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Vol XXIII No. 29/23, Mumbai
MONDAY, 10 APRIL 2023

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Basic Training for Ships using Fuels covered within IGF code

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The Facility is Accredited by 'The Nautical Institute' and possesses a Class 'A' Full Mission Simulator. All courses commence on Monday every week.


COURSES	DURATION	SCHEDULE EVERY
1) DP Induction (Basic) Course - INR 42,500/- (Nautical Institute Approved)	5 Days	Commences Mon
2) DP Simulator (Advance) Course - INR 42,000/- (Nautical Institute Approved)	5 Days	Commences Mon
3) DP Vessel Maintainer Course (Nautical Institute Approved "DPVM") (As per IMCA guidelines)	5 Days	Commences Mon
4) Sea Time Reduction Course (Nautical Institute Approved)	5 Days	On Request
5) Basic Anchor Handling Course - INR 25,000/-	3 Days	On Request
6) Offshore Vessel Handling and Manoeuvring Course - INR 20,000/-	3 Days	On Request
7) Bridge Team & Resource Management (Offshore)	5 Days	Commences Mon
8) Engine Room Resource Management	3 Days	Commences Mon

Placement Assistance provided

Only Institute with Faculty having over 50 years of combined DP experience

ALL GROUP BOOKINGS (3 or more candidates per batch) WILL BE PROVIDED WITH FREE ACCOMMODATION

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NUSI Offshore Training Institute, Panvel
Mohamed Ebrahim Serang Centre, Valsad



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- All DP and offshore courses are conducted on DNV certified 'Class A' Simulators including the 360 degree full mission and OSV Bridge Simulator. For bookings contact us at: notibooking@isfgroup.in

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<http://noti.nusiitf.in/>

QR Code for NOTI Course Schedule




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- 3/OFF - All vessels with LNG/LPG / Tanker experience / FSRU - All vessels with LNG/LPG / Tanker experience
- GAS ENGINEER - For Steam Vessels
- 2/ENG - All vessels with LNG/LPG experience heavy matrix to support promotions
- 3/ENG - All vessels with LNG/LPG experience FSRU - All vessels with LNG/LPG experience
- 4/ENG - All vessels with LNG/LPG / Tanker experience FSRU - All vessels with LNG/LPG / Tanker experience

REQUIRES FOR (TANKERS) VLCC / PRODUCT / CRUDE OIL TANKER WITH RANK EXPERIENCE

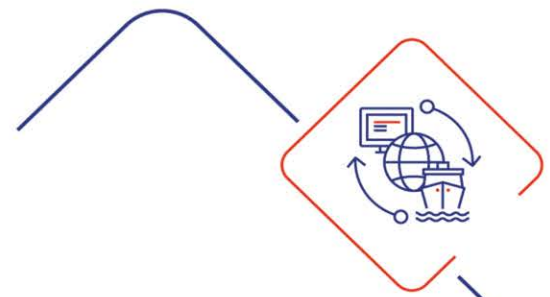
MASTER / CHIEF OFFICER
CHIEF ENGINEER / SECOND ENGINEER
THIRD ENGINEER (with 2nd Class Ticket) / ETO
RANK EXPERIENCE ON CRUDE AND PRODUCT TANKER

CONTACT US

HEAD OFFICE (NEW ADDRESS)	DELHI OFFICE	CHENNAI OFFICE	KOLKATA OFFICE (NEW ADDRESS)
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WE DO NOT HAVE ANY AGENTS

License No : RPSL-MUM-236 Valid Until - 16/11/2027



URGENT REQUIREMENTS

- **OIL/CHEM TANKER:**
CHIEF OFFICER with minimum 12 months in rank
CHIEF ENGINEER with minimum 12 months in rank
PUMPMAN CUM FITTER holding TASC0/CHEMCO & 6G Welding Certificate
- **PCC / CONTAINER:**
CHIEF ENGINEER with minimum 12 months in rank

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SEA STAFF

LPG TANKERS

- MASTER • CHIEF OFFICER (with Experience)

BULK CARRIER

- CHIEF ENGINEER (Preferably with ME Engine Experience)

PURE CAR & TRUCK CARRIER (PCC/PCTC)

- ALL RANKS (with Japanese Documents)

REQUIRE FOLLOWING RANKS, MINIMUM 2 YEARS EXPERIENCE

(and preferably with **US C1/D visa and COP**)

- BOSUN (Car Carrier/Chemical Tanker)
- AB (Car Carrier/Chemical Tanker)

To apply for a seafarer position, contact us via RECRUITBOM@wallem.com or one of the phone numbers below

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Kolkata:	Tel: +91-33-24416509	Mob: +91-8879359957
Kochi:	-	Mob: +91-7738723465

For all Ratings: Mob: +91-9870985514

MUMBAI

First Floor, Valecha Chambers,
 Plot B-6, Andheri New Link Road,
 Andheri (W), Mumbai - 400 053
 Tel: +91-22-40432222 /
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Scan to Apply

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**Revised wages
wef from
1st April, 2022
(for Junior Officers)**

WE REQUIRE

LPG VESSELS

Master / Chief Officer / 2nd Officer (with Mates Cert.) / 3rd Officer (with Gas Experience)
Chief Engineer / 2nd Engineer / 3rd Engineer (with Class 2 Cert.)
Electrical Officer (with Gas Experience) / Engine Fitter (with Watch Keeping)
Experienced Gas Engineer, Bosun, AB and Oiler (with Revised Wages)

CRUDE & PRODUCT TANKERS

Master / Chief Officer / 2nd Officer (with Mates Cert.) / 3rd Officer
Chief Engineer / 2nd Engineer / 3rd Engineer (with Class 2)
Engine Fitter (with Watch Keeping), Experienced Gas Engineer & Pumpman,
Bosun, AB and Oiler (with Revised Wages)

BULK CARRIERS

Master / Chief Officer / 2nd Officer (with Mates Cert.) / 3rd Officer
Chief Engineer (with Crane Experience) / 2nd Engineer (with Crane Experience)
3rd Engineer (with Class 2 Cert.) / Electrical Officer (with Crane Experience)
Engine Fitter (with Watch Keeping) / Deck Fitter / Bosun, AB and Oiler (with Revised Wages)

To Know More About The Vacancies:

- Mr. Harish Dicholkar – 8291975789
Masters, Chief Officers and Electrical Officers (Tankers); Chief Engineers and Second Engineers (Bulkers)
- Ms. Rupali Salvi – 8657879846
Masters, Chief Officers and Electrical Officers (Bulkers); Chief Engineers and Second Engineers (Tankers)

Apply in person or send your application by email to:

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Fax: (+91-22) 2492 5900 Email: fleet@greatship.com

CONTACT

SENIOR OFFICERS: Deck Officers- Capt. B. J. Coutinho – 9920475224 | Engineers & Electrical Officers- Mr. Sanjay Khade - 8291183113
JUNIOR OFFICERS: Deck Officers- Ms. Janet Almeida – 8657967669 | Engineers- Ms. Shalet Lobo - 9820134685
RATINGS: Mr. Nikhil Narayan – 9819954008 / Mr. Mayur Mistry - 8657993297

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Revised wages for Senior officers / Junior officers / Ratings w.e.f. July, 2023.



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We accept applications for sea jobs only through our seafarers portal. Click on the link <https://applicant-campbell.mariapps.com> to register yourself with all documents. In addition, you can also send us your CV at sea-jobs@campbellshipping.com

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- | | |
|--------------------------------|----------------------------|
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| ● Second Engineer (Top Urgent) | ● Ordinary Seaman |
| ● Fourth Engineer | ● Fitter |

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* Gratuity Scheme

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Contact details:

Mr. Sandeep Malankar / Mr. Satish Kadam | Capt. D'Costa | Capt. Kedare / Mr. Hadkar | Mr. Leo Luis (For Ratings Only)



Ryan Ship Management

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SUPPLY/UTILITY/WORK BOAT/ CREW BOAT
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MASTER, CHOFF, CHENG

JACKUP BARGE
SAUDI ARABIA / ARAMCO
MASTER, 2ND OFF, CHENG

DP2 PSV QATAR
MASTER-DPO, CHOFF-DPO,
2ND OFF-DPO, 2ND ENG, ETO

DP2 PSV AFRICA
CHOFF-DPO, 2ND OFF-DPO,
CHENG, ETO

BULK CARRIER
2ND OFF, CHENG, ETO, FITTER, AB

If interested in any of the above vacancies,
please send your resume to applications@ryanship.com
For other current vacancies, please visit www.ryan-shipmanagement.com

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Issue: 31-Jan-2019 Expiry: 31-Jan-2024

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AFF	Course duration - 5 days	17th Apr 2023
R.AFF	Course duration - 1 day	31st Mar 2023
PSCRB	Course duration - 5 days	10th Apr 2023
R.PSCRB	Course duration - 1 day	30th Mar 2023
MFA	Course duration - 4 days	17th Apr 2023

SSO	Course duration - 3 days	24th Apr 2023
RUCE	Course duration - 4 days	19th Apr 2023

For course booking please contact
8750055674 / 8750055662 / 8750055665

DGS APPROVED ENGINE SIMULATOR COURSES every Monday

- Diesel Engine Combustion Gas Simulator | 24th April 2023
- Engine Room Simulator (Management Level) | 10th Apr, 24th Apr 2023
- Engine Room Simulator (Operational Level) | 17th Apr, 27th Apr 2023
- Special package for MEO competency / simulator courses and Advance STCW courses
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AIGF	Course duration- 05 days	17th Apr 2023

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Diploma in Nautical Science	Course Duration : 1 Year	Commences: February & August
B.Tech Marine Engineering	Course Duration : 4 Year	Commences: August
Graduate Marine Engineering	Course Duration : 1 Year	Commences: May & November
Electro Technical Officer	Course Duration : 4 Months	Commences: March, July & November
CCMC	Course duration - 6 Months	Commences January and July
GP RATING	Course duration - 6 Months	Commences January and July



For Course Booking: +91 9650657755 | admissioncell@imi.edu.in | www.imi.edu.in

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(Engine officers should have Man B&W, ME engine exp)

VLOC FLEET

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CHIEF ENGINEER, 2ND ENGINEER & ETO**
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Wages best as per Industry standards with other Perks.

Required officers for CONTAINER FLEET

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(7000 to 10000 TEU)

Required

FULL COMPLIMENT FOR LIVESTOCK CARRIERS
(Officer's with Livestock carriage vsl's Experience.)

Shore Job

Required **DOCUMENTATION ASSISTANT**
with 2 year experience with shipping field.

Marlow Navigation India Pvt. Ltd.

7th Floor, Sunrise Tower, Plot No. C-10, Central Road, MIDC, Andheri (East), Mumbai : 400 093
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Website : www.marlow-navigation.com Crewing : hrsea@marlow.co.in
Bussinees : info@marlow.co.in
RPS License No. MUM-054 Valid from: 17/12/2021 Valid Till: 17/12/2026

Made For Shipping

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

NauticFleet



URGENT REQUIREMENT

VLGC / OIL TANKER / PRODUCT TANKER / VLCC / BITUMEN TANKER

- | | | |
|------------------|-------------------|-----------------------------------|
| • 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 |

We welcome walk in interview of all Seafarers

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(Equivalent CoC – Class I)

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Freshers with inclining interest towards being recognised Educators may also apply.

T.O.T.A. will be considered as advantage

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- Student performance evaluation to ensure readiness in terms of Mock Written and Mock Orals.
- The Faculty will have an independent role for handling and managing students.
- Performance evaluation for the Faculty will be purely result and output based.
- Hybrid working model.
- Remaining details will be discussed at the final interview round.

Proposed Salary ▶

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Few of our Accolades ▶

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Contact

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Mumbai Branch



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12th course starts from 10th to 14th April 2023

Instrumentation

- Demo of various primary sensors and their outputs
- Demo of Conversion of primary sensor output to standard signals
- Demo of 4 to 20 mA loop current reading by various methods
- Demo of 2 wire and 4 wire Telemetry
- Demo of Instrument calibration, of Analogue signal conditioners
- Interactive and Non Interactive Instrument calibration
- Digital DP Cell calibration, Boiler water level sensor calibration
- Analogue & Digital Signals explanation and demonstration
- Demo of Settings of Additive & Subtractive, differential, Pressure switches
- Demo of Sensor Readings on computer screen on SCADA, SCADA set up
- Demo of Loop Calibration in simulate and source modes

PLC/ HMI

- Demo of "Input- & "Output", Digital & Analogue of PLC System
- Demo of Ladder Logic programming, uploading and downloading
- Demo of HMI programming, uploading and downloading
- Demonstration of Systematic trouble shooting of a relatively large PLC system

VFD

- Demo of a running VFD with encoder feed back
- Demo Parameters setting of a VFD
- Demo of Transferring of parameters of a VFD by software

Process Control Engineering

- Demo of open loop response of a controller to input changes
- Demo of Proportional, Integral & Derivative Actions
- Live demonstration of tuning process of a digital controller to a given process
- Demo of auto tuning of a digital controller to a given process
- Demo of 3-15 psi actuator, Reverse and Direct acting concepts of actuator and valve
- Demo of I/P Converter calibration
- Demo of Pneumatic Valve Positioner calibration
- Demo of Siemens SIPART Digital valve positioner initialization
- Pneumatic, Electro Pneumatic, Digital, PLC, SCADA based PID Controllers

Encoders

- Demo of Incremental Optical & Mechanical Encoders
- Demo of Absolute Optical Encoders

Machine Communication

- Standards, Cables, Connectors and Protocols of communication
- Demo of control of VFD by HMI through communication

The Institute of Marine Engineers (India) & Anglo Eastern Maritime Training Centre Mumbai

Fees : Rs. 29,500/- per candidate (inclusive GST)
Rs. 23,600/- per candidate (inclusive GST). Discounted price for members of IMEI , CMMI , INA and students

Date : 10th to 14th April 2023 **Time :** 0900 hrs to 1700 hrs
Venue : Web Platform / Zoom

Kindly enrol & make payment through <https://linktr.ee/imei.in> and after registration please drop email to training_mumbai@imare.in

Contact Person for any queries:

Kindly contact **Ms. Nita Rao Patil - 7350002757/ Ms. Neetha Nair - 9930977647**

Faculty Name : Mr Ajit Kumar KT Chief Engineer 81-85 DMET Kolkata



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MLC 2006 Compliant

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URGENT REQUIREMENTS

IGF TANKER (Dual fuel Chemical Tanker)

CHIEF OFFICER / 1ST ASST ENGINEER
2ND ASST ENGINEER / 3RD ASST ENGINEER

LNG TANKERS

CHIEF ENGINEER / GAS ENGINEER / ETO

OIL-CHEMICAL TANKERS

(with experience of sailing in Ice conditions)

MASTER / CHIEF OFFICER / THIRD OFFICER ETO

CHEMICAL TANKERS (Parcel Tankers)

MASTER, CHIEF OFFICER, CHIEF ENGINEER,
FIRST ASSISTANT ENGINEER, THIRD OFFICER

LARGE CONTAINER VESSELS

MASTER
CHIEF ENGINEER (Either with ME Engine or RT Flex Exp)
CHIEF OFFICER, SECOND ENGINEER (either with ME or RT Flex experience)
THIRD OFFICER, ETO

VERY LARGE CRUDE TANKERS (VLCC)

CHIEF ENGINEER, FIRST ASSISTANT ENGINEER, CHIEF OFFICER, THIRD OFFICER

VERY LARGE GAS CARRIERS (VLGC)

CHIEF ENGINEER, FIRST ASSISTANT ENGINEER, THIRD OFFICER

Application as above to be sent to apply@mms-india.com

Officers - Ms. Deeksha Malpe - 91 98216 66348

Mr. Arindam Khastagir - 91 98305 16611

RATINGS - (with Valid US Visa and SID)

OIL- CHEMICAL TANKER

CHIEF ENGINEER, PUMPMAN, BOSUN, FITTER (III/5), ABLE SEAMAN,
ORDINARY SEAMAN (II/4), WIPER (III/4), CHIEF COOK , MESSMAN

CHEMICAL TANKER (Parcel Tanker)

(preferred with parcel tanker experience)

PUMPMAN, BOSUN, FITTER (III/5),
ABLE SEAMAN, ORDINARY SEAMAN (II/4),
OILER, WIPER (III/4), CHIEF COOK , MESSMAN

CONTAINER

BOSUN, ABLE SEAMAN, OILER, CHIEF COOK,
FITTER (III/5), ORDINARY SEAMAN (II/4), WIPER(III/4),

VERY LARGE CRUDE TANKERS (VLCC)

PUMPMAN

Application as above to be sent to ratings@mms-india.com

**ALL RANKS WITH TANKER, OIL - CHEMICAL,
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MUMBAI : 401, Raheja Plaza, 15/B Shah Industrial Estate, Off Andheri Link Road,
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Tel: 91 22 4062 0100 / 6696 0181 / 82, Fax: 91 22 6696 0183,

Email : apply@mms-india.com

CONTACT PERSONS:

Dr. Sanjay Bhavnani | Capt. H. K. Engineer
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Ship Recycling Market Activity Hindered

Tonnage availability has been hard to come by in the ship recycling market. In its latest weekly report, shipbroker Clarkson Platou Hellas said that "the supply of tonnage to the market has slowed considerably with only a handful of units being circulated into the market. The question is whether they will be sold for recycling or if some traders come out of the woodwork whilst charter rates improve. Clients of Evergreen this week circulated two sister container vessels, the 'Ever Unific' and the 'Ever Uberty', both built 1999 and of about 24,300 dwt. Offers are due to be registered by 7th April, 2023 and reports suggest that there are some potential trading buyers showing interest so time will tell whether they find a final voyage to a recycling yard. There have been reports that the steel markets in Bangladesh have weakened this week, some parties suggesting the equivalent of about USD 40-50/dwt but as yet, we are not seeing signs of such a drop. With Ramadan now under way and the forthcoming global Easter holidays creeping up, this quiet and inactive period looks set to continue for several weeks".

In a separate weekly report, shipbroker Allied added that "the feeling of recent weeks where high prices were matched with a modest stream of vessels, has now all but dissipated. Falling steel demand will likely lead to lower steel prices and likely contributed to a drop in offered prices. Lower activity in Bangladesh and Pakistan would be expected as part of the onset of Ramadan, although it appears to have been compounded with improved earnings (relative to a month ago) to result in no activity of note this week; with exceptions being a small research vessel reportedly heading to Denmark and the Chinese-Built Shang Hang 68 sold on an 'as is' basis China.

The financial situation across the Indian Sub-continent remains largely unchanged and the limited available tonnage means that Bangladesh and Pakistan are not losing out to Indian breakers as much as they might otherwise be. Despite the perceived 'rush' of sales earlier this year, the number of vessels sold is well below the trend of recent years, although low dry bulk earnings have resulted in 22 vessels sent for recycling so far this year - high in comparison to the 54 recycled throughout the entirety of 2022".

Meanwhile, GMS (www.gmsinc.net), the world's leading cash buyer of ships added that "as the Holy month of Ramadan descends across much of the sub-continent and Turkey, it has once again been a far quieter week in terms of sales activity, and sentiments do seem to be more muted, with focuses currently shifted elsewhere. With Container & Dry Bulk rates firming once again, the number of firm sales candidates also appears to have dried up and this is leaving keen recyclers empty handed for yet another week. While there have been a plethora of sales at the start of the year, particularly in the Capesize Bulker and Container sectors, the supply has surprisingly slowed so much of late, it nearly seems like it has timed itself in sync with declining sub-continent prices.

Steel plate prices had also found themselves going through a phase of incredible volatility but seem to have stabilized (comparatively) more since, and there is still interest from the Indian and Bangladeshi markets to acquire at the present overall levels, which are hovering close to or even well above USD 600/LDT on choice units. L/Cs remain the chief concern in Bangladesh amidst a chronic lack of liquidity in the country, and several L/Cs are left waiting for Central Bank approval, which is inevitably leading to local delays on boardings, payments, and beachings. Owners are therefore reminded that it is not exactly business as usual (especially in Pakistan and Bangladesh to an extent), despite several sales taking place there recently. Finally, at the far end, Turkey remains unchanged with its weekly (and marginal) fluctuations in import and local steel plate prices, as does the Lira continue on its seemingly unrelenting decline against the U.S. Dollar", GMS concluded.

Converging in Some Coal Trades

Coal price fluctuations and the shifts in major routes, like the Australia-China one, has brought a significant shift in the dry bulk carriers' sizes used, with a rise of smaller sizes in what were once Capesize "territory". In its latest weekly report, shipbroker Intermodal said that "since the beginning of the year, there has been a significant decline on the Australian coal price. The API5 has decreased almost 56% reaching the region of \$177.9/tonne during March from \$403/tonne on the 2nd of January 2023. China had an official import ban in Australia lifted earlier this year, and this, combined with the lower coal prices, which reached levels before the war in Ukraine, can make Chinese importers to reinstate Australian imports. According to our data, there is an uptick in volumes, with 1.916 kt shipped in February and 3.328 kt in March 2023 up by 92% and 61% compared to February 2022 (152.6 kt) and March 2022 (366.5 kt) respectively".

According to Intermodal's Research Analyst, Mr. Fotis Kanatas, "as far as South Africa is concerned, the country has mixed coal shipments in China. For reference, South Africa shipped 731.5kt in February 2023 which is 55% higher than the same period last year (328.9 kt) and 235 kt in March 2023, which is down 78% from the 1,117 kt the same period last year. At the same time, the South African coal price has experienced a decline of 30% since the beginning of 2023 reaching \$129.22/tonne".

"Regarding Indonesia, the numbers are impressive. The country has shipped 13,361 kt in February 2023, up 96% from 6.783 kt the same period last year. In March, Indonesia shipped 14,830 kt which is 27% higher than the 11,674 kt shipped during the same period last year. The local price benchmark has only lost 6% of its value since the beginning of the year, costing \$73.95/tonne versus \$90/tonne on the 1st of January 2023", Mr. Kanatas said.

"Taking a look at the vessels that completed the trip from Australia to China, there was a significant drop in Capesize vessels carrying coal after 2020. In 2021, zero Capes discharged in China and only seven did so in 2022. This year is a different story, as 22 coal-carrying capes have loaded from Australia and will, or has already discharged in China. Comparing these numbers with Capes loaded from Indonesian, we saw 52 and 51 capes discharging in China in 2021 and 2022 respectively. For 2023, only two Capesize vessels carrying coal were fixed to carry coal to China. This convergence in coal-carrying vessels and volumes in both Indonesia and Australia, showcases that smaller vessels are being used to complete such trips. At this moment, the Australian coal price is competitive to the other benchmarks, so it remains to be seen if these levels will lure more Chinese buyers to get back to Australia and buy the higher quality coal", Intermodal's analyst concluded.

Have a great week ahead!

All your feedback to the Editor will be acknowledged. Write to kamal@marexmedia.com

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2	Second Mate (FG) Foundation	2 months	01		3		01		01		03		01		6,000/- p.m.	20
3	Chief Mate (FG) Phase I	3 months	15	15	17	15	15	17	16	15	16	15	15	15	11,500/- p.m.	40
4	Chief Mate (FG) Phase II	3 months	15	15	17	15	15	17	16	15	16	15	15	15	12,500/- p.m.	38
5	Master (FG) ASM	1½ Month		01		01		03		01		01		02	12,000/- p.m.	24
6	MEO Class I	2 months	01	01	01	01	01	01	01	01	01	01	01	01	12,000/- p.m.	24
7	MEO Class II 1st Batch	4 months		01	01			01	01			01	01		6,000/- p.m.	38
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6	Medical First Aid (MFA) Refresher	1 day	2,24	16,29	06,26	24	03,15	27							1,500/-	24
7	Medical Care Course (Medicare)	10 days	15	20	17	25	16	17							5,500/-	24
8	Medical Care Course (Medicare) Refresher	2 days	24	29	26		3,26	27							2,500/-	24
9	Advanced training for oil tanker cargo operations (ATOTCO Oil)	10 days	13	13	10		8	12							6,000/-	16
Simulator Courses																
No	Name of DGS approved course	Duration	February	March	April	May	June	July	August	September	October	November	December	January	Fees (Rs.)	Capacity
1	Global Maritime Distress and Safety System (GMDSS)	12 days	6	02,31	22	6	2	1							24,000/-	12
2	Ship Manoeuvring Simulator - (SMS)	5 days	20,27	13,27	17,24	15,29	12,26	3,10							18,000/-	08
3	Radar, ARPA & Navigation Simulator (RANSCO)	6 days	06,27	06,27	03,24	15,29	05,15	17							7,000/-	09
4	ECDIS COURSE	5 days	06,20	06,20	03,24	02,22	12,26	3,17							8000/-	12
5	Radar Observers Course (ROC)	10 days	20	13	3	2	1	3							6,500/-	18
6	Automated RadarPlotting Aids. (ARPA)	5 days	13	6,27	17	15	15	17							4,000/-	18
7	Liquid Cargo Handling Simulator (LCHS Oil)	5 days	06,27	06,27	03,24	01,22	05,26	3,24							14,000/-	08
8	Eng Room Simulator For Operational Level	3 days	08,13	01,20	11,17	02,29	05,26	03,24							1,000/-	12
9	Eng Room Simulator For Management Level	5 days	01,22	13,27	03,24	02,24	01,26	3,24							3,000/-	12
10	Diesel Engine Combustion Gas Monitor Simulator	3 days	1	1	3	2	1	3							4,000/-	12
Please report at 0830 hrs. on day of commencement of course with Originals & self-attested copy of Passport,CDC,INDoS & any other certificates as required along with 2 nos. 35mm x 35mm colour photos																
For more information please contact: Capt. M.K. Deb : +91 94330 90514 for Masters (FG) ASM Mr. Partha. S. Bhattacharyya : +91 94330 33883 for GMDSS																
Capt. A. Dagman : +91 98748 38928 for Chief Mate (FG) Phase II, & Radar, ARPA & Navigation Simulator Course, SSO, MFA & Medicare																
Capt. Ashok Menon : +91 98316 36004 for Chief Mate (FG) Phase I & ECDIS Capt. N. Karmakar : +91 94330 05956 for Second Mate (FG), Ship Manoeuvring Simulator																
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WISTA Malaysia's Holds Inaugural Fireside Chat

- Padmesh Prabhune



WISTA Malaysia, the Malaysia's chapter of the Women's International Shipping & Trading Association (WISTA International), a global organization connecting female executives and decision-makers from around the world, held its inaugural virtual fireside chat, titled - The Benefits of Diversity and Inclusion for Organizations and Communities, on March 31.

The online meeting was attended by over 25 members, mostly women from across segments. The Panel consisted of Jennifer Leong, Founding Secretary General WISTA Malaysia; Shanti Abraham, Founding Vice President; Siti Norai Shah, Founding Sabah State Representative; Judy Chong, Founding Assistant Secretary General; Eunice Goh, Founding Treasurer; Sumiit Cheema of WISTA India; and Reshma Yousuf of WISTA Singapore.

Setting the stage, the host Reshma Yousuf introduced the panel of speakers and Jennifer Leong, the moderator for the discussion who had been very focused in picking out the right questions, paved the way for the panelists to respond with alacrity.

During the online discussion held for over an hour, Leong ensured every speaker could make their point clear enlisting the benefits of Diversity and Inclusion for Organizations and Communities. While everyone present were equally vocal about the growing need of inclusive diversity, speakers like Judy Chong and Prunella Phoong maintained that Malaysia is gradually improving on adapting to the changes.

Some of the merits acknowledged were that gender diversity sparks innovation, and diverse leadership expands an organization's customer base.

To conclude, Reshma Yousuf delivered the vote of Thanks, promising many more regular online discussions to be held in future.

Marex Media

The Marex International Maritime Women-Empowerment Conference & Awards 2023



Gender Equality in Maritime: How to Scale up the Pace of Change

Thursday, 18th May 2023 | Mumbai, India

International Day for Women in Maritime

The UN International Maritime Organization adopted in 2021 a resolution to designate May 18th as International Day for Women in Maritime. The move is in tandem with IMO's commitment to the United Nations Sustainable Development Goal 5 (to achieve gender equality and empower all women & girls) and support work to address the current gender imbalance in maritime.

The day of observance celebrates women in the industry and is intended to promote the recruitment, retention, and sustained employment of women in the maritime sector, and raise the profile of women in the field. 2023 will be the 2nd celebration of this important day.

Goals

- ➔ To raise awareness of the importance of Gender Equality, in line with the UN SDGs
- ➔ To encourage discussions for Gender Equality in the maritime space, along with the threats to Gender Equality
- ➔ To Increase and speed up efforts to achieve Gender Equality
- ➔ To facilitate sharing of success stories of women in the marine sector
- ➔ The event is a tribute to the vibrant women workforce of the maritime industry, and a recognition of the contributions of women in the ports, logistics, shipbuilding, shipping, ship management, ship manning, seafaring, unions, education & training, legal, shipping commerce, national Coast Guards, Navies, fishing, shipbuilding, maritime media and ship demolition domains, across the globe.

Highlights

- ★ Thoughtfully curated expert sessions and panel discussions
- ★ Gathering of women from across the maritime sectors
- ★ Women of prominence present themselves on the ramp - 'Walk of Success'
- ★ Awards & Recognitions

Marex Media

"Marex Media is pleased to organise and host this specially curated Conference & Awards ceremony for the 2nd time. This event brings industry leaders, especially women, on a platform that enables them to share their thoughts on hastening the pace of change for women in the industry.



Capt Kamal Chadha
Managing Director

The awards ceremony will recognize women achievers who have made an exceptional mark and also paved a way for more women to join the industry. This year's celebration includes a ramp presentation of successful maritime women, titled: 'Walk of Success.'"

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Capt Sanjay Maini

Fostering a safety focused culture

Safety has always been the utmost priority for all of us, be it at our homes, workplaces, or public places. This practice of following a safety regime has been imbibed for 50 years in Dockendale Ship Management (India) Private Limited, and at the recently concluded two-day Senior Officers conference on 02nd and 3rd February at The Lalit, Mumbai; they continued to take a pledge to be committed to safety at all the times.

Mr. Subrat Mukherjee, Manning Director, Dockendale warmly welcomed all the officers and guests, and took them to the day's programme.

In his welcome address, Mr Satish Kumar, Managing Director, Dockendale expressed his gratefulness to all the officers and top management from MUR and other principles for their constant support. He said, "It's nice to see you all after 4 years. I would like to thank you and your family for your support and patience during pandemic. Such seminar is a good platform to exchange ideas, share problems and find solutions together."

Group CEO of MUR, Mr Robert Muirhead expressed that the shipping industry is very volatile, and at MUR, we have plans to expand our fleet and businesses. "We continue to look for opportunities to expand our fleet and grow as everyone grows with a fantastic support from a long-term relationship with our stakeholders and you, my seafarers." articulated Mr Muirhead.





He added, "I would appreciate if you could share your input and or feedback, so we can address the necessary changes that will enable in our successful growth."

On operations and safety, Capt BN Singh said, "There is no short-cut in safety. Remember you are not only responsible for yourself, but for your colleagues too. So, follow the safety procedure to the T, and you will have zero incidents and will return to your family safely."

Further deliberations included detailed presentations from Mr Deepak Panchal on Energy Saving Device; Mr VVN Reddy on Future Fuel; and Mr Sunil Mantri on Carbon Capturing System. This was followed by a Q&A session with the owners and ship staff.

Recognising the contributions of the staff, the management bestowed the long service award to all the deserving employees at a glamorous evening gala. Captain Amlendu kumar anchored the show.

Marex Media



Booming Market

Henrik Andersen

Director – Operations, MUR

Yes, 2021 saw the container marketing booming, as we were all sadly stuck at home due to the pandemic. People had a lot of time and money on their hands, so they focused on buying. We saw steady growth for bulk carriers.



Toughest Times

Robert Muirhead

Mr Muirhead spoke about COVID, gender equality and delivered a message to their seafarers...

On COVID...

The COVID-19 pandemic was the most incredibly difficult time. The entire world came to a halt! The toughest part was getting the crew to sign on and off the vessels, as there was some respite in the pandemic, and we were able to safely repatriate the seafarers to their homes and families.

On Women workforce...

Absolutely, we are a great supporter of the women workforce, and we have a large number across all levels. On ships, I would absolutely encourage it.

Message...

Thank all our seafarers during the covid period! Continue to keep up the hard work and keep safe.



Refine Our Services

Ian Norquay

Manager – Chartering, MUR

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Time: 8:30am - 4:30pm Course Fee: Rs.15000/- (per participant inclusive of Taxes) / Rs.13500/- For IME(I) Members (inclusive of Taxes)
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MEO CL-II (FG)	4 Months	1st March 2023 / 1st April 2023 / 2nd May 2023/ 1st June 2023/1st July 2023/1st August 2023/ 1st Sept.2023/1st Oct. 2023/1st Nov.2023/1st Dec.2023	Rs. 40000/-
MEO CL-III NCV-SEO PART - A	2 months	1st August 2023	Rs. 25000/
MEO CL-III NCV-SEO PART - B	4 Months	1st April 2023/ 1st Nov. 2023	Rs. 38000/-
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 - ◆ Outlook for #LNG trade flows and #decarbonization
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 **Wolfgang LEHMACHER** @W_Lehmacher

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S&P Global Commodity Insights

 **Ministry of Ports, Shippi...** @shipmin_india

In its 153 years history, Syama Prasad Mookerjee Port, Kolkata including Kolkata Dock System & Haldia Dock Complex, for the first time, handled 65.66 (MMT) million tonnes of Cargo in 2022-23, recording an all time high throughput which is a 12.87% increase from the previous year.

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SMP Kolkata handled **65.66 MT** of Cargo in 2022-23

 **Alec Lazarescu** @alec1a

Are there really any limits to artificial intelligence in shipping?
buff.ly/3TXGaWD



 **gCaptain** @gCaptain

PMA Says 'Coordinated Action' By ILWU Shut Los Angeles, Long Beach Ports



MOL Tankship Management Pte Ltd Conference Held in Mumbai



The 2-day conference deliberated on various aspects of Ship management, trade and business with a focus on the importance of training, developing and meeting the social needs of crew followed by the 'Loyalty Awards' and Gala Dinner

The MOL Tankship Management Pte Ltd Tanker Safety Conference was recently held in Mumbai during 2nd and 3rd March, for two days. It opened with three sessions of one hour each with an opening address by Capt Anshul Rajvanshi, Managing Director, Synergy Maritime Recruitment Services Pvt. Ltd., who introduced the guests and the MOL Team, lead by Capt Yoshiro Maruta, MOL Tankship Management Ltd.

Setting the tone for various interactions to be followed on various aspects of Ship management, trade and business, with a focus on the importance of training, developing and meeting the social needs of crew for the next two days, Capt Anshul urged the guests to use this opportunity to enlighten their knowledge and clear any queries and doubts and /or problems they might have, and take part in the interactive sessions.

Capt Pranav Chopra was the first speaker. He discussed Safety measures and key performance indicators of ship's performance. While he elaborated on the importance of Ship Inspection Report programme (SIRE 2.0) a unique assessment tool, the new requirements and process. He

also emphasized on Port State Control (PSC) inspections.

Fleet observations related to Sire and PSC was discussed to create awareness and compliance among the team

Discussing various cases of incidents in the fleet, Capt Chopra advised to maintain the Oil Record Book that is now in electronic format. The elog automatically captures data on driver status that previously drivers reported manually.

Having discussed the safety norms, Mr T Dharmaratnam the Technical Superintendent, took the stage to enlighten the audience on technical nuances with a focus on Deck Management, Gangway, Greasing and Eco-sailing. He mentioned that reduced fuel consumption comes from a good hydro-dynamic hull form 'being the most important aspect', a proper size engine 'larger than typical but derated', and a good propeller.

He advised following a routine greasing activity every month for greasing the ship is of importance as it reduces the friction between two surfaces, thus reducing the break downs related to greasing activity.

Capt Sharanjeet Singh engaged everyone in various issues on Manning. With the COVID 2019 pandemic everything has changed and we are now operation with 'New' normal. He also emphasized on maintaining health and fitness along with

MOL Tankship Management has its loyalty awards for those serving the company for long tenures. As an appreciation, the awards were given to:

- CO Subhash Chandra Mitra
- CE Somnath Paul
- IAE Devender Pathania
- IAE Sounak Roy
- IAE Parshuram Naik
- IAE Rohit Khatri
- IAE Niranjan Kalani
- Second Officer, Nitesh Tripathi
- Second Officer Harish Kajla
- Second Officer Amit Tayade,

While all the awardees were happy to be a part of the great team, a couple of them did share their happiness.

"It's been a wonderful journey with MOL since joining in 2010 as an Assistant Engineer, and working with wonderful people both onboard and in the office has made it more special. I would like to thank MOL & Synergy for giving me this Award.," - IAE. Sounak Roy.

"Thanks for this honour, I am grateful to everyone who has been a part of my journey. Thanks to all my seniors and colleagues for support and guidance.," - Second Officer Amit Tayade.



the need of regular communications for betterment, and to avoid slip and trips on board.

Mental health onboard was discussed as a rising concern onboard among the seafarers.

Ms Akiko Kanemoto introduced the MOL Global Maritime Resources Division to conclude the Day 1 only to be followed on March 03, 2023 by an opening address by Capt Yoshiro Maruta, Managing Director of MOL Tankship Management Pte Ltd thanking the seafarer for their hard work and support in Covid period. He stated that, it was tough time for both seafarers and shore team. We managed to do well during covid period with excellent trust and support of not only the seafarer but also their family members. MOL is one of the largest shipping companies in the world, whose business includes dry cargo ships, liquefied natural gas carriers, Ro-Ro Car Carriers, oil tankers, container ships, and container terminals. MOL continue to grow

with the support of front leaders our seafarers, our partners, and our charterers that believe in MOL.

Mr Shahei Hashiguchi gave a brief overview on MOL Japan's Tanker Business; thereafter Mr Takayama shared the 'Cargo Handling Incidents'.

MOL Tokyo safety department and team discussed on various aspects of the safety, new developments in MOL related to accommodation spaces, communication for the seafarer and increasing the comfort by implementing measures in reducing the Noise level etc.

Motivated and competent crew are the cornerstones of safe and efficient shipboard operations. MOL Tankship Management Pte Limited manages a pool of experienced officers and all are highly trained and committed to the company vessels they serve on.

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Kolkata Port Creates History with Record 65.66 MMT Cargo

Plans for further Upgradation and Night Navigation of Vessels

- Padmesh Prabhune



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Briefing
by

Shri P. L. Haranadh, Chairman

Date: 4th April, 2023 • Time: 12.30 pm • Venue: SMPK Guest House, 93 Chowringhee Road, Kol-700020

Corruption free India for a developed Nation; भ्रष्टाचार मुक्त भारत-विकसित भारत



In its 153 years history, Syama Prasad Mookerjee Port, Kolkata (SMP Kolkata) including Kolkata Dock System and Haldia Dock Complex, for the first time, has handled 65.66 million tonnes of Cargo for the FY 2022-23, recording an all time high throughput, a 12.87% increase from the earlier record of 58.175 million tonnes moved in FY 2021-22.

In 2022-23, SMP, Kolkata recorded the highest ever growth of Traffic of 7.5 million mtonnes done, as compared to previous years, which is the highest quantum growth achieved in its history.

Shri P.L. Haranadh, Chairman, SMPK said that the port registered a strong financial performance in 2022-23 by posting net surplus of Rs. 304 crores i.e. net surplus improved by 150% compared to the previous years. SMP, Kolkata had earlier surpassed the Ministry's target of 61 MMT collectively and individually both at its twin dock systems, viz. HDC 44.50 MMT on March 3, 2023 and KDS 16.50 MMT on March 22, 2023.

With this, SMP, Kolkata is now elevated from 6th position to 5th position in cargo handling among all the major ports of India for the year 2022-23. Cargo handled at HDC is 48.6 MMT and KDS is 17.05 MMT, thus surpassing the previous year's throughput with growth rate of 13.37% and 11.47%, respectively.

Also SMP, Kolkata has handled highest ever rail-borne cargo (34.6 MMT) for the financial year 2022-23. To augment capacity of the port,

SMPK is stressing on the PPP Projects in a big way and the port has awarded 3 major projects with investment of Rs.730 crores through the PPP Mode. These three projects are expected to increase capacity by 6.7 MMT.

Shri Haranadh said, "Increasing cargo throughput was driven by various measures undertaken by the port to improve productivity, safety, business development, capacity utilization, etc.

"The SMPK is planning to develop extended port gate system at Balagarh with an investment at about Rs.445 crores, out of which around Rs. 343 crores will be invested through PPP."

SMPK also plans to develop the land parcels it owns and has already floated EoI for developing a multi-modal logistic terminal near port on about 60 acres of land near Kolkata Dock that would facilitate warehousing, cold storage, Truck Terminals, Rail and Road connectivity, etc.

SMPK is targeting to start Night Navigation of the vessels destined to/originated from Kolkata Dock System, in association with Antwerp Port, Belgium and IIT Chennai. It plans to bring small vessels upto 100 ms by August, 2023 and all vessels by March, 2024 which will reduce turnaround time of the vessels, substantially increasing the capacity of the port.

- Marex Media



Container Ship Annaba Strikes underwater Wreck

- Padmesh Prabhune

The Container ship ANNABA struck a chartered wreck while entering port, and suffered a portside hull crack.

According to reports, the ANNABA, IMO 9306201, dwt 20615, with a capacity 1578 TEU, sailing under the Portuguese flag met an accident at a quay of the northern Greek container ship terminal- Thessaloniki port, on Monday 3rd April, at around 1655 UTC.

She was berthed the same day and is to remain there until the completion of investigations. The officers maintained it would be premature to comment on the accident before a thorough investigation is done.

A closer inspection revealed that as the Annaba was approaching the port on Monday, it accidentally scraped the well-known and mapped carcass of the 1,135-gt Diamond 1 (built 1974) — a cargo ship that sank there about 15 years ago, leaving its master dead.

Greek authorities have detained the Annaba, which is managed by PETER DOEHLE SCHIFFFAHRTS-KG.

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A Good Run



Shipping stocks are having a good run, generally outperforming the S&P 500, Dow Jones Industrial Average and NASDAQ 100 during the past three years amid the pandemic and Russia-Ukraine war.

For those looking to place more bets on U.S.-listed shipping stocks, the lineup is in flux. There are new listings on the New York Stock Exchange and NASDAQ. There are also continued departures as more public players go private.

Latest listings and exits

CoolCo (NYSE: CLCO) began trading on NYSE on March 20. The company has a fleet of 12 LNG carriers with multiple charters expiring this year and next, providing exposure to potentially rising rates.

"I describe CoolCo as Flex LNG [NYSE: FLNG] with upside," said CoolCo CEO Richard Tyrrell at the 17th Annual Capital Link International Shipping Forum, held in New York this month.

Himalaya Shipping has filed a registration for a share sale and NYSE listing under the ticker HSHIP. The company owns 12 dual-fuel, 210,000-deadweight-ton dry bulk carriers.

Heidmar — a well-known manager of tanker and dry bulk commercial pools — announced on March 20 that it will list on NASDAQ via a reverse merger with the SPAC Home Plate Acquisition Corp. under the ticker HMAR.

Tanker owner Toro Corp. (NASDAQ: TORO), a spinoff of Castor Maritime (NASDAQ: CTRM), began trading March 8.

Delta Holding Corp., a ship manager and logistics provider for dry bulk, announced plans in late September to merge with

Coffee Holding Co. (NASDAQ: JVA), with the combined entity to trade under the ticker DLOG. (The deal was supposed to close in the first quarter but there had been no announcement as of Wednesday.)

On the exits side of the ledger, formerly NYSE-listed Atlas Corp., parent of Seaspan, the world's largest lessor of container ships, was delisted Tuesday. The company was taken private by a group of insiders including Fairfax Financial Holdings and the Washington family, together with ocean carrier ONE.

Hoegh LNG Partners was delisted from NYSE on Jan. 2 after being purchased by its private sponsor, Morgan Stanley-owned Hoegh LNG.

GasLog LNG Partners (NYSE: GLOP) looks like the next to go. On Jan. 25, it received a take-private offer from its sponsor company, GasLog Ltd., which was itself taken private by insiders and BlackRock in June 2021.

Aggregate loss of market cap due to entry-exit mix

Shipping companies leaving Wall Street over recent years have boasted strong long-term cash flows that attract large institutional buyers.

In contrast, several of the shipping companies arriving on Wall Street have been very small companies with shares that, by the companies' own admission, pose high risks to investors and traders.

In addition to the take-private deals for Atlas, Hoegh LNG Partners, GasLog Ltd. and GasLog Partners, Golar LNG (NYSE: GLNG) exited shipping by selling its LNG fleet to CoolCo in

December 2021. Container-equipment lessor CAI was bought by Japan's Mitsubishi in November 2021. Seacor was taken private by American Industrial Partners in April 2021. Teekay LNG was delisted and bought by Stonepeak in January 2021. DryShips was taken private by its founder, George Economy, in October 2019.

The aggregate market caps of all the shipping companies taken private in recent years (or in the process of privatizing), calculated as of the day prior to their take-private offers, was \$10.5 billion.

Among the Wall Street arrivals since 2019, the largest was ocean carrier Zim (NYSE: ZIM), which IPO'd in January 2021. The second largest among the newcomers, Flex LNG, listed in June 2019.

The other entrants have had dramatically smaller market caps.

United Maritime (NASDAQ: USEA), a spinoff of Seenergy (NASDAQ: SHIP), began trading last July. Imperial Petroleum (NASDAQ: IMPP), a spinoff of StealthGas (NASDAQ: GASS), began trading in December 2021.

OceanPal (NASDAQ: OP), a spinoff of Diana Shipping (NYSE: DSX), commenced trading in November 2021. Castor Maritime began trading on NASDAQ in February 2019.

As of Wednesday, the aggregate market cap of companies listing since 2019, from Castor to CoolCo, was \$5.9 billion. That's roughly half the pre-take-private-announcement market cap of the companies that have delisted from NYSE or NASDAQ or exited shipping over the same time frame.

What's driving privatizations

Many of the take-private deals have involved LNG shipping companies with extensive long-term charter coverage. The most recent exit, Atlas Corp., is a container-ship lessor that also has long-term coverage.

During the Capital Link forum, Stifel analyst Ben Nolan explained, "What differentiates the LNG segment relative to tankers and dry bulk is that you can get long-term cash flows. Infrastructure funds — which are by and large the ones buying these companies — are not making spot plays."

Nolan also pointed out that many of the companies that were privatized were master limited partnerships (MLPs). "The MLPs were structurally a challenge, with valuations struggling to get back to reasonable levels. If there's a structural reason your stock's trading [low], going private is a valid way to think about it."

According to Christian Wetherbee, shipping analyst at Citi, "It's about duration and cash flow and predictability. That's the reason we've seen private capital come in and withstand the leverage needed for those types of transactions. I don't know that it lends itself to something closer to spot or shorter durations, like you see in some of the other shipping subsectors."

What's driving (some) new listings

Many of the new listings over recent years — as well as their subsequent follow-on offerings — are being handled by investment bank Maxim. These include Toro, Delta Holding, United Maritime, Imperial Petroleum, OceanPal and Castor.

Larry Glassberg, co-head of investment banking at Maxim, said during the Capital Link event, "IPOs in this market are going to be very challenging. But I think you will see people opportunistically do things, particularly around reverse mergers and utilizing SPACs ... as a mechanism to get public and scale post-closing of those transactions."

Shipping companies working with Maxim have been very active in the follow-on market, raising cash for vessel acquisitions. These Maxim-linked follow-on offerings account for the vast majority of equity capital raised in recent years by U.S.-listed shipping companies.

Maxim says it has been involved in \$1.2 billion in shipping transactions since 2015. Marine Money has referred to Maxim deals as "the fountain of funding" and "shipping's answer to Venmo."

These equity sales have involved discounted shares and warrants purchased by hedge fund intermediaries, who then flipped those shares to the retail market.

In mid-2020, Top Ships (NASDAQ: TOPS) — a serial issuer of equity in deals handled by Maxim — was by far the most popular shipping equity on retail stock-trading site Robinhood. Top Ships ranked 37th among all stocks traded on Robinhood, ahead of Starbucks, Pfizer, ExxonMobil, GM and Sony.

According to Glassberg, "From a growth point of view, the U.S. capital markets for maritime companies are an incredible facilitator for capital raising." He advised, "If there's an opportunity to go out and raise capital, you want to take advantage of that ... [to build] a stronger balance sheet."

Buyers beware

But buyers beware. As reported by Tradewinds, share sales by Maxim-linked microcap shipping companies are highly controversial due to losses suffered by retail investors.

Unlike larger shipping companies that are generally not selling equity now and whose shares go up when market fundamentals improve, shares of microcaps doing follow-on offerings through Maxim are falling over time as a result of continued dilutive equity sales (and the threat of future sales) — a risk that is fully disclosed in prospectuses.

During Imperial Petroleum's quarterly call last month, CEO Harry Vafias was asked how long equity sales that have "destroyed a lot of capital" would persist. The company's share price has sunk 89% over the past year.

Vafias openly admitted equity sales will indeed continue. "We are still, in global terms, a very small shipping company. Ten ships is obviously not a big fleet by global standards. We have money to expand. But even with this money, we cannot really double or triple the fleet. For the time being, we will continue with the [equity offerings] until we have enough cash for a fleet that is large enough to be competing with the global players."

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4. Bridge Team Resource management (BTRM)	05 Days	14. FRAMO	02 Days
5. Engine Room Resources Management (ERM)	03 Days	15. Crane Operator Course	01 Day
6. Engine Room Team Management (ETM)	03 Days	16. Steering Gear Course	01 Day
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Name of Courses	Eligibility Criteria as per DGS guidelines	Course Duration	Fee Structure (INR)	No. of seats Sanctioned	Date of commencement of course
Engine Room Simulator Management Level	Engineers holding MEO Class IV COC	5 Days	10,500 (including GST)	12 Each	1st & 3rd Monday of Every Month
Engine Room Simulator Operational Level	Approved Pre-Sea training + minimum 6 months sailing experience as trainee engineer	3 Days	7,500 (including GST)	12 Each	2nd & 4th Monday of Every Month
Ship Manoeuvring Simulator and Bridge Team Work	Chief Mate (F.G.) COC	5 Days	24,000 (including GST)	8 Each	Monthly (On Request)
ECDIS (Generic) (IMO Model Course 1.27)	Sea service of not less than one year as Deck Cadet or any candidate who has completed his sea service for COC as Second Mate (F.G.)	5 Days	11,000 (including GST)	8 Each	Monthly (On Request)
Basic Training in Oil and Chemical Tanker Cargo Operations (IMO Model Course 1.01)	Candidate must possess CDC, Passport and INDos	6 Days	5,000 (including GST)	20 Each	Monthly (On Request)

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Courses	Frequency	Duration
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Manufacturer	Model
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Training Steered by Quality Faculty and Faculty

Enthusiasm & fanfare at Chitkara NMD Celebrations



This 05th April, Chitkara University School of Maritime Studies (CUSMS) celebrated National Maritime Day (NMD) with lots of enthusiasm and fanfare at their campus in Chandigarh.

Gracing the occasion were Mr Rajeev Arora, IAS (Retd) Dr Ashok K Chitkara, Chancellor, Chitkara University; Mr Jagmeet Makkar, Chairman, ICS – Hong Kong; and Capt Arjun Singh Kalra, Chairman, CMMI – Chandigarh Chapter. The Chief Guest, Mr Arora

was welcomed with a guard of honor that was followed by a Swimming Regale wherein several competitions were held for the students.

Capt Prabhat Nigam, Vice President – Maritime, warmly welcomed and addressed the guests and dignitaries about the recent progress made in the shipping sector. He elucidated on the theme 'Amrit Kaal in Shipping'.

In the investiture ceremony, Capt Nigam announced the new rank holders namely: Cdt Arun Sharma as Senior Cadet Captain, Cdt Lalit Gautam and Cdt Sai Srimann Sah as Cadet Captains; Cdt. Abhiraj Singh Pal, Cdt. Harsh K. Gautam, Cdt. Aniket Jindal, Cdt. Rajat Goyal, Cdt. Tusshar Deep, Cdt. Yashvardhan Tiwari, Cdt. Vishal and Cdt. Lovedeep Singh were all declared Cadet Leaders. The proud parents put stars on their wards uniforms and expressed their delight at their achievements.



The Newsletter 2023, Edition -3 was released by Mr Arora, Dr Chitkara, Capt Nigam, Mrs Meeta Nigam, Dr Gulshan Dhillon, and Ms Simranpreet Kaur.

The audience were kept deeply engaged with various cultural events such as melodious singing by cadets and faculty, amusing and entertaining skit with a deep message, and an energetic Bhangra performance.

The fanfare culminated with a Tree Plantation by all the dignitaries.

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Embrace Equity



On the occasion of Women's Day, Mumbai Port Authority celebrated womanhood at Yashwantrao Chavan Auditorium, Mumbai to mark the port's 150 years of glorious history. The theme was Embrace Equity. Over 450 women were present.

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Kebab Gunj

OF the Nawabs

Who doesn't like Kebabs? It's really hard to resist the meat well marinated with exotic spices and grilled to perfection. The strong Persian and Mughal influence under the Mughal dynasty, has brought some great flavoured kebabs to India. These centuries' old kebabs when blended with flavours of rich Indian Plains are undoubtedly the epitome of the culinary journey. Ensuring this influence and love for Awadhi cuisine lives on, Deepika Gupta and her husband, Capt Rahul Gupta gave birth to Kebab Gunj on 3rd August 2017 located in the cultural square of Mumbai - Colaba.

After exploring and experimenting, with various recipes and techniques, we have come up with dishes that are sure to tantalize your taste buds. The superior spices are handpicked, sun-dried and grounded and combined in right proportion that elevates each dish and hence separates them from the rest. Building a brand from scratch and taking it to where it is now has taken a lot of efforts, hard work and visionary support from Capt Gupta.

Kebab Gunj is known for its mouthwatering galouti kebabs, on-the-go rolls & all-time favourite Lucknowi Biryani. Unlike other restaurants their menu does not host a huge list of dishes. However they take great pride in each dish and this is what their customers have appreciated through the years.

Kebab Gunj has recently opened in Pune's posh Koregaon Park with an appealing ambience of Sheekh Cafe, which offers the same marvellous Awadhi flavours to the heart of Marathas.

Completing 5 years with commitment and dedication Kebab Gunj has been recently awarded - Most Iconic Kebabs of North India by Times Hospitality Award.

In an exclusive conversation with Mr Jagdamba Pandey of Marex Media Deepika shares the success story of Kebab Gunj.



THE RANGE OF KEBABS

Your inspiration to enter the Food industry...

Being a mariner's wife has given me immense exposure to the cuisines across continents. There was always an urge in me to give my own twist to traditional cuisines.

Favourite Cuisine...

My favourite cuisine is Mughlai and Awadhi which are century old. At Kebab Gunj, we serve authentic Awadhi cuisine. We are trying to revive the medieval Indo-Persian dishes with the same flavours. Our dishes are prepared with spices that are ground in-house to give them a truly unique flavour.

Ingredients quality check...

I handpick all the spices ensuring that their flavours remain intact. We have SOPs that are followed strictly for each raw material sourced and dishes prepared. Our vendors are in direct contact with me that helps me to maintain top-notch Quality.

Most memorable hospitality experience...

I have hosted many catering events and each one of them were unique that fetched us many accolades; events such as yacht, ferry, roof-top, and in-house parties; corporate orders; and meal boxes all has been delivered with excellence. The one at Ruia House was the most memorable as the Kebabs were much appreciated, the guests just loved the galaouti and tikka makhani - our signature items.

Future Plans...

Hope to see Kebab Gunj having multiple outlets in Mumbai and later expanding our footprint to different cities in India.

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THE KEBAB GUNJ MUMBAI TEAM

Kebab Gunj

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TMI's Transtech 2023 Witnesses Wide Participation

- Padmesh Prabhune



Mr Vijendra Kumar Jain



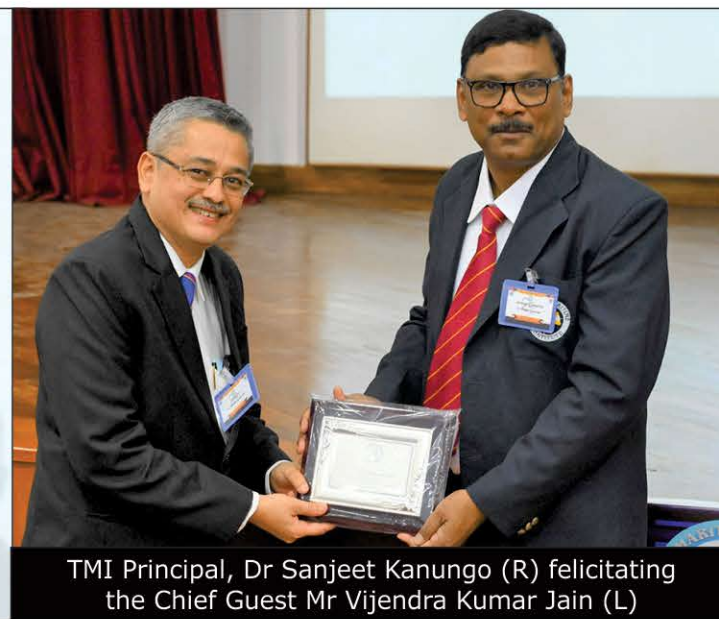
“Transtech 2023”, the 16th edition of the All India Technical Seminar, concluded successfully last week on March 18. Along with the Technical Paper and Poster presentations, Transtech

2023 included a competition in 'Model Making' and a 'Marine Quiz', that also witnessed the participation of over 22 entries for which separate prizes were awarded.

Organized by Tolani Maritime Institute (TMI), Pune, & the Institute of Marine Engineers (India), Student Chapter, the event was held from 16-18, March at the TMI Campus in association with the Institute of Marine Engineers (India), Pune Branch & the Institution of Engineers (India), Pune Local Centre.

Focusing on the theme of Sustainable Transportation: 'Key to Atmanirbhar Bharat', the event began with the felicitation of the Chief Guest Mr. Vijendra Kumar Jain, President-IMEI,

Dr. Sanjeet Kanungo, the TMI Principal, in his welcome address introduced Transtech 2023 as the official platform encouraging budding professionals from Maritime Training Institutes and Engineering Colleges across India to showcase their talent and churn out new ideas for the future of the maritime sector.



TMI Principal, Dr Sanjeet Kanungo (R) felicitating the Chief Guest Mr Vijendra Kumar Jain (L)

WINNERS

- Of the total of 21 entries in the Model-Making Competition, the winner was Cdt. Bhavesh Kumar Sendh from Tolani Maritime Institute with his model of a Cargo Hold Cleaning Robot.
- Out of the 20 potential entries, the winner of the Technical Paper Presentation Competition was Cdts. Mohit Shangari, Badrid Dona and Satwik Dixit from IMU, Vishakhapatnam.
- In the category of The Transtech2023 Theme Poster, the winners were Cdt. Darshan Patidar and Cdt. Akshay Havalder, of TMI.
- The winners of the intelligence-testing Marine Quiz were Cdts. Gautam Saxena and Cdts. Akshay Havalder, TMI.

This was followed by the addresses of Mr. Sanjeev Ogale, Chairman, IMEI, Pune Branch, and Mr. Abhishek Kumar, Faculty in Charge, IMEI, Student Chapter, TMI Pune.

Prof Anirudh Kumar, Convenor for Transtech 2023, elaborated on how Transtech provides the much needed exposure to students, further inspiring them to achieve excellence in their professional careers.

The event was also graced by various guest speakers; Mr. Manas Vaid, Head of Marine Claims in Treasury & Risk Management at A. P. Moller Maersk Group, speaking on "Technological advancements in the area of marine insurance & claims", and Capt. D.C. Shekhar, Director, AlphaMERS Ltd., presenting his views on Innovation from mind to market.

Mr Vijendra Kumar Jain released 'Transtech-2023 - Book of Proceedings & 'Journal of Marine Science, Technology and Management', followed by his Inaugural speech on "Emerging Technologies".

These sessions were followed by two parallel Technical Paper presentations. During the two day event over 20 technical papers were submitted wherein IMU, Vishakhapatnam bagged the first prize, and finally the winners for all the categories were announced with certificates and Cash Prizes.

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Birthdays

This Week



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Mumbai 11th April

NIYAZ
Ratnagiri 15th April

Deodhar Ajit
Mumbai 15th April

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Printed and Published by MAREX MEDIA PVT. LTD.

Printed at Young Graphics, 208 Shankala Industrial Premises, Gogatewadi, Goregaon(E), Mumbai- 400 063
and published from 209, Morya House, New Link Road, Andheri (W), Mumbai 400053.

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