCR:**  
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Satya - The Hive, Sector 102,  
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RPSL NO. - MUM - 162185 | DOI - 07.09.2023 | DOE - 07.09.2028

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OIL / CHEMICAL TANKERS



FULLY COMPLIANT LPG TANKERS



### REQUIREMENTS:

- Master
- Chief Officer
- 2nd Officer
- 3rd Officer
- Chief Engineer
- 2nd Engineer
- 3rd Engineer
- 4th Engineer
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Must have sailed as Master on LPG tankers.
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Must have sailed as Chief Engineer on LPG tankers.

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**Office Address:** No. 809, 8th Floor, Ecostar, Vishweshwar Nagar, off. Aarey Road, Goregaon East, Mumbai - 400063.  
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mumbai@tristarr-maritime.com  
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RPSL-MUM-162133 | D.O.I. 12/01/2023 | D.O.E. 12/01/2028  
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- Master
- Chief Officer
- 2nd Officer
- 3rd Officer
- Bosun (with US Visa and Log Carrier exp.) (AB / OS / Oiler / Ch. Cook may also apply)
- Chief Engineer
- 2nd Engineer
- 3rd Engineer
- Fitters (with US Visa and E/R Watch keeping)



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RPSL-MUM-030

Issue date: 18.04.2026

Valid till: 18.04.2031

(MASSA MEMBER)

## URGENT REQUIREMENTS

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

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

### WE URGENTLY REQUIRE FOR OUR BULK FLEET VESSEL

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

d'Amico lifts the title of  
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- 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.

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#### TECHNICAL SUPERINTENDENT, MUMBAI

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

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#### 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.

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

Please forward your CV on:

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Contact No. :

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

### DELHI OFFICE:

JA 912 & 914, 9th Floor, DLF Tower A,  
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Tel: +91-11-41658541 / 46075160

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

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



## SHORE JOB REQUIREMENTS:



**MARINE SUPERINTENDENT**  
Master Mariner with sailing experience on Gas Tanker.



**ACCOUNTS & FINANCE HEAD**  
Must hold professional accounting certification CA / ICWA with min. 5-8 yrs of experience in Shipping industry.



**SOURCING EXECUTIVE**  
Must hold MBA in HR with 1-3 yrs of experience in a ship management company.



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



**TECHNICAL SUPERINTENDENT**  
Chief Engineer with sailing experience on Gas Tanker.

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- Ⓜ AB
- Ⓜ Chief Officer
- Ⓜ 2nd Engineer
- Ⓜ Bosun
- Ⓜ 2nd Officer
- Ⓜ 3rd Engineer
- Ⓜ Fitter
- Ⓜ 3rd Officer
- Ⓜ 4th Engineer
- Ⓜ Oiler
- Ⓜ ETO
- Ⓜ Pumpman
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| • Third Officer                 | • Bosun   |
| • Second Engineer               | • AB      |
| • Third Engineer                | • MTM     |
| • ETO (with COC III/6 or III/7) | • Fitter  |

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

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

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ALL RANKS

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 RPSL-MUM-1022, Valid till 19th June 2029

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2/O, 3/O, Jr. officer	Mr. Pradeep Jadhav - 7304452361 pradeepjadhav@sishipping.com	3/E, 4/E, Jr. Engg, Pumpman, Fitters	Mr. Alston - 7208911344 alston@sishipping.com
Back Up All Ranks	Mr. Dilip Pandit - 8655797742 dilippandit@sishipping.com	Oiler, AB, OS, Cook	Mr. Yogesh Gawde - 8655686476 yogeshgawde@sishipping.com

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## Requirements in Ownership Company!

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

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

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

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

### 03 DP 1, 2 & 3 Vessels

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

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

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

**BECOME A PART OF OUR EXPANDING  
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**REQUIREMENTS FOR  
OIL/CHEM TANKER**

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

**REQUIREMENTS FOR  
BULK CARRIERS**

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

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

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

**REQUIREMENTS FOR  
PCTC / CAR CARRIER**

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

**\*Rank Experience Needed For All.**

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

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

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Phone No.: 022 6819 3965  
WhatsApp: +91 98404 54510 / +91 98704 26846

**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 on similar type of ship. Any National COC is acceptable. Salary as per market standards.*

Interested candidates please share CVs to : [manning@auburnships.com](mailto:manning@auburnships.com)

Please directly contact us on: +91 77383 90219  
We do not have any agency services.

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



# ALBA MARINE SERVICES PVT. LTD.

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

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

- > **MASTER**
- > **CHIEF OFFICER**
- > **CHIEF ENGINEER**
- > **2nd ENGINEER**
- > **2nd OFFICER**
- > **3rd ENGINEER**
- > **3rd OFFICER**
- > **ETO**
- > **AB**
- > **OILER**
- > **FITTER**
- > **CHIEF COOK**

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WE MANAGE A FLEET  
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YOGITA- 8828011486 / SANDHYA- 7710043784



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

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

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for Ratings  
w.e.f.  
01.01.2026

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Requirements for  
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- Fourth Engineer



Contact Details:  
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**CHELLARAM SHIPPING PRIVATE LIMITED**

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J. Shankar Sheth Road, Mumbai - 400 002, India.  
Ph : 91-22-22070035 / 40273000 / 66357345 / 46

+91 9833319202

Apply on Email: [recruit@chellship.co.in](mailto:recruit@chellship.co.in)

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



## Vacancies

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

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Mumbai - 400059.

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

[www.torm.com](http://www.torm.com)  
RPSL No: MUM-011 - Valid till 10.06.2031

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

### RATINGS & CREW:

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

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Sailing Experience as Chief Engineer  
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**SAILING TECHNICIAN**  
Experienced Diesel Mechanic  
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Please send your resume:

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

### ADDRESS:

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Thane, Maharashtra 401107, India.

☎ +91 90290 03060

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

🌐 [www.shanshipmanagement.com](http://www.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.

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

**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  
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--	--

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**AT GURUGRAM:**

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

**WE HAVE NO AGENTS IN INDIA.****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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<b>Preferred age for Sponsorship:</b>	< 24 yrs as on 01/09/2026
<b>No of seats:</b>	120
<b>Batch start date:</b>	September 2026
<b>Passport:</b>	Compulsory
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- › Third Engineers
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License No. RPSL - MUM - 320 | DOI : 20.08.2024 | DOE : 20.08.2029

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**TRITON MARITIME PVT. LTD.**

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

Mumbai (Parekh Group)

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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

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

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

ALL RATINGS SHOULD APPLY. VALID PCC / CANCELLATION MUST.

We Are Hiring Following Personnel For Our AHTS In Cochin:

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

ALL RATINGS SHOULD APPLY. VALID PCC REQUIRED.

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

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

Share Your CV At [crewing@triton-maritime.com](mailto:crewing@triton-maritime.com)

Contact No.: +91 8600842570 / 9820952983



Police Clearance Certificate Or Pass Cancellation Mandatory.

WE HAVE NO AGENTS.

**ICOON MARINE PRIVATE LTD.**

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

**WE ARE HIRING**

**MR TANKER - OIL TANKER**

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- ◆ Chief Engineer
- ◆ Third Engineer
- ◆ Fourth Engineer

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

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

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Suraj Johnson: +91 8655643356

Email Id- [recruitment@apollomaritimegroup.com](mailto: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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# SEARLAND MANAGEMENT SERVICES PVT. LTD.



RPSL No.: MUM-489

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

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

- \* SECOND ENGINEER \* ETO WITH COC
- \* FOURTH ENGINEER

**INDIAN COC ONLY & SULZER EXP.**

**REQUIREMENTS FOR TANKER FLEET:**

- \* SECOND ENGINEER \* PUMPMAN
- \* ETO WITH COC \* OILER
- \* MESSMAN

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

- \* CHIEF ENGINEER \* SECOND ENGINEER

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

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

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

**CONTAINERS / BULK**

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- CHIEF ENGINEER
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- ASM reward for Top four officers.
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- PSF (Personal Saving Fund) attractive personal fund created for all officers with monthly contribution only from the company.
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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.

## CONGRATULATIONS

# MR. ROHIT KUMAR YADAV

*An inspiring Journey from Pratappgarh to Excellence at SEA*



Shri Sanjay Kewalramani – COO Ocean Sparkle Limited felicitating Mr. Rohit Kumar Yadav

We extend our heartfelt congratulations to Mr. Rohit Kumar Yadav on his remarkable achievement and exemplary career Progression. He was awarded by Directorate General of Shipping in the recently concluded Seafarers Day 2026 function as **Topper in Class III NCV SEO**.

Hailing from a small town of Pratappgarh, Uttar Pradesh, Rohit's journey is a true testament of Perseverance, Dedication, and unwavering commitment. Starting his maritime career after completing his GP Rating course, he joined Ocean Sparkle Limited as Engine Cadet on Ocean Emerald in 2016 and steadily rose through the ranks through hard work, loyalty and professional excellence.

His outstanding performance, including achieving top marks in the MEO Class III NCV SEO examination and earning appreciation from DG Shipping reflects his determination to excel against all odds. Rohit's inspiring journey from a humble background to becoming a respected marine professional demonstrates that with dedication, discipline and perseverance, no dream is beyond reach. He stands as a source of inspiration for aspiring seafarers across the country.

We congratulate him on his achievements and wish him fair winds, following seas and continued success in all his future endeavours.



## HOLY ANGEL MARINE SERVICES PVT. LTD.

D.O.I: 04.01.2018 / D.O.E: 29.09.2027 **RPSL/CHN/045**  
**URGENT REQUIREMENT FOR 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**

24 x 7 - 78456 96077  
 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)

**Happy Birthday To You**

CO - Sijo Johnson  
 D/Cadet - Sarathi  
 TME - Dinesh Kumar  
 D/Fitter - Jai Prakash  
 E/Fitter - Sarangdhar  
 A/B - Vignesh & Sumit  
 Oiler - Rajkishore

**Corporate Office**  
 No.1, Peraira Santhu, Tuticorin - 628 001. Tamil Nadu.  
 Ph: 0461 - 400038

**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**

# Eastaway

A member of X-Press Feeders' group

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

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

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



## URGENT REQUIREMENTS FOR:

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

(with previous experience in applied rank)

### Eastaway (India) Private Limited

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

CALL/WHATSAPP:

Sr. Officers - +91 7678028220

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WEBSITE: [www.eastaway.com](http://www.eastaway.com)

ADDRESS:

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



## COMPANY BENEFITS:-

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

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