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Capt. Mahesh Garimella, GM - FPD

← 38 - 43



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← 29



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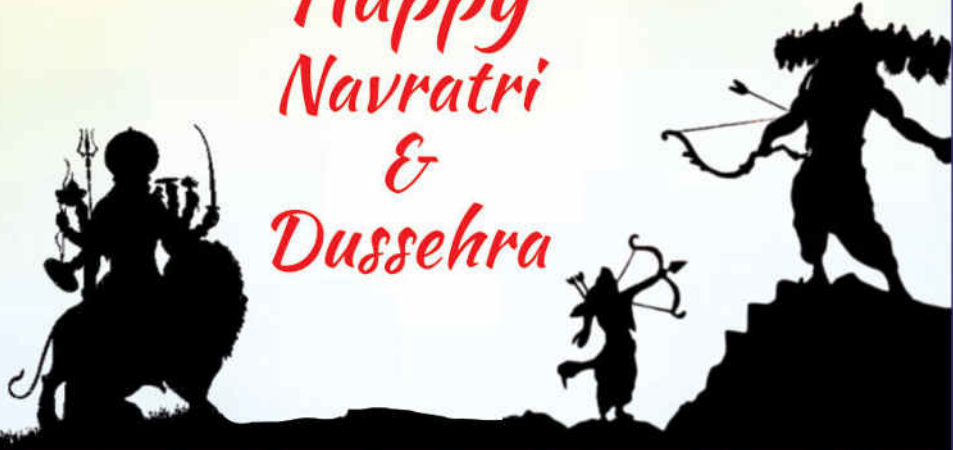
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PRODUCT | CONTAINERS | BULK | HEAVY LIFT | GENERAL CARGO**

OFFICERS

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

Bosun, Pumpman, AB - Crude Oil Tanker

Bosun, AB, Fitter, OS - Gas Carrier

Bosun, AB, Fitter, Oiler - Container/Bulk

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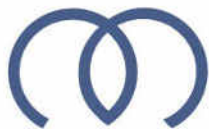
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S. Nos 34 Part A and 65 Part, Block 6, Alandur Village,
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RPS Licence No : RPSL-MUM-043 | Issued date: 26-10-2021 | Valid till: 25-10-2026

CIN : U35111MH2001PTC133762

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

URGENT REQUIREMENTS

LARGE CONTAINER VESSELS

- Chief Engineer • Second Engineer
- Chief Officer • Second Officer • Third Officer

PCTC (Pure Car & Truck Carrier)

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

- Master • Chief Engineer • Second Engineer • Third Engineer

IGF TANKER (Dual Fuel Chemical Tanker)

- Chief Officer • First Assistant Engineer • ETO

VERY LARGE CRUDE TANKERS (VLCC)

- 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

CHEMICAL TANKERS (Parcel Tankers)

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

LNG

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

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

All interested candidates, please send in your updated resume to Email Id: ratings@mms-india.com | Ratings: 9289427676 / 8291821227

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TECHNICAL SUPERINTENDENT

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- Experience on X-DF Engines is highly desirable

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Location : Mumbai Office

- ▶ Sr. Manager – Fleet Personnel (CE having experience of handling Crew Operations)
 - ▶ Asst. Manager – Logistic
 - ▶ Manager – Human Resource
- ▶ Manager – Finance (Qualified CA with 1+ year experience is corporate accounting and good knowledge in MS Excel)
 - ▶ Sr. Executive – Accounts

Location : Delhi Office

- ▶ Sr. Manager – L & D(CE having sailing experience on Tanker vessels / Training experience at shore)
- ▶ Sr. Executive – Fleet Personnel

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Contact Person: Ms. Ritu Pandey - 8291100570



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

REQUIREMENT FOR BITUMEN TANKERS

HONDURAS COC

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

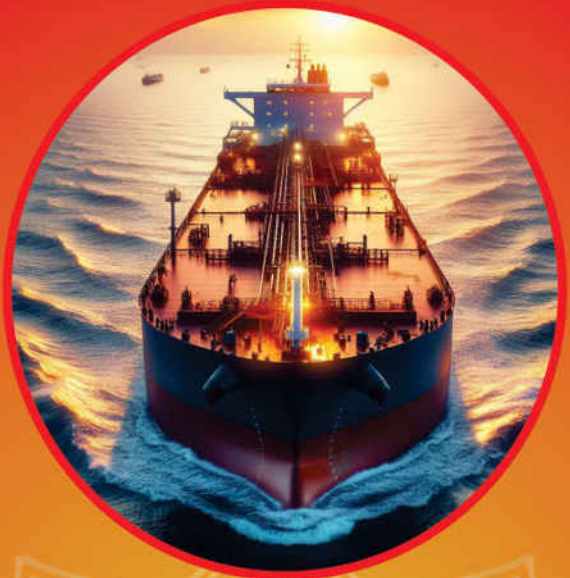
REQUIREMENT FOR MR AND AFRA TANKERS

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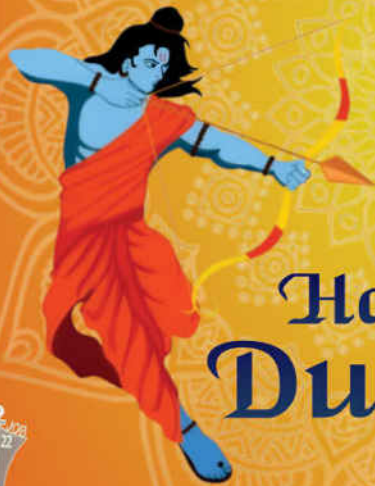
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RPSL-MUM-172 • DOI: 18.09.2020 • DOE: 18.09.2025



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- RE-JOINING BONUS



URGENT OPENINGS FOR OUR EXPANDING FLEET OF DUAL FUEL CONTAINER VESSEL (LNG POWERED)

Prefer Candidates with Dual Fuel Container Vessel Experience with Advance IGF COP Certification

- Chief Engineer ➤ Second Engineer
- Third Engineer ➤ Fourth Engineer

Candidate with LNG Vessel Dual Fuel Engine experience may also apply

URGENT OPENINGS FOR OUR CONTAINER VESSELS

- MASTER & SECOND ENGINEER with minimum 12 Months experience
- ETO With COC or ETR certificate holders can also apply



**Happy
Navratri & Dussehra**



Interested Candidates Please Contact Us At

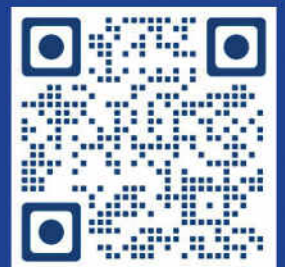
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Applications are open for both Male & Female Candidates.

REGISTRATION
starts from
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Exam Dates – 14th & 15th OCT., 2024

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RPSL-MUM-162134 | EXPIRY DATE 27/01/2028



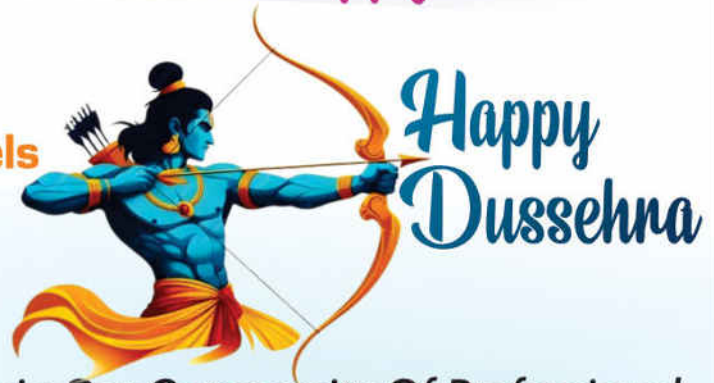
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(Rank Experience on LNG Vessels)

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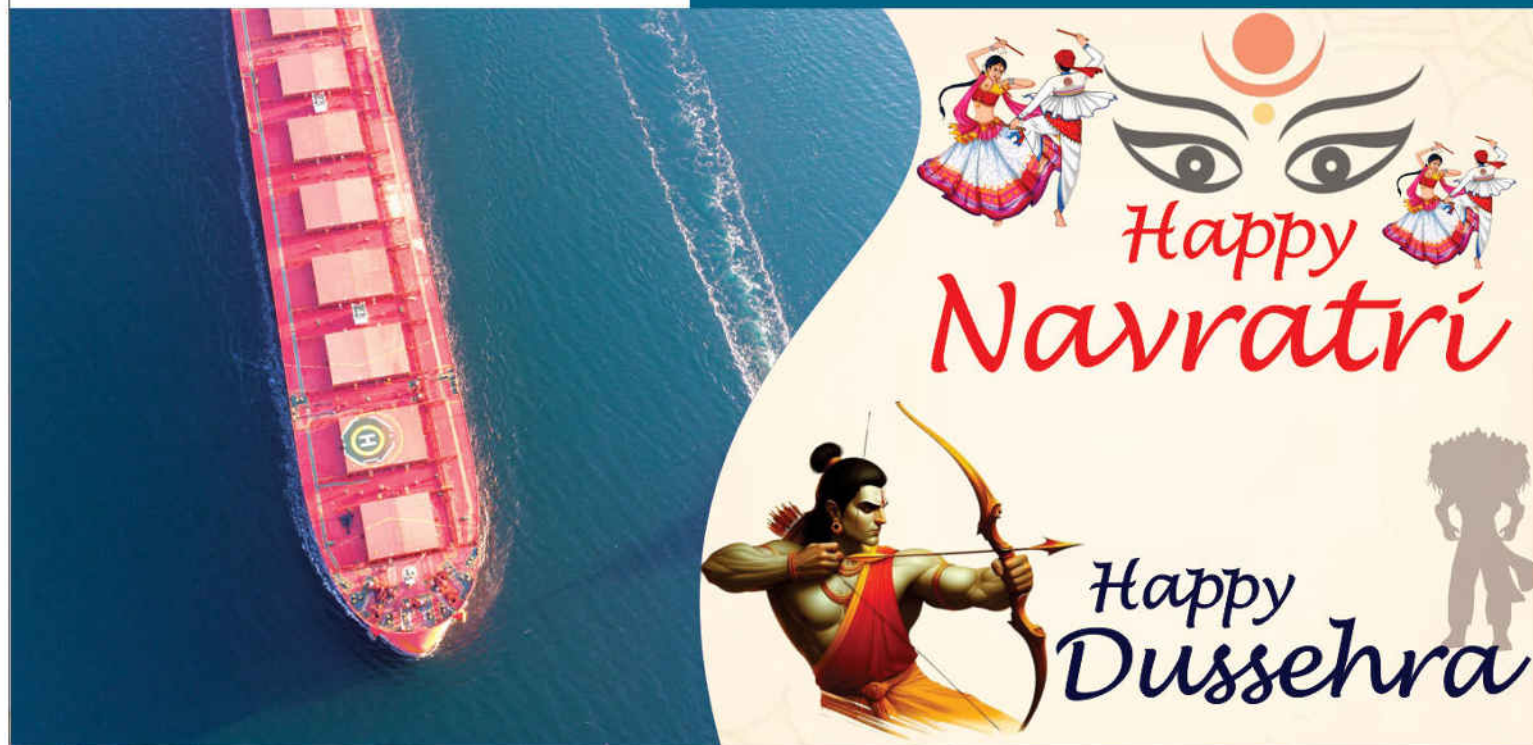
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RPSL-MUM-162072
DOI : 02/11/2021 DOE : 02/11/2026

NauticFleet



URGENT REQUIREMENT

VLGC / OIL TANKER / PRODUCT TANKER / VLCC / BITUMEN TANKER / BULK CARRIER

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

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RPSL No. MUM-199 | Issue Date: 02/08/2016 | Expiry Date: 19/07/2026

AFRAMAX / PRODUCT / OIL-CHEMICAL TANKERS:

- ◆ Chief Officer
- ◆ Junior Officer
- ◆ Third Engineer
- ◆ Fourth Engineer
- ◆ ETO

GAS TANKER:

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

BULK CARRIER / CONTAINER / GENERAL CARGO :

- ◆ Chief Officer
- ◆ Chief Engineer
- ◆ Second Engineer

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

- ◆ Master
- ◆ Chief Officer
- ◆ Second Officer
- ◆ Chief Engineer
- ◆ Second Engineer
- ◆ Electrician

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- ◆ Deck Hand with UK experience
- ◆ OOW - with UK experience



HAPPY NAVRATRI & DUSSEHRA

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- * 2ND ENGINEER
- * 4TH ENGINEER
- * ETO
- * AB
- * PUMPMAN
- * OILER
- * FITTER
- * CHIEF COOK

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M/s. Ruubrik Legal under the instructions of our client M/s. Densay Marine Private Limited having office at Block A, 3rd Floor, Imperial, New Door Nos: 610, 610A & 612, Anna Salai, Teynampet, Chennai 600018, with RPSL No: CHN / 049 publish the below notice in Public Interest, especially in the interest of crew, non-officer grade aspiring to join "M/s. Densay Marine Private Limited" Ships.

It has come to the notice of our client M/s. Densay Marine Private Limited, that one Mr. Sandeep Kumar (+91 95403-80219), Mr. Manoj Kumar Jha (+91 95403-80210), Mr. Kuldeep Kumar (+91 85295-02617), Capt. Aakash Singh and similar other names sounding individuals created a fake DGS E- Governance system from the domain "dgshipping.org" also the perpetrators created a fake email id depicted as densayshipping@gmail.com.

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9	MFA Refresher	1 DAY
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11	TASCO	10 DAYS
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3	Second Mate (F.G.)	4 Months	15	AFF	5 Days
4	MEO F.G. Class II	4 Months	16	Medical Care	10 Days
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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Guest Column

MR. SUBRAT KULSHRESTHA
- Marine Lawyer



GUIDANCE ON MARITIME CLAIMS

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

POLLUTION CLAIMS

1.4 Liability for Pollution

Liability may arise under

- The civil law; or under
- The criminal law.

1.4.1 Civil Liability

It must firstly be emphasized that whilst there is a substantial framework of international conventions which has been developed to regulate civil liability for pollution, such framework is binding only in those countries which have adopted such conventions. Therefore, civil liability for pollution in countries which have not adopted such conventions may be based on very different principles. For example, the United States of America has not adopted this framework and liability for pollution in the United States is often based on a combination of federal and state law. Therefore, it is important to establish at an early stage whether liability is likely to be subject to the international conventions or local law since this may well determine the manner in which steps should be taken to minimize further pollution or pollution liability.

When considering civil liability for pollution a distinction needs to be drawn firstly between:

- oil pollution; and
- pollution by other products.

However, even in the case of oil pollution, a distinction needs to be drawn between pollution caused by:

- the spillage of cargoes of 'persistent oil' and of bunkers from laden tankers;
- and the spillage of bunkers from non-laden tankers or from non-tankers.

The distinction is important since, as can be seen from the following sections, liability for such pollution is governed by different international conventions.

1.4.1.1 Civil Liability for Oil Pollution Claims under International Conventions

1.4.1.1.1 Pollution caused by Laden Tankers

As a result of the TORREY CANYON incident in 1967 a sophisticated system of inter-linking international conventions and private industry agreements has been progressively developed over the subsequent years which is intended to provide quick and sufficient compensation for pollution claims resulting from spillages of 'persistent oil' from laden tankers. 'Persistent oil' includes crude, fuel, heavy, diesel and lubricating oil but not gasoline, kerosene and distillates.

The system is based on the following inter-linking conventions and agreements:

- The Civil Liability Convention 1969 (CLC 69);
- The Fund Convention 1971 (which is no longer applicable to incidents occurring after 24 May 2002);
- The Civil Liability Convention 1992 (CLC 92);
- The Fund Convention 1992;
- The Fund Protocol 2003 (The Supplementary Fund) (available only to countries that have adopted CLC 92);
- The Tanker Oil Pollution Indemnification Agreement (TOPIA);
- The Small Tanker Oil Pollution Indemnification Agreement (STOPIA).

This structure was originally established by CLC 69 and the later CLC 92, Fund

Conventions and Agreements subsequently increased the amount of compensation that is payable. However, there has been no uniform acceptance of all of these conventions and agreements by all countries and shipowners. Some countries are parties to all of the conventions whereas others are merely parties to one or more conventions. Similarly, TOPIA and STOPIA are voluntary not obligatory agreements which are not part of the international conventions, albeit that it is a condition of entry to the International Group P&I clubs that shipowners must accept these agreements.

Therefore, there are three possible tiers of compensation, each tier being subject to a specific limit. The first tier is established by the CLC Conventions, the second tier by the 1992 Fund, and the third tier by the Supplementary Fund. Each tier of compensation is funded by different interests: The first tier of compensation under the CLC Conventions is funded by the shipowners and their P&I insurers, whilst compensation under the FUND 1992 Convention and Supplementary Fund (when applicable) is funded by the international oil industry through a surcharge which receivers of oil (usually the major oil companies) pay on shipments of oil carried by sea. Finally, the voluntary STOPIA and TOPIA agreements, which were created to correct perceived imbalances in the amounts paid for pollution damage by shipowners/insurers, on the one hand, and the international oil industry on the other, are designed to indemnify the 1992 Fund and Supplementary Fund respectively for a proportion of the compensation that has been paid under such conventions to third party claimants, and such indemnity is funded by shipowners and their P&I insurers. These compensation regimes are all closely related and are designed to provide claimants and shipowners with an almost seamless transition between the various instruments.

The CLC 92/Fund system (The CLC regime) is based on the inter-linking of the following factors:

The channeling of all claims under the convention to the registered owner of the ship in accordance with the terms of the convention;

- The definition of oil pollution claims;
- The imposition of virtually strict liability with few defenses;
- The limitation of the shipowners' liability that is virtually unbreakable;
- The imposition of compulsory insurance for pollution liability;
- The right of a claimant under the convention to bring a claim directly against the shipowners' insurer or "other person providing financial security ..."

The combination of these factors has enabled the system to work very well in the main and it is constantly being amended and upgraded in response to changing circumstances and requirements.

However, CLC 69 (which is still in force in some countries) suffers in comparison to CLC 92 from the following deficiencies:

- CLC 69 does not prohibit claims against parties other than the registered owner. Therefore, claims can be brought against charterers or other parties under national or local statutes or under traditional common law or civil law principles such as negligence, nuisance etc.
- The right to limit liability can be lost if there is merely 'fault or privity' on the part of the shipowner.

To be continued in next article.....

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

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To The Readers ...

Do Not Rush!

How often do we notice the board 'Do Not Rush' almost never, right? Because we are stuck in the constant loop of motion to accumulate and acquire things. We are always on a hunt for what's best, and in the process of acquisition, we forget to live in the present moment. We rush to succeed even before planning. Let us invest a constructive amount of time and thought at 'why we are often in a rush?' Is it because we are insecure about being left behind or are we really running out of time? We often forget that everyone has a different and unique path. Never compare your life or your lessons with others; each journey unfolds at its own pace. As long as we run after things, we tend to keep on running; but when we wait, things come behind us.

The fear of missing out on opportunities drives us into a haste. When we speed drive, we lose control, and when we don't take the time to breathe and reflect, we end up regretting the choices we made. Regret is hard to shake off, and nothing feels worse than the heavy burden of wishing you had known better, done better or in other words - taken your time.

When you slow down, you not only reduce the risk of errors but also allow yourself to be more present and take accountability of your every step. Life is about the journey, not the destination. This requires patience, planning and willingness to wait - and yes, waiting is hard.

When you take the time to plan, you create a roadmap to success. You

can foresee challenges and be prepared. Good planning makes room for flexibility, allowing for adjustments and improvements along the way. With such a plan, there's no need to hurry because you've already considered the potential hurdles. Now, you can proceed steadily, with confidence, calm and purpose.

Living life in a rush often leads to missing out on the beauty of the journey itself. We fail to live in the moment, opting for shortcuts rather than enjoying the experience. Eventually what is meant for you will reach you even if it is between two mountains.

The constant hastiness often leads to stress and impetuous decisions. When we slow down, we create space for reflection, reducing the likelihood of errors and fostering a deeper connection with our goals. Success and fulfillment come not from rapid achievements but from the mindful pursuit of what truly matters. A slower pace allows us to plan thoughtfully and navigate life's complexities with greater ease.

As Shigeru Miyamoto said, "A delayed game is eventually good, but a rushed game is forever bad." So why not take your time? Be patient. Invest in your goals, put your heart into them, but do not rush. After all, success takes time. Rome wasn't built in a day! Great things are achieved with patience and mindfulness.

God Bless You
Roni Abraham
Editor

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REVIEW CORNER



The History And Evolution Of Nike

Whether you are hitting the gym or strolling the streets, Nike is a brand we all recognize. Nike is a giant in the sportswear world, known for its creative products and strong brand presence. Since its inception, the company has gone beyond just making athletic gear to become a cultural icon, impacting sports, fashion, and everyday life. With engaging marketing and a focus on quality, Nike has cemented its position as a top player in the global market, setting trends and motivating both athletes and fans everywhere.

Early Footsteps

Nike's journey began in 1964 when Phil Knight and Bill Bowerman launched Blue Ribbon Sports. Their initial focus was on distributing Japanese running shoes, carving out a niche in the competitive market. Bowerman, a seasoned track coach, used his expertise to select and promote high-quality footwear, helping the brand gain momentum.

In 1971, aiming to create a distinct identity, the company rebranded itself as Nike, inspired by the Greek goddess of victory. This change was a turning point, paving the way for its rise as a leader in the athletic apparel industry.



The Birth of the Swoosh and Brand Identity

A cornerstone of Nike's brand identity is its iconic 'Swoosh' logo, designed by graphic student Carolyn Davidson in 1971. The simple yet dynamic symbol was intended to convey motion and speed, mirroring the performance ethos of the brand. Early on, Nike faced challenges in building its market presence, but the Swoosh quickly became synonymous with athletic excellence.

In 1988, Nike introduced its now-famous slogan, "Just Do It." The phrase originated from an unexpected source—convicted murderer Gary Gilmore's last words before execution, "Let's do it." Dan Wieden, co-founder of the advertising agency Wieden+Kennedy, adapted this phrase into a motivational mantra that resonated with audiences worldwide. The slogan not only became a powerful marketing tool but also inspired countless individuals to push their limits.

Athlete endorsements played a crucial role in solidifying Nike's brand. The partnership with basketball legend Michael Jordan transformed the sports marketing landscape. The launch of the Air Jordan line in 1985 was a game-changer, combining fashion with functionality and setting a precedent for athlete-driven product lines.



Nike Creations Over the Years

Nike's innovative spirit is reflected in its iconic products, each of which has left a lasting mark on the industry:

- ◆ **Nike Cortez, 1972:** This running shoe became a cultural staple and a symbol of the 1970s.
- ◆ **Nike Air Force 1, 1982:** The first basketball shoe to feature Nike Air technology, it transcended the court to become a streetwear icon.
- ◆ **Air Max 90, 1990:** Known for its visible air cushioning, this model revolutionized sneaker design.
- ◆ **Nike Dunk SB, 2002:** A collaboration with skate culture, this shoe catered to a diverse audience and fostered community.
- ◆ **Nike Mag, 2011:** Inspired by "Back to the Future II," this limited-edition shoe was a nod to futurism and innovation.
- ◆ **Air Max Scorpion, 2022:** A testament to Nike's ongoing evolution, this model continues to blend cutting-edge technology with style.

Nike's Path to Global Success:

Nike's Success Sutra emphasizes its mission to inspire and innovate for every athlete globally. From suburban Oregon, Nike has become a leader in athletic footwear. Co-founder Phil Knight highlights that true innovation means being new and better. Understanding consumer needs is crucial for winning loyalty, while strategic investments in direct retail concepts enhance product visibility and appeal, both online and in-store. This holistic approach underpins Nike's continued success in the marketplace.

Conclusion

From its modest beginnings as Blue Ribbon Sports to its status as a global icon, Nike's journey is a testament to vision, innovation, and resilience. The brand continues to shape the landscapes of sports, fashion, and culture, inspiring individuals around the world to embrace an active lifestyle. With a legacy that champions excellence and a commitment to pushing boundaries, Nike's influence is sure to endure for generations to come.



SHIPPING NEWS

MANU BHAKER: NEW BRAND AMBASSADOR FOR SHIPPING MINISTRY

The Union Ministry of Ports, Shipping & Waterways has named double Olympic medalist shooter Manu Bhaker as its Brand Ambassador.

This announcement was made by Union Minister Sarbananda Sonowal during the 4th "Harnessing of the Nari Shakti for the Development of the Nation" event, held in Chennai, Tamil Nadu, on September 17, 2024, to honor women achievers.

Nari Shakti in Marine

Jointly organized by the Chennai Port Authority and the Kamarajar Port Authority, the 4th Harnessing of the Nari Shakti for the Development of the Nation was held at the Chennai Port's International Cruise Terminal in Chennai, Tamil Nadu.

Women achievers who have prior experience in the marine or are related to the field or other sectors were recognized for their contributions to the development of the nation.

Along with Manu Bhaker, the following women were honored at the ceremony: Lieutenant Commander Vartika Joshi, the first female

skipper on the Indian crew of the INSV Tarini; Sonali Banerjee, the first female marine engineer in the history of Indian Mercantile Marine; Captain Teena Joey, General Manager, JM Baxi Group, Chennai Branch; Thulasimathi Murugesan, the silver medalist in singles badminton at the Paris Paralympics; Manisha Ramadass, the bronze medalist in singles badminton at the Paris Paralympics; and Rupali Raj Joshi, Surveyor, 1 STS Marine Components, Indian Registrar of Shipping.

The relation of Manu Bhaker with the marine is by birth. She is the daughter of a Marine Engineer, born in in Jhajjar, Haryana. Union Minister for Public Works and Pensions Sarbananda Sonowal stated that this makes her the daughter of Marine.

He further said that, "It is a moment of great pride for every Indian; and for every member of India's maritime sector. Manu Bhaker, a proud daughter of a marine sailor, has been officially appointed as the Ministry's Brand Ambassador, and she will now represent the Indian marine industry."

STCW COMPREHENSIVE REVIEW WORKSHOP BY DG SHIPPING: A STEP TOWARD MODERN MARITIME STANDARDS

The Directorate General (DG) of Shipping, in collaboration with the Company of Master Mariners of India (CMMI) and the Institute of Marine Engineers (India), IME(I), organized a critical workshop on 27th August 2024 to review and enhance the STCW (Standards of Training, Certification, and Watchkeeping for Seafarers) Convention and Code. This event, held at MSC Crewing Services Pvt. Ltd., Mumbai, was designed to address emerging maritime challenges, evolving technologies, and safety protocols, ensuring that India remains aligned with global standards in seafarer training. The workshop marked a crucial milestone as the country prepares for the upcoming International STCW Working Group (ISWG-STCW1) session in October 2024.

Opening Session: Setting the Tone for the Workshop

The seminar began on a traditional note with the recital of the Saraswati Vandana, invoking the blessings of the Goddess of knowledge. The dignitaries were introduced by Mr. David Birwadkar, Chairman of the IME(I) Mumbai Branch. Among the esteemed attendees were Shri. Shyam Jagannathan, IAS, Director General of Shipping, Capt A. K. Azad, Nautical Advisor, Govt of India, Capt. M.P Bhasin, Chairman of CMMI, and Shri Senthil Kumar, E&SS, DG Shipping. The cultural and ceremonial start laid the groundwork for an event dedicated to safety, responsibility, and the future of seafarer training.



Chief Guest Address: Fostering High Standards in Maritime Safety

The keynote address was delivered by Shri Shyam Jagannathan, the Director General of Shipping, who highlighted the STCW Convention's role in maintaining global maritime safety standards. He spoke passionately about India's commitment to raising the bar in seafarer training, aligning it with international norms and integrating advancements such as digitalization and automation into maritime practices. Shri Jagannathan's speech echoed the collective objective of fostering a high standard of assessment and certification, ensuring India continues to contribute significantly to global maritime safety efforts.

The Evolution of the STCW Convention

The STCW Convention, established by the International Maritime Organization (IMO) in 1978 and amended in 1995, 2010, and 2016, sets global standards for the training, certification, and watchkeeping of seafarers. These standards have been instrumental in ensuring that seafarers worldwide possess the necessary skills and knowledge to perform their duties safely and efficiently. However, as the maritime industry undergoes rapid technological advancements and faces new challenges such as digitalization, automation, and sustainability, it has become crucial to review and update the STCW Convention to remain relevant.

During the workshop, the discussions highlighted the differences between the existing version of the STCW Convention and the proposed changes. The existing version primarily focuses on traditional maritime skills and knowledge, with an emphasis on manual navigation, communication, and safety procedures. While these skills remain essential, the new STCW proposed revisions recognize the growing importance of integrating advanced technologies into seafarer training.

For instance, the proposed revisions to STCW Convention will now include provisions for training in the use of Electronic Chart Display and Information Systems (ECDIS), which have largely replaced traditional paper charts. Additionally, the new standards emphasize the need for seafarers to be proficient in operating automated systems and managing cyber security risks, reflecting the increasing reliance on digital technologies in modern shipping.

The workshop featured presentations by team coordinators, each focusing on specific aspects of the STCW Convention. These presentations were designed to identify gaps in the existing standards and propose amendments that would better address the current and future needs of the maritime sector.

One of the key topics discussed was the integration of digitalization and automation into seafarer training. The older STCW standards primarily focused on manual operations, but the new revisions recognize that modern ships are increasingly dependent on automated systems. As a result, there is a growing need for seafarers to be trained in the operation and management of these systems, including the ability to troubleshoot and respond to malfunctions.

Another important topic was the sustainability aspect of maritime operations. The new STCW standards emphasize the need for training in environmentally responsible practices, such as energy efficiency and pollution prevention. This shift reflects the global maritime industry's increasing focus on reducing its environmental impact and aligning with international sustainability goals.

The presentations also addressed the need to update the medical standards outlined in the STCW Convention. With the advent of telemedicine and other medical advancements, there is a push to revise the existing medical fitness requirements for seafarers to ensure that they are equipped to handle medical emergencies at sea.

Addressing Gaps and Proposing Solutions

Throughout the workshop, participants engaged in lively discussions about the gaps between the existing and proposed newer versions of the STCW Convention. One of the primary concerns was the need to update the training programs to reflect the latest technological advancements. The existing STCW standards did not account for the rapid pace of technological changes, which has led to a skill gap

among seafarers. The proposed new revisions aim to bridge this gap by incorporating training on advanced systems, such as integrated bridge systems (IBS), dynamic positioning systems (DPS), and automated cargo handling systems.

Another significant gap identified was in the area of cyber security. As ships become more connected through digital networks, the risk of cyber-attacks has increased. The new STCW standards propose mandatory training in cyber security, ensuring that seafarers are equipped to protect their vessels from digital threats.

The workshop also highlighted the importance of continuous professional development (CPD) for seafarers. While the existing STCW standards focused primarily on initial training, the proposed new revisions emphasize the need for ongoing training and skill development to keep pace with technological advancements. This includes the use of simulation-based training, which allows seafarers to practice their skills in a controlled environment before applying them in real-world scenarios.

Shri Satish Kamath, E & SS, MMD, Chennai and Capt Mahesh Yadav from FOSMA led the discussion on the STCW revision process, emphasizing the importance of updating the training standards to reflect technological advancements and changing industry requirements. Following him, Captain Azad focused on certification matters and the role of the Chief Examiner in ensuring that seafarers' competencies are in line with the latest industry trends.

The discussions took a deeper turn as Capt. Bhasin addressed concerns around safety protocols and the STCW evolution, particularly the safety of seafarers, and proposed changes to seafarer training to meet the demands of new challenges. Capt Bhasin also formally introduced the Chief Guest, Shri Jagannathan, lauding his active involvement in the maritime sector's regulatory evolution.

Comprehensive Training Programs: Addressing COCs, COPs, and Gender Inclusivity

The workshop also addressed critical areas of concern regarding COCs (Certificates of Competency) and COPs (Certificates of Proficiency), with a focus on compliance and the need for stringent checks across all aspects of the maritime industry. The comprehensive training programs discussed were designed to be inclusive, involving the Indian Maritime Institute and other institutes utilizing Learning Management Systems (LMS).

A key focus was also placed on gender inclusivity in the maritime workforce. Capt. Mahesh Yadav raised concerns about the challenges women face on board ships, particularly in relation to personal safety and social responsibility. Funded by the administration, these programs aim to foster a safer and more inclusive working environment for women in the maritime industry.

Innovations in Training: Web-Based Simulation and Technological Integration

A major highlight of the workshop was the discussion on the introduction of web-based simulations as part of the training program. This innovative approach is expected to revolutionize the way seafarers are trained, offering them more realistic, real-time scenarios to practice their skills. By incorporating simulations, the maritime institutes aim to bridge the gap between theoretical knowledge and practical application, enhancing the overall quality of training.



Gap Identification and Regulatory Improvements

The afternoon sessions saw a deep dive into the gaps in the STCW Convention. Shri Satish Kamath led discussions on the general obligations under the convention, meticulously identifying areas where the current provisions fall short. He proposed modifications to articles such as Article 8 on Dispensations, stressing the need for a standardized format for dispensation and effective communication of such dispensations to the relevant organizations.

Further, discussions centered around polar waters and the specific requirements for ships operating in these regions. The group agreed on the need for approved data reduction in sea service, proposing a reduction in the number of months required for certain training programs in light of these extreme conditions.

Other key points of the discussion included the India vs. international standards debate. The workshop participants stressed the need for India to match the minimum Quality Safety Standards (QSS) that are present in other countries to ensure global competitiveness.

Seafarer Certification: Bridging the Global and Local Standards

A detailed discussion on seafarer certification highlighted Regulation 1/5, which deals with other treaties and their interpretations. The review team discussed India's standards in relation to other countries, with particular focus on NCV (Near Coastal Voyage) certification and COCs under limitations of 3000KW. Templates for submitting identified gaps in certification processes were proposed to streamline the transition to revised standards.

Interactive Q&A and Final Takeaways

The interactive Q&A session allowed participants to express their

insights, ask questions, and provide valuable feedback on the presented chapters. This segment fostered a rich dialogue, generating innovative solutions and shedding light on contemporary challenges. The collective knowledge shared in this session underlined the significance of collaboration in refining the STCW convention.

Closing Remarks: Summarizing Key Outcomes

The workshop concluded with closing remarks that summarized the day's discussions and reiterated the importance of collective efforts in enhancing the STCW convention. The workshop achieved its primary objective of fostering a collaborative environment where regulators, maritime professionals, and stakeholders could work together to refine the convention in response to evolving technologies and industry demands.

A vote of thanks was extended by Mr. Sunil Kumar, Head of Training & Assessment at The Great Eastern Shipping Co. Ltd., acknowledging the efforts of all participants, especially Capt M. Bhasin and Mr. David Birwadkar, for their invaluable contributions. Special recognition was given to Sea and Job Magazine, the media partner, for their coverage of the event.

Conclusion: Shaping the Future of Maritime Training

The STCW Comprehensive Review Workshop marked an essential step in ensuring India's maritime sector stays ahead of global standards. The recommendations and outcomes will now be submitted to the ISWG-STCW1 session in October 2024, reinforcing India's proactive stance on maritime safety and regulatory compliance.

BAMBOO PLANTATION DRIVE AT MUMBAI PORT

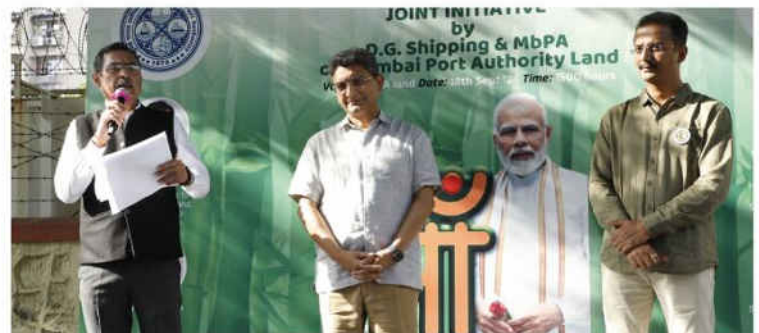
Mumbai, India: In a significant step towards environmental sustainability, the DIRECTORATE GENERAL OF SHIPPING and the Mumbai Port Authority (MbPA) have jointly launched a large-scale bamboo plantation drive.

Inaugurated on September 18, 2024, the initiative aligns with the Maritime India Vision 2030 and aims to contribute to the government's "Panchamrit" commitments for environmental, economic, and social sustainability.

The plantation drive was marked by the presence of MbPA Chairperson Rajiv Jalota (IAS). The event also saw participation from environmentalists, industry leaders, and students. DGS Shyam Jagannathan (IAS) extended his best wishes for the success of the drive.

Speaking at the inauguration, Rajiv Jalota emphasized the importance of green initiatives in port operations. "Bamboo, with its rapid growth and environmental benefits, is an ideal choice for our plantation drive. This initiative will not only enhance the green cover around the port but also contribute to carbon sequestration and biodiversity conservation."

The ANA, a non-profit organization, has partnered with WICCI and HariMitti Foundation to execute the plantation project. The foundation, known for its expertise in bamboo cultivation, will



provide technical guidance and support.

The plantation drive is expected to have a significant positive impact on the environment. Bamboo, a rapidly growing plant, is known for its ability to absorb carbon dioxide and generate oxygen. It also helps in soil erosion control and groundwater recharge. Additionally, the plantation will enhance the aesthetic appeal of the port area.

The initiative has received support from various organizations, including Gulf Turbo Solutions, Informa Markets India, Zener Maritime Solutions, First Policy Insurance Brokers, Bry Air, MSC Shipping India, Material Recycling Assn India, Hindustan Institute of Maritime Training, Capt Ajay Achuthan, Vigma Maritime Services, Armaturen Wolf, Arun Kumar Agarwal, Bhandarkar Shipping, and NSUI.

"We are grateful for the overwhelming support from our partners and stakeholders," said Mr. Sanjeev v Mehra, hon. President - ANA. "This initiative is a testament to our collective commitment to environmental sustainability and our belief in the power of community action."

As part of the plantation drive, over 1000 bamboo saplings were

planted on vacant MbPA land. The ANA aims to further expand the green cover around the port in the coming years, contributing to India's goal of increasing its green belt by 20%.

As per directives from the center and following its circular, two skits / Street plays were performed by students of IMU (T.S.CHANAKYA) and MTI SCI on Swachh Bharat tree plantation.

IME(I) MUMBAI BRANCH HOSTS SEMINAR ON MINIMIZING ENVIRONMENTAL IMPACT OF MARITIME TRANSPORT THROUGH FUEL ADDITIVES

The Institution of Marine Engineers (India) Mumbai branch successfully hosted a highly informative technical seminar on a very critical topic, "The Role of Additives: To Minimize the Environmental Impact of Transporting Goods by Sea." The event, held at The Kohinoor Continental Hotel, brought together industry experts, maritime professionals, and environmental advocates to discuss innovative solutions for reducing the ecological footprint of marine transport.

The seminar commenced with an insightful introduction by Mr. Shobhit Kapoor, who underscored the growing relevance of fuel additives in addressing recent challenges faced by fuel pumps, filtration systems, and purifiers. He highlighted that fuel stability and compatibility are pivotal factors contributing to these issues. Setting the stage for an in-depth exploration of the subject, Mr. Kapoor introduced the evening's distinguished speaker, Ms. Ritu Chaudhri, Director of Enmarol Petroleum India Private Limited.

Ms. Ritu Chaudhri, an MBA graduate from the University of Connecticut, USA, and a seasoned expert in the marine fuel, brought a wealth of knowledge to the seminar. Having founded Enmarol Petroleum India Pvt. Ltd. in 1996, Ms. Chaudhri has been at the forefront of importing heavy fuel and white kerosene through Nhava Sheva Port, in 2002 ventured into fuel additives, distributing marine fuel additives in collaboration with Innospec Limited (UK). Her extensive experience and exceptional speaking skills made her the ideal candidate to address the seminar's theme. Thereafter Mr. David Birwadkar, Chairman of IME(I) Mumbai Branch welcomed Ritu Chaudhri and requested her to commence the presentation.

During her comprehensive presentation, Ms. Chaudhri delved into the multifaceted role of fuel additives in minimizing the environmental impact of maritime transport. She began by introducing marine fuel additives as essential tools for improving onboard fuel efficiency and reducing emissions. Highlighting the Octamar™ marine fuel treatment chemicals distributed by Enmarol Petroleum India Private Limited, she emphasized their effectiveness in stabilizing Very Low Sulfur Fuel Oil (VLSFO) and controlling fuel aging and waxing issues.

Ms. Chaudhri's presentation covered a range of critical topics, including the stability challenges of various fuels such as Heavy Fuel Oil (HFO), VLSFO, Marine Gas Oil (MGO), and biofuels. She discussed the issues of asphaltene instability, sludge formation, and oxidative stability, providing valuable insights into the complexities of fuel management. Furthermore, she explored the environmental impact



of biofuels, particularly those blended with Fatty Acid Methyl Ester (FAME), and the associated performance issues.

Through case studies and trials, Ms. Chaudhri demonstrated the significant fuel savings and improved efficiency achieved with the use of Octamar additives. She highlighted the economic and environmental benefits of using combustion catalysts like Octamar Ultra HF & Octamar Complete, which can possibly reduce fuel consumption up to 2-3%, thereby offering substantial cost savings and reducing emissions.

In her concluding remarks, Ms. Chaudhri provided a fuel treatment guide and proposed solutions for decarbonizing shipping. She advocated for regular testing and monitoring of fuel performance, along with the application of appropriate fuel additives, as essential measures to enhance fuel efficiency and minimize the environmental impact of maritime transport. This was followed by a very passionate Q&A session which really demonstrated thorough knowledge of the subject by Ms Chaudhri.

The seminar concluded with a heartfelt memento presentation to Ms. Ritu Chaudhri by Mr. David Birwadkar and Capt. M.P. Bhasin, Master Chairman of CMMI, in recognition of her exceptional contribution. Mr. Rajesh Kasargod, Hon. Treasurer, delivered a vote of thanks, expressing gratitude to all attendees for their participation and making the event a meaningful and productive gathering. The evening culminated in a cocktail reception, drinks, and dinner, providing a fitting end to a successful and enlightening event.

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The Goodwood Junior Officers' and Senior Officers' Conference was held from the 26th to the 29th of August 2024 at Mumbai's pristine J W Marriott venue. These two conferences brought together Goodwood officers of all ranks and stature together, a confluence of industry's most experienced and qualified minds. The theme of this year's conference was -Raising the bar: Operational Excellence for a sustainable tomorrow.

Goodwood is a reputed ship management organization, with veteran senior officers leading an organization that emanates confidence through comprehensive discipline, prioritizing the safety of the team onboard, the cargo, and the vessel itself. Majority of Goodwood vessels are tankers, and statistics reflect Goodwood's dedication towards safety and compliance manifest in - very few observations and incidents with port authorities as well as company surveillance. Goodwood tankers have had ZERO detentions in the past five years.

GOODWOOD JUNIOR OFFICERS' CONFERENCE 2024

The first day was dedicated to Goodwood's team of Junior Officers. The day commenced with an enthusiastic welcome from Goodwood CEO Mr. Md. Kamal Uddin Ahmed of the Singapore office. The presentations that followed were punctuated with sessions where the junior officers could express themselves, ask questions and be heard by the senior management.

DHT is the majority shareholder of Goodwood Ship Management Pvt. Ltd. and has been instrumental in the distinguished progress and milestones that Goodwood has achieved over the years. The Managing Director- Technical Management and New Building- DHT Ship Management (Singapore) Pvt. Ltd - Mr. Sven Magne Edvardsen took the audience through an unembellished tour of the data analysis, bringing to light the rewarding efforts of teams both onboard and onshore and areas of improvements.

Mr. Edvardsen opened the floor for taking up questions, and was approachable and welcoming towards any queries directed towards him, creating a perfect environment for candid conversations revolving around growth and safety.

Mr. Sanjeev Bhandari, HSQE Manager and Mr. Aneet Singh Vij, Senior Engineer Superintendent - gave a compelling account of vital safety points on issues narrowed down to the duties of the junior officers in attendance. The speakers walked the officers through port state regulations, the importance of compliance, and how compliance with port state authorities can be a major

factor when considering the safety of crew onboard and that of the vessel.

General Manager: Technical and Procurement, Mr. Rajeev Pratap took the baton leading with Watchkeeping, Break downs, PMS and Soft Skills. He insisted on the importance of a vigilant and situationally-aware perspective towards Watchkeeping and highlighted consequences of mishaps that can result from seemingly tiny deviation of attention. He also emphasized the importance of using the Planned Maintenance System (PMS) to its optimum level, to ensure smooth workflow and systematized data sharing with the team onshore that can ameliorate safety and enhance performance.

Captain Muneesh Saxena, Goodwood Operations Manager and Captain Shailesh Shanbhag, Senior Marine Superintendent - gave a very interactive presentation on the human element of inspections. Using quizzes and polls as tools to draw the crowd in, they enraptured the audiences' focus on SIRE 2.0, the intimidating successor of VIQ7 from OCIMF.

Mr. Rajeev Pratap took to the stage again to stress the importance of Value-Added Training in a seafarers' career. Goodwood has been providing these trainings for free, in order to incentivize seafarers to upskill themselves. Mr. Pratap mentioned that safety, fastidiousness with work, and skill upgrade are all pieces of the puzzle where the final big picture being the success of the officers and in turn of Goodwood.

The day ended with a zealous closing speech by Goodwood CEO Mr. Md. Kamal Uddin Ahmed. He insisted on embracing challenges gracefully and following the lead of the various speakers of the day. He also urged the junior officers to feel at ease and ask any questions they might have. His empathy and attention to every query put forth, dispelled hesitation, and created a fertile ground for new ideas.





GOODWOOD SENIOR OFFICERS' CONFERENCE 2024

The first day of the Goodwood Senior Officers' Conference 2024 began with the opening speech by Goodwood CEO Mr. Md. Kamal Uddin Ahmed. He resolutely projected a vision of Goodwood's success, backing it up with statistics and data. He insisted that self-guided improvement aided by the wisdom of veteran officers at Goodwood will be propitious. He urged the Senior officers to develop an aptitude for empathetic leadership, moving forward.

Mr. Sanjeev Bhandari, HSQE Manager and Mr. Aneet Singh Vij, Senior Engineer Superintendent - took to the dais focusing on the changing landscape of Port State Inspections and how the Goodwood team is bracing itself for the inexorable developments that await the Maritime industry. This presentation also included statistical insight into incidents, emphasizing that every single incident ever to occur is preceded by 10,000 near-misses, an analogy that doted on vigilance and the need to expunge risk normalization.

Svenn Magne Edvardsen, Managing Director - Technical Management and New Building of DHT Ship Management (Singapore) Pvt Ltd presented an assessment of organizational performance of DHT; the majority shareholder of Goodwood Ship Management. He mentioned that DHT had an open-minded and safety-first approach towards taking up inevitable newer challenges around technology and decarbonization. This was followed by Eirik Ole Rynning, Head Of Operations- DHT Management AS who gave a brief power-packed presentation on DHT Operations.

Dr. Parag Pradhan of Sea Bird Medicare gave a brief account of how seafarers can best maintain their physical and mental health at sea and interim their sojourn at land in order to ensure that they qualify PEMES successfully. He drew attention to having a balanced diet, the importance of exercise and the imperative of getting medical examinations done around a month prior to the joining date.

Mr. Rajeev Pratap gave an overview of the Trainings being carried out by Goodwood Onboard and Ashore. He discussed the importance of Value-added training and urged the Senior officers to allocate time during their leave period to enhance their skills. He also gave details of the onboard training which Goodwood carries out on vessels through very experienced Trainers. Goodwood Cadet training program was discussed, and Senior officers were urged to engage more actively with the present generation of cadets to motivate and mentor them to further their careers and unlock their full potential.

Mr. Suresh Verlekar, Business Development Key Account Manager- DNV Mumbai, updated the audience about MEPC 81 and Maritime Cybersecurity. The MEPC 81 update mainly covered the progress work on GHG measures. He gave an overview of the Maritime Cybersecurity Requirements, Standards and guidance provided by the Classification society. This was followed by an engaging video on Cybersecurity prepared by Goodwood IT Department which stressed the importance of adhering to cybersecurity guidelines and the need for a new form of 'Digital Vigilance'.



Mr. Dominic Ng Head of APAC- DNV Veracity, and Mr. Rajeev Pratap General Manager Technical and Procurement, discussed in detail, the much-anticipated EU ETS, Fuel EU Maritime, Alternate Fuels and Emissions Connect (A platform provided by DNV and subscribed by Goodwood to record and report Emissions). The importance of Noon report data quality, close monitoring of fuel consumptions and implementation of onboard energy saving measures were stressed upon.

The second day began with a message on Fleet Personnel by Captain Mahesh Garimella, General Manager -FPD and Captain Rohan Sabnis, Head of Crewing. This was an interactive session and a lot of questions from the officers in attendance were answered. This piece was followed by a follow-up session on safety culture by the antecedent dynamic team of Mr. Sanjeev Bhandari and Mr. Aneet Singh Vij.

Esteemed Marine Wellness Coach Mrs Deepti Mankad took to the rostrum to give an enthralling piece on mindfulness. This included an array of techniques that can be used to enhance one's mindfulness, the importance of meditation and an ingenious and cheerful session on the A-Z of Mindfulness that kept the entire conference bright-eyed and agile.

After lunch, Technical Challenges & PMS took the center stage with Mr. Alok Misra, Technical Manager and Mr. Jitendra Kumar Senior Engineer Superintendent teaming up to bring up the technical challenges faced and lessons learned during the last one year.

This was followed up with a very engaging Break Out Session where audience were given topics like Watchkeeping Issues, Post maintenance failures, PMS and Injury prevention and they were asked to carry out a SWOT analysis on the same. The officers came out with very fruitful solutions.

Captain Muneesh Saxena and Captain Shailesh Shanbhag repossessed the audience's attention with Operational Challenges. An appearance was made by Captain Manjinder Singh Khosa, who underwent SIRE 2.0 trial inspection with remarkable success and only a single observation (the observation was neither technical nor related to his crew).

This session was also followed up by another very engaging Breakout session and topics such as Appraisal System, Deck Maintenance, Cargo Watch keeping, and Soft Skill Issues were discussed using the SWOT analysis technique.

CONCLUSION

The Goodwood Conference came to its grand closure with Mr. Md. Kamal Uddin Ahmed addressing the audience for the last time that day, instilling a sense of duty, vivacity and reassurance in the Senior Officers.

The day ended with a euphoric celebration of Goodwood's achievements that included all senior officers and dignitaries along with families of the officers in attendance. The Goodwood Conference came to a triumphant end with an incontestable feeling of hope and ambition in everyone present.







In Conversation With **GOODWOOD CEO MR. MD. KAMAL AHMED**

Mr. Md. Kamal Uddin Ahmed is the CEO of Goodwood Shipping Management, Singapore. He has been in the shipping industry since 1981, 41 years. He has been with Goodwood since its inception in 2008, this is the 16th running year.

You said in your address that SIRE 2.0 is going to revolutionize and radicalize the marine industry, could you please elucidate?

We as an organization, do a lot of things for both our crew and customers that go unrecognized by the authorities. SIRE 2.0 will change this. Compared to the previous version VIQ7, in SIRE 2.0 there is a provision for the inspector to include "positive observations", something that wasn't the case before. This means that when a company is doing better than 'just compliance,' those efforts will be recognized and appreciated. This will also mean that we can leverage our technical and safety accomplishments in case of any negative observations. It will boost crew morale, it will refine work ethics, and it definitely will turn a focused eye on overall efficiency of various operations.

SIRE 2.0 also stands out by involving all the officers and crew in the process of inspection which wasn't the case before. Earlier it was only the Master Mariner or the Chief Engineer who held responsibility. With new regulations every member onboard has to take non-negotiable accountability.

Our crew is competent but as is the case for technically oriented professions, they are shy when it comes to speaking. Now that they are, inadvertently involved in the inspection, they have to speak. And in order to speak, they must be prepared. This will be a push for them to KNOW BETTER and RAISE THE BAR (as is aptly the theme of our conference this year). They will be pushed to understand their job better, and verify whether they are in compliance with the company procedure and industry requirement. It will mean more investment of time in learning, and thorough preparation. It will in turn be good, not just for us, but for organizations all around the globe - increasing efficiency, safety and quality of life for seafarers

We had extensive presentations by the HSQE Manager and Technical Manager respectively which spurred interactive discussions around safety and compliance. What is Goodwood's consolidated message?

Mr. Bhandari is asking of officers onboard, a meticulous record that adheres to safety guidelines and company policy. We want all issues to be solved in the manner already prescribed by Senior Goodwood experts, so there is no scope to deviate from company procedure. Unless it is a case of emergency with lives at stake, non-fatal obstacles or hiccups must be resolved by consultation with the team onshore. This is because the office is better

equipped at guiding officers onboard, and helping them comply with the rules and regulations.

Leaders often bring up dealing with the new generation the Gen Z as a complicated matter. What are your views on that?

The Gen Z are born with the world in the palm of their hand. The way we approach the leadership of them has to be different from what we are used to. Gen Z have a reputation for not taking things at face value, they have got the means to verify what you're saying, and figure out what they accept. We were brought up by looking up to our seniors, we followed their lead- no questions asked; the Gen Z aren't like that. They do place great demands on us, but it is rewarding to deal with them as once they're sure of the significance of your postulations, they follow them with complete sincerity.

It was evident in both the Juniors' and the Seniors' conference that you approach the people you are leading from a place of empathy. What role does empathy play in leading Goodwood?

I think empathy is quintessential when dealing with people. If we expect, for instance, a junior officer to give his 100% to a particular task we must know their perspective, what drives them, and what could discourage them - to find out a way in which crew efficiency can be optimized.

When people are heard, and more importantly when people feel like they're being heard- they feel valued, which can be a very big factor in developing a sense of sincerity and agile rational thinking onboard.

Our senior staff is prepared for the challenge of raising a generation of par excellence Goodwood Officers. It does not matter if you are the master of your sea if you cannot master your people. And thus, SIRE 2.0 with its human element will be raising the bar and shall make a compelling case for better leadership and better environmental conditions onboard.

What one message would you like to give seafarers reading this Issue?

My message to you gentlemen is: your future is bright. Moving forward, take everything professionally and leverage your exceptional understanding of technology and move forward. You are an essential part of the industry. You have a fantastic career ahead of you.

CAPTAIN MANJINDER SINGH KHOSA



Captain Khosa started his sea career on 6th Aug 2002, he became a master mariner in 2014. He was a part of Goodwood's training department from 2013 to 2017. His latest accomplishment is getting his vessel SIRE 2.0 Trial approved with just one observation. He is admired by the entire sailing staff for his leadership, fastidiousness and sense-of-humor.

How do you manage work-life balance at sea?

You can manage it as long as you make it a priority. Work can seem insurmountable onboard. I make sure I maintain my physical fitness, I run the treadmill for 40 mins every morning and evening. Dinner is the most important part our evenings. I ensure that I manage to download all the latest movies and series before we go onboard and then I call all of my crew over and we watch movies, and tv series together. Everyone comes and we all have a good time. I always tell my officers that ordinary people work on land and vacation on sea, but for us - THE SEA IS OUR FIRST HOME. When we're here on land we are on vacation. So, if the sea is our first home, we are all family. I try to make my officers onboard as much at-ease as is possible.

What has been your biggest morale booster?

If you have any issues, talk to us don't bottle it up. I tell everyone to look out for the person who does not like to join the crowd, he might be going through things and that makes one vulnerable to mistakes. You need to develop a rapport with your team. I do not believe in giving people a hard time, it's so inefficient. It creates this gap between the Master and the crew. They will be too afraid to consult you if they have any issues, which in the end means that the work will get affected. We can't afford to take a risk like that, our work being affected means the ship being affected. Appreciate your people, because they are, in fact, YOUR PEOPLE.

If it's Friday night or Saturday night and if the ship is in the middle of sea with no traffic, we have a good meal in the recreation room, watch songs or movies and talk to each other. I look forward to these times and if I hear roars of laughter, I know we will be just fine.

CHIEF ENGINEER AMANDEEP SINGH



Amandeep Singh is a Chief Engineer at Goodwood Ship Management. He has a BS in Marine Engineering from Tolani Maritime Institute. He has been serving Goodwood for the last 16 years.

How do you ensure that your crew abides by the safety and PSC guidelines down to the third decimal?

What they need is inspiration. The junior engineers look up to us, both consciously and subconsciously. If we follow the correct safety procedures, and if we refuse to condone any slack - they will rightly perceive safety as a non-negotiable entity. When we are dealing with the safety, a major cost is involved for the company, a cost that can be reduced if not completely avoided with thorough training of our junior officers. And it does help to remind our crew that at the heart of all of these regulations and restrictions, is the safety and

wellbeing of the crew. As Mr. Bhandari said, we show tremendous bravery by choosing a high-risk profession so that our families are looked-after and happy, if we risk our lives with our negligence, we beat the very purpose of us coming out on sea in the first place.

How do you make them (the juniors) prioritize the environment?

Our major concerns are emissions of greenhouse gases in the environment and protection of the oceans. The ballast water, the garbage management, oil pollution - any kind of effluents in the water can lead to irreparable damage to marine ecosystems and biodiversity. We must ensure our crew knows what can be the consequences if we violate certain environment guidelines. Consequences both in terms of company action and penalties, but most importantly our responsibility as maritime professionals to save the environment.

CHIEF ENGINEER KUSH SHARMA



Kush Sharma is a Chief Engineer at Goodwood Ship Management; he joined Goodwood in 2009 as 4th Engineer.

Top 3 values that you consider to be the most important for an engineer onboard?

1st thing is the body language, and the attitude towards one's colleagues. It affects the entire crew subconsciously and can impact the team dynamics leading to effects on performance.

The 2nd one is an aptitude for hard work. I tell my junior officers that despite challenges onboard we are far from Atlas bearing the weight of the entire earth on his shoulders. It's not rocket science. As long as we follow the guidelines, as long as we keep putting one foot in front of the other, we will be successful.

The 3rd thing for me would be integrity. Integrity is something that any human action requires but onboard it is paramount that your sincerity and your goodwill is intact. It can make or break the entire crew's morale. As senior

officers it is our responsibility to raise a class of sailors that will do the right thing, even when they're in an emergency - relying on muscle memory.

We at Goodwood have had another year of zero finger injuries. This vigilant attitude didn't develop overnight. If I, as a senior officer, am not in my safety gear and PPA what will my juniors think? It sends a message that at the end of the day it is okay not to put on PPA. That it's all preaching no practice. We have to ourselves initiate conversations around safety culture and I do my tool box meetings mindfully stressing on safety aspects and risk assessment. Diligence is a skill taught via example.

How do you encourage your juniors to develop these values?

The key is candid communication. If we are to lead, we must develop the trust of our colleagues and ensure that they feel comfortable. There is a difference between being assertive and being authoritarian.

Even with the best interests at heart, commands that reflect an autarchic image of you do not work, especially now with the upcoming generation. I always tell my engineers, no matter what gentleman even if you make a mistake, you be honest with me - you tell me the status quo and we will collectively find a solution.

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- › 3rd Engineer
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**SHORE JOB REQUIREMENT****FLEET MANAGER**

Chief Engineer with min 5 years of shore experience

DEPUTY PURCHASE HEAD

Must hold a min 10 years of experience in ship management company

TECHNICAL ASSISTANT

3rd Engineer/4th Engineer with min 2-3 years of sailing experience

SOURCING EXECUTIVE

Graduate with min 1 year of experience in ship management company

TRAVEL DESK OFFICER

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YOUR FORECAST

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



- BY RANI

Aries (Mar 21 – Apr 20)

Your natural leadership qualities are a strength that will shine for you. Don't shy away from taking charge when needed, but balance this with empathy and inclusiveness. Work on developing patience to avoid impulsive decisions and enhance your long-term success. Find productive ways to direct your high energy, such as through sports, creative projects, or ambitious goals. Practice active listening to understand different perspectives and foster better relationships. While ambition drives you, setting achievable and realistic goals will help you avoid frustration and stay on track. Invest time in building and maintaining meaningful relationships.

Taurus (Apr 21 – May 21)

Create a solid foundation in your life through consistent efforts and careful planning. While your determination is admirable, be open to adjusting your plans if necessary. Flexibility can help you adapt to changes that open up new opportunities. Your practical nature is ideal for managing finances. Plan and budget wisely, also allowing yourself occasional indulgences. In your relationships, strive for a balance between your need for security and your partner's needs. Open communication and compromise can enhance your connections.

Gemini (May 22 – June 21)

Your natural curiosity is a great asset. Continuously explore new interests, hobbies, and areas of knowledge to keep your mind engaged and stimulated. Leverage your strong communication skills by practicing active listening and thoughtful speaking. Effective communication can enhance your relationships and professional interactions. Work on developing patience, especially when dealing with long-term projects or relationships. While you may have many ideas, focus on setting realistic and achievable goals. Break them down into manageable steps to ensure steady progress. Work on building discipline to follow through. Creating structured routines that help balance your spontaneous nature.

Cancer (June 22 – July 22)

Embrace your emotional depth and sensitivity. Allow yourself to feel and express your emotions rather than suppressing them. This can lead to greater self-awareness and personal growth. Your personal space is important for you. Invest time in creating a comforting and secure environment where you feel safe and relaxed. Regularly engage in activities that nurture your physical, and mental health. Self-care is essential for maintaining balance and avoiding burnout. Take gradual steps to adapt to new situations and trust that you have the strength to handle transitions. Trust your gut feelings when navigating uncertain situations.

Leo (July 23 – Aug 23)

Use your natural confidence to inspire and lead others, but be mindful of staying humble and approachable. While you have much to be proud of, balancing confidence with humility can enhance your relationships and foster respect from others. Pursue artistic or creative outlets to express yourself and channel your energy in fulfilling ways. Work on understanding and empathizing with others' emotions. This can strengthen your relationships and enhance your leadership abilities. Be open to receiving constructive feedback. It can provide valuable insights for personal and professional growth, even if it's not always easy to hear.

Virgo (Aug 24 – Sept 22)

Recognize that perfection is an unattainable ideal. Embrace the beauty in imperfections and learn to appreciate progress over flawless results. Be kind to yourself and acknowledge your achievements. Avoid harsh self-criticism and understand that mistakes are a natural part of growth. Trust others to handle tasks that don't require your specific expertise. Delegation can help you focus on what truly matters and reduce unnecessary stress. Regularly engage in activities that rejuvenate you, whether it's a hobby, exercise, or relaxation techniques. Self-care is essential for maintaining balance. Take time to appreciate the little things. Being receptive to different viewpoints can enhance your understanding and improve your problem-solving abilities. Practice making decisions more efficiently by setting deadlines for yourself. The more organized you get with the planning, the better will be the results of your efforts.

Scorpio (Oct 24 – Nov 22)

While you're often strong and resilient, allowing yourself to be vulnerable can deepen your relationships and foster trust with others. Use your intense energy and passion constructively. Channel it into creative projects, personal goals, or causes that you care about. Regularly engage in self-reflection to understand your motivations and emotions better. This can lead to greater personal growth and self-awareness. Building and maintaining trust is crucial for you. Be mindful of how you handle confidential information and be honest in your interactions. Surround yourself with people who respect your need for depth and honesty.

Sagittarius (Nov 23 – Dec 21)

Follow your natural inclination for a curious outlook and new experiences. Balance your love for exploration with practical considerations and responsibilities. Seek out adventures that broaden your horizons and stimulate your curiosity. Practice patience, especially when working towards long-term goals. Continue embracing new ideas and perspectives. Your open-minded nature makes you powerful, but be mindful not to dismiss the value of traditional methods or viewpoints. Strive for a balance between your desire for freedom and your responsibilities. Take opportunities to experience different cultures. This can enrich your perspective on the world.

Capricorn (Dec 22 – Jan 20)

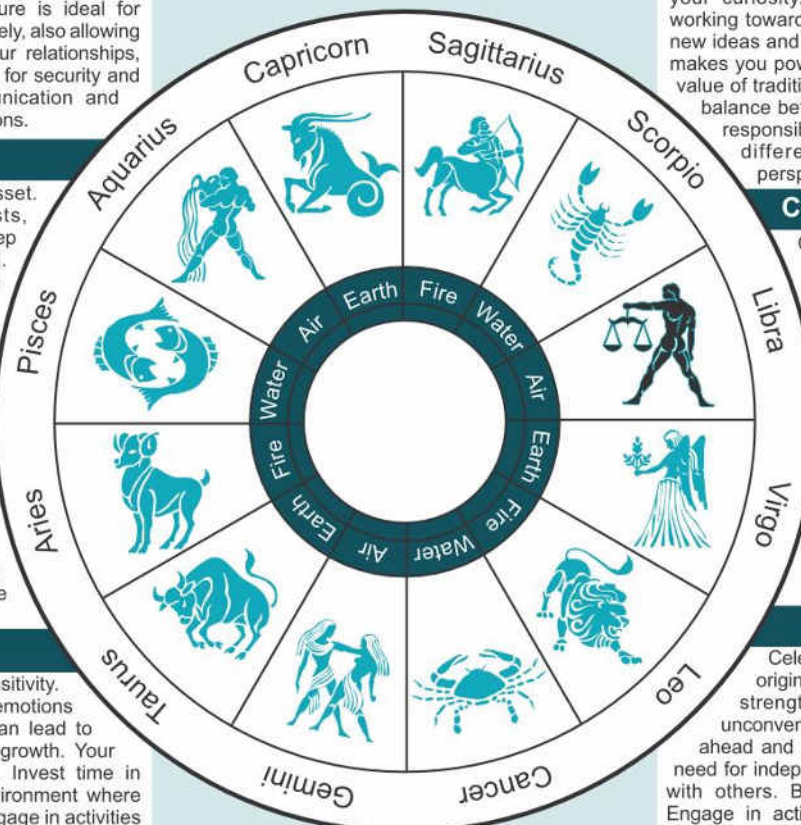
Capricorns thrive on structure and purpose. Define what success means to you and set realistic, long-term goals. While your dedication is admirable, remember to take breaks. Success often takes time. Be patient with yourself and others as you work toward your goals. Invest time in building and maintaining meaningful relationships. They can offer support and perspective balancing your drive. Understanding and managing your emotions can improve relationships and reduce stress. Don't be afraid to explore creative outlets. They counterbalance your structured approach.

Aquarius (Jan 21 – Feb 18)

Celebrate what makes you different. Your originality and unique perspective are your strengths. Be receptive to new ideas and unconventional viewpoints. This will help you stay ahead and keep your creativity flowing. While your need for independence is strong, find ways to connect with others. Balance autonomy with collaboration. Engage in activities that allow you to express your innovative ideas, whether through art, technology, or problem-solving. While you may challenge conventional norms, understanding the dynamics of the status quo can help you navigate social and professional environments more effectively. Be willing to adapt and evolve as circumstances change.

Pisces (Feb 19 – Mar 20)

Your empathy and compassion can sometimes lead to taking on too much. Learn to set limits to protect your well-being. Channel your creative energy into productive outlets of self-expression. Don't hesitate to reach out to friends, family, or professionals when you need help or guidance. It's okay to ask for support. Ensure you get adequate sleep and take breaks when needed. Rest is essential for maintaining your energy and emotional resilience, and it will definitely give you success greater momentum. While it's natural to seek escape from stress, find healthy ways to address problems.



Libra (Sept 23 – Oct 23)

Practice making choices with confidence and trust in your ability to evaluate options thoughtfully. While seeking harmony and approval from others is natural, make sure to honor your own beliefs and preferences. Your perspective is important. Ensure you set clear boundaries in relationships and interactions. It's important to balance giving and receiving to avoid feeling overwhelmed. Work on finding inner peace and stability. Try meditation, mindfulness, or journaling: activities that can help you stay grounded amidst external conflicts. Build and maintain relationships that are based on mutual respect and understanding. Take time to recognize and celebrate your accomplishments, no matter how small. Celebrating successes helps build self-confidence. Libra Suns may overanalyze situations. Work on grounding yourself and making decisions without getting trapped in excessive analysis.

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

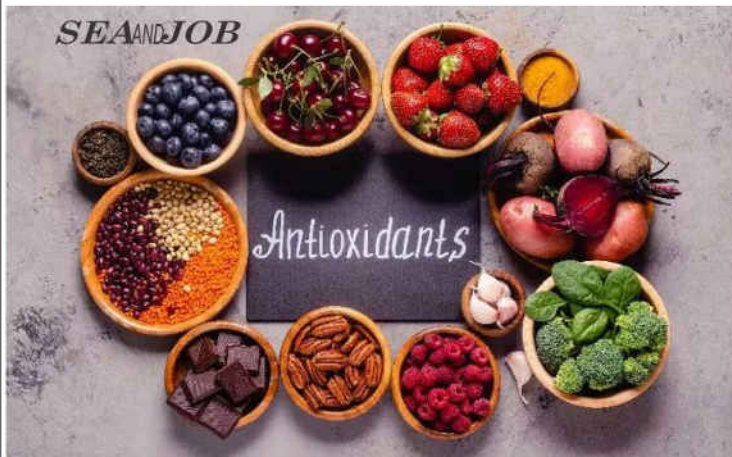


Health Zone



ANTIOXIDANTS: THE KEY TO COMBATING OXIDATIVE STRESS AND PROMOTING HEALTH

We have all heard this proverb growing up: "An apple a day keeps the doctor away". What we couldn't have known when we first heard it, is that the proverb is rooted in science rather than mere general good sense. It highlights that the high antioxidant content found in apples can save us the troublesome trip to the doctor's office.



The antioxidants we take for granted have evolved over hundreds of millions of years.

In recent years, antioxidants have become a buzzword in health and wellness circles, often associated with promises of longer life, youthful appearance, and protection against chronic diseases. But what exactly are antioxidants, and why are they so crucial for our well-being? This article delves into the science of antioxidants, their benefits, sources, and the ongoing conversation about their role in health.

Antioxidants play a crucial role in our body's defense system by neutralizing harmful molecules known as free radicals. Free radicals are generated through various processes, including metabolism, environmental stressors like pollution and UV radiation, and lifestyle factors such as smoking. When free radicals accumulate, they can cause oxidative stress (stress caused by the oxidation process), leading to major damage. This is linked to various health issues, including inflammation, aging, and chronic diseases like cancer and cardiovascular diseases.

How Antioxidants Work?

Antioxidants work by donating an electron to free radicals, thus stabilizing them and preventing them from causing harm. This neutralization helps protect cells from oxidative damage and maintains overall health.

The following are ways in which Antioxidants prove to be supermolecules powering through our body's defense system:

► **Neutralizing Free Radicals:** Antioxidants donate electrons to

free radicals without becoming unstable themselves. This process stabilizes the free radicals and prevents them from causing further damage.

► **Preventing Cellular Damage:** By neutralizing free radicals, antioxidants help protect cells from oxidative stress. This reduces the risk of cellular damage and the subsequent inflammation that can lead to chronic diseases.

► **Supporting the Immune System:** Antioxidants enhance the immune system's ability to fight off infections and illnesses by protecting immune cells from damage. This ensures that the body's defense mechanisms remain strong and effective.

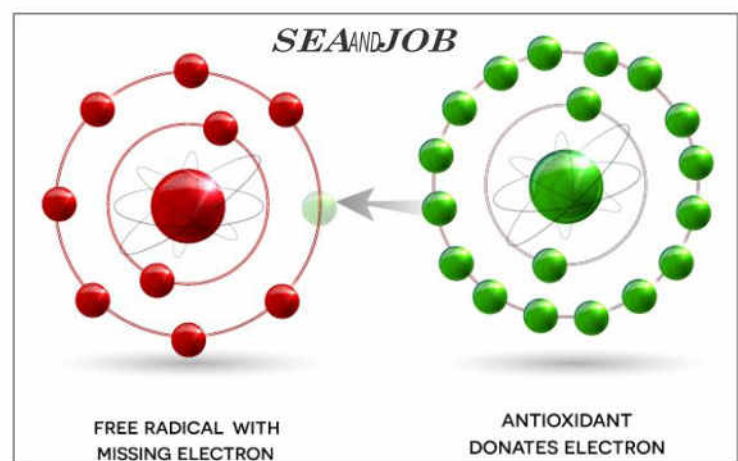
► **Repairing Damage:** Some antioxidants also play a role in repairing oxidative damage. They help to regenerate other antioxidants, like vitamin C, and assist in repairing damaged tissues and cells.

► **Reducing Inflammation:** Chronic inflammation is often linked to oxidative stress. By mitigating oxidative damage, antioxidants can help reduce inflammation and lower the risk of inflammatory diseases.

► **Supporting Cardiovascular Health:** Antioxidants like Vitamin C and flavonoids from fruits and vegetables can improve heart health by reducing oxidative stress on blood vessels and lowering LDL cholesterol levels.

► **Protecting Against Cancer:** Some studies suggest that antioxidants can lower the risk of certain cancers by protecting DNA from damage caused by free radicals. For instance, the carotenoids in vegetables like spinach and kale may play a role in reducing cancer risk.

► **Enhancing Immune Function:** Antioxidants support the immune system by protecting immune cells from damage. Vitamin C, in particular, is known to enhance the production and function of white blood cells, which are crucial for fighting infections.





Health Zone



► **Promoting Skin Health:** Antioxidants like Vitamin E and beta-carotene help protect the skin from damage caused by UV rays and environmental pollutants. They also aid in collagen production, which is essential for skin elasticity and reducing the appearance of wrinkles.

Types of Antioxidants

Antioxidants come in various forms, each with its own unique role in protecting the body:

► **Vitamins:** Vitamins such as Vitamin C and Vitamin E are potent antioxidants. Vitamin C, or ascorbic acid, is water-soluble and helps protect cells in the aqueous environments of the body, like the blood. Vitamin E, a fat-soluble vitamin, is found in cell membranes and helps protect against lipid peroxidation.

► **Minerals:** Certain minerals like selenium, zinc, and manganese are integral to the antioxidant defense system. Selenium, for instance, is a component of seleno-proteins that help neutralize free radicals.

► **Enzymes:** The body also produces its own antioxidants in the form of enzymes. Key enzymes include superoxide dismutase (SOD), catalase, and glutathione peroxidase. These enzymes play a critical role in breaking down and removing free radicals.

► **Phytochemicals:** Found in fruits, vegetables, and other plant-based foods, phytochemicals such as flavonoids, carotenoids, and polyphenols possess strong antioxidant properties. For example, lycopene in tomatoes and beta-carotene in carrots are well-known antioxidants.



Sources of Antioxidants

Incorporating a variety of antioxidant-rich foods into your diet is one of the best ways to boost your antioxidant levels. Some excellent sources include:

◆ **Fruits:** Berries, such as blueberries, strawberries, and raspberries, are packed with antioxidants like flavonoids and Vitamin C. Citrus fruits like oranges and grapefruits are also high in Vitamin C.

◆ **Vegetables:** Leafy greens such as spinach and kale are rich in antioxidants like beta-carotene and lutein. Cruciferous vegetables

like broccoli and Brussels sprouts contain compounds with antioxidant properties.

◆ **Nuts and Seeds:** Nuts like almonds and walnuts, as well as seeds like chia and flaxseeds, are high in Vitamin E and other antioxidants.

◆ **Whole Grains:** Whole grains like brown rice and oats provide antioxidants such as selenium and phenolic compounds.

◆ **Herbs and Spices:** Many herbs and spices, including turmeric, ginger, and cinnamon, are rich in antioxidants and can add flavor and health benefits to your meals.



It is generally recommended to obtain antioxidants through a varied diet rather than relying solely on supplements. The latter should be used cautiously and ideally under the guidance of a healthcare professional. Whole foods provide a complex mix of nutrients and antioxidants that work synergistically to promote health. A balanced diet rich in fruits, vegetables, nuts, seeds, and whole grains remains the most reliable way to ensure you're getting the antioxidants your body needs.

For example, Glutathione is essential for the immune system's proper functioning and is vital in building and repairing tissue. Some foods with high glutathione levels include turmeric, avocado, green asparagus, almonds, okra, and broccoli. These foods can increase cellular glutathione levels and provide antioxidant benefits.

Research has shown that antioxidants can help with conditions like gastritis, peptic ulcers, gastroesophageal reflux disease (GERD), and colorectal cancer. Research has explored how antioxidants can enhance the effectiveness of certain cancer therapies, such as chemotherapy, by protecting normal cells from oxidative damage, thereby reducing side effects while maintaining tumor-targeting efficacy.

If we want a vessel to conquer high seas and long passages – we must ensure that her build is solid. In the same way, for one to perform to the best of one's ability, one must be in the best possible physical health, our bodies must be equipped to soldier through any stress that we might face onboard.

In summary, understanding the role of antioxidants and making informed dietary choices can significantly contribute to long-term health and well-being.

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

NEWS UPDATE FOR ONBOARD CREW



QUAD GROUP EXPANDS MARITIME SECURITY COOPERATION AT BIDEN'S FAREWELL SUMMIT

New Delhi: India has joined Japan, Australia, and the United States to send a strong message to China, expressing serious concerns over "coercive and intimidating maneuvers" in the South China Sea and agreed that the coast guards of the four nations would launch a joint mission in the Indo-Pacific region in 2025.

The Quad – a coalition of India, Japan, Australia, and the US – agreed to help leverage electro-optical data and advanced analytic software to sharpen the maritime domain awareness for partner nations in the Indo-Pacific region and to help keep watch on their territorial waters.

The coalition also launched an Indo-Pacific Logistics Network pilot project to pursue shared airlift capacity among the four nations and leverage collective logistics strengths to support

civilian response to natural disasters more rapidly and efficiently across the region.

"Free, open, inclusive, and prosperous Indo-Pacific is our shared priority and shared commitment." Prime Minister Narendra Modi said as he joined his Japanese and Australian counterparts, Fumio Kishida and Anthony Albanese, as well as US President Joe Biden for the fourth in-person summit of the Quad, which had been conceived in 2007 and revived in 2017 to counter the hegemonic aspirations of China.

"We are not against anyone. We all support a rules-based international order, respect for sovereignty and territorial integrity, and the peaceful resolution of all issues... Our message is unequivocal: Quad is here to stay, to assist, to partner, and to complement."

INDIA TO GET FIRST NATIONAL SECURITY SEMICONDUCTOR FABRICATION PLANT AS PART OF COLLABORATION WITH U.S.

India has collaborated with the United States to set up the first-ever national security semiconductor fabrication plant in the country. The facility will be the production hub for chips to be used in military hardware and critical telecommunication networks in both countries.

The fabrication plant to be named 'Shakti', will focus on three major pillars of modern warfighting, i.e., advanced sensing, advanced communications, and high voltage power electronics. The complete project will receive support from the India Semiconductor Mission and will be a part of the Strategic

Technology Partnership among Bharat Semi, 3rdiTech, and the US Space Force. It will not only be India's but the world's first multi-material fab for national security.

Emphasizing the significance of the project, Foreign Secretary, Vikram Misri explained that this plant is one of its kind as it has been established to manufacture infrared, gallium nitride, and silicon carbide semiconductors. The project represents India's designing and manufacturing capacities in the semiconductor sector. It is also expected to enhance mutually beneficial linkages in research and development in chip manufacturing.

"NEW CHAPTER IN INDIA'S SPORTS TRAJECTORY": PM MODI HAILS TEAM INDIA FOR DOUBLE GOLD AT CHESS OLYMPIAD

Prime Minister Narendra Modi extended heartfelt congratulations to Team India for their historic achievement at the FIDE Chess Olympiad, where both the men's and women's teams secured gold medals. He described the victory as a significant milestone in India's sporting trajectory.

India's teams delivered outstanding performances at the 45th International Chess Federation (FIDE) Chess Olympiad, held in Budapest, clinching gold in both the men's and women's events.

"Historic win for India as our chess contingent triumphs at the 45th #FIDE Chess Olympiad! India has won the gold in both the open and women's categories. Congratulations to our incredible Men's and Women's Chess Teams. This remarkable achievement marks a new chapter in India's sports trajectory. May this success inspire generations of chess enthusiasts to excel in the game," PM Modi said on X.

India's men's team, consisting of D Gukesh, R. Praggnanandhaa, Arjun Erigaisi, Vidit Gujrathi, and Pentala Harikrishna, defeated Slovenia to clinch the gold. Victories by Gukesh and Erigaisi gave India an early 2-0 lead, while Praggnanandhaa's win and a draw from Vidit sealed the gold with a 3.5-0.5 scoreline.

The Indian women's team, featuring Harika Dronavalli, R. Vaishali, Divya Deshmukh, Vantika Agarwal, and Tania Sachdev, mirrored the men's success by securing gold after a dominant 3.5-0.5 victory against Azerbaijan. Harika, Divya, and Vantika won their matches, with Vaishali earning a draw.

Earlier, during his address to the Indian diaspora at Nassau Coliseum in New York, Prime Minister Modi acknowledged the team's double-gold victory, saying, "Bharat is full of energy and dreams." He praised the chess champions, adding, "Every day we see new achievements. Today, both India's men's and women's teams have won gold medals at the Chess Olympiad."

INDIA TO OPEN NEW CONSULATES IN BOSTON AND LOS ANGELES: PM MODI

India will open two new consulates in Boston and Los Angeles, Prime Minister Narendra Modi said meeting the long-pending demand of the fast-growing Indian American community in these two large American cities.

While Boston is considered as the education and pharma capital of the US, Los Angeles, home to Hollywood, is hosting the next summer Olympics and current US Ambassador to India Eric Garcetti is the city's former mayor.

"Friends last year, I had announced that our government had plans to open a new consulate in Seattle. It is now operational. I had asked for suggestions from you for two more consulates. I am happy to announce that after reviewing your suggestions, India has decided to open two new consulates in Boston and Los Angeles," Modi announced during his address to Indian Americans in New York's Nassau Veterans Coliseum.

India currently has six consulates in New York, Atlanta, Chicago, Houston, San Francisco and Seattle. The Embassy is in Washington DC. The Permanent Mission of India to the United Nations is based in New York City.

The announcement was immediately welcomed by the residents of Los Angeles.

"The Modi government listens and responds to the needs of Indian Americans and of American business and political leaders.

I am grateful to Prime Minister Modi," External Affairs Minister S Jaishankar and former Indian Ambassador to the United States Taranjit Sandhu for the decision to open a consulate in Los Angeles, Gunjan Bagla, CEO of Amritt Inc, a Los Angeles-based consulting firm, told PTI.

"Bagla had led an effort in this regard. We obtained over 3,600 signatures from Southern California residents. Dozens of American and Indian American organisations wrote letters to the Prime Minister's Office," he said.

Los Angeles is the second largest city in the United States and its twin ports of Los Angeles and Long Beach handle about 40 percent of all overseas goods trade in the United States.

With the growing global importance of the Indo-Pacific, Los Angeles is the capital of the Pacific Rim and India needs to be present here. All but one of the G20 countries have consulates here in Los Angeles. American business executives with an interest in India will feel more engaged with a local consul general representing India. While we have been blessed with Consul General Dr. Srikar Reddy visiting us from San Francisco dozens of times in the last year, there are numerous local events where the absence of India is clearly felt. NRIs and Indian Americans will benefit in the case of emergency travel needs to India by not having to fly to San Francisco, Bagla said.

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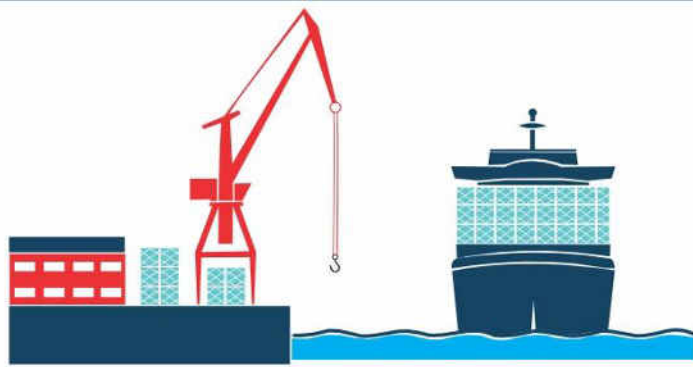
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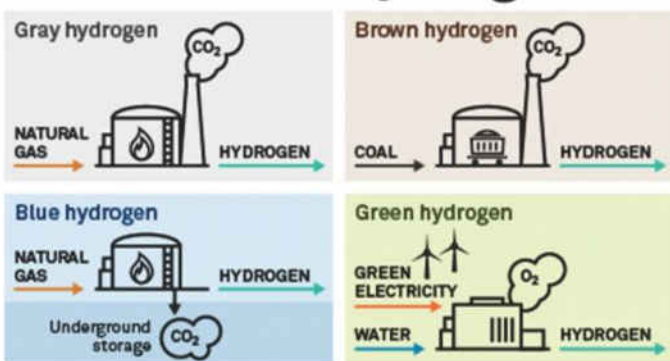
HARNESSING MARINE HYDROGEN FUEL FROM HYDROPOWER: A SUSTAINABLE FUTURE FOR SHIPPING

As the world strives to reduce greenhouse gas emissions and transition to sustainable energy sources, the maritime industry faces significant challenges. Shipping, a vital component of global trade, is responsible for approximately 2-3% of annual greenhouse gas emissions. Traditional marine fuels, primarily derived from fossil fuels, are not only polluting but also subject to price volatility and geopolitical tensions. In this context, hydrogen fuel—particularly marine hydrogen sourced from hydropower—emerges as a promising solution for a cleaner, more sustainable maritime future.

The Promise of Hydrogen Fuel

Hydrogen is the most abundant and energy-dense element in the universe. Hydrogen fuel is trifurcated into gray, blue, and green labels depending on the sources used in production and the corresponding amount of greenhouse gases emitted during procurement. Green hydrogen refers to hydrogen produced through the electrolysis of water using renewable energy sources. Unlike gray hydrogen, which is derived from fossil fuels and emits carbon dioxide, and blue hydrogen which is produced from natural gas—green hydrogen represents a clean and sustainable alternative.

The colors of hydrogen



The process involves using electricity generated from renewable sources—such as wind, solar, or hydropower—to split water molecules into hydrogen and oxygen.

Marine hydrogen fuel can play a pivotal role in achieving these targets through several applications:

- ◆ **Fuel Cells:** Hydrogen fuel cells can be used to power ships, converting hydrogen into electricity to drive electric motors. Fuel cell technology is already being tested in various marine vessels, demonstrating its potential for zero-emission operation.
- ◆ **Hydrogen as a Direct Fuel:** Ships can also be designed to run directly

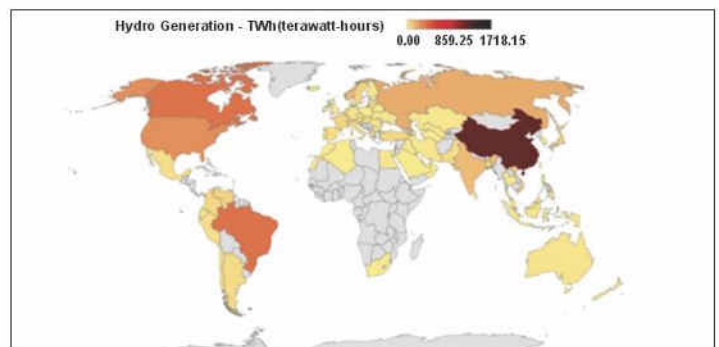
on hydrogen combustion. This approach requires modifications to existing engine technologies but offers a path to immediate emissions reductions.

- ◆ **Hybrid Systems:** Combining hydrogen fuel with battery storage or other renewable sources can enhance energy efficiency and reduce reliance on fossil fuels. Hybrid systems provide flexibility in energy use, especially for vessels operating in variable conditions.

Marine hydrogen fuel can be produced through various methods, with electrolysis being a key process. This article gives an overview of the use of hydropower in the production of green hydrogen.

Sourcing Hydrogen from Hydropower

Hydropower, one of the most established renewable energy sources, plays a crucial role in the hydrogen production landscape. The process involves generating electricity from the kinetic energy of flowing water, which can then be utilized to produce hydrogen through electrolysis. Globally, hydropower accounts for about 16% of total electricity generation and is the largest source of renewable electricity. The graded map highlights the hydropower generation potential of different countries across the globe. It is important to note that the highest capacity of hydropower generation has not been utilized yet. This means that we have a literal untapped reservoir of energy waiting to be harnessed.



Here are the key advantages of sourcing hydrogen from hydropower for marine applications:

- ◆ **Low Carbon Footprint:** Hydropower is a clean energy source with minimal greenhouse gas emissions. When paired with electrolysis, the hydrogen produced is classified as "green hydrogen," further enhancing its environmental credentials.
- ◆ **Consistency and Reliability:** Hydropower can provide a stable and continuous energy supply, making it an ideal source for hydrogen production. This reliability is critical for meeting the energy demands of marine applications.



Marine Insights

◆ **Geographical Advantages:** Many coastal regions with significant shipping activity also have access to rivers or hydroelectric facilities. This geographical alignment allows for localized hydrogen production, reducing transportation emissions and costs.

The process of producing hydrogen using hydropower involves several key steps that can be divided into two major parts. Here's a detailed explanation of the process:

Part I: Hydropower Generation

Hydropower is generated by harnessing the kinetic energy of flowing or falling water. The primary steps include:

Water Source: Water is collected from rivers, reservoirs, or dams.

Turbine Activation: The flow of water turns turbines, which are connected to generators.

Electricity Production: As the turbines spin, they generate electricity, which can be used immediately or directed towards hydrogen production.

Part II: Power to Gas System

Once electricity is generated, the next step is the production of hydrogen through electrolysis:

Electrolysis Process: This involves passing the generated electricity through water (H_2O) to split it into hydrogen (H_2) and oxygen (O_2).

Electrolyzer: An electrolyzer, which contains an anode and a cathode, facilitates this process. When electricity is applied:

At the anode: Water molecules are oxidized, releasing oxygen gas and positively charged hydrogen ions (protons).

At the cathode: Hydrogen ions gain electrons (reduction), forming hydrogen gas.

The hydrogen gas is collected and can be compressed or liquefied for easier storage and transportation. Hydrogen can be stored in pressurized tanks, underground caverns, or in metal hydrides, depending on the intended use and scale.

The Role of Hydropower-Hydrogen Fuel in Decarbonizing Shipping

The maritime sector is under increasing pressure to reduce emissions. Regulatory bodies, such as the International Maritime Organization (IMO), are setting ambitious targets for emissions reduction, including a goal to halve shipping emissions by 2050.

The integration of hydropower and green hydrogen presents a compelling strategy for optimizing renewable energy use and enhancing

sustainability. Here's how these two technologies can work together:

◆ **Utilizing Excess Capacity:** During periods of high water flow or low electricity demand, hydropower plants can generate surplus energy. Instead of shutting down or wasting this energy, it can be used to produce green hydrogen through electrolysis. This helps to balance supply and demand and ensures that renewable energy is utilized efficiently.

◆ **Supporting Grid Stability:** As more intermittent renewable sources, such as solar and wind, are integrated into the energy grid, hydropower can play a crucial role in providing stability. By producing green hydrogen during times of excess generation, hydropower can help to alleviate grid congestion and provide a backup energy source.

◆ **Creating a Circular Economy:** Green hydrogen can facilitate a circular economy within the energy sector. By combining hydropower and hydrogen production, regions can create a localized energy ecosystem, reducing dependency on fossil fuels and enhancing energy security.

◆ **Complementing Storage Solutions:** While pumped hydro storage is an effective means of storing energy, green hydrogen adds another layer of flexibility. It can be stored for longer periods than electricity in batteries, making it ideal for seasonal energy storage. This combination can help address fluctuations in renewable energy generation and ensure a stable energy supply throughout the year.

Several initiatives around the world are already exploring the use of marine hydrogen fuel sourced from hydropower. For instance, Norway, with its abundant hydropower resources, is leading efforts to develop hydrogen fuel for ferries and other vessels. Pilot projects are demonstrating the feasibility of hydrogen-powered ships, paving the way for larger-scale deployments.

As technology advances and infrastructure develops, the future of marine hydrogen fuel looks optimistic. The combination of hydropower and hydrogen can facilitate a shift toward cleaner, more sustainable shipping practices, significantly reducing the maritime industry's carbon footprint.

Marine hydrogen fuel sourced from hydropower represents a compelling solution for decarbonizing the shipping industry. By leveraging the benefits of renewable energy, particularly hydropower, we can create a sustainable and efficient hydrogen production system. With concerted efforts from governments, industries, and research institutions, the maritime sector can embrace this innovative approach, paving the way for a greener, more sustainable future on the high seas. The transition to marine hydrogen fuel is not just a possibility; it is an imperative for a sustainable maritime industry in an era of climate action.

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A family of mice was surprised by a big cat. Father Mouse jumped and said, "Bow- wow!" The cat ran away. "What was that, Father?" asked Baby Mouse. "Well, son, that's why it's important to learn a second language."



The kids were sitting around a campfire in the woods, enjoying a night of stories and jokes.

One curious child asked, "Hey, do you know how trees stay connected these days?"

The camp counselor grinned and replied, "Well, they log in!"



Mother: "Did you enjoy your first day at school?"



Girl: "First day? Do you mean I have to go back tomorrow?"

A man arrived early to the restaurant. The manager said to the man "do you mind waiting a bit?" The man replied, "No!" "Good, Take these drinks to table 9."



Operator: "911, what's your emergency?"

Man: "A guy just got hit by a car, I need an ambulance."

Operator: "What's your location?"

Man: "I'm on Eucalyptus Street."

Operator: "Can you spell that for me?"

Man: (after a long awkward silence)

Operator: "Sir? Are you there?"

Man: "I'm going to drag him over to Pine Street and call you right back."



Mom: "Happy birthday, son!"



Son: "Thank you, Mom!"

Mom: "Now, come on quickly mix the flour. We need to bake a surprise birthday cake for you!"

A daughter came downstairs and gave her mother the last bite of her favorite candy. The mother was so proud that her daughter had finally learnt to share. A minute later, her son came downstairs screaming, "Who ate all of my candy?" "WE DID!" her daughter declared.



During a family dinner, everyone is chatting about their favorite foods. A tech enthusiasts questioned one of the family members, "Do you know what computers like to eat?" Someone across the table replies, "Chips!"



Q: What do you call a teacher who forgot to take attendance?

A: Absent-minded.



Don't be mad at Lazy people, they didn't do anything



Mom: "Reema, have you seen my newspaper?"

Reema: "Mom, newspapers are old school! Why don't you use the tablet to read?"

Mom: "How am I supposed to use the tablet to kill a fly?"



Job Interviewer: "It says in your Resume you went to Harvard University"

Candidate: "Yes! for my cousin's graduation"



Teacher – "Name the kind of tree you can hold in your hand?"

Student – "A palm tree!"





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 TEL: Chennai: +91-9884450085 Cochin: +91-9349840085 Mumbai: +91-22-40666200 | EMAIL: Jobs@Seaspanscrew.com

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RPSL-MUM-167
 DOI : 19-12-2009
 VALIDITY : 19-12-2024



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Head Office :
 710, DALAMAL TOWER, 211, FREE PRESS JOURNAL MARG,
 NARIMAN POINT, MUMBAI - 400021.

Urgently required following ranks with DSV / AHTS / DP2 Accommodation work / Jackup Barges experiences

Barge / Asst. Barge Master - 2 nos
 Safety Officer - 6 nos
 Radio Officers - 6 nos
 ETO with DSV / DP / MPSV experience - 2 nos
 3rd Engineers with any COC - 5 nos
 Junior Engineers with any 3rd eng COC - 10 nos
 Electricians - 5 nos
 AC Technicians - 5 nos
 Mechanics / Oilers / Motormans with any 3rd eng COC - 10 nos
 Crane opt holding sparrow / enermech stage 3 - 5 nos

Bosun - 10 nos
 Welder Fitters - 10 nos
 Cook - 5 nos
 AB / Riggers - 15 nos
 Oilers - 8 nos

Please Send CV at:

crew@searoyalship.com

022-61071600
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ALBA MARINE SERVICES PVT. LTD.

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

REQUIRED URGENTLY FOR OUR EXPANDING FLEET FOR BULK CARRIER

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

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**WE MANAGE A FLEET
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OFFICE LANDLINE: 022 42647777

CONTACT NO: ANIKET- 8828060588 / SNEHAL- 7715993995/
SANDHYA- 7710043784 / BHAGYASHREE- 7710994995
NEHA- 7738554553 / MEGHNA- 7710030258



ADDRESS: 304, WELLINGTON BUSINESS PARK-II, ANDHERI - KURLA ROAD, NEAR MAROL METRO STATION, ANDHERI EAST, MUMBAI 400069

WEBSITE: www.albamarine.in

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

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TECHNICAL SERVICES

+91 22 6253 0800

✉ seajobs@aships.co.in

📞 CVs on +91 740 043 3800

The Corporate Park, 4th Floor, Plot no. 14/15, Sector 18, Opposite Pudhari Press, Vashi, Navi Mumbai – 400703

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ALTITUDE MARINE SERVICES PVT. LTD.

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



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The Following Positions On Bulk Carriers,
LPG Carrier, Containers, Tankers & Offshore Vessels**

- ◆ MASTER
- ◆ CHIEF ENGINEER
- ◆ CHIEF OFFICER
- ◆ SECOND ENGINEER
- ◆ SECOND OFFICER
- ◆ THIRD OFFICER
- ◆ THIRD ENGINEER
- ◆ FOURTH ENGINEER
- ◆ ETO
- ◆ GAS ENGINEER

RATINGS

BOSUN / PUMPMAN / AB / OILER / FITTER / OS / CHIEF COOK

SHORE JOB

We require the below position for our esteemed company.

► **SOURCING EXECUTIVE**

Job Location : Navi Mumbai

Freshers can also apply

Interested candidates can send their resume to
resume@altitudemarine.net

Head Office in Mumbai :

509-510, Kamdhenu Commerz,
Plot No. 2, Sector 14, Kharghar,
Navi Mumbai 410210,
Maharashtra, India.
Tel: +91 22 4826 0382,
Mr. Rabish Satapathy
(GM Recruitment) +91 8097578913,
www.altitudemarine.net

Branch Office in Chennai:

No.20/3&4, Indra Devi Complex,
2nd Floor, Gopalakrishnan Street,
T Nagar, Chennai - 600017,
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Mr. Asokavarthanan Karupiah
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RPSL-MUM-045 Issue Date: 13.03.2016 Expiry Date: 04.03.2026

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

URGENT REQUIREMENT

OIL TANKERS

(RANK EXPERIENCE REQUIRED FOR ALL THE RANKS)

- CHIEF OFFICER ►► SECOND ENGINEER
- SECOND OFFICER ►► THIRD ENGINEER

CHEMICAL TANKER

(RANK EXPERIENCE REQUIRED FOR ALL THE RANKS)

- CHIEF OFFICER ►► SECOND ENGINEER
- SECOND OFFICER ►► THIRD ENGINEER

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

Email : manning@cenmarindia.in



Wishing all the
Seafarers and
their Families

HAPPY

NAVRATRI, DUSSEHRA & DURGA PUJA

- ✓ Bright Promotion Prospects
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- ✓ Exclusive In-House Training on LCHS
- ✓ Health Insurance Coverage



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B Wing, 108 /109, 1st Floor, Kanakia Wall Street,
Chakala, Andheri-Kurla Road, Andheri East, Mumbai 400 093
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A member of X-Press feeders' group

Eastaway owns a diverse global fleet of over 60 container vessels ranging upto 7000 TEUs. In addition, 14 Dual Fuel Methanol Container New Build Ships are being delivered from May 2024 onwards in the next 12 months.



COMPANY BENEFITS:-

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- Direct hiring/No agents



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Eastaway (India) Private Limited

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

BOARD LINE: +91 22 6802 0000

MOBILE: +91 86553 85061 / +91 76780 28220 / +91 99200 75887

EMAIL: seajobs@eastaway.com WEBSITE: www.eastaway.com

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



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Ms. Geeta: +91 9167207986 (For Ratings)

seacareers@dockendale.net

QR for
Careers



Disclaimer: We do not have any agents.

Log on to : www.seajob.net



d'Amico Ship Ishima India Pvt. Ltd.

RPSL-MUM-030
Issue date: 20.04.2021
Valid till: 20.04.2026

MASSA MEMBER
ONE OF THE YOUNGEST
FLEET WITH AN AVERAGE AGE OF 5 YEARS

**JUNIOR OFFICER WAGES
REVISE FROM 1ST JANUARY 2024**

CONTACT US

MUMBAI OFFICE:

A-201 / 202 / 203, Cri Point, J. B. Nagar,
Andheri Kurla Road, Andheri (East), Mumbai - 400059
Tel: +91-22-40372221 / 22, +91-22-40502100
Fax: +91-22-28234987
Email: mumbai@damicoishima.com

Please forward your CV on:

crew.in@damicoishima.com,
hrsea@damicoishima.com, crewing@damicoishima.com

DELHI OFFICE:

JA 912 & 914, 9th Floor, DLF Tower A,
Jasola District Centre, New Delhi - 110025
Tel: +91-11-41658541 / 46075160
Email: delhi@damicoishima.com

Please forward your CV on:

delhi@damicoishima.com

Website: www.damicoishima.com

d'Amico lifts the title of
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at Seajob Indian Anchor
Awards 2018

WE HAVE NO AGENTS IN INDIA



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URGENT REQUIREMENTS

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

Master (with 20-24 months Tanker experience),
Chief Officer (12 months Tanker experience),
Chief Engineer (with ME Electronic Engine experience),
Third Officer (with 12 months Rank experience holding Valid
Documents and Management level DCE Oil / Chemical),
2nd Engineer (Rank Experience of 12 Months Tanker experience),
3rd Engineer (with 12 months Rank experience holding Valid
Documents and Management level DCE Oil / Chemical),
4th Engineer (with 12 months Rank experience holding Valid
Documents and Management level DCE Oil / Chemical),
Electrical Officer, Chief Cook (with Italian experience),
AB (preferably with Tanker experience),
Pumpman (with Framo Vessel experience)

Unlimited Internet access to all onboard

- Excellent promotion prospects
- Family Carriage for all Officer Ranks
- Joining and repatriation flights (Hometown)

- Value Added Training / Courses, Hotel Accommodation & Company's guest house facility available for all ranks
- Attractive salary package
- Flag State expenses for all Officers borne by the company

- Well maintained diverse fleet
- Long term employment
- Defined career path culminating into shore based placement

URGENTLY REQUIRE FOR OUR BULK FLEET VESSEL

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

URGENT REQUIREMENT FOR MARINE SUPERINTENDENT FOR VETTING ASSURANCE

Qualification: Master Mariner with seagoing experience as Master on Oil / Chemical Tankers. Chief officer with good sea time experience onboard oil/chem tankers can be considered.
Experience: Preference for the candidate with relevant shore experience in the role of Vetting assurance, onboard Inspections, Office TMSA. Should be with good literature and communication skills and with good computer literacy.
Job Profile: Handling tasks related to SIRE 2.0 compliance for fleet tanker vessel and Follow up on the vetting results, observations fleet wide. Regular review of company SMS procedures and documents to bridge the gap as identify or analysis from the vetting performance of the fleet vessels. Work with marine team to prepare, review and update SMS for TMSA Compliance. Should be open for vessel visits in order to carry out pre vetting inspections and internal audits.

Contact - Bhalla.a@damicoishima.com, recruit.in@damicoishima.com

TECHNICAL SUPERINTENDENT, MUMBAI

- Immediate requirement of Technical Superintendent.
- **Qualification:** C/E with oil/chemical tanker sailing background.
- 1 to 2 years' experience in similar position.
- **Location:** Mumbai

Contact - recruit.in@damicoishima.com

MARINE OFFICER – SQE ASSURANCE & VETTING CLEARANCE, MUMBAI

- For administrative jobs to support Marine Superintendents & Line Manager.
- Graduate with proficiency in computers.
- Experience and background of working ashore in Marine office.
- Should have proficiency in maintenance & up keeping of documentation and records.
- Preference for candidates who have on board sailing experience in Junior ranks (Deck).
- At least 2 years of experience in similar position.
- Preference for 3rd / 2nd mate rank experience candidates having current experience for Vetting clearance and HSEQ assurance.

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Email: dimarine2024@gmail.com / yakdocs@gmail.com



Cook Islands



Liberia



Palau

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(MR/AFRA) Master**
Chief Officer / 2nd Officer
Chief Engineer / 2nd Engineer
Elect. Officer / Pumpman / AB & Oiler

!! PANAMA COURSES !!

Panama Advance Tanker Course
Panama STCW & STSDSD
Panama Watchkeeping
Panama BTOC
Panama COP

Urgent Requirement for Joining

Bitumen Tanker, Oil/Chem Tankers
Deck Cadet / TME
Able Seaman / Oiler
OS / Wiper

We Welcome Walk-in Interview Of All Seafarers

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URGENT OPENING

- **Technical Superintendent - 2 Nos.**
To Handle The Oil/Chem Type II Tanker.
Experience 0-6 months
- **Quality Assistant - 2 Nos.**
- **Technical Assistant - 1 No.**
- **Crewing Assistant-Documentation - 2 Nos.**
- **Crew Manager-Sourcing**

Job Location: Mumbai, Gurugram and Dehradun



Peninsular Maritime

Peninsular Maritime (I) Pvt. Ltd.

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

Require Following Ranks For The Oil Chemical / Oil Product Tankers Trading Worldwide

- ◆ Master ◆ Chief Officer ◆ 2nd Officer ◆ 3rd Officer
- ◆ Chief Engineer ◆ 2nd Engineer ◆ 3rd Engineer ◆ ETO

All Ranks Must Have Minimum 2 Years Rank Experience
Candidates Having Valid -

Indian / UK / Australia / New Zealand / Singapore COCs
Panama And Honduras COC Are Acceptable Subject To Similar Experience.

May Apply On The Below Mentioned Email Id
manning@peninsularmaritime.com | info@peninsularmaritime.com
crewing@peninsularmaritime.com

- ◆ UK COC Courses ◆ Deck (OOW) ◆ Master
 - ◆ Engine (EOW) ◆ Ch. Mate ◆ Chief Engineer
- Preparatory Course in INDIA.**

May Apply On The Below Mentioned Email Id

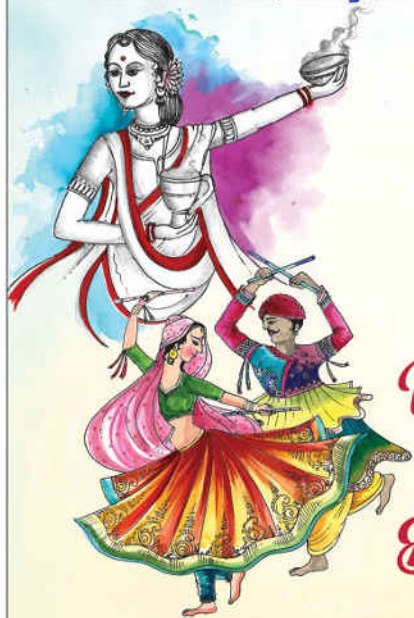
☎ 902222526

✉ info@smeindia.org.in | info@peninsularmaritime.com

📍 508-509, A-Wing, Mahavir Icon, Plot 89/90,
Sector 15, CBD Belapur, Navi Mumbai - 400 614

☎ 91 22 6883 9384 + 91 8655941754
+91 8657921821 + 91 8657921822

✉ manning@peninsularmaritime.com



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&
Dussehra



Zodiac
Maritime

ZODIAC MARITIME AGENCIES (INDIA) PRIVATE LIMITED

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

For and on behalf of its principal's

ZODIAC MARITIME LIMITED, LONDON

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» 95% RETENTION RATE

» LONG TERM EMPLOYMENT WITH BRIGHT PROMOTION PROSPECTS.

URGENTLY REQUIRED JR. OFFICERS / ENGINEERS ON DRY FLEET WITH RANK EXPERIENCE OF MIN 12 MONTHS.

WET FLEET

FOR CHEMICAL TANKER

Chief Off / Chief Eng /
2nd Off & 3rd Off

(Preferred Senior License)

2nd Asst. Eng / 3rd Asst. Eng
(Preferred Senior License)

FOR OIL PRODUCT TANKER

Chief Off (Rank exp. 20M)

Chief Eng / 1st Asst. Eng

2nd Asst. Eng & 3rd Asst. Eng
(Preferred Senior License)

2nd Off & 3rd Off

(Preferred Senior License)

FOR LPG TANKER

Chief Off / Chief Eng / 1st Asst. Eng /
2nd Off & 3rd Off

(Preferred Senior License)

2nd Asst. Eng & 3rd Asst. Eng
(Preferred Senior License)

FOR OIL CRUDE TANKER

Chief Off (Rank exp. 20M)

2nd Off & 3rd Off

(Preferred Senior License)

2nd Asst. Eng & 3rd Asst. Eng

(Preferred Senior License)

All Our Vessels Are ITF Wage Scale

Zodiac Maritime Ltd, manages over 140 vessels including Oil Tankers (crude and Product), Chemical Tankers, LPG Tankers, Bulk Carriers, Container Ships and Car Carriers and is growing constantly. Numerous new buildings will join the managed fleet over the coming years. All the ship management aspects are taken care of from the London Office.



HAPPY DUSSEHRA



DRY FLEET

FOR CONTAINER FLEET

Chief Off / Chief Eng / 1st Asst. Eng

2nd Off & 3rd Off (Preferred Senior License)

2nd Asst. Eng & 3rd Asst. Eng (Preferred Senior License)

FOR PCTC FLEET

Chief Off / 1st Asst. Eng

2nd Off & 3rd Off

(Preferred Senior License)

2nd Asst. Eng & 3rd Asst. Eng

(Preferred Senior License)

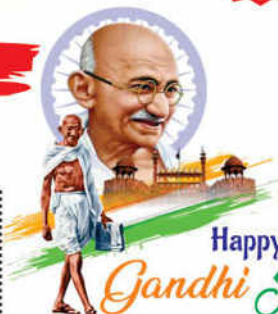
FOR BULK CARRIER FLEET

Chief Off (with Capesize Experience)

1st Asst. Eng

2nd Asst. Eng & 3rd Asst. Eng

(Preferred Senior License)



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Gandhi Jayanti

WE DO NOT HAVE ANY SUB-AGENTS IN INDIA

Address: 402, Hubtown Solaris, Prof. N S Phadke Marg, Andheri (E) Mumbai - 400 069
Tel: +91 22 6187 2023, Email: office@zodiac-maritime.in, www.zodiac-maritime.com

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- | | |
|--|---|
| › Masters | › Chief Engineers |
| › Chief Officers | › Second Engineers |
| › Second Officers | › Third Engineers |
| › Third Officers | › Pumpman |
| › Electrical Officers | › Fitter |
| › Jr. Officers /
Jr. Engineers
(Holding COC) | › Oiler |
| | › Bosun |
| | › Able Seaman |
| | › Chief Cook (Having
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Website : www.suntech-maritime.com

License No. RPSL – MUM – 320 | DOI : 21.08.2019 | DOE: 20.09.2029



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

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**Believe | Work | Grow
Endeavor to be Excellent**



ATTRACTIVE BENEFITS:

- ★ Internet Facility
- ★ Timely Wages
- ★ Continuous Employment
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- ★ Safety Conscious Environment



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Space 912, Opp. Pleasant Park,
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Mira Road (E), Thane - 401107.

Tel.: +91 90290 03060

Email: personnel@shanshipmanagement.com

Website: www.shanshipmanagement.com

BELOW RANK REQUIREMENT

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

**CRUDE OIL TANKER | OIL CHEMICAL TANKER
| PRODUCT TANKER | VLGC**

SHORE JOB OPPORTUNITIES

Required Urgently

Technical Superintendent : Sailing Experience
as 2E or CE in Oil Tankers

Required Urgently Safety & Quality Manager.

Please send your resume:

personnel@shanshipmanagement.com

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

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SCAN ME



REQUIREMENTS : (Candidates Preferred with US visa)

BULK - (Required for Geared / Cape Bulk)

- 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

We invite applications for lady officers for our tanker fleet.

LNG and LPG

- Master
- C/O
- C/E
- 2/E

Urgent requirements for Master and Ch/Eng for LPG vessel

Gas carrier officers may call or reach out to Mr. Shirish Shetty on Mob No. 9930116052 for more details.

OFFSHORE - (Required for PSV and AHTS vessels)

- Master
- C/OFF SDPO (with 24 months rank experience on PSV/AHTS vessels)
- C/E
- 2/E
- 2/O
- ETO
- Fitters (with watch-keeping certificates)

We welcome female candidates to apply for all ranks

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WITH OSM THOME!

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Mumbai:

1442, S 14, Solitaire Corporate Park,
Guru Hargovind Road, Chakala,
Andheri East, Mumbai 400093
Tel No.: (+91) 22 40680300,
Mobile: (+91) 8657530682
RPSL-MUM-1022 valid till 19th June 2029

New Delhi:

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

Chennai:

IV Floor, No 8, Amble Side, KNK Road,
Nungambakkam, Chennai - 600006
Tel No.: +91 44 4295 3115
filecrewingindia-filecopy.sea@osmthome.com
RPSL-CHN-018 valid till 30th Sep 2025



MSI SHIPPING SERVICES INDIA PVT. LTD.

(IMC SHIP MANAGEMENT PTE. LTD., SINGAPORE)

RPSL NO. MUM-146

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

URGENTLY REQUIRE

EXPERIENCED STAFF
WITH RELEVANT VESSEL EXPERIENCE

FOR OIL / CHEMICAL TANKERS
TYPE II & III (COATED) & (SS TANKER)

MASTER / CHIEF OFFICER /
CHIEF ENGINEER / 2ND ENGINEER /
ADDITIONAL THIRD OFFICER

FOR HARBOUR TUG

(Requirement For Operating On West Coast Of India)

CHIEF ENGINEER
with Class I (Indian) For Short Contract
SECOND ENGINEER
with Class IV (Indian)



KINDLY CONTACT IMMEDIATELY /
FORWARD RESUME

AT MUMBAI:

Capt. L. Sequeira, Mr. Naresh Kumar
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. Vivek Kumar
Unit 619 & 620 8 - Bestech Chamber Sushant, Lok,
Block B Gurugram, Haryana- 122002
E-mail: vivek@msiships.com

WE HAVE NO AGENTS IN INDIA

Log on to : www.seajob.net



MARLOW NAVIGATION INDIA PVT. LTD.

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

PARTNER.SHIP.REDEFINED.

REQUIREMENTS

» Required for our European principles owning a fleet of RORO vessels all Officers and Ratings

Applicants should have relevant experience in these types of vessels.

» Required for our New principles owning a fleet of Handymax Bulk Carrier and VLOC's

Engineers with ME Engine Experience

» Handymax Geared Bulk Carriers
(Average age of fleet 5 years)

Master, Chief Officer, Chief Engineer, 2nd Engineer,
ETO (Engine officers should have Man B&W, ME engine exp.)

Wages best as per Industry



Happy
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To All The Seafarers



Visit Us:

Address:

7th Floor, Sunrise Tower, Plot no. C-10,
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Andheri (E), Mumbai 400093

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Fax : +91 22 66982210

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RPSL - Mum-065 / Date of Expiry 01 Sept. 2026
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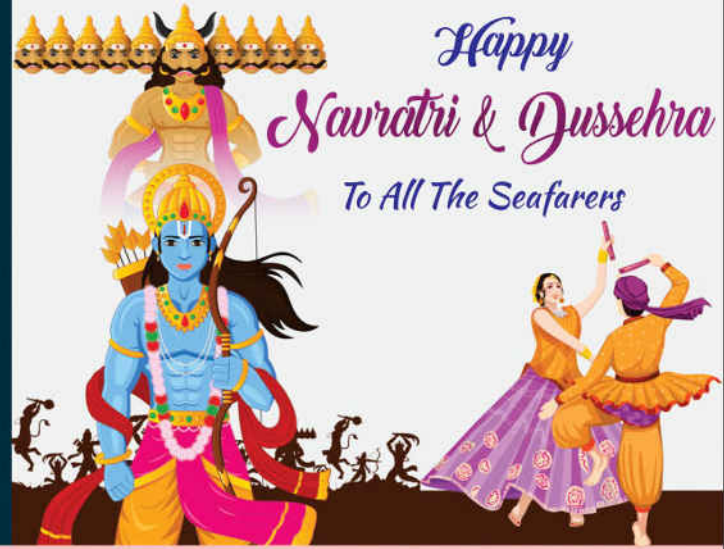
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+ **JUNIOR OFFICERS**
(minimum 12 months rank experience)

+ **ETO FOR TANKERS**
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Contact Details

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



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- 2E (CL IV FG With 24 Months Rank Exp / SEO With 12 Months Rank Exp)
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VALID PCC / CANCELLATION MUST

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