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DG Shipping, Govt. of India



Capt. Philip Mathews
Director, Seven Island Maritime
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Capt. Shiv Halbe
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Capt. Girish Phadnis
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Capt. Ashok Kumar Menon
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Capt. Nalin B. Pandey
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Capt. Ajay Achuthan
MD, Synergistic Solutions



Capt. Vipin Talwar
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Travel and Partner at Ocean Hospitality

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We are pleased to introduce the panel that will evaluate the seafarers nominated by the company.



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Engineers (India) Mumbai



Mr. Rajeev Nayyar
President, Institute of Marine
Engineers India



Mr. Sanjeev Mehra
Hon Secretary, The Institute of
Marine Engineers (India) Mumbai



Capt. Nitin Shailendra Mainkar
Academic Advisor



Capt. Jitender S Kanwar
Former MD,
MOL Maritime India Pvt Ltd



Capt. Michael de Menezes



Mr. Francis Akkara
Asst. Director & VP, Anglo-Eastern
Maritime Training Centre



Capt. K. Devadas
Former Director, The Shipping
Corporation Of India



Mr. Prasad Nayak
General Manager (Training) at
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On Youtube:
30th November 2024,
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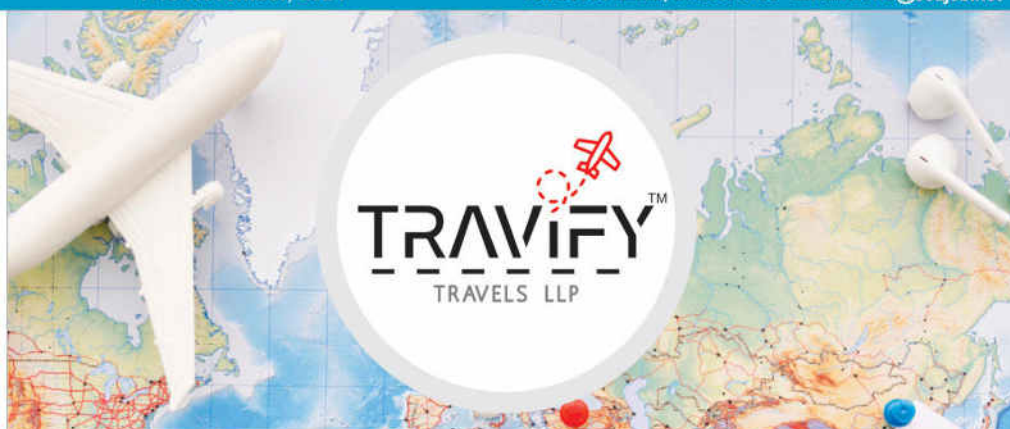
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RPSL-MUM-162043
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Valid Till 01.10.2025

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- ✓ JOBS ASHORE
- ✓ FAMILY CARRIAGE



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CRUDE OIL TANKERS | CHEMICAL TANKERS (Type II) | VLGC | BITUMEN | PRODUCT | CONTAINERS | BULK | HEAVY LIFT | GENERAL CARGO

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Chief Officer, Second Engineer - **VLCC Tankers**
Master, Chief Officer, Chief Engineer, Second Engineer, ETO - **Heavy Lift**
Chief Officer, Chief Engineer, Second Engineer, ETO - **Container**
Master, Chief Officer, Second Engineer, ETO, GE - **VLGC**
Chief Officer, Second Engineer - **Crude Oil Tanker**

RATINGS

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Bosun, AB, Fitter, OS - **Gas Carrier**
Bosun, AB, Fitter, Oiler - **Container/Bulk**

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TEL: 022-68527777

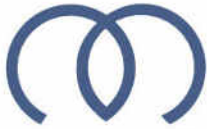
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S. Nos 34 Part A and 65 Part, Block 6, Alandur Village,
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WEBSITE: www.marshal-shipmanagement.com

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

CIN : U35111MH2001PTC133762

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URGENT REQUIREMENTS

LARGE CONTAINER VESSELS

- Chief Engineer • Second Engineer
- Third Engineer • Fourth Engineer

PCTC (Pure Car & Truck Carrier)

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

- Master • Chief Engineer • Second Engineer • Third Engineer

LNG

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

CHEMICAL TANKERS (Parcel Tankers)

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

IGF TANKER (Dual Fuel Chemical Tanker)

- Chief Officer • First Assistant Engineer • ETO

VERY LARGE CRUDE TANKERS (VLCC)

- Chief Officer (with Master COC) • Third Officer

OIL - CHEMICAL TANKERS

(with experience of sailing in Ice conditions)

- Chief Officer • Third Officer • ETO

VERY LARGE GAS CARRIERS (VLGC)

- Chief Officer (with Master License)
- First Assistant Engineer • Gas Engineer • ETO

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

Contact Persons - Officers : Ms. Ritu Pandey - 8291100570
Ms. Daisy Fernandes - 8657950693

RATINGS (with valid US Visa and SID)

Chemical Tankers (Parcel Tankers)

(preferred with parcel tanker experience)

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

Oil - Chemical Tankers

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

Very Large Crude Tankers (VLCC)

- ▶ Pumpman ▶ Bosun

Container

- ▶ Bosun ▶ Able Seaman ▶ Fitter ▶ Oiler ▶ Wiper ▶ Chief Cook

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- Experience on X-DF Engines is highly desirable

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Location : Mumbai Office

- ▶ Sr. Manager - Fleet Personnel (CE / Master with LNG background)
- ▶ Sr. Executive / Asst. Manager - Fleet Personnel, experience in handling officer ranks recruitment
- ▶ Manager (HR) - Oversee all HR functions, includes recruitment, front office management, inventory control, & staff management.
- ▶ Manager (Finance) - Qualified CA with a few years of industry experience.

Location : Delhi Office

- ▶ Sr. Manager - Fleet Personnel (CE / Master with Oil, Chem background with strong preference and orientation towards Crewing & Training operations.

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Contact Person: Ms. Ritu Pandey - 8291100570



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

OIL TANKERS

- **Chief Officer** with 12 months rank experience on Crude Oil/Product Tankers.
- **Chief Engineer** with 15-18 months rank experience in Oil Tanker Crude/Product.
- **Second Engineer** with 12 months in Oil Tanker Crude/Product.
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 to 18 months rank experience & with similar type of vessel mentioned.

CHEMICAL TANKERS

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

GAS TANKERS – VLGC/LNG/LPG CARRIERS

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

CONTAINERS

IMMEDIATE VACANCIES FOR OUR RAPIDLY EXPANDING FLEET OF CONTAINER VESSELS INCLUDING NEW YARD DELIVERIES AND TAKEOVERS

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



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- **Deputy HSEQA Superintendent – Mumbai/ Chandigarh**
Candidate should have sailed as Master onboard a merchant vessel, preferably Gas Tankers. Experience – minimum 1 year as Master or 2 years as Chief Officer.
- **Marine Superintendent – Chennai & Mumbai**
Candidate should have sailed as Master onboard a gas carrier/bulk carrier/container vessel. Experience – minimum 1 year as Master.

SIMS FACULTY

- **Nautical Faculty for SIMS – Mumbai & Lonavala**
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Core responsibilities: - quality control for daily sampling and analysis to ensure reliability, certainty and integrity of test results (natural gas feedstock, water, refrigerants and process intermediate plant streams as well as final products i.e. LNG).

- all relevant environmental sampling and analysis, such as flue gas emission and water disposal quality.
- maintain laboratory equipment and apparatus, chemical and glassware store.
- all laboratory tasks are in-line with the Company standard and safety regulations.

Qualification (With BOSIET + HUET Certificates): Bachelor of Science Degree - Chemistry

Experience: 8 to 10 years in Oil & Gas business preferably LNG Operation.

WORK PERMIT ENGINEER

Core responsibilities: - correct and strict implementation and assessing of the Company operations, Permit to Work System implemented on-board - responsible for ensuring that requirements for safe execution of work are clearly understood and adhered to.

Qualification (With BOSIET + HUET Certificates): Bachelor of Science or equivalent.

Experience: 10 to 15 years in the Oil & Gas business preferably LNG Operation.

PRODUCTION SHIFT COORDINATOR

Core responsibilities: Ensure safe, reliable and efficient production operations of the plant, to achieve the production targets in terms of productivity, efficiency of operations and availability.

Qualification (With BOSIET + HUET Certificates): Bachelor of Engineering (Chemical Eng. preferred).

Experience: 10 to 15 years in the Oil & Gas business preferably in LNG plants and a minimum of 5 years in a supervision / coordination position.

TOPSIDE & UTILITIES SUPERVISOR

Core responsibilities: Lead operation activities at site, outside the CCR, supervising the Field Operators, ensuring safe and efficient operations of the facility.

Qualification (With BOSIET + HUET Certificates): Bachelor of Engineering (Chemical Eng. preferred).

Experience: 10 to 12 years of experience in the Oil and Gas Business preferably in LNG Plants with a preferred previous experience in a supervision/coordination position.

CONTROL ROOM SUPERVISOR

Core responsibilities: Lead operations activities inside the Plant Control Room, supervising the Control Room (CCR) Operators.

Qualification (With BOSIET + HUET Certificates): Bachelor of Engineering (Chemical Eng. preferred).

Experience: 12 years in the Oil & Gas business, with special preference to presence in Control Room, and preferably in LNG plants.

CONTROL ROOM OPERATOR

Core responsibilities: Safely and efficiently operate and control the Inlet Facilities, Topside and Hull Utilities and Storage Units, from the Central Control Room and through the Integrated Control Safety System.

Qualification (With BOSIET + HUET Certificates): High Technical School Degree.

Experience: 9 years in the Oil & Gas business, with special preference to presence in the Control Room, preferably in LNG plants.

FIELD OPERATOR

Core responsibilities: Safely and efficiently operate the Inlet Facilities, Utilities and Storage & Loading Units from the site, outside the Central Control Room.

Qualification (With BOSIET + HUET Certificates): High Technical School Degree.

Experience: 9 years in the Oil & Gas business, preferably in LNG plants.

MARINE SUPERINTENDENT

Core responsibilities: Generally responsible to ensure the preservation of marine systems' integrity, functionality and efficiency, and to ensure a safe, reliable, and efficient execution of marine operations activities, in compliance with all required rules, regulations, procedures, and practices.

Qualification (With BOSIET + HUET Certificates): Class-I Marine Ceng or Class-I Deck Officer with LPG and Oil Cargo Endorsements. Holding OIM Certificate of Competency as per IMO Res A.1079(28).

Experience: 10 to 15 years accumulated Offshore/FLNG/FPSO experience preferably with similar offshore unit for atleast 5 years.

LOADING MASTER

Core responsibilities: Day-to-day marine operations activities related to the offloading operations of LNG, LPG and Condensate Cargoes.

Qualification (With BOSIET + HUET Certificates): Class-I Deck Officer CoC with Gas and Oil Cargo Endorsements. Holding Barge Supervisor CoC as per IMO Res.A.1079(28).

Experience: 10 years of Accumulated LPG and Oil STS handling/Shipping/FLNG/FPSO experience. Preferably similar offshore/exposed. LNG/LPG/OIL STS for atleast 3 years.

LIFTING SUPERVISOR

Core responsibilities: Overseeing all lifting operations in a maritime offshore environment. This role requires expert advice on how and when lifting operations should be performed to ensure safety and efficiency.

Qualification (With BOSIET + HUET Certificates): Minimum: Crane Operator-Stage3; LOLER; Bachelor's degree or equivalent in Marine Science, Engineering, or a related field is a plus.

Experience: At least 5 years of focused experience in offshore lifting operations, a solid understanding of health and safety regulations, and the ability to lead and inspire a team.

RIGGERS

Core responsibilities: Aligning and anchoring the machinery, attaching loads, controlling the movement of heavy equipment, and ensuring the rigging is safe for use.

Qualification (With BOSIET + HUET Certificates): Qualification of Rigger.

Experience: Minimum 3 years experience.

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 Capt. Russel Coelho (Marine Superintendent): T: +91 22 4979 5601 (For Officers)
 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)

Chennai Branch:

Mr. Albert Joseph: +91 9790959188
 Add: SPACES - Chennai Express Avenue, 6th Floor, EA Chambers, Tower II,
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(Rank Experience)

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(Rank Experience with Motor/Steam/Dual Licence)

RATINGS

LPG VESSELS

(Rank Experience on LPG Vessel)

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WIPER / CH. COOK**

DRY VESSELS

ENG. FITTER

(No.1 Oiler)

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9831135558

9940487493
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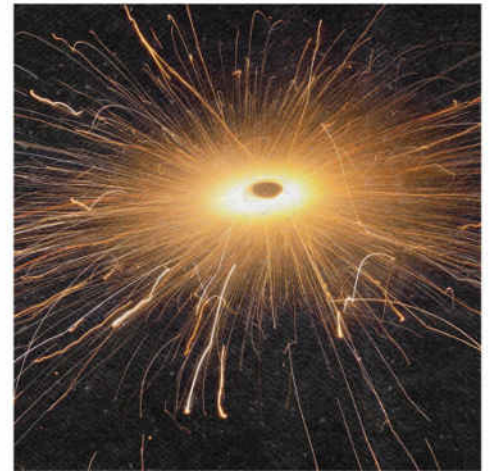
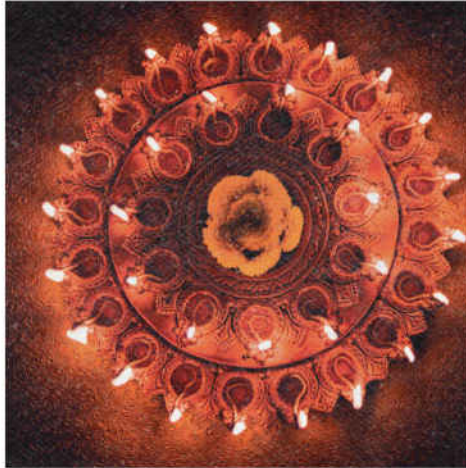
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- * 3RD OFFICER
- * CHIEF ENGINEER
- * 2ND ENGINEER
- * 3RD ENGINEER
- * ELECTRICAL OFFICER
- * PUMPMAN
- * FITTER
- * BOSUN
- * AB
- * MOTORMAN
- * CHIEF COOK

FEEDER CONTAINER

- * CHIEF OFFICER
- * CHIEF ENGINEER
- * 2ND ENGINEER
- * 3RD ENGINEER
- * ELECTRICAL OFFICER
- * ABLE SEAMAN

OIL / CHEM TANKER

- * MASTER
- * CHIEF OFFICER
- * 2ND OFFICER
- * 3RD OFFICER
- * CHIEF ENGINEER
- * 2ND ENGINEER
- * 3RD ENGINEER
- * ELECTRICAL OFFICER
- * PUMPMAN
- * FITTER
- * BOSUN
- * AB
- * MOTORMAN
- * CHIEF COOK

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- * 3RD ENGINEER

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- ▶ **ETO / Electrical officer** - 12-month rank exp.

Bulk Carrier:

- ▶ **Master**
- ▶ **Chief Officer**

VLCC Tanker:

- ▶ **Master & Chief Officer**
with 15 months in rank experience

General Cargo Vessel:

- ▶ **Master** - with 18 months in rank experience
- ▶ **Chief Office** - with 12 months in rank experience
- ▶ **Chief Engineer** - with 18 months in rank experience
- ▶ **2nd Engineer** - with 12 months in rank experience
- ▶ **ETO** - with 12 months in rank experience (with/without COC)

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- ◆ Third Officer
- ◆ Chief Engineer
- ◆ Second Engineer
- ◆ Third Engineer
- ◆ ETO

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- ◆ Master
- ◆ Chief Officer
- ◆ Chief Engineer
- ◆ Second Engineer
- ◆ ETO
- ◆ Able Seaman
- ◆ Oiler

BULK CARRIER / CONTAINER / GENERAL CARGO :

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- ◆ Chief Engineer
- ◆ Second Engineer
- ◆ ETO

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

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(Open Hatch General Cargo Vessel)

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- ❖ Chief Engineer
- ❖ 1st Asst. Engineer

PCC

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- ❖ Chief Engineer
- ❖ 1st Asst. Engineer
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CONTACT US:

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Contact : Mr. Vinay Kumar
Mob : 98100 65413

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5	Basic Safety Training	12 Days	17	Medical Care (Refresher)	1 Day
6	GTFC	5 Days	18	MFA - REF	1 Day
7	OTCT	6 Days	19	PSCRB - REF	1 Day
8	TASCO	10 Days	20	AFF - REF	1 Day
9	CHEMCO	10 Days	21	PST - REF	1 Day
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To The Readers ...

The Power Of Your Presence

In life, your presence holds immense power—but only when it's valued. Being in the right place, where your presence is acknowledged and respected, can shape how you're seen and how you feel.

When you grasp the power of your presence, you realize that not every venue or situation deserves your energy. Your presence should not merely fill a space; it should enrich it. When you are in the wrong place, your potential is diminished. But when you stand firm in your beliefs, your presence becomes a beacon of value and inspiration.

Recognition often comes late, not because your efforts lack merit, but because people fear that acknowledging others might somehow diminish their own status. Insecurity and competition cloud their judgment, making them reluctant to praise the work of those around them. It's a reflection of human nature—greed, selfishness, and a reluctance to share the spotlight.

People will value your presence when it brings purpose and authenticity. It's not about being everywhere, but about being intentional with where and how you show up. When you are fully engaged, offering your unique insights and energy, others begin to identify the value of your presence. Value is built through consistency, by contributing meaningfully, and by making those around you feel seen and understood. Ultimately, people will value your presence when it enhances the space you occupy, leaving it better than before.

Those who hold self-doubt often find themselves stagnant, their fears

anchoring them to a life unfulfilled. Conversely, confidence—rooted in self-awareness—empowers you to take the necessary steps towards your aspirations. It's not just about projecting strength; it's about embracing your authentic self and recognizing the unique contributions you bring to the table.

Project yourself in a way that your presence becomes undeniable. Stand confidently in your core beliefs, allowing your essence to inspire others.

There are those who hold you in high regard and those who seek to undermine you, but your energy should remain unabated, because your supporters will always silence the critics.

At seajob.net, we recognize the significance of seafarer's presence within the marine industry. We aim to be a hope for every seafarer, providing opportunities that empower individuals to realize their potential. Your presence should not only be felt but also spark motivation in others, guiding them on their journeys.

As we celebrate the festival of lights this Diwali, let it serve as a reminder to illuminate the spaces where your presence is most valued. May this Diwali bring you joy, prosperity, and the recognition you truly deserve.

God Bless You
Roni Abraham
Editor



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● Not everything that is faced can be changed, but nothing can be changed until it is faced.

➔ James Baldwin

● It is never too late to be what you might have been.

➔ George Eliot

● The best way to predict the future is to invent it.

➔ Alan Kay

● The mind is like a parachute. It doesn't work if it is not open.

➔ Frank Zappa

● We do not remember days, we remember moments.

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Guest Column

MR. SUBRAT KULSHRESTHA
- Marine Lawyer



GUIDANCE ON MARITIME CLAIMS

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

POLLUTION CLAIMS

1.4.1.1.1.2 Channelling

The channelling provisions debar claimants from bringing claims for "oil pollution damage" within the meaning of the convention against parties other than the registered owner and thereby minimise the complications which can arise were claims to be brought against multiple defendants. Therefore, claims for "oil pollution damage" cannot be brought against other possible targets such as the servants and agents of the shipowner or the crew, pilot, charterers, managers, operators and salvors of the vessel unless it is proved that the damage resulted from their personal act or omission committed with intent to cause such damage, or recklessly and with knowledge that such damage would probably result.

Such channelling provisions also assist in the provision of compulsory liability insurance since all available liability insurance resources can be concentrated and thereby provide higher levels of cover than those which could otherwise be provided if such resources were to be dissipated between various defendants.

However, the 'channelling' system can be avoided even in countries that have adopted the CLC regime. For example, in the case of the ERIKA, the European Court of Justice (ECJ) considered whether various parties were liable for the costs incurred in the cleaning-up and disposal of substantial quantities of oil which had been lost from the ERIKA and which had been deposited on the shoreline mixed with water and sediment. The court held that such a mixture constituted 'waste' for the purposes of a EU Directive which imposed strict liability on waste producers and holders for the cost of waste disposal and management if their conduct had contributed to the risk of pollution. The court seems to have recognised that although the 'channelling' provisions of the CLC 1992 enabled Total as charterer to avoid liability for "pollution damage" as defined in the CLC Conventions, a charterer could still be held liable as a 'producer' or 'holder' of the 'waste' under the EU Directive. Consequently, Total was obliged to collect, recover and dispose of the oily mixture.

1.4.1.1.1.3 Claims for 'Oil Pollution Damage'

CLC 1969 applies only to 'oil pollution damage' that has been caused in the territorial waters of states that have accepted that convention, but pollution damage is extended under CLC 1992 to the exclusive economic zone (EEZ) of a contracting state, which normally extends to 200 nautical miles from the baselines from which the territorial sea is measured.

Claims will be subject to the CLC regime only if they are for 'oil pollution damage' as defined in the CLC Conventions. If they are not claims which fall within that definition then the CLC regime does not apply and liability will be determined in accordance with the provisions of other conventions or the provisions of local law in the country where the pollution occurred.

In the majority of cases, claims will be allowed for:

- Costs and expenses incurred in order to prevent pollution damage following a spill, or to clean up and restore polluted areas and property;
- Loss or damage caused by physical contamination of property, e.g. the soiling of recreational boats or fishing nets, or the clogging of water intakes to a production facility, or economic losses incurred as a result of such events regardless of whether or not the claimants have been directly affected by contamination, e.g. fishery and tourism losses, as well as damage or losses caused by clean-up and restoration activities;
- Costs and expenses incurred in restoring damaged natural resources that have no direct economic value, e.g. beaches, mangroves, marshlands, coral reefs and their wildlife flora and fauna habitats. Even if such restoration cannot be carried out, claims

for losses which can be shown to have arisen as a direct result of the incident may be allowed.

However, although CLC 1992 has expanded the scope of qualifying claims, there may still be 'grey areas' where it is uncertain whether or not a particular claim will be covered. The CLC and Fund Conventions do not themselves specify whether claims will or will not be qualifying claims but the IOPC Fund has published a Claims Manual which gives guidance as to the types of claims which are likely to be accepted or rejected and these guidelines will normally be the determining factor. The IOPC Fund also publishes a periodic report itemising Incidents Involving IOPC Funds.

1.4.1.1.1.4 Strict Liability

Under the CLC regime claimants do not need to produce evidence to show how the incident happened, or to prove fault on the shipowner's part. The mere occurrence of "oil pollution damage caused by oil which has escaped or been discharged from the ship as a result of an incident" is sufficient to establish liability unless the shipowner is able to prove that the damage was:

- The result of an act of war, hostilities, civil war or insurrection; or
- The result of a natural phenomenon of an exceptional, inevitable or irresistible character; or
- Was wholly caused by an act or omission done with intent to cause damage by a third party; or
- Was wholly caused by the negligence or other wrongful act of any government or other authority responsible for the maintenance of lights or other navigational aids in the exercise of that function.

1.4.1.1.1.5 Limitation of Liability

The CLC regime provides that the liability of the shipowner is to be capped at the maximum compensation applicable under the various conventions. This can be seen as a measure to counter-balance the virtual strict liability which an owner is likely to face. However, the right of the shipowner to limit his liability in this way may be lost if he is guilty of certain conduct. The nature of the conduct that is necessary to debar the right to limit is different under the two conventions. Under CLC 1969 the right to limit is lost if the incident has been caused by fault and privity on the part of the shipowning company. Therefore, in certain cases, the right to limit could be lost if there were to be personal negligence on the part of the alter ego (i.e. the higher management) of the shipowning company itself (but not, for example, on the part of the master, unless the master was also the owner.) However, under CLC 1992, the right of a shipowner to limit liability will be lost only if it is proved "that the pollution damage resulted from his personal act or omission, committed with intent to cause such damage, or recklessly and with knowledge that such damage would probably result." This is a more difficult test for a claimant to overcome and should in normal circumstances be virtually unbreakable.

In both cases, the relevant conduct must be that of the alter ego of the shipowning company. Therefore, in the majority of cases, it is the conduct of the higher management of the shipowning company which will be relevant. However, it has seldom been necessary in practice for claimants to challenge the shipowner's right of limitation under CLC since even if claims exceed CLC limits, the additional compensation available under the Fund Conventions has normally been sufficient to satisfy such claims in full.

To be continued in next article.....

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



SMYL ZONE



In an economics class a teacher asked the class, "What do you call a factory that makes good products?" The students yelled "A satisfactory!"



Why did the cookie cry? Because its mom was a wafer (away for) so long!



Grandchild: "Grammy why did you give me a fish wearing a bow tie as my birthday gift?"



Grandma: "Because I want you to become Sofishticated!"

On Halloween, all toys had a secret party. Everyone was jovial except the teddy bear.

Toy-Car: "Why don't you have some dessert, Ted? it'll cheer you up!"
Teddy Bear: *sobs loudly* "Can't you see? I'm stuffed!"



What do you call a sleeping bull? A bulldozer!



Why did the chicken join a band? Because it had the drumsticks!



Friend 1: "What would happen if we had a dog who could calculate stuff for us?"



Friend 2: "We would have a friend we could count on!"

Robert: "Hey Joey, why do you look so sad?"



Joey: "I had a kid's meal at McDonald's."

Robert: "But you love those, wasn't it good?"

Joey: "Oh it was great! But the kid's mom called the cops on me."

What did 2 tell 3 when they saw 6 acting like an idiot? Don't worry about him—he's just a product of our times.



Man: "I really need to do something about my financial struggles, they are the root cause of all my stress."

Therapist: "Start with small savings, little victories are powerful. Save your coins in a jar every day to see how fast they add up."

Man: "I'm sorry, I can't."

Therapist: "Why not?"

Man: "I am afraid of change."



Why did the man throw butter? He wanted to see a butterfly



Q: Why should you never iron a four-leaf clover?



A: You should never press your luck!

Q: What did the grape say when the elephant trod on it?



A: Nothing, it just gave a little wine.

A man took his dog to the vet. "Sorry," said the vet, "but your dog is dead". Distraught man asks the vet for a second opinion-- the vet brings in the practice cat. Cat sniffs around- no response from dog. Vet says "sorry, but your dog is dead". Man insists on a third opinion, so vet brings in the practice labrador. Practice dog sniffs around--no response from man's dog. Reluctantly the man accepts his dog is dead. On the way out, the receptionist gives him a bill for £1000. "Good grief, what is this for?" "Well, said the receptionist, "it's £50 for the vet, £300 for the catscan and £600 for the lab report.



Rob: "If you behave in this manner, you will drive your customers away!"

Tod: "But that's my job, you know."

Rob: "How?"

Tod: "I am a taxi driver!!!"





SHIPPING NEWS

VULNERABILITY OF SUPPLY CHAINS EXPOSED AS GLOBAL MARITIME CHOKEPOINTS COME UNDER PRESSURE

The global economy, food security, and energy supplies are at increasing risk due to vulnerabilities at key maritime routes. The Review of Maritime Transport 2024 from UN Trade and Development (UNCTAD) reveals that critical chokepoints such as the Panama Canal (connecting the Pacific and Atlantic Oceans), the Red Sea and the Suez Canal (linking the Mediterranean Sea to the Indian Ocean via the Arabian Peninsula), and the Black Sea (an important hub for grain exports) are under severe strain. A combination of geopolitical tensions, climate impacts, and conflicts have shaken global trade, threatening the functioning of maritime supply chains.

Maritime trade, which grew by 2.4% in 2023 to reach 12,292 million tons, began to recover after a contraction in 2022. However, the future remains uncertain. The report projects a modest 2% growth for 2024, driven by demand for bulk commodities like iron ore, coal, and grain, alongside containerized goods. Yet, these figures mask deeper challenges. Container trade, which grew by just 0.3% in 2023, is expected to rebound by 3.5% in 2024, but long-term growth will depend on how the industry adapts to ongoing disruptions, such as the war in Ukraine and rising geopolitical tensions in the Middle East. Meanwhile, the supply of container ship capacity grew by 8.2% in 2023. Disruptions at key maritime chokepoints, which temporarily increased demand for ships by lengthening shipping routes, have helped ease the issue of overcapacity. However, if shipping routes return to normal, the imbalance between supply and demand could lead to container vessel overcapacity.

Disruptions at major maritime chokepoints

Key shipping routes have faced significant disruptions, causing delays, rerouting, and higher costs. Traffic through the Panama and Suez Canals – critical arteries of global trade – dropped by over 50% by mid-2024, compared to their peaks. This decline was driven by climate-induced low water levels in the Panama Canal and the outbreak of conflict in the Red Sea region affecting the Suez Canal. Meanwhile, the tonnage of ships transiting through the Gulf of Aden and the Suez Canal fell by 76% and 70% respectively, compared to late 2023.

Cargo rerouting around the Cape of Good Hope (southern tip of Africa) has surged, with ship capacity arrivals increasing by 89%. While this helps maintain the flow of goods, it adds significantly to costs, delays and carbon emissions. For example, a typical large container ship carrying 20,000–24,000 Twenty-Foot Equivalent Units (TEUs) on the Far East-Europe route incurs an additional \$400,000 in emissions costs per voyage under the European

Union's Emissions Trading System (ETS) when diverting around Africa instead of using the Suez Canal.

Longer routes, higher costs

These longer routes have led to increased port congestion, higher fuel consumption, crew wages, insurance premiums, and exposure to piracy. Global ton-miles rose by 4.2% in 2023, driving up costs and emissions. By mid-2024, rerouting vessels away from the Red Sea and Panama Canal had increased global vessel demand by 3% and container ship demand by 12%, compared to what it would have been without these disruptions. This added significant pressure to global logistics and strained supply chains.

Port hubs like Singapore and major Mediterranean ports are now under pressure, as they cope with growing demand for transshipment services due to the rerouting of vessels. Congestion in these ports is adding another layer of complexity for global transport and trading networks.

Small island states and vulnerable economies hit hardest

The disruptions and rising costs are not affecting all countries equally. Small Island Developing States (SIDS) and Least Developed Countries (LDCs) are experiencing the worst impacts. An analysis suggests that if the rise in container freight rates observed between October 2023 and June 2024 and caused by the disruptions in the Red Sea and Panama Canal continues until the end of 2025, global consumer prices could rise by 0.6% by the end of 2025. For SIDS, the potential impact is even more severe, with prices increasing by 0.9%, and processed food prices possibly rising by 1.3%.

SIDS economies rely heavily on shipping for essential imports, but their maritime connectivity has declined by 9% on average over the past decade, making their isolation more pronounced. Today, on average, SIDS are ten times less connected to global shipping networks compared to non-SIDS countries.

Adapting to climate change and building resilience to wide-ranging disruptions

The report highlights the urgent need for the maritime industry to build resilience against the growing impacts of climate change and other disruptions. Extreme weather events are disrupting port and shipping operations more frequently, posing safety risks, delaying operations and transit times and driving up costs. These disruptions also have legal implications, as companies must now factor climate risks into shipping contracts – to minimize losses and legal disputes, keep trade flowing and insurance affordable.



Building resilience across maritime chokepoints, transport and logistics in the face of multiple disruptions requires a comprehensive sector-wide approach. This includes capacity building and investments in infrastructure, services, workforce development, technology, partnerships and collaborative initiatives.

Accelerating the shift to low-carbon shipping

With global emissions continuing to rise and the International Maritime Organization (IMO) adopting more ambitious greenhouse gas emission targets in 2023, the need for rapid decarbonization is critical. However, progress remains slow as the transition to greener ships and low carbon fuels is still in its early stages. Fleet renewal has been hampered by uncertainty over future fuels and technology. By early 2024, only 50% of new ship capacity orders were for vessels capable of using alternative fuels. Meanwhile, scrapping older ships has slowed due to the high freight rates and increased demand for vessels following the rise in shipping distances.

Addressing fraudulent ship registration

Another pressing issue is the rise of fraudulent ship registrations

and registries, undermining safety, security, pollution control, and seafarer welfare. This is compounded by a growing “dark fleet” of ships that operates under the radar, bypassing international regulations. UNCTAD calls on United Nations Member States and industry stakeholders to actively support IMO work to combat these fraudulent practices.

Key recommendations

As the maritime industry faces growing challenges, UNCTAD’s report urges coordinated efforts to navigate, adapt and thrive in this complex environment. It calls for addressing disruptions at maritime chokepoints, investing in low carbon and green shipping, enhancing port efficiency and adaptation, mainstreaming trade facilitation to improve hinterland connectivity and combating fraudulent ship registration. Additionally, the report emphasizes the importance of monitoring freight market developments, assessing trends in shipping rates and their impacts supporting vulnerable economies. By taking these steps, countries and their maritime industries can build a more resilient and sustainable future.

WÄRTSILÄ AND QATAR SHIPYARD TECHNOLOGY SOLUTIONS PARTNER TO PROVIDE CUSTOMERS WITH OPTIMAL SERVICE SUPPORT

Technology group Wärtsilä and Qatar Shipyard Technology Solutions signed a Memorandum of Understanding (MoU) on 30 September 2024. The MoU paves the way to formalise the cooperation between the two companies and ensures that vessels calling at Qatar Shipyard Technology Solutions for repairs, maintenance, or retrofit projects involving 2-stroke / 4-stroke engines, and propulsion equipment receive the optimal level of service support.

At the MoU signing event, Mr. Jos J.A.A. Goris, Chief Executive Officer, Qatar Shipyard Technology Solutions highlighted that: “This agreement with Wärtsilä further enhances the technical capability and enables our shipyard to provide a specialised suite of engine and propulsion solutions and services to serve the local and international clients safer, faster and better.”

The MoU encompasses maintenance and repair services, specialised maintenance services including upgrades and the latest eco-friendly reconditioning technology, decarbonisation and retrofit projects, like 2-stroke radical de-rating services, the dual-fuel conversions, cooperation on engineering services and training, using Wärtsilä’s Land and Sea Academy facilities.

Wärtsilä and Qatar Shipyard Technology Solutions will also collaborate on providing ship owners and operators with subject matter expertise on all available options for decarbonising their operations, including feasibility studies on sustainable fuel retrofit

and conversion projects, and hybrid propulsion solutions.

In addition, the MoU with Wärtsilä will enable Qatar Shipyard Technology Solutions to enhance its service offerings to vessel owners of modern LNG Carriers. These vessels, equipped with advanced dual-fuel 2-stroke main engines and 4-stroke auxiliary engines, will benefit from Wärtsilä’s renowned expertise in marine maintenance, covering both engine types, enabling Qatar Shipyard Technology Solutions to provide vital support and exceptional service to its clients.

“Shipping is in the process of a rapid transition to more efficient and sustainable operations. For this transition to be successful, collaboration and partnerships between maritime stakeholders is essential. By working together, the services we deliver to owners and operators are of premium quality. This agreement with Qatar Shipyard Technology Solutions is one more important step along this path,” comments Stefan Wiik, Vice President, Parts and Field Service, Wärtsilä Marine.

The longstanding relationship between Wärtsilä and Qatar Shipyard Technology Solutions provides solution for clients in both local and international markets. This is in terms of access to proven Wärtsilä products and systems and through the delivery of services and solutions at the award-winning Qatar Shipyard Technology Solutions’ world-class facilities located at the Erhama Bin Jaber Al Jalahma shipyard complex.

MIROS STRENGTHENS REAL-TIME OCEAN INSIGHTS PORTFOLIO WITH FULL ACQUISITION OF MIROS MOCEAN

Miros AS is pleased to announce a significant milestone in its strategic growth by acquiring full ownership of Miros Mocean AS.

The acquisition enhances Miros' ability to provide cutting-edge real-time ocean insights, benefiting all relevant market segments, including commercial shipping.

As of September 2024, Miros acquired all remaining shares in Miros Mocean from its joint venture partners, BW Group and Copenhagen Commercial Platform (CCP).

Miros Mocean will continue to operate as a wholly owned subsidiary of Miros, under the leadership of CEO Marius Five Aarset.

"The full integration of Miros Mocean into Miros allows us to further consolidate and optimize our portfolio of vessel performance services," said Mr Aarset. "Our strengthened offering will provide even greater value to customers and partners across the maritime industry."

Miros focuses on enhancing the real-time understanding of how weather affects vessel performance, enabling operators to make safe and informed decisions. By digitizing local ocean conditions, Miros uses reliably measured – not derived – data, for an accurate overview of vessel performance and efficiency in real-time, throughout the lifetime of a vessel.

Mr Aarset added: "The alignment between Miros and Miros Mocean reinforces our commitment to delivering industry-leading ocean insights that enhance vessel performance and fuel efficiency while increasing maritime safety and sustainability. We focus on our client's evolving needs by providing innovative solutions, including wave and current measurements from the industry-recognized product Wavex, vessel performance indicators with VTI, and safety monitoring with Anti-Roll assistant."

Miros would like to extend its gratitude to BW Group and CCP for their invaluable cooperation in growing Miros Mocean and its portfolio of services to its current stage.

CMB NV LAUNCHES THE REOPENING OF ITS PUBLIC TAKEOVER BID AND CONCURRENT NEW U.S. OFFER ON CMB.TECH NV

CMB NV announced that the acceptance period of the reopening of its public takeover bid on all shares in CMB.TECH NV[1] ("CMB.TECH" or the "Target") not already owned by CMB or persons affiliated with it will open on October 23, 2024.

On October 7, 2024, the FSMA ordered CMB, in light of the Market Court ruling of September 6, 2024, to reopen its mandatory public takeover bid on all shares in CMB.TECH that expired on March 15, 2024 (the "Bid") on the basis of a supplement to the prospectus dated February 13, 2024 (together with the New U.S. Offer, the "Reopening"). The FSMA approved such supplement on October 22, 2024.

The acceptance period of the Reopening opens on October 23, 2024 and closes on November 21, 2024 at 4 p.m. (Belgian time) (10 a.m. New York City time) (the "Acceptance Period of the Reopening"). Shareholders are not obliged to participate in the Reopening. During the acceptance period, shareholders may choose to either tender, or to not tender, their shares to the Bidder.

The bid price of the Reopening amounts to USD 12.66 per share (the "Bid Price"), to be reduced on a dollar-for-dollar basis by the gross amount of any distributions by CMB.TECH to its shareholders with a payment date falling before the settlement date of the reopening. The Bidder notes that on October 21, 2024, the most recent trading day before the approval of the supplement by the FSMA, the closing price of the Target's shares on the New York Stock Exchange (the "NYSE") was USD 16.21 and

therefore exceeds the Bid Price of USD 12.66 per share. The Bid Price consequently represents a discount of USD 3.55 (i.e. approximately 21.90%) as compared to the closing price of the Target's share on the NYSE. Shareholders should therefore take into account that the Bid Price of the reopened Bid may be lower than the price against which shareholders can sell their shares on Euronext Brussels or the NYSE.

In a supplement to its response memorandum, CMB.TECH's supervisory board unanimously recommends that shareholders do not tender their shares in the reopening.

The reopened Bid is made in accordance with applicable Belgian law and is addressed to all shareholders regardless of their location. Concurrently with the reopened Bid, CMB is making a new U.S. offer in accordance with applicable U.S. federal securities laws (the "New U.S. Offer"), addressed to U.S. shareholders within the meaning of Rule 14d-1(d) under the Securities Exchange Act of 1934, as amended ("U.S. Holders").

Shareholders holding U.S. shares (i.e. shares formatted for trading on the NYSE and reflected on the U.S. component of CMB.TECH's share register) who wish to tender their shares into the reopened Bid are required to first reposition such U.S. shares to Belgian shares (i.e. shares formatted for trading on Euronext Brussels and reflected on the Belgian component of CMB.TECH's share register) and are therefore urged to contact their financial intermediary or custodian to ensure that such repositioning takes place prior to the closing of the Acceptance Period of the Reopening

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Health Zone



THE METABOLIC POWER OF TEAS

Tea has a rich historical context as a revered beverage in various cultures, often utilized for its medicinal properties, particularly concerning mental health. In ancient China, tea was celebrated not only for its refreshing qualities but also for its ability to promote calmness and clarity of thought. Similarly, in Japanese culture, the ceremonial practice of tea drinking, or "chanoyu," emphasizes mindfulness and tranquility, reflecting an understanding of its mental health benefits. These traditions highlight tea's longstanding role in enhancing emotional well-being.

luxurious brew boasts a wealth of properties that promote overall well-being. Saffron is rich in antioxidants, which help combat oxidative stress and may enhance mood by increasing serotonin levels.

Sipping saffron tea during these hours can help reduce stress and anxiety, making it an ideal companion for unwinding after a busy day. Embracing saffron tea as part of your daily routine can transform a simple moment into a luxurious self-care ritual.

Ideal time to consume: afternoon or late evening

Pair it with: honey or a splash of lemon

• Chamomile Tea

Chamomile tea is widely celebrated for its calming effects, making it a popular choice for those seeking relief from anxiety and improved sleep quality.

Generally taken before hitting the pillow, it is advised to create a soothing atmosphere by dimming the lights and finding a quiet space where you can unwind. Sipping chamomile tea during this time not only signals to your body that it's time to relax but also provides a comforting ritual that enhances your overall sleep habits. Making chamomile tea a staple of your evening routine can pave the way for deeper, more restorative sleep.

Ideal time to consume: 30 minutes before bedtime

Pair it with: a splash of honey or a slice of lemon

• Lavender tea

Lavender tea is a powerful ally for mental health, offering a natural way to reduce stress and anxiety. Its calming properties come from compounds like linalool, which help soothe the nervous system, promoting relaxation and easing tension. Regular consumption of lavender tea can lower stress hormone levels, making it an excellent remedy for those dealing with chronic stress or burnout.

One of the key benefits of lavender tea is its ability to improve sleep quality. By calming the mind and reducing anxious thoughts, it helps the body enter a more restful state, which is essential for mental well-being. The gentle, soothing aroma also plays a role in relaxation, making lavender tea a holistic option for those seeking balance in their emotional health. Whether enjoyed in the evening or as part of a mindfulness practice, lavender tea offers a simple yet effective way to support mental wellness.

Ideal time to consume: late evening

Pair it with: honey (brings out the sweet and floral notes)

• Peppermint tea

Peppermint tea is a refreshing and invigorating beverage that offers numerous benefits. Its natural menthol content provides a soothing effect, helping to alleviate stress and anxiety by calming the nervous system. The cooling sensation of peppermint tea not only relaxes the mind but can also help ease headaches and tension, often associated with mental fatigue.



From a scientific perspective, the connection between tea consumption and mental health is increasingly supported by research. Compounds found in tea, such as **L-theanine, catechins, and flavonoids**, play significant roles in regulating metabolism and brain chemistry. L-theanine, in particular, is known to promote relaxation without sedation, enhancing serotonin and dopamine levels—neurotransmitters critical for mood regulation. Studies have shown that regular tea drinkers may experience **lower stress levels and reduced anxiety**, thanks to the calming effects of these compounds. Additionally, the ritualistic aspect of tea drinking itself can **foster mindfulness and social connection**, further contributing to improved mental health. Overall, tea serves as both a comforting beverage and a potential therapeutic aid, bridging historical wisdom with contemporary understanding of mental wellness.

Listed below is the few types of tea that can help in psychological well-being:

• Saffron

Saffron tea, infused with the delicate threads of the prized saffron flower, is renowned for its vibrant color and distinct flavor. This



Health Zone



In addition to reducing stress, peppermint tea can improve focus and mental clarity. Its refreshing aroma and taste stimulate the senses, providing an instant pick-me-up during moments of low energy or mental exhaustion. Whether used as a midday refresher or a calming evening ritual, peppermint tea supports overall mental well-being by balancing relaxation with alertness, making it a versatile choice for both stress relief and cognitive enhancement.

Ideal time to consume: post meals

Pair it with: black or green tea

• Passionflower tea

Passionflower tea is renowned for its ability to naturally ease anxiety and promote mental calmness. Its active compounds work to reduce overactivity in the brain, helping to relax the mind and body. This makes it an excellent choice for those looking to manage stress or restless thoughts. Drinking passionflower tea can gently soothe nervous tension and create a sense of tranquility.

Beyond stress relief, passionflower tea is also effective in enhancing sleep quality. By quieting the mind and fostering a more peaceful mental state, it helps you fall asleep more easily and stay asleep longer. This herbal tea supports emotional balance, making it a helpful tool in coping with daily mental challenges. Integrating passionflower tea into your routine can offer a restorative pause, allowing you to reset and refresh.

Ideal time to consume: late evening

Pair it with: valerian, hops and lavender

• Lemon balm tea

Lemon balm tea is a gentle, aromatic brew known for its calming effects on the mind. Its natural compounds help reduce feelings of stress and anxiety, making it a go-to remedy for those seeking mental relaxation. This soothing tea works by balancing mood and easing nervous tension, which can lead to a more peaceful state of mind.

Lemon balm also improves focus and cognitive function, making it helpful during periods of mental fatigue or overwhelm. Its ability to support mental clarity, along with its mild sedative effects, makes it an ideal choice for unwinding at the end of a busy day. Whether used to reduce stress, improve concentration, or simply promote calm, lemon balm tea is a versatile addition to any wellness routine, helping to nurture emotional and mental well-being.

Ideal time to consume: post-meals or late evenings

Pair it with: basil, lavender, mint, sage, and rosemary

• Turmeric tea

Turmeric tea, infused with curcumin, offers numerous health benefits, particularly for mental well-being. Curcumin enhances the production of serotonin and dopamine, two neurotransmitters crucial for mood regulation. By increasing these chemicals in the brain, turmeric tea may help reduce symptoms of anxiety and depression, promoting an overall sense of happiness. Additionally, its anti-inflammatory properties can support brain health and improve cognitive function. Enjoying a cup of turmeric tea can be a soothing ritual that contributes to both physical and

mental wellness.

Ideal time to consume: substitute for morning coffee, late evenings

Pair it with: ginger, cinnamon, saffron

• Green tea

Green tea is renowned for its ability to enhance mood, boost energy, and improve memory, largely due to its rich content of L-theanine, an amino acid unique to the tea. L-theanine promotes relaxation without causing drowsiness, creating a calming effect that can lead to increased focus and clarity. This unique combination of relaxation and alertness enables individuals to feel more energized and motivated throughout the day.

Ideal time to consume: 1-2 hours after breakfast or after lunch

Pair it with: ginger, cinnamon



Mental Health Benefits of the Teas

- ⇒ Elevates mood and alleviates anxiety by increasing serotonin levels.
- ⇒ Encourages relaxation and enhances sleep quality.
- ⇒ Soothes nerves and promotes overall psychological well-being.
- ⇒ Increases alertness and sharpens cognitive abilities.
- ⇒ Fosters tranquility and reduces stress.
- ⇒ Supports mental health by enhancing serotonin and dopamine production.
- ⇒ Improves mood, energy, and memory through L-theanine.

Conclusion

A warm cup of tea is more than just a comfort for seafarers; it serves as a powerful ally for mental well-being during long days and nights at sea. Sipping certain teas can uplift spirits, reduce stress, and enhance mood, thanks to their natural compounds that support brain health. These herbal brews transform the mental landscape and offer hydration while making a meaningful difference in overall wellness. Indulging in these simple yet effective beverages can significantly enhance mental wellness on the open sea.

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



Marine Insights

UNDERSTANDING EU ETS : AN INTRODUCTION

European Union Emissions Trading System aka EU ETS is one of the main tools through which the EU aims at combating climate change and reduce the greenhouse gas (GHG) emissions. EU ETS was first launched in 2005. It is the oldest emissions trading scheme in the world. The EU ETS covers 10,000 industrial plants, and power stations, including 390 aircraft operators across 27 member states, Iceland, Norway, and Liechtenstein.



Also known as the EU Climate policy, the EU ETS is a regulatory market – meaning that it has been created by policy makers as opposed just being a result of market forces. The stated aim of the EU's Emissions Trading System is to facilitate cost-effective decarbonization across key sectors of the EU economy.

The main principle of the ETS; cost of pollution should be borne by those who create it.

THE JOURNEY SO FAR

The initial idea was to keep GHG emissions in control by levying a carbon tax. In 1992, a combined carbon and energy tax proposal was put forward but in vain. It could not gather the unanimous agreement of all the European Union member states (12 members at the time), and the entire carbon tax approach for aborted for good with a shift towards capping and trade emissions.

The EU ETS was conceived and accepted in 2005 and since then, has had many revisions; the latest one being that of 2021. It has the following key features:

- ◆ An ambitious target of 62% emissions reduction within EU ETS by 2030.
- ◆ The Carbon Border Adjustment Mechanism was introduced to help phase out free allowances from 2026 to 2034.

- ◆ The Maritime sector was included in EU ETS on grounds that it contributed 3-4% of EU's total emissions at over 124 metric tonnes of CO₂ emissions in 2021.

A CAP-AND-TRADE SYSTEM

The EU ETS mode of functioning is the primarily put a cap on the overall GHGs produced in the territory covered by it. For the marine industry this means 100% of shipping within the European Union and 50% of voyages to EU ports from third countries. The EU ETS plans to gradually lower the cap, that's how it will achieve reduction targets.

The cap is divided into pollution permits known as EU Allowances (EUAs)

1 EUA = 1 tonne of CO₂ eq emissions

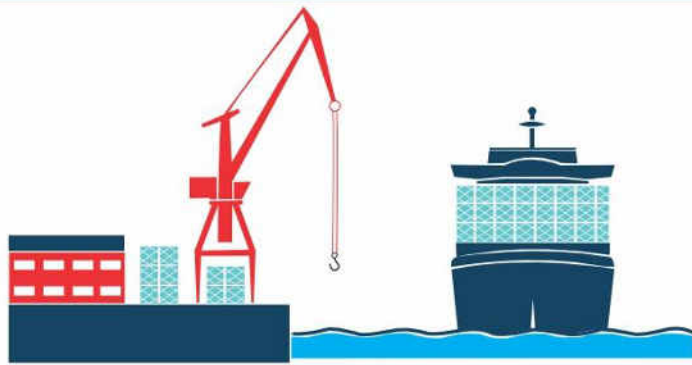
If a company emitted 1 million tonnes of CO₂ in 2023, they would need to transfer 1 million EUAs to the European Commission's Central Registry in 2024. To simplify, the EU ETS wants you to know that the act of polluting the environment is a privilege you will have to buy in the form of European Union Allowances EUAs. It's called an allowance stressing on the fact that it is an 'allowance' granted to organizations while we run the risk of uncontrolled climate catastrophe.

The EUAs can be acquired in three ways:

- ◆ They can be bought at auctions.
- ◆ They can be given for free by the EU to certain countries or industries
- ◆ They can be bought from other market players who have unutilized EUAs and can spare it in exchange of real money. (If a company has reduced its CO₂ eq emissions more than expected, it can either sell its EUAs or keep them safe for the future.)

The important thing to note is that this system works only when there is a limited supply of EUAs and since the EUAs are issued by the EU ETS, only as many EUAs will be made available as is the cap for that year. It is expected thus that the EUAs will become exceedingly costly and spaced over time.

The cost of acquiring EUAs now and in the future is the financial incentive to reduce emissions – so either you continue to pay for high and continued emissions, or invest in technology that will help in reducing emissions. On the other hand, subsidies for utilization of renewable sources of energy to be used as maritime fuel will further incentivize greener maritime trade.



Marine Insights

Carbon Border Adjustment Mechanism (CBAM) in the Maritime Industry

The Carbon Border Adjustment Mechanism (CBAM) is a crucial component of the European Union's climate strategy, specifically designed to address carbon leakage and promote environmental sustainability within the maritime sector. As part of the broader reforms to the EU Emissions Trading System (EU ETS), CBAM seeks to ensure a level playing field between EU shipping companies that adhere to stringent carbon regulations and foreign operators that may not comply with the same environmental standards.

At its essence, CBAM introduces a tariff on certain maritime imports from countries that fall short of the EU's climate criteria. This approach is vital in preventing carbon leakage, where shipping lines might relocate their operations to regions with lower carbon costs, ultimately jeopardizing the EU's climate objectives. By imposing a financial burden on carbon-intensive imports, CBAM incentivizes trading partners in the maritime industry to adopt more sustainable practices, thereby promoting global climate action.



The implementation of CBAM will be phased in gradually, initially targeting high-emission sectors, including those heavily reliant on shipping, such as cement, steel, and electricity. As these industries are among the top contributors to greenhouse gas emissions, they present a significant opportunity for emissions reductions. Importers in the maritime trade will need to acquire CBAM certificates, which reflect the carbon price that would have been incurred had the goods been produced under EU regulations.

Furthermore, CBAM encourages innovation and investment in cleaner maritime technologies, as shipping companies adapt to meet both EU standards and consumer expectations. This mechanism not only reinforces the EU's commitment to achieving climate neutrality by 2050 but also motivates other nations to adopt similar measures, creating a widespread awareness of climate responsibilities in international shipping.

ENSURING COMPLIANCE

The companies need to ensure compliance on three counts:

- ▶ **Accurate measurement of emissions.** This includes the amount of fuel consumed and corresponding CO₂ emissions.
- ▶ **Accurate reporting of emissions.** Independent verifiers assess the reported data to ensure accuracy. Only verified reports are accepted, which helps maintain accountability.
- ▶ Make sure they **match the required number of EUAs.**

Compliance needs reinforcement and the ETS has plans for that:

The EU ETS includes strict measures to address misreporting and non-compliance. Shipping companies that fall under this system are required to accurately monitor and report their emissions. Failure to meet these obligations can lead to significant financial penalties. Specifically, organizations that do not comply or are found to have misreported emissions face fines of €100 per ton of emissions, in addition to the costs associated with purchasing EU Allowances (EUAs). This punitive approach underscores the seriousness of accurate reporting in achieving climate goals.

The EU ETS also employs a transparent monitoring and verification process, ensuring that emissions data is subject to scrutiny by independent verifiers. This transparency is designed to foster accountability and deter fraudulent practices within the maritime sector. Companies found guilty of misreporting can face additional sanctions, which may include reputational damage and increased regulatory oversight.

Moreover, the system encourages a culture of compliance by rewarding those who adhere to regulations through potential financial benefits associated with emissions reductions. As the EU aims for significant emissions reductions by 2030, the enforcement of these penalties serves not only to reprimand non-compliance but also to promote a shift toward more sustainable practices in the maritime industry. This comprehensive approach ultimately supports the EU's broader climate objectives, driving all participants to align with the commitment to environmental sustainability.

Ultimately, the success of the EU ETS will not only contribute to the EU's climate goals but also serve as a model for other regions aiming to implement effective emissions trading systems, reinforcing the global commitment to a greener future. The ongoing journey of the EU ETS showcases the need for innovative solutions and collaborative efforts in addressing the urgent challenge of climate change.

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NEWS UPDATE FOR ONBOARD CREW



THIS HANDHELD SENSORY DEVICE IS HELPING BLIND SPORTS FANS 'FEEL' THE GAME

For visually impaired sports fans at stadiums around the world, following a match often means relying on commentators or those around them to describe the action. Now, an Irish startup is looking to create a more level playing field. Dublin-based Field of Vision has produced a handheld, haptic feedback device that it says can help blind and partially sighted fans not just hear, but “feel” the action, enhancing the live experience.

Custom-built cameras positioned in each corner of the stadium use artificial intelligence (AI) to track key details from a match. Within roughly half a second, this information is transmitted to a white, tablet-sized device embossed with the shape of a sports pitch, which weighs under a kilogram and rests on the user’s lap.

A small magnetic ring guides the user’s finger around the tablet – not unlike the movement on a Ouija board – based on where the ball is, and vibrates to convey various match events, such as a tackle or a change in possession.

The device is designed to enhance audio-descriptive commentary as opposed to replacing it entirely, with a built-in headphone jack allowing users to access audio commentary if the stadium provides a feed.

“The main feedback we’ve gotten (about the device) has been that it actually makes them feel like they’re part of the game and they’re experiencing it with everyone else,” Field of Vision co-founder David Deneher told CNN.

“Game changer”

Deneher launched the business alongside two friends – fellow Trinity College Dublin student Tim Farrelly, and Queen’s University Belfast student Omar Salem – in 2020, as they looked for something to fill their time during the Covid-19 lockdown.

Aerospace engineering graduate Salem first envisioned the idea after seeing social media footage of partially sighted Liverpool supporter Mike Kearny. On the terraces of the English Premier League giant’s Anfield stadium, Kearny’s cousin Stephen Garcia stood next to him and talked him through the action.

With 320,000 people registered blind or partially sighted in the UK alone, according to the Royal National Institute of Blind People (RNIB), and an estimated 43 million blind people worldwide, Field of Vision’s technology could potentially improve the live sports experience for a swathe of fans.

Declan Meenagh, a supporter of Dublin football club Bohemians, was born with a genetic eye condition that limits him to 5% vision. Meenagh cannot see beyond the crossbar even if sat in the front row behind the goal at the team’s Dalymount Park stadium. Club volunteers who describe matches for visually impaired spectators allow him to follow along via an earphone, but he can miss key lines when the crowd gets loud.

He said that a test run with the Field Of Vision tablet added new levels of context to proceedings on the pitch. “Actually feeling where the football is and what’s going on is just a real game changer,” he told CNN.

“It helps out a lot because you have a two-dimensional

understanding of where it (the ball) is on the pitch and how it moves, and you actually feel things move really quickly – it’s really good.”

Kick off

Field of Vision was a runner-up for the James Dyson award – an international student design prize – in 2021, and included on Time’s list of best inventions for 2022. This June, it won Best Initiative to Promote Inclusivity and Physical Activity at the Irish Sport Industry Awards. The company has raised roughly €250,000 in funding, most of which has come from business accelerator programs, with grants and prize money won from various competitions also injecting cash.

The founders were mentored by sports industry executive Tom Sears, and after the technology had been tested at Bohemian, whose ground has a capacity of under 5,000 spectators, he last year helped arrange early prototype testing at Manchester City’s Etihad Stadium, which can seat more than 50,000 fans. As part of a trial, the device was used by three season ticket holders across seven of the club’s home matches.

It served as the ideal preparation for a full rollout at the roughly 53,000-seater Marvel Stadium, in Melbourne, Australia, which is home to five Australian Rules Football teams – a completely different sport to soccer.

After the 2024 season ended in September, cameras were installed at the stadium and the AI retrained to record match details on the oval shaped pitch. Marvel Stadium will offer 40 devices at every game played there during next year’s Australian Football League (AFL) season.

The capacity of the device to be reprogrammed for a sport wildly different from soccer hints at a future for the business that could expand far beyond the soccer field. “Long-term we want to expand to all the major sports in the world and to have it so that this is just a standard for stadiums and live venues to have within their infrastructure,” said Deneher.

Field of Vision is currently in the process of selling the product to football teams across Europe’s top five leagues (England, Spain, France, Germany and Italy), and Deneher said that “immediate plans” are also in place to start selling to US markets and expand further in the AFL.

Clubs would pay a yearly subscription for the AI model, cameras and match delivery service and another to annually lease the tablets. A subscription-based model was chosen over selling the system outright to account for the likely fluctuating number of visually impaired fans each season, as well as to allow devices to be swapped out for potential repairs, Deneher explained.

Prices are still being finalized but will be dependent on the respective demands and stadium sizes of each club. He added that while the technology might be perceived as a luxury at the moment, it could one day become as commonplace as wheelchair ramps.

“We just want football and live sports to be more accessible for everyone,” Deneher said. “So the plan is to expand to more stadiums, more countries, and more sports for the future.”

INDIA AND CHINA HAVE STRUCK A DEAL THAT COULD EASE BORDER TENSIONS AHEAD OF EXPECTED LEADER MEETING

India and China have reached an agreement on military disengagement along their disputed border, New Delhi said, a step toward reducing frictions between the nuclear-armed neighbors that comes ahead of an expected meeting between the countries' leaders on the sidelines of a summit in Russia.

India's foreign minister Subrahmanyam Jaishankar said the agreement on military patrolling in certain areas brought the situation back to where it was in 2020 prior to a deadly border clash that year, thus completing the "disengagement process" with China.

Beijing later confirmed that the two sides had "reached a solution" following "close communication on relevant issues of the China-India border through diplomatic and military channels."

The announcement has been widely seen as setting the stage for talks between Chinese leader Xi Jinping and Indian Prime Minister Narendra Modi, who are attending a three-day summit of BRICS nations in southwestern Russia's Kazan.

India's Ministry of External Affairs confirmed the leaders would meet. The sit-down is expected to be Xi and Modi's first formal talks since before the 2020 clash, which has left a lasting strain on the countries' relationship. Beijing has yet to confirm the meeting.

Both India and China maintain a significant military presence along their 2,100-mile (3,379-kilometer) de facto border, known as the Line of Actual Control (LAC), which has never been clearly defined and has remained a source of friction since a bloody war between the two countries in 1962.

The clash four years ago along the disputed border between Indian Ladakh and Chinese-controlled Aksai Chin brought the first known fatalities in more than four decades - with at least 20 Indian and four Chinese soldiers killed.

In a rare, informal meeting at last year's BRICS summit in Johannesburg, Xi and Modi agreed to "intensify efforts" to

deescalate tensions at the contested border. Chinese and Indian negotiators held the 31st round of border talks in late August.

While an agreement on further disengagement on the border appears poised to be a significant step in what has been a sore point among other frictions in the China-India relationship, observers said more details were needed to understand the scope of the arrangement and what concessions may have been made.

'A positive development'

Speaking about the new agreement at an event hosted by Indian broadcaster NDTV, India's Minister of External Affairs described how after the 2020 clash the two sides had "blocked" each other in certain areas.

"What has happened is, we have reached an understanding which will allow the patrolling ... the understanding, to my knowledge, is that we will be able to do the patrolling which we were doing in 2020," Jaishankar said.

"It is a positive development. I would say it is a product of a very patient and very persevering diplomacy," he said, adding that the consequences of the agreement on the two nations' relationship has yet to be seen.

Chinese Foreign Ministry spokesperson Lin Jian said Beijing "positively evaluates" the "solution" reached and would "work with India to implement the above solution," without providing further details. Lin's comments were made during a regularly scheduled media briefing.

Manoj Kewalramani, who heads Indo-Pacific studies at the Takshashila Institution Research Center in the Indian city of Bangalore, said a restoration of patrolling rights would be a "significant starting point" for normalization.

"There are many other issues of de-induction and de-mobilization of troops on both sides; infrastructure that has been built, etc. These issues will take time," he said.

PM MODI MEETS GERMANY'S SCHOLZ, SAYS 'WAR CANNOT SOLVE PROBLEMS' ON WEST ASIA, UKRAINE CONFLICTS

Prime Minister Narendra Modi reiterated India's commitment to resolve the ongoing Ukraine-Russia conflict.

"The ongoing conflicts in Ukraine and West Asia are a matter of concern for both of us. India has always believed that problems cannot be solved by war and India is ready to make every possible contribution for the restoration of peace," the prime minister said after meeting German chancellor Olaf Scholz in New Delhi.

"The growing cooperation in the defence and security sectors is a symbol of our deep mutual trust. The agreement on the exchange of classified information is a new step in this direction. The Mutual Legal, Assistant Treaty concluded will strengthen our joint efforts to deal with terrorism and separatist elements," the prime minister added.

Scholz is leading a high-level delegation to New Delhi, betting that greater access to the vast Indian market can reduce Germany's reliance on China.

Earlier, the German chancellor also pitched for political solutions based on international laws to deal with global conflicts.

Addressing the 18th Asia-Pacific Conference of German Business 2024 in the capital, Scholz said, "In the multi-polar world, there are no global policemen, no single watchdog monitoring our common rules. If Russia were to succeed with its illegal brutal war against Ukraine, there would be repercussions far beyond Europe's borders. Such an outcome would endanger global security and prosperity as a whole."

What PM Modi said on Ukraine war at BRICS Summit?

During his bilateral meeting with Russian president Vladimir Putin ahead of the BRICS Summit, Prime Minister Modi said India is ready to play whatever role to resolve the Ukraine conflict.

"I have been in constant touch with you on the subject of the ongoing conflict between Russia and Ukraine. As I have said earlier, we believe that the problems should be resolved in a peaceful manner. We fully support the early establishment of peace and stability. All our efforts give priority to humanity. India is ready to provide all possible cooperation in the times to come," the prime minister said in Russia's Kazan.

The Chemistry Behind Colors: A Vibrant Exploration

Colors surround us, shaping our experiences, emotions, and perceptions. The human eye can perceive 10 million different colors thanks to cone shaped cells in the eye's anatomy that are capable of picking up green, red and blue light. But have you ever wondered what lies beneath the vibrant hues we see every day? Why is red the color of the stop light at traffic signals or why are sign boards often yellow in color? The science of color, rooted deeply in chemistry, reveals a fascinating interplay between light, matter, and perception.

The Basics of Color Perception

At its core, color is a perceptual phenomenon facilitated by light. Light is a form of electromagnetic radiation. It travels as waves, and its properties can be described by its wavelength and frequency. The specific wavelengths that an object reflects determine its color.

For example, consider a banana. The skin of a ripe banana absorbs most wavelengths of light except for those around 570 nanometers, which correspond to the color yellow. This selective reflection creates the delightful visual experience of a bright yellow fruit.

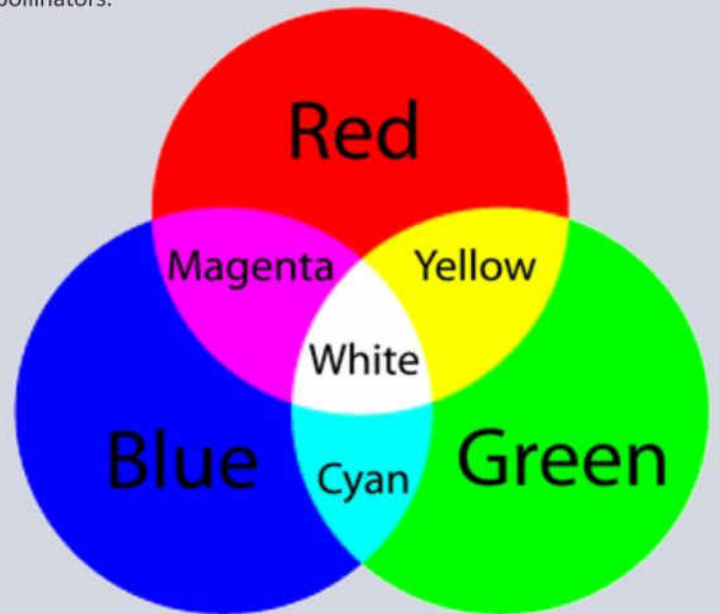
The human eye detects light in wavelengths, and each wavelength corresponds to a different color. The visible spectrum ranges from violet at about 380 nanometers to red at about 750 nanometers. When light strikes an object, some wavelengths are absorbed while others are reflected. The colors we perceive are the reflected wavelengths; for instance, a leaf appears green because it reflects green wavelengths while absorbing others.

The color red has a long wavelength, which means it can be seen from a greater distance, even in low light conditions.

This makes it ideal for stop signs and traffic lights, signaling drivers to take immediate action.

Pigments are substances that produce color by absorbing specific wavelengths of light. They play a crucial role in everything from art to biology. The most well-known pigments include chlorophyll, which gives plants their green color, and carotenoids, responsible for the orange and yellow hues in carrots and pumpkins.

Chlorophyll absorbs blue and red light effectively, reflecting green, which is vital for photosynthesis—the process through which plants convert sunlight into energy. Carotenoids, on the other hand, help protect plants from excess sunlight and contribute to the colors of many fruits and vegetables, indicating their ripeness and attracting pollinators.



What Happens When We Mix Colours?

Color mixing can be broadly categorized into two types: additive and subtractive. Additive color mixing involves combining different colors of light. The primary colors of light—red, green, and blue—can be mixed in various combinations to create a wide spectrum of colors. This principle is behind the screens of our televisions and computers.

While preferences can vary widely among individuals, blue is often cited as a color that many people tend to like. Surveys and studies across different cultures frequently show that blue ranks highly in popularity. It's often associated with calmness, stability, and trust, which might contribute to its widespread appeal. Whether in nature, like the sky and ocean, or in design, blue seems to resonate with a large number of people!

On the other hand, subtractive color mixing occurs with pigments and dyes. The primary colors of pigments—cyan, magenta, and yellow—combine to absorb certain wavelengths of light and reflect others. This is the basis for printing and painting. When you mix pigments, each pigment absorbs specific wavelengths, leading to the blending of colors we observe.

Conclusion

The chemistry behind colors is a rich tapestry woven from light, matter, and human perception. Understanding the principles of light interaction, pigment chemistry, and color mixing not only enhances our appreciation for the world around us but also empowers artists, scientists, and designers alike. So, the next time you admire a sunset or choose a color for your living room, remember the intricate dance of chemistry that makes those colors possible.

Antarctica: The Land of Ice and the Majestic Emperor Penguins

Antarctica, often referred to as the last frontier on Earth, is a vast, icy continent that plays a crucial role in the planet's climate and ecosystems. The climate varies significantly across different regions, with coastal areas being milder and the interior experiencing extreme cold. Temperatures in the interior can drop below -80 degrees Celsius (-112 degrees Fahrenheit) in winter, while coastal regions can see milder conditions, occasionally rising above freezing in summer.

The harsh environment of Antarctica is characterized by strong winds, particularly in the interior where the Katabatic winds can create dangerous conditions. Despite these extreme conditions, Antarctica experiences continuous daylight during summer months and prolonged darkness during winter, which significantly influences the behaviors of its inhabitants.

The Emperor Penguin: The Icon of Antarctica

The Emperor penguin is the largest of all penguin species, standing at about 1.1 meters tall and weighing between 22 to 45 kilograms. They are well-adapted to survive the brutal Antarctic winters, thanks to their unique physical characteristics and behaviors.

Emperor penguins have a thick layer of blubber and dense feathers that provide insulation against the extreme cold. Their striking black and white plumage, with bright orange-yellow patches on their necks, not only provides camouflage against predators but also plays a role in social interactions within their colonies.



Emperor Parents

Unlike most birds that lay eggs in spring, Emperor penguins breed during the harsh Antarctic winter. Mating occurs in April, and the female lays a single egg in May. After laying the egg, she carefully transfers it to the male, who incubates it on his feet, covered by a flap of skin called a brood pouch.

During the incubation period, which lasts about 65 days, the males endure freezing temperatures and extreme winds, fasting without food. Once the chicks hatch, both parents play vital roles in their care, alternating between keeping the chick warm and feeding.

Social Structure and Adaptation

Emperor penguins are highly social birds, often forming large colonies



that can number in the thousands. Penguins use a behavior known as "tobogganing," sliding on their bellies across the ice, to conserve energy and move more efficiently.

Their social structure is complex, with strict hierarchies often emerging. Males and females exhibit cooperative behaviors, engaging in group huddles to share warmth and reduce exposure to harsh winds. This communal living is vital for survival, as the energy saved by huddling can make the difference in enduring the extreme conditions of Antarctica.

Challenges and Conservation

Despite their remarkable adaptations, Emperor penguins face numerous challenges due to climate change and human activity. The warming of the planet has led to the melting of sea ice, which is critical for their breeding and feeding. As sea ice diminishes, so does the availability of krill and fish, which are primary food sources for these penguins.

The Role of Emperor Penguins in Ecosystem Dynamics

Emperor penguins are not only emblematic of the Antarctic region but also play a vital role in the marine ecosystem. As predators, they help maintain the balance of the food web by controlling fish and krill populations. Their presence indicates the health of the marine environment, making them important indicators of ecological changes.

Furthermore, Emperor penguins contribute to nutrient cycling in the Antarctic ecosystem. Their fecal matter enriches the ocean, supporting the growth of phytoplankton, which forms the base of the food chain and is essential for the entire marine ecosystem.

Conclusion

Antarctica, with its breathtaking landscapes and extreme conditions, is a unique environment that nurtures remarkable wildlife, particularly the Emperor penguin. As climate change poses significant threats to their survival, the need for conservation efforts becomes ever more pressing. Protecting Emperor penguins is not only crucial for their future but also for the overall health of the Antarctic ecosystem. Through ongoing research, there is hope for safeguarding these magnificent creatures and the frozen realm they call home.

YOUR FORECAST

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



- BY RANI

Aries (Mar 21 – Apr 20)

Cultivate self-discipline to follow through on your projects and goals, ensuring your initial enthusiasm leads to sustained success. Think carefully before acting on your impulses to increase your efficiency. Use setbacks as learning experiences. Your resilience will help you bounce back and grow from challenges. With your enthusiasm, you might take on too much. Learn to prioritize and say no when necessary to maintain balance. Seek mentorship or advice from those who have experience in areas you're passionate about. Their insights can provide valuable guidance. Combine your instinctive actions with strategic planning.

Taurus (Apr 21 – May 21)

Explore your creative side through hobbies or artistic endeavors. Engaging in creative activities can provide a fulfilling outlet for your energy and ideas. While it's natural to want to hold onto what's important to you, be mindful of possessiveness. Practice letting go and trusting in the natural flow of life. Set achievable goals that align with your practical nature. Break them down into manageable steps to make steady progress without becoming overwhelmed. Develop effective communication skills to express your needs and desires clearly. Good communication can strengthen relationships and resolve conflicts.

Gemini (May 22 – June 21)

While you have a wide range of interests, it's important to focus on a few key areas to avoid spreading yourself too thin. Set clear goals and prioritize your efforts. Gemini's quick thinking and fast-paced nature should be balanced with developing patience, especially when dealing with long-term projects or relationships. Your ability to connect with others is a gift. Invest time and effort in nurturing your relationships, and make sure to show appreciation and support to those you care about. Work on building discipline to follow through on your projects and responsibilities.

Cancer (June 22 – July 22)

While you naturally want to take care of others, make sure you don't neglect your own needs. Balance giving with receiving to maintain your well-being. Practice forgiveness, both towards yourself and others, to release negative emotions and move forward positively. Your creativity can be a source of emotional expression and fulfillment. Explore creative activities like art, writing, or music to channel your emotions constructively. Don't hesitate to seek support from friends, family, or professionals when you're feeling overwhelmed. Reaching out can provide valuable perspective and relief. Allow yourself and others the time needed for growth.

Leo (July 23 – Aug 23)

While you enjoy being in the spotlight, aim to balance your desire for attention with genuine connections and authenticity. Leos often work hard, but make sure to balance your professional life with relaxation and play. Enjoying life's pleasures is important for maintaining overall well-being. Use your natural leadership skills to uplift and encourage those around you. Your support can have a positive impact on others' confidence and success. Despite your vibrant personality, remember to stay grounded and connected to reality. This helps you maintain a practical approach to achieving your goals.

Virgo (Aug 24 – Sept 22)

Ground yourself in the present moment to reduce anxiety and improve your overall sense of peace. Understand that progress takes time, and not everything can be achieved instantly. Practice patience with yourself and others to avoid frustration. It's a good time to reflect on your personal goals and consider any adjustments needed to align with your evolving aspirations. Allow yourself to explore creative outlets and unconventional approaches. Creativity can be a powerful tool for problem-solving and personal growth. Collaborations could flourish, especially in creative or analytical projects. Stay open to feedback, as constructive criticism could lead to significant growth. Learn to set clear boundaries to protect your time and energy. Boundaries help you manage your workload and prevent burnout. Recognize and celebrate small achievements en route. Celebrating progress helps maintain motivation and a positive outlook.

Scorpio (Oct 24 – Nov 22)

Dive deep into your passions, and don't be afraid to take risks. Your intensity will attract positive attention and help you achieve your goals. Focus on personal growth and embrace opportunities for self-discovery. Your intuition will guide you wisely, leading to meaningful connections with others. Relationships may deepen as you open up and share your feelings. Embrace any changes that come your way; they will lead to greater fulfillment. Remember, you have the strength to overcome challenges, so trust in your journey! Let the universe guide you to a more fulfilling future.

Sagittarius (Nov 23 – Dec 12)

Embrace new experiences and broaden your horizons, whether through travel or learning. Your optimistic spirit will inspire those around you, creating an uplifting atmosphere. Focus on pursuing your passions, as they will lead to exciting opportunities for exploration and growth. Relationships may deepen as you connect with like-minded individuals. Stay open to change; it will bring refreshing experiences into your life. This is a time to celebrate your freedom and embrace the joy that comes with new beginnings. The world is your playground— seize the day and enjoy every moment for its own sake!

Capricorn (Dec 22 – Jan 20)

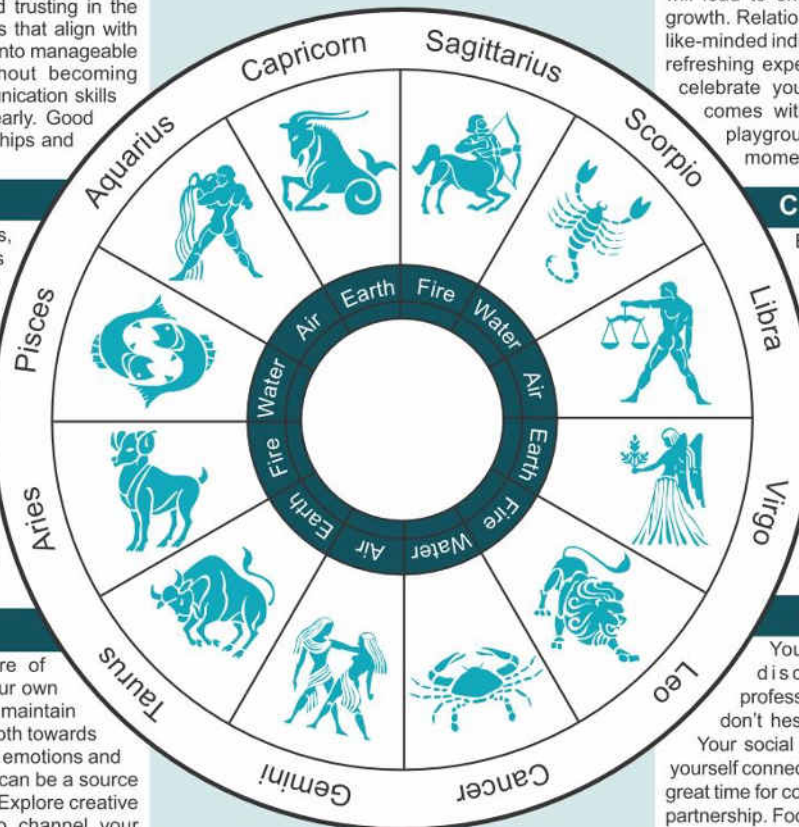
Embrace new experiences that challenge you to step outside your comfort zone. Your perseverance will attract success, and you'll build stronger connections with those around you. Focus on nurturing relationships and practicing gratitude for the abundance in your life. Creative pursuits will bring joy and fulfillment, so don't shy away from expressing yourself. Financially, your careful planning will yield rewards. This month is an opportunity to realign with your goals and desires, ensuring that you're on the path to your dreams. Enjoy the journey ahead, it will be full of pleasant surprises!

Aquarius (Jan 21 – Feb 18)

Your curiosity will lead you to exciting discoveries, both personally and professionally. Embrace the joy of learning, and don't hesitate to share your insights with others. Your social calendar will be bustling, and you'll find yourself connecting with like-minded individuals. This is a great time for collaboration, as your creativity flourishes in partnership. Focus on balancing your responsibilities with fun and exploration. Trust your instincts; they will guide you toward fulfilling opportunities. You have the power to inspire and uplift those around you! Be the north star for the world around you.

Pisces (Feb 19 – Mar 20)

Expressing your emotions through art or writing will bring you joy and clarity. Your nurturing qualities will strengthen relationships, so prioritize quality time with loved ones. This month is about finding balance between your personal needs and responsibilities. Trust your intuition; it will guide you toward rewarding experiences. Take a moment for self-care to recharge your energy, allowing you to approach challenges with renewed vigor. Open yourself to new experiences, and embrace the love and support that surrounds you. You are deserving of all the happiness that comes your way!



Libra (Sept 23 – Oct 23)

Focus on building deeper connections and nurturing relationships that matter most to you. Your natural diplomacy will help resolve conflicts and create a peaceful atmosphere. Embrace opportunities for collaboration in creative projects, as your ideas will resonate with others. Self-care is essential; prioritize time for yourself to recharge. Expect uplifting conversations that spark joy and understanding. Trust your intuition when it comes to decision-making, and don't hesitate to pursue your passions. Make an effort to express your feelings openly, especially with close friends and family. A heart-to-heart conversation can strengthen bonds and clear any misunderstandings. Some long pending dues will be cleared, paving the way for more wealth. You are deserving of love, abundance, and happiness, and the universe is aligning to support your journey! Just keep one foot in front of the other!

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



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3rd Engineers with any COC - 5 nos.

Junior Engineers with any 3rd Eng COC - 10 nos
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Contact Details

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

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RPSL NO. MUM-146

DOI 11/10/2019 DOE 11/10/2024

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AT MUMBAI:

Capt. L. Sequeira, Mr. Naresh Kumar, Mr. Saurabh Vartak
C 704, 7th Flr, Remi Biz Court, Off Veera Desai Road,
Andheri (W), Mumbai - 400053
Tel: 022-69308000 | E-mail: msiindia@msiships.com

AT NEW DELHI:

Mr. Abhishek Pahwa
Unit 619 & 620 8 - Bestech Chamber Sushant, Lok,
Block B Gurugram, Haryana- 122002
E-mail: abhishek@msiships.com

WE HAVE NO AGENTS IN INDIA

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(RPSL-MUM-284, Valid Till 07th March 2029)

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FOR CONTAINER FLEET

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FOR PCTC FLEET

1st Asst. Eng / 3rd Off

FOR CHEMICAL TANKER

3rd Off / Electrical Off

FOR LPG TANKER

Master / 1st Asst. Eng /
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It has been understood that unknown agencies are falsely advertising on behalf of Zodiac Maritime Ltd. BE AWARE! For Employment queries please contact Zodiac Maritime Agencies (India) Pvt. Ltd.



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➤ **Crewing Assistant-Documentation - 2 Nos.**

➤ **Crew Manager-Sourcing**

Job Location: Mumbai, Gurugram and Dehradun



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RPSL NO.: MUM-1021 DOI- 18/06/2024 DOE- 17/06/2029

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

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

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



SCAN ME



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- C/E
- C/O
- 2/E
- ETO
- Bosun
- AB
- MTM
- Fitter with watch-keeping

CONTAINER

- C/O
- 2/E
- 3/E
- 4/E
- ETO
- Bosun
- AB
- Fitter with watch-keeping

TANKER

- C/O (with hard chem experience)
- C/O (with crude oil tanker experience)
- 2/O (with higher license and hard chemical experience)
- 3/O (with oil / chem tanker experience)
- ETO (with tanker experience)

- Pumpman
- Bosun
- AB
- OS

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- C/O
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- 2/E
- 2/O
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RPSL-MUM-1022 valid till 19th June 2029

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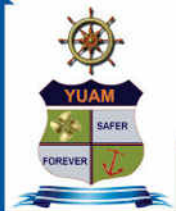
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www.nmg-stena.com

Northern Marine



YUAM Crew Management Private Limited

RPSL No. : RPSL-MUM-161 | DOI - 21.02.2020 | DOE - 21.02.2025

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| ➤ 3rd Officer (Urgent) | |

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RPSL No.: RPSL-MUM-313

D.O.I.: 12/07/2024 | D.O.E.: 12/07/2029

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RPSL-MUM-018 DOI: 14.10.2020 DOE: 14.10.2025



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Website: www.wilhelmsen.com



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To All The Seafarers



REQUIREMENTS FOR LPG (PREFERRED WITH US VISA)

MASTER | CHIEF ENGINEER |
CHIEF OFFICER | 2ND ENGINEER |
3RD OFFICER | ETO |
FITTER | COOK

REQUIREMENTS FOR SELF-UNLOADER

ETO (US VISA MANDATORY)

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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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- * SECOND ENGINEER
- * ETO with COC
- * CHIEF COOK
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501, The Eagle's Flight, 263,
Suren Road, Near W.E.H. Metro Stn.,
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RPSL-MUM-058 (Valid From: 03.11.2021) (Valid Till: 03.11.2026)



RPSL / CHN / 045

HOLY ANGEL MARINE SERVICES PVT. LTD.

D.O.I: 04.01.2018 / D.O.E: 29.09.2027 RPSL NO. CHN/045

URGENT REQUIREMENT
FOR TAKEOVER SUEZMAX
TANKER VESSEL

MASTER / CHIEF OFFICER
SECOND OFFICER / THIRD OFFICER
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ETO (With COC / ETR) / PUMPMAN
ENGINE FITTER / OILER (With COC)
COOK (With COC)

Diwali

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bring peace and
happiness to your life.



SALARY AS PER MARKET Trading Area: Persian Gulf

Interested Candidates are requested to send their cvs by mentioning your Rank / Name / Date of Availability / Last Drawn Salary / Expected Salary to our below given E-mail Id.

support@holyangelmarine.in

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D/Cadet - Chandrakumar
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Corporate Office:

163A, Victoria Street,
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Tuticorin - 628001. Tamil Nadu, India.
Ph: 0461 4000038

Branch Office:

Mahatma Enclave, Shop No.3, B-Wing,
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Maharashtra, India.
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We don't have any Agents or Broker's acting on behalf of our company



ELVIS SHIP MANAGEMENT LLP

RPSL-MUM-162114
Valid Till: 22/09/2027

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VLGC:


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

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

MUMBAI OFFICE : Unit F-5, 4th Floor, Pinnacle Business Park, Mahakali Caves Road, Andheri East, Mumbai – 400093 TEL: 68732600 FAX: 68732601 EMAIL ID: crew@xtindia.com

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



श्यामा प्रसाद मुखर्जी पोर्ट कोलकाता
Syama Prasad Mookerjee Port, Kolkata
 (Formerly KOLKATA PORT TRUST)

Syama Prasad Mookerjee Port, Kolkata (Erstwhile Kolkata Port Trust) intends to recruit **15 Trainee Pilots** (06 for KDS & 09 for HDC) who would be adjusted against regular posts of Pilots in the scale of pay of Rs. 70,000-2,00,000/-, upon successful completion of required training. The details of the vacancies in the post of 'Trainee Pilot' are given below :-

No. of posts	Reservation	Essential Qualification
For KDS - 06	SC-1, ST-1, EWS-1, OBC-1, UR-2	Master (FG)/Dredge Master Gr-I, or First Mate (FG)/Dredge Master Gr-II, or
For HDC - 09	SC-1, ST-1, EWS-1, OBC-2, UR-4	Second Mate (FG)/ Dredge Mate Gr-I, or B. Sc. Nautical Science

*** For more details, last date of application and to apply (Applications in Hard Copies only), visit "Job openings" of SMPK website at www.smpportkolkata.shipping.gov.in

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- 2nd Officer
- 3rd Officer
- Chief Engineer
- 2nd Engineer
- 3rd Engineer
- 4th Engineer
- Electrical Officer / ETO

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- ▶ Technical Superintendent (Immediate Joining)
Chief Engineer with Oil/Chemical Tanker experience
- ▶ Operation Executive
Junior Officer experience on Tankers
- ▶ Purchase Executive - Min. 2 years experience
- ▶ HSEQ Executive (Immediate Joining)
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 Visit our website: www.sttsmngt.com

OFFICE ADDRESS:
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We Are Hiring Following Personnel For Our DP2 PSV Vessels (Similar Type Of Vessel Exp. Reqd.)

Mumbai (Parekh Group)



- MASTER DPO FG / NCV
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- 2 OFF 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 Requirement For Our DP1 / DP2 AHTS Vessels (AHTS Exp. Preferred)

- MASTER FG DPO / NCV
- CO FG DPO / NCV
- 2 OFF 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
- 2 OFF 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)
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Urgent Opening For Our (AHT) Towing Tug In Dubai

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From NABL Accredited Lab

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Consultant & The CEO

Dr.T. Ramesh Kumar, M.D.,

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