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Sailor Today Tv

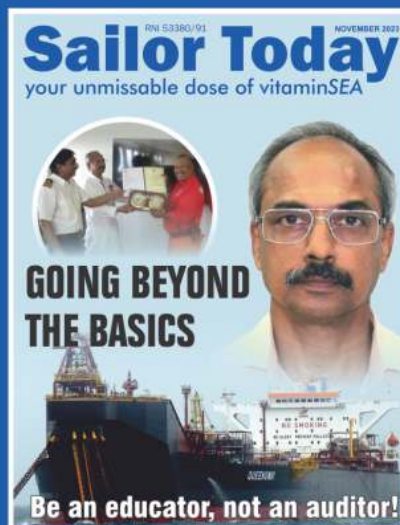
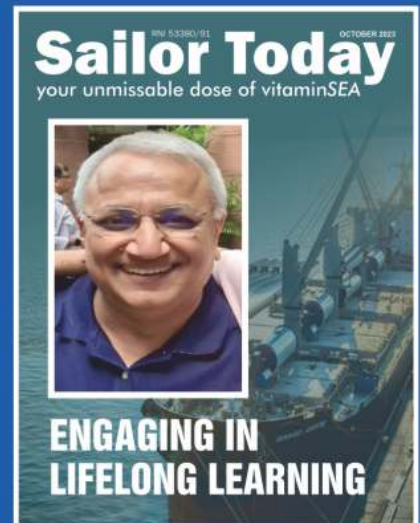
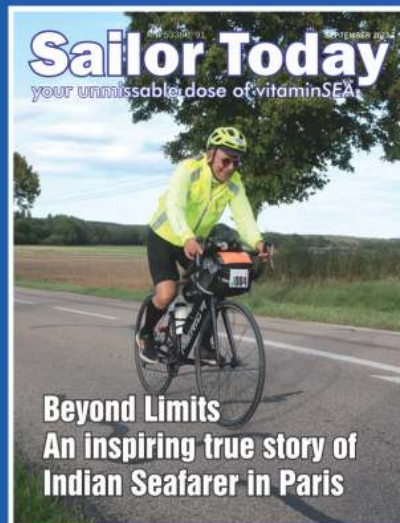
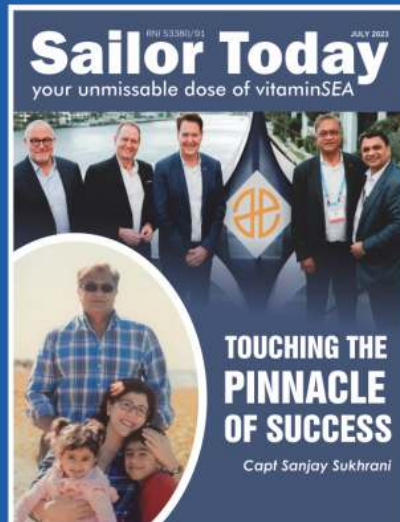
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Charting the Course: Shri Shyam Jagannathan's Vision for Indian Maritime Excellence and Seafarer Empowerment

THIRD PART OF THE THREE-PART SERIES



A Comprehensive Exposition of Transformative Leadership, Guidance, and Future Directions

Compiled by Capt. Ramji S Krishnan
Sloan Fellow, London Business School

During a significant Seafarer India online seminar on 17 Apr 2025, Shri Shyam Jagannathan, IAS, Director General of Shipping (DGS), delivered a compelling and multi-layered address aimed at maritime cadets, second mates, and young seafarers. His remarks masterfully blended innovative DGS initiatives for seafarer welfare and maritime sector modernization with practical career advice, poignant personal anecdotes from his 28-year IAS journey, and a forward-looking vision for Indian seafarers in a dynamic global industry. This exposition offers an enhanced analysis of his contributions, guidance, and enduring message. This is the second part of the two-part series of his exposition on various issues related to cadets, merchant marine, policy making etc.



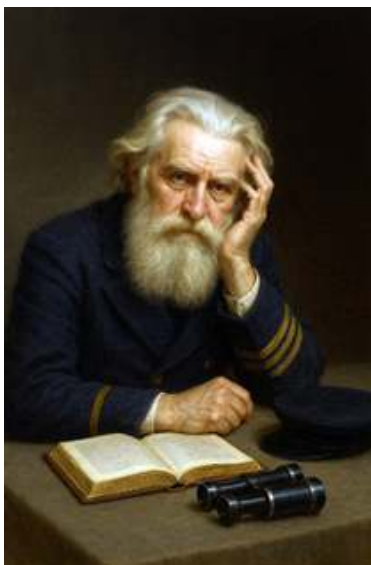
"Sustainability and technology are the two inescapable forces propelling the maritime industry's future... acquiring competencies to operate these next-generation vessels safely and efficiently is non-negotiable for future relevance" - Shyam Jagannathan - IAS

CHARTING THE FUTURE: A VISION FOR INDIAN SEAFARERS

Shri Jagannathan's address transcended immediate concerns, painting a compelling vision for the future trajectory of Indian seafarers within a rapidly transforming global maritime industry. He adeptly outlined emerging trends, acknowledged inherent challenges, and highlighted significant opportunities, strategically positioning India not just as a supplier of maritime workforce but as a comprehensive maritime leader.

a. Evolving Towards a Director General of Maritime Administration

A significant announcement was the conceptual shift and potential administrative evolution from the Directorate General of Shipping towards a broader Director General of Maritime Administration (DGMA). This envisioned expansion signifies a strategic move to integrate and oversee a wider spectrum of maritime activities, encompassing not only shipping but also ports, shipyards, ship recycling centres, offshore energy operations, and multimodal logistics networks. This comprehensive approach mirrors India's ambition to consolidate its maritime influence and capabilities, becoming a true powerhouse across the



entire maritime value chain.

For seafarers, this signals a potential broadening of career horizons. While traditional seafaring roles remain central, the integrated structure could foster greater constructive collaboration and create new pathways. Expertise gained at sea could become highly valuable in shore-based roles within port operations, shipyard

management, sustainable ship recycling oversight, offshore project logistics, or maritime policy development. For example, a senior engineer with experience on LNG carriers might find opportunities in developing port infrastructure for alternative fuels, or a master mariner could contribute to optimizing multimodal logistics chains connecting ports to the hinterland. This expanded scope promises not only diverse career prospects but also reinforces the strategic importance of maritime



Automation and AI are powerful aids and tools, augmenting human capabilities, improving decision-making, and reducing workload, but they do not replace the need for skilled human judgment, oversight, and intervention, especially in complex, dynamic, or emergency situations” - Shyam Jagannathan - IAS

professionals within India's larger economic and developmental goals, enhancing the sector's overall impact and influence.

b. Sustainability and Technology: The Twin Engines of Change

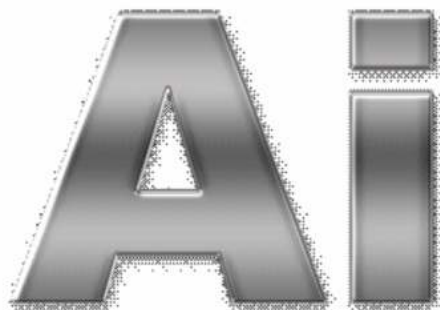
Shri Jagannathan emphatically identified sustainability and technology as the two inescapable forces propelling the maritime industry's future. He elaborated on their profound implications, offering a clear roadmap for how Indian seafarers must adapt and lead:

Sustainability: The global imperative for decarbonization is fundamentally reshaping shipping. The focus is intensifying on energy-efficient technologies, operational measures, and, crucially, the transition to alternative fuels. Shri Jagannathan specifically cited the move towards dual-fuel engines and vessels powered by ammonia or methanol. He stressed that acquiring competencies to operate these next-generation vessels safely and efficiently is non-negotiable for future relevance. His reference to India's active participation in the IMO's Marine Environment Protection Committee (MEPC) meetings, such as MEPC83, underscored the complex global negotiations surrounding transition pathways. The differing stances (e.g., abstentions, US walkout vs. India voting with the majority favouring specific measures) highlight the geopolitical dimensions of



decarbonization. India's proactive engagement demonstrates a commitment to shaping and complying with global environmental regulations. For seafarers, this translates into a tangible need for new training modules and certifications focused on handling low-flashpoint fuels, understanding new bunkering procedures, managing advanced emission abatement systems, and ensuring compliance with evolving environmental MARPOL annexes. A Chief Engineer, for instance, will need deep expertise not just in traditional diesel engines but potentially in maintaining and troubleshooting complex ammonia fuel supply systems or methanol combustion processes, ensuring both safety and environmental performance. Similarly, deck officers will need awareness of the operational implications of these fuels.

Technology: The relentless advance of Artificial Intelligence (AI), automation, and digitalization is revolutionizing maritime operations. These technologies promise to address traditional pain points like slow manual processing, optimise repetitive tasks, enable predictive maintenance, enhance navigational safety through



***Rather than fearing technology, [cadets should] view it as an enabler and a force multiplier...
The key lies in leveraging these tools effectively - Shyam Jagannathan - IAS***

advanced sensor fusion, and improve overall logistical efficiency. Shri Jagannathan directly confronted the fear that this technological wave might render human roles obsolete, particularly in engineering. He drew a powerful historical parallel with the computer revolution of the 1980s. Initial anxieties about widespread job losses were ultimately unfounded; instead, the revolution catalyzed unprecedented growth in software development and IT services, becoming a cornerstone of India's modern economy (citing the significant contribution of manufacturing and software to exports). He firmly reassured the cadets that in shipping, the human element remains primary and indispensable. Automation and AI are powerful aids and tools, augmenting human capabilities, improving decision-making, and reducing workload, but they do not replace the need for skilled human judgment, oversight, and intervention, especially in complex, dynamic, or emergency situations. AI might optimise a route, but the Master's experience is crucial for navigating unexpected heavy weather or making critical decisions in congested waters. Predictive maintenance alerts might flag potential engine issues, but the Engineer's diagnostic skill is needed to confirm the problem and execute the repair.

c. Confronting Automation Fears with Facts and Strategy

Recognizing the genuine concerns circulating among cadets (reportedly in WhatsApp groups) about AI potentially

eliminating engineering roles, Shri Jagannathan tackled this anxiety head-on. He reiterated that the human override capability is fundamental to safe, secure, and sustainable maritime operations. Complex systems require human intuition, adaptability, and ethical judgment, qualities AI currently lacks. Rather than fearing technology, he urged cadets to view it as an enabler and a force multiplier. The key lies in leveraging these tools effectively. He encouraged proactive engagement with technologies like web-based simulations, sophisticated 360° bridge and engine room simulators, and digital learning platforms. These tools provide safe, accessible, and cost-effective environments to practice complex procedures, develop emergency response skills (like collision avoidance or blackout recovery), and gain familiarity with new interfaces and systems long before encountering them onboard. For instance, using a simulator to repeatedly handle docking manoeuvres with different wind conditions builds muscle memory and confidence far more efficiently than relying solely on infrequent real-world opportunities.

Furthermore, he highlighted the DGS's commitment to integrating technology into the core of maritime education.



“The future belongs to seafarers who proactively equip themselves for emerging roles... keep life simple, stay on top of technology, and be your best version.” - Shyam Jagannathan - IAS

Mandating the use of standardized digital learning platforms across approved Maritime Training Institutes (MTIs) ensures consistent quality, accessibility, and modern pedagogical approaches nationwide. These platforms offer interactive modules, video tutorials, automated assessments, and personalized learning paths, allowing cadets to learn at their own pace and focus on areas needing improvement, effectively preparing them for the technological demands of the modern fleet.

d. Upskilling and Adapting: The Imperative for Future Roles

Flowing logically from the rise of sustainability and technology, Shri Jagannathan issued a clear call for continuous upskilling and adaptation. The future belongs to seafarers who proactively equip themselves for emerging roles. This involves not just foundational maritime skills but specialized knowledge in operating green vessels (understanding the properties, handling procedures, and safety protocols for fuels like ammonia, methanol, hydrogen) and effectively utilizing AI-driven systems (interpreting data from predictive analytics, working with autonomous navigation support tools, understanding cybersecurity threats). He painted a picture of career progression where today's Second Mates evolve into Masters and Chief Engineers commanding



technologically advanced, environmentally compliant vessels.

The DGS, he assured, is actively supporting this evolution through integrated training curricula and certification systems designed to be rigorous, relevant, and free from human bias (referencing the examination reforms). The goal is to ensure Indian seafarers are not just participants but leaders in this technological and sustainable transition. Acquiring specialized training, for example, in methanol fuel handling or advanced navigation systems, significantly enhances employability and

career prospects in a competitive global market where shipowners increasingly seek crew proficient in new technologies. His concluding appeal in this context – “keep life simple, stay on top of technology, and be your best version” – elegantly summarized the required blend of foundational principles, technological agility, and personal commitment needed

to thrive.

e. Amplifying National and Global Impact

Shri Jagannathan articulated a bold, strategic ambition: to significantly increase India's share of the global seafaring workforce from the current estimated 13% to an impressive 25% over the next decade. This is not merely a numbers game; it represents a vision to solidify India's

“Serving on foreign fleets, [Indian seafarers] are ambassadors for India, and their professionalism, competence, and integrity directly contribute to upholding and enhancing the nation's prestigious reputation in the global maritime community.” - Shyam Jagannathan - IAS

position as the world's premier source of highly skilled, competent, and reliable maritime professionals. He passionately encouraged the young seafarers to recognize their role in this national endeavour. Serving on foreign fleets, they are ambassadors for India, and their professionalism, competence, and integrity directly contribute to upholding and enhancing the nation's prestigious reputation in the global maritime community.

Achieving this target requires a multi-pronged approach: maintaining alignment with the highest global training standards (STCW and beyond), fully embracing the sustainability transition, adeptly leveraging technological advancements, and ensuring a supportive welfare ecosystem. Success will translate into significant economic benefits for India through remittances, job creation, and growth in maritime services. It also enhances India's 'soft power' and influence within international maritime organizations and the global shipping industry. Every skilled Indian Master commanding a state-of-the-art green vessel, every proficient Chief Engineer managing complex new propulsion systems, and every well-trained rating ensuring safe operations contributes directly to this national goal, reinforcing India's identity as a hub of maritime excellence and attracting further investment and partnerships.

BROADER IMPLICATIONS AND ENDURING LEGACY

Shri Shyam Jagannathan's comprehensive address transcended the immediate

audience, representing a masterclass in visionary leadership, practical governance, and motivational communication. The initiatives he outlined – the holistic Sagar mein Yog, robust seafarer welfare enhancements, technology-driven examination reforms, and commitment to gender inclusion – collectively illustrate a paradigm shift towards a more modern, supportive, and globally competitive Indian maritime sector. By strategically prioritizing the well-being and professional development of seafarers, embracing technological disruption, and ensuring alignment with international standards for safety and sustainability, the DGS under his stewardship is actively cultivating an ecosystem designed to empower maritime professionals to excel.

His advice to cadets, deeply interwoven with personal experience and profound insight, offers a timeless and invaluable roadmap. The detailed pillars for examination success provide concrete strategies, while the emphasis on resilience, vividly illustrated by his own journey, instils the fortitude needed to navigate inevitable challenges. His forward-looking perspective on sustainability and technology equips the next generation not just to cope with change, but to lead it, positioning Indian seafarers at the vanguard of a decarbonized, digitally-driven maritime future. The envisioned expansion towards a Directorate General of Maritime Administration further signals India's holistic ambition in the global maritime sphere.

Shri Jagannathan's personal narrative – the ascent from a determined UPSC aspirant

facing initial setbacks to a distinguished IAS officer leading a critical national directorate – serves as a powerful embodiment of persistence, strategic thinking, and unwavering dedication to public service. His articulated leadership philosophy, emphasizing simplicity, honesty, data-informed policy, and technology as an enabler, sets a high benchmark for aspiring leaders in any field, encouraging an approach rooted in integrity, efficiency, and a genuine commitment to the greater good.

The implications of his address ripple outwards. It displays a model of governance that effectively balances ambitious innovation with inclusive welfare, national interest with global standards. By fostering a culture that values continuous learning, adaptability, resilience, and ethical conduct, Shri Jagannathan is instrumental in shaping a generation of Indian seafarers poised to significantly elevate India's international maritime standing. His legacy will undoubtedly be measured not just by the policies enacted or the systems reformed, but by the empowered, skilled, adaptable, and confident seafarers who emerge from this transformative era, ready to carry India's maritime legacy forward with unparalleled pride and professionalism on the world's oceans.

Conclusion

In his profoundly insightful address, Shri Shyam Jagannathan, IAS, offered far more than a status update; he delivered a compelling vision for the future of India's maritime sector and its most valuable asset – its seafarers. Through pioneering initiatives

like Sagar mein Yog, comprehensive welfare programs, transparent examination reforms, and a commitment to inclusivity, the Directorate General of Shipping is undergoing a significant transformation, prioritizing human well-being alongside technological advancement and global alignment. His practical, experience-based advice on discipline, resilience, and adaptation provides cadets and young officers with an indispensable toolkit for navigating the complexities of their examinations and demanding careers. His own remarkable journey serves as a powerful testament to the virtues of persistence and strategic effort, inspiring them to view challenges not as barriers, but as catalysts for growth.

For the aspiring and serving maritime professionals listening, Shri Jagannathan's core message was unequivocal: embrace your unique potential, hold safety paramount, harness the power of technology proactively, work collaboratively, and proudly uphold the rich maritime legacy of India. By internalizing these principles, they are positioned not only to achieve personal and professional excellence but also to contribute significantly to India's national objectives and to lead the global maritime industry towards a more sustainable, innovative, and human-centric future. His visionary leadership, characterized by profound simplicity, unwavering integrity, and dedicated service, promises to leave an indelible mark, guiding the Indian maritime community towards greater prominence and enduring success on the global stage.

IF IT'S NOT BROKEN, DON'T TRY TO FIX IT. CONSISTENCY IS THE KEY

- Capt. Robert Vaz, Chief Operating Officer, Navguide Solutions

The vessel "Ocean Beauty" had performed well in the past, and the charterer, owner, and manager were all satisfied with its overall performance. The vessel even achieved a good safety score in its last Rightship inspection. Days turned into weeks, and weeks into months. The crews completed their contracts and were replaced. There was also a change in the office; the technical superintendent in charge of the vessel had left the company. The DPA and the safety manager had also recently joined the company.

With just a few months left until the next Rightship inspection, preparations are intensifying. The office is sending more reminders, checklists, and observations from other vessels that recently underwent a Rightship inspection. The safety manager even sent a priority mail to the Master and Chief Engineer, emphasizing the importance of strong performance at the upcoming Rightship inspection.

The company was even considering sending a riding squad to improve maintenance, a pre-vetting inspector to conduct an inspection, and to take corrective actions to address the findings

and ensure the vessel was fully prepared for the RightShips inspection.

By now, most of you are probably accustomed to this, and many of you might even take it casually, thinking we have seen it all before. We have been through numerous inspections, so there is no reason to stress over just one day.

The Master onboard, Capt. Joshi, was a highly experienced officer who, during the conversation, politely told the Safety Superintendent, "If it's not broken, don't try to fix it." He expressed his confidence that every officer and crew member was performing their duties, and that the work schedule and PMS were being strictly followed. All company procedures and checklists were diligently adhered to. Safety on the vessel was the utmost priority. The vessel was operating optimally, and there was no reason to panic. Capt. Joshi was confident that the vessel was prepared for an inspection at any time.

For some reason, some managers trust a third-party pre-vetting inspector more than their own crew. They believe that a pre-vetting inspector can quickly address all

issues in two or three days, ensuring the vessel performs well at the inspection.

In actual fact, this is not the case. Consistency is the key. If all the crew members do their jobs diligently, follow company procedures, and prioritise safety, I believe most of the hard work is done, and the vessel will surely do well on inspection day.

As endurance athletes, we put in hundreds of kilometres in training, and all the hard work culminates on race day when we collect the medal for our efforts. Similarly, after the inspection, we performed well and received fewer findings because every crew member had diligently done their job for months.

Capt. Joshi reminded me of a famous quote by Jacob Riis

"When nothing seems to help,

I go and watch a stonecutter hammer away at his rock.

perhaps a hundred times without as much as a crack showing in it.

Yet at the hundred and first

Blow it will split in two, and I know it was not that last blow that did it, but all that had gone before."



The analogy of the stonecutter relates to vessels. It's because the entire onboard team, with support from the managers, worked conscientiously and consistently for several months that positive results were achieved at the inspection, unlike a last-minute fix, where some managers hire a pre-vetting inspector and try to address all the issues. In most cases, some issues remain unresolved and are likely to resurface after the pre-vetting inspector leaves the vessel.

Sometimes, ship staff have genuine issues; the ship is on a busy route with many ports and rough weather, along with a lot of paperwork, which leaves less time for thorough inspections. This is where concepts from Navguide Solutions have helped many managers and seafarers. The "Guide2inspection" app is very handy; it saves a lot of time and helps ensure the ship is prepared for any inspection: PSC inspection, Flag state inspection, or Vetting inspection, to name a few.

Here are some salient features that help save a lot of time and instil confidence in the user

- **One-time checks:** These checks must be carried out diligently only once, as there will be no changes, e.g.,

Are the bollards, fairleads, and chocks permanently marked with SWL?

- **Pre-arrival checks:** These checks are conducted one or two days before arrival to ensure that the specific equipment is fully prepared before arrival at the port, e.g.

Are sanitary duct spaces clean and not

being used for storage, sealed if applicable with temporary seals?

- **In port checks:** These are checks that can only be performed in port, and they are often forgotten, resulting in findings, e.g.

Are rat guards in place over the mooring rope and secured so they are not displaced?

In today's world, it's all about working smartly, efficiently, and leveraging the latest technology to our advantage. If onboard teams have the right tools, receive support from their managers, and stay well-motivated, the ship will not only perform well but also be a happier and more harmonious place.

CONCLUSION

We can all agree that sailing today is more tedious. There are stricter regulations, procedures, and record-keeping requirements. Therefore, it is essential to plan and execute jobs carefully. Consistency is the key and is crucial; once we develop the habit of doing things correctly, strictly following the company's procedures, maintaining proper records, and updating the PMS, we tend to become more organised. This helps us realise we have more time to rest, socialise with fellow crew members,

and create a happier ship with a happier crew.

I personally believe that attitude, self-belief, and positivity play a crucial role. In fact, when a vetting inspector boards, he or she immediately gets a sense of the atmosphere onboard, and that first impression sets a positive tone for the rest of the inspection.

I'm sure you'll ace the next vetting inspection; stay consistent and believe in yourself.

All the Best.

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The graphic features a yellow background with four icons representing radio, magazine, TV, and mobile app. Below these is a large image of a hand holding a smartphone displaying the app's interface, which includes a search bar, 'Install' button, and sections for ratings, reviews, and app support.



Captain Dwain Hutchinson
Managing Director and
CEO of The BMA.

THE BAHAMAS MARITIME AUTHORITY CELEBRATES 30 YEARS OF EXCELLENCE



**BMA Chair
Jacqueline Simmons**

This year marks a significant milestone for The Bahamas Maritime Authority (BMA) as it proudly celebrates 30 years of maritime excellence. Since its establishment in 1995, The BMA has remained steadfast in its commitment to progress, honour, and service—values that continue to inspire confidence and trust among shipowners worldwide.

From its early years, The BMA has played a pivotal role on the global maritime stage. By 1998, The Bahamas had become the world's third-largest fleet, and just a year later, it secured a seat on the Council of the International Maritime Organization (IMO), a position it has continuously held. Today The Bahamas registry is the world's 4th largest flag by the commercial value of fleet.

In 2010, The BMA chaired its first flag state implementation subcommittee at the IMO, reinforcing its leadership in maritime governance. The BMA has consistently championed collaboration within the industry and actively engages with key organisations such as the International Chamber of Shipping (ICS), Cruise Line International Association (CLIA), the International Marine Contractors Association (IMCA), the International Association of Classification Societies (IACS) amongst others.

The health & wellbeing of seafarers is a

strategic objective shared by all in the industry and The BMA is honoured to have represented The Bahamas over the years at the International Labour Organisation (ILO) where it was one of eight countries participating in the joint ILO/IMO tripartite meeting relating to seafarers.

Recognising the benefits of working in partnership, The Bahamas inaugurated the Bahamas Shipowners Association (BSA) in 1997 to represent the interests of its registry. To this day, the BSA remains a strong and influential voice on critical industry matters.

A testament to its operational excellence, The Bahamas has consistently appeared on the Paris and Tokyo MOU Whitelists, often ranking as the highest-placed non-European Flag. In 2004, the BMA was among the first digitalised registries with the launch of its online registration system, BORIS. Over the years, continuous enhancements have ensured The Bahamas remains one of the most technologically advanced maritime registries. The introduction of an online seafarer certification system and a groundbreaking online reporting portal for managers and owners further demonstrate The BMA's commitment to innovation and efficiency. Quality, safety, environment sustainability and human element are at the core of The BMA's customer service delivery. Working closely with its Recognised



Organisations, The BMA ensures that mutually agreed standards keep its fleet at optimal quality. By opening regional offices in key areas around the world, The BMA enhances its global representation and is able to provide local support on the ground in North America, Europe and Asia, creating a more secure operating environment for clients.

Beyond regulatory leadership, The BMA actively supports the United Nations Sustainable Development Goals (SDGs), particularly SDG 13 (Climate Action) and SDG 14 (Life Below Water), through its work with the IMO. Gender equality (SDG 5) is also a key focus, exemplified by the success of the Bahamas Maritime Cadet Corps (BMCC). Since its inception in 2003, the BMCC has seen approximately 6,000 young Bahamians graduate from the scheme, many of whom have gone on to pursue maritime careers. Today nearly 50% of students are female—an inspiring step toward greater gender diversity in the industry and national capacity building.

BMA Managing Director and CEO, Captain Dwain Hutchinson, said, “I would like to express my appreciation of the dedicated and competent team at The BMA and the contribution of our Flag State Inspectors, Recognised Organisations and providers. Through our collaborations we ensure that the BMA’s clients receive the highest levels of service possible. We remain grateful to the successive BMA Boards of Directors whose

strategic oversight and sound corporate governance have played a vital role in positioning The BMA as a forward-thinking and respected maritime administration. “Of equal importance, we would also like to thank the many owners and their shipboard teams who have joined us on our journey, entrusting their vessels to us. We are honoured to have served you over the past 30 years.”

He continued, “As The BMA looks to the future, we remain committed to strengthening regional representation through the expansion of our global presence. Online capabilities will be enhanced to harness the potential that exists within the new technologies. We are also modernising our legal framework to keep pace with evolving market dynamics and the changing needs of our clients. Meanwhile we will continue to actively engage as a proactive leader at regulatory level, both regionally and internationally, helping to shape the maritime industry as it heads into the uncharted waters of novel fuels.”

BMA Chairman, Jacqueline M. Simmons also expressed her appreciation for the unwavering support from The Bahamas Government, “We have been fortunate to receive consistent backing from the government as we have worked to support and implement its maritime agenda and bolster the growth of the sector. Over the years, Ministers with responsibility for the BMA have played a pivotal role in our success, offering invaluable guidance and counsel.”

With a legacy built on excellence, innovation, and trust, The Bahamas Maritime Authority remains dedicated to sustainable growth while upholding the values that have defined its success over the past three decades.

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Skylines salute him. Karma moves with his course.

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INAUGURATION OF HEARTFULNESS FOR SEAFARERS @ SEA AND ASHORE HOLISTIC WELLNESS FOR SEAFARERS

HEARTFULNESS INSTITUTE:

The Heartfulness Institute is more than 75 years old global, non-profit organization that offers practices for self-development, including meditation, relaxation, and rejuvenation, with a focus on cultivating inner calm and stillness. It is associated with the United Nations DPI and has a presence in over 160 countries with millions of practitioners and thousands of certified trainers. Heartfulness promotes a heart-

centred lifestyle aimed at fostering global community and well-being.

SEAFARERS GLOBAL:

Seafarers India (now Known as Seafarers Global) is a seafarers community initiative started on 1st July 2021 by few keen Seafarers with an intention and selfless attitude to help each other and bring seafarers community together and to give back to the seafarers.



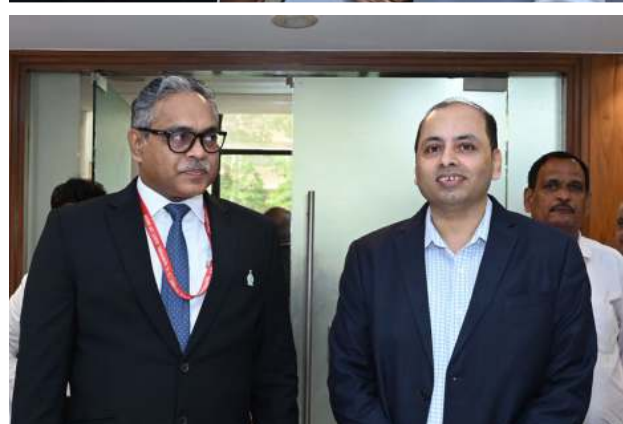
Seafarers Global Team Since inception regularly conducts webinars and mentoring sessions for Seafarers on

- Mental Health, and Wellbeing at sea and ashore.
- Building Leadership qualities to lead self and others.
- Career guidance/ Options in associated filed
- Mentoring programs for younger generations of Seafarers
- Study related Guidance.
- And bridging the gap and bringing all seafarers together.

LAUNCHING EVENT OF HEARTFULNESS FOR SEAFARERS

The Heartfulness Institute, in collaboration with Seafarers Global, has launched a comprehensive program for the well-being of seafarers and shipping communities. The launch event took place at The Acers Club in Chembur on 27 June 2025.

The event was attended by Dignitaries from The Directorate General of Shipping, Heartfulness Institute, Shri Ambika Yog Kutir, Various Shipping Unions like FSUI, MUI, and Associations like CMMI, IMEI, ISWAN, IMF, Maritime SheEO, International Women Seafarers Foundation. More than 150 Seafarers and cadets from different maritime institutions (Great Eastern Institute of Maritime Studies, Maritime Training Institute, Fleet Maritime Training Institute, Indian Maritime University, Hindustan Institute of Maritime Training and shipping companies (Great Eastern Shipping, Five Stars Shipping, Shipping Corporations of India, Synergy Marine Group, Fleet Management, D'Amico Ship Management, Chellaram Shipping, Northern Marine Management, Executive Ship Management, Bernhard Schulte Ship Management, Eagle Star, Anglo Eastern Ship Management, Kanoo Shipping, Nautical Marine Management, Western Shipping and Pentagon Marine Services Joined the occasion. The Dignitaries from Shipping Community and allied Industry graced the





occasion in full spirit to support the holistic wellness initiative of Heartfulness for Seafarers". The Media house Representatives from Sailor Today, Bhandarkar News Network, Marex Media also attended the session.

INAUGURATION AND KEYNOTE ADDRESSES BY DIRECTOR GENERAL OF SHIPPING AND UPA LOKAYUKTA, MAHARASHTRA GOVT.

The event was inaugurated by Chief Guest Shri Shyam Jagannathan, IAS, Director General of Shipping, in the presence of Shri Sanjay Bhatia, IAS, Upa Lokayukta, Maharashtra State. The dignitaries and guests began the program with lighting the lamp ceremony.

Capt Amresh Jha, Founder of Seafarers Global and Heartfulness Volunteer for last 25 years introduced the Heartfulness Wellness programs for Seafarers. Also highlighted initiatives taken by Seafarers Global in last 4 years by conducting numerous Heartfulness Programs on Various ships, Shipping Companies, Maritime Training Institutions, Maritime Universities and with Seafarers working ashore, candidates Preparing for Exams, Seafarers on leave and for retired seafarers.

Shri Shyam Jagannathan, IAS, Director

General of Shipping, addressed the audience from shipping community. He emphasized the importance of holistic wellness for seafarers, acknowledging the challenges they face. He also welcomed Heartfulness's efforts in these directions.

In his keynote address, Shri Jagannathan emphasized the unwavering commitment of the Directorate General of Shipping towards ensuring the welfare, safety, and dignity of Indian seafarers — whether sailing in domestic waters or serving on international voyages.

He outlined several significant initiatives launched by DGS to support maritime personnel:

- Sagar Mein Yog – encouraging the adoption of yoga and mindfulness practices at sea
- Suraksha Sarvapratham – reinforcing the principle of safety-first across the shipping sector
- Comprehensive Grievance Redressal Mechanisms – ensuring seafarers' concerns are heard and addressed
- 24x7 Helpline Services – providing round-the-clock assistance to Indian seafarers anywhere in the world.
- These steps reflect the broader vision of building a resilient, supported, and

mentally strong maritime workforce, aligned with India's maritime ambitions and the human-centric approach at the heart of it.

Shri Sanjay Bhatia, IAS, Upa Lokayukta, Maharashtra State shared his personal experience and journey with Heartfulness Meditation. He explained how it helped him eliminate negativity and develop qualities like calmness, composure, and compassion.

Yoga has Eight Limbs, Yama, Niyam, Asanas, Pranayam, Pratyahara, Dharana Dhayan and Samadhi. Shri Bhatia who is practicing Meditation for 24 years and also a Heartfulness Trainer led to an experiential session on Heartfulness Relaxation and Meditation for the audience. The feedback after the session from attendees were exceptional as all Participants felt relaxed, peaceful and calm.

EXPERT SESSIONS:

The program featured very useful expert sessions.

A session on work-life balance by Shri Tushar Pradhan, (Trustee of Heartfulness Education Trust) and Former Chief Investment Officer of HSBC Global Asset Management. He highlighted the physiology of the stress, need to manage the stress its solutions through Heartfulness meditation.

Ms Geetanjali Conducted a session on Brain Yoga which all seafarers found specially the young cadets found very interesting and was able to do it better than their Seniors. She emphasised the importance of synchronisation of Left and right brain.

Ms Rakhi Arora from Heartfulness Institute conducted a session on Heartful Campus highlighting the innovative holistic development programs offered to universities and schools by Heartfulness

A session on financial wellness for seafarers





conducted by renowned finance expert Shri Chetan Gaikwad (SEBI Smart Trainer and L& D expert). He emphasized the need for investing from early age, discussed various investment options and their benefits. The cadets who are going to start their career Journey found this discussion very useful as this kind of financial literacy programs helps them building their knowledge base which in turn will help them to take informed decisions.

A session on NRI banking for Seafarers from the State Bank of India was delivered by their Managers Ms Grace Thomson & Mr Sourabh Mohre.

A session From Shri Ambika Yog Kutir on Benefits of Hatha Yoga was conducted by Shri Prakash Powar, Ms Chaya Salian and demonstrated by Shri Sidharth Kori.

The Hath Yoga is the beginning which takes it to the Meditation and Samadhi State was the key learning from this expert Session for seafarers.

LANDMARK MOU:

The Heartfulness Institute signed a landmark Memorandum of Understanding (MoU) with the Forward Seamen's Union of India, which has approximately 22,000 seafarer members from shipping community. Under this MoU, Heartfulness Institute will offer free Relaxation, Meditation, Rejuvenation, Inner Connect and various initiatives focusing on mental, emotional, and physical well-being to support the union's members.

The MOU was signed by Mr Manoj Yadav on Behalf of FSUI and Mr Mukesh Patel and Mr Vikas Bonde on Behalf of Heartfulness Institute.



DEEP WATER ANCHORAGES: CHALLENGES & DIFFICULTIES IN WEIGHING ANCHOR



- BY CAPT KIRAN KRISHNAJI JOSHI

Let's take this opportunity to discuss the challenges and difficulties in weighing anchor in deep waters. Due to various practical compulsions, large vessels are required to anchor in deep waters.

This article aims to study the difficulties during weighing an anchor on some occasions on different ships. The topic must be carefully addressed keeping in mind the safety of the crew involved as well as the process of heaving up an anchor.

CAPABILITY OF ANCHOR HANDLING EQUIPMENT:

On a VLCC, the designed pull of windlass is about 72 tons. The weight of each length of a shackle (27.5 m) is about 9 tons & the weight of an anchor ranges from 18 tons to 24.5 tons.

Subsequently, when the anchor is off the bottom, the total weight of the anchor and cable in a depth of 135 m is almost close to

72 tons (considering the anchor weight as 24.5 T). When a VLCC is in ballast condition, the actual height through which the anchor needs to be heaved up further increases due to forward freeboard being about 12 m more than that during the laden condition. Thus in ballast condition, the cable is about five and half shackles on deck by the time anchor is off the bottom. This poses a great challenge to weigh the anchor. Furthermore, during summer months and in deep waters, one may face more difficulties in heaving up an anchor on a ship depending on the age of ships and condition of equipment.

CAUSES OF DIFFICULTIES WHILE HEAVING UP AN ANCHOR:

While heaving up an anchor, there can be multiple reasons behind the difficulties which can be as follows:

- Aging of the hydraulic motors of the windlass which are not easy to inspect except during lay-up repairs/dry docking.
- Degradation of quality of oil in the hydraulic system or improper grade of oil being added/used than recommended grade.
- Higher ambient temperature resulting in a higher temperature of system oil lowering the viscosity of oil thus causing reduction in pulling power.
- Insufficient oil in the system and lower air pressure being maintained in the header tank.
- Air in the hydraulic system which may be result of not purging sufficiently after recent repairs.
- Bypassing of oil through the control box /relief valve or improper settings of relief valve.
- Insufficient lubrication of the moving parts of windlass.
- Worn out bushes of the axles of winches.
- Bow stopper roller is not free to rotate and thus causing higher resistance while heaving up the anchor.
- Gypsy brake bands not evenly being opened due to the bolt below the lower band not being adjusted properly and also various pins in the brake band system are not free to move and thus entire upper band not getting opened fully.
- Hydraulic brakes not opened fully or slowly getting closed due to loss of pressure in the system.
- Additional weight being added to anchor due to debris entangled with it by way of abandoned cables /wires.
- Too much stress in the cable due to seabed obstructions such as subsea cables (which needs to be dealt with separately).

The purpose of this article is how to deal with the heaving up difficulties instead of dealing with the remedial measures to rectify many of the above causes which once known can be dealt with by the operators of the system in a systematic PMS.

CONSEQUENCES OF IMPROPER OPERATION OF THE ANCHOR:

If due care is not taken while anchor is being weighed, there are many risks involved. Due to improper force being applied on the windlass in an attempt to heave up the anchor beyond the designed pull of hydraulic motors, the hydraulic system can be damaged irreversibly. This can cause the system to not be able to hold the anchor and the cable, which at that moment, is vertically being lifted above the sea bed, and may allow it to slip without any warning/control. The anchor along with cable may be lost by too much acceleration of cable as the brake is already open while the anchor was being heaved up. This uncertain incident and motion of cable and anchor being paid out without any control may severely injure persons in the vicinity and damage other parts of the windlass system.

PREPARATION BEFORE HEAVING UP AN ANCHOR:

01. Proper PPE must be worn by all and eye protection and helmets with chin straps especially to be used. Tool box meeting shall be carried out detailing the duties/responsibilities of team members. Risk assessment shall be done and brought down to ALARP.
02. One must have situational awareness of bridge team regarding weather conditions/possible drift of the vessel. Once anchor is off the bottom, awareness about the proximity of other vessels and tendency of vessel's bow swinging after the anchor is

heaved up is very important.

Maintaining proper communication cannot be more emphasized. Painting of warping barrels of windlass winches with a white horizontal band can enhance the visual appeal/comprehension of speed of anchor windlass/winches as well as knowing evident problems in heaving up anchor prior receiving an update from forward team, which many a times are not promptly reported to the bridge team due to multiple reasons.

03. Oil levels shall be topped up and proper air pressure shall be maintained prior the heaving up operation is planned.

MEASURES TO BE UNDERTAKEN WHEN HEAVING UP AN ANCHOR:

In cases where there are difficulties experienced while heaving up an anchor, following the procedure mentioned below may come in handy:

01. Allow sufficient time for heaving up by taking permission from port control well in time and well before the intended time of getting underway. If possible, the entire heaving operation must be planned when the ambient temperature is lowest during the day.
02. Keep the main engine ready after proper trials at short notice/ immediate use as and when required.
03. Shorten the cable to whatever ship had paid out by about 4 shackles lesser than initial length and allow the oil to cool down by stopping the

heaving up operation for about at least 20 minutes.

04. Thereafter, continue heaving up anchor by normal procedures till the time it comes up easily.
05. When it is apparent that the cable is not heaving up easily, do not attempt to lower down/heaving up by trial and error method as in this case, the oil is likely to be heated up further and thus the viscosity of oil will reduce the heaving up power in turn and may cause further delays/deterioration of the hydraulic system.
06. Instead, as soon as it is observed that the anchor is not being heaved up anymore, employ the below procedure which is also elaborated well in the book "Anchoring Large vessels: A new approach" by Capt. C.A. McDowall (Ch/Eng). Ref : page 16.
07. This method is proven on many of the vessels in past and may be safer than other methods thought. Trying to use main engines in such cases can be detrimental as the problem may not be with the anchor not breaking up from sea bed but is due to sufficient power not being generated by the hydraulic motors because of either worn out vanes or other reasons mentioned under the subtitle Causes of difficulties while heaving up an anchor which are not taken care of. Dredging the anchor is not advisable as it has inherent issues and many port authorities would not allow the same.
08. In the below mentioned method, the

torque applied is almost double than what is applied while heaving up with only one set of hydraulic pumps.

A. For ease of understanding, we shall assume that a Port anchor (W2 windlass/winches) is being used for anchoring. Meanwhile, when the oil is getting cooled down or at an earlier suitable opportunity, so as to not waste time in organizing this arrangement; keep the opposite mooring winch (W1/Stbd/inboard) wire lead around the old man rollers on the empty spool of split drum of winch on the anchor handling side (W2/Port/ inboard). But this will be in reverse direction of the other mooring wires heaving up direction. i.e, when we heave the wire from (W1) (opposite/Stbd side drum) which was wound over the split drum of (W2/port side winch) it should pay out W2 winch wire rope and thus the torque applied will assist while heaving up the anchor on Port windlass(W2). For this, one will need to use one pump for the opposite winch no.1 Hydraulic pump (for W1) and two hydraulic pumps for W2 windlass as the design may be on individual ships. With winches of W1 Inboard and W2 Inboard both in gear together being operated, the anchor will also be required to be heaved up. One must avoid any bights/snap back zones being created during reeving of these ropes from W1 to W2 and if possible, use the remote control operation stands provided at the ship's railings so that, there is a minimum exposure to the manpower on the spot.

Photograph no. 1: Direction of heaving of mooring wire during anchor heaving process.(Shown by yellow arrows)



- This has to be very well-coordinated and monitored by forming at least three teams and three different persons in charge of the teams with below responsibilities/activities:
- Chief officer/2nd officer: Control the heaving up operation the anchor.
- Master/Chief officer: To coordinate the operation of mooring winches W1 and W2 together with heaving up the anchor; supervising entire operational safety.
- CEO /2EO: In charge of Engine room team: starting/ stopping/setting the pipeline valves of the hydraulic pumps as per the requirements. Monitoring temperature/pressures of oil.
- TNOC/ERPO: who is familiar with starting of servo motor during the windlass brake is required to be standby.
- Deck crew: Additional Cooling down of exposed hydraulic pipes by running deck water.
- Deck crew: To operate the winches on both W1 and W2 simultaneously as per the need.
- Once the anchor cable is heaved up to about four shackles on deck, the cable may be heaved up once again by employing the normal procedure considering the oil temperature is within the normal range. If further cooling time is to be allowed, it needs to be arranged by either stopping the winches or running the hydraulic pump on in idle mode without the windlass being in gear.

In the foregoing topics, we have discussed the difficulties in heaving up an anchor in adequate details which readers may find beneficial for future references in safe heaving operations of an anchor.



MERCHANT NAVY WELFARE BOARD (INDIA) AND GLOBAL SEAFARERS ORGANISATION LAUNCH NATIONWIDE CAMPAIGN “MY HARASSMENT-FREE SHIP”

In a landmark move to promote seafarer dignity and workplace safety, the Merchant Navy Welfare Board (India) and the Global Seafarers Organisation (GSWO) Joint Action Committee have officially launched the IMO Day of the Seafarer 2025 campaign titled “My Harassment-Free Ship” across all Indian ports.

This campaign aligns with the global theme initiated by the International Maritime Organization (IMO) to create a harassment-free working environment at sea. IMO Secretary-General Mr. Arsenio Dominguez urged maritime welfare

organizations to actively support seafarers' rights—a call which MNWB and GSWO have embraced with a coordinated national rollout.

Welfare officers from the MNWB-GSWO Joint Action Committee are visiting vessels, educating seafarers about their rights, sensitizing crew and management, and advocating for zero tolerance to harassment at sea. Port Welfare Committees, State Maritime Boards, and Port Authorities have been invited to fully implement and enforce the IMO campaign at all ports.





Dr. N. Reuben Paul, Chairman of the Merchant Navy Welfare Board (India) launched the initiative at Indian ports and engaged with port officials to ensure regional implementation. At Kakinada Port, the campaign was inaugurated by Capt. Dharma Sastha, Port Officer, AP Maritime Board, who reiterated the port's strong commitment to crew safety and welfare.

In a key development, Dr. N. Reuben Paul met with Shri Ajith Kumar Sukumaran, Chief Surveyor & Addl. Director General of Shipping, and Capt. Dr. Daniel Joseph, Deputy Director General of Shipping, Government of India. The campaign was officially launched at the national level, followed by substantive discussions on regulatory enforcement and seafarers' welfare.

Dr. N. Reuben Paul called upon the Directorate General of Shipping to direct Port State Control (PSC) officers to:

1. Conduct targeted inspections focusing on harassment-related violations.
2. Enforce full compliance with MLC anti-harassment provisions.
3. Ensure seafarers are aware of their rights and can report issues confidentially.

4. Hold company leadership, DPAs, and Crew Managers accountable in cases of negligence.

MNWB's helpline data indicates many seafarers hesitate to report abuse due to fear of blacklisting or job loss, with some suffering psychological trauma or leaving their careers altogether. This campaign aims to end such patterns by reinforcing systemic accountability.

Capt. Daniel Joseph emphasized:

"In alignment with this year's IMO theme, every vessel—whether in India or globally—must enforce a strict no-harassment policy with zero tolerance. Seafarer welfare is a shared responsibility and a global maritime priority."

Dr. N. Reuben Paul extended his gratitude to the Directorate General of Shipping for its continued support, underlining the importance of collaboration between regulatory bodies and welfare organizations.

This united effort reinforces India's leadership in the global movement for the protection, safety, and dignity of seafarers, and contributes meaningfully to building a more inclusive and just maritime industry.



ECONOWIND INSTALLS 4 VENTOFOILS ON TANKER MT JUTLANDIA SWAN (UNI-TANKERS)

Rotterdam, June 26, 2025 – Econowind has successfully installed four 16-metre VentoFoilS on board the chemical tanker M/T JUTLANDIA SWAN, owned and operated by Danish shipping company Uni-Tankers. The ATEX-proof Wind-Assisted Ship Propulsion units were installed in just four days in the port of Rotterdam.

The installation marks another important step in the growing adoption of Wind-Assisted Ship Propulsion technology for tankers. With over 130 VentoFoilS sold to date, Econowind continues to expand its footprint in the commercial fleet, offering practical solutions that reduce emissions and help vessel owners comply with tightening regulations.

"This is the fourth tanker to sail with VentoFoilS," says Chiel de Leeuw, Chief Commercial Officer at Econowind. "It shows how our suction wing technology is gaining traction in the tanker segment. Thanks to our experience and ATEX-approved systems, we know what's required for these vessels. And we're proud to support Uni-Tankers as they take this important step."

M/T JUTLANDIA SWAN is a 124 x 20 metre tanker. Inspired by a similar setup on a Chemship parcel tanker, Uni-Tankers saw an opportunity to apply wind propulsion to one of their own vessels, aligning with their ambitions to decarbonize operations.

The project was carefully prepared in advance. During a scheduled drydock in

Turkey, the foundation works were carried out. Once the vessel arrived in Rotterdam, the commissioning process proceeded swiftly at Rotterdam Offshore Group (ROG), underlining how easily VentoFoilS can be integrated into operational workflows.

The system is currently undergoing classification with Bureau Veritas and is expected to deliver strong performance: a 10% improvement in EEXI and a 3% contribution towards FuelEU Maritime compliance. This makes the business case not only technically viable but also economically compelling.

"Wind-Assisted Ship Propulsion has clear potential — but its real value depends on how well it integrates into daily operations. Now we'll be able to test how these sails behave at sea, what they mean for fuel efficiency, and how the crew can work with them in practice," says Kristian Larsen, Technical Director at Uni-Tankers.

With wind seen as a key pillar in Uni-Tankers' decarbonization strategy, the M/T JUTLANDIA SWAN will now serve as a test case for integrating suction-based wind propulsion in everyday tanker operations.



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