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# Sailor Today

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## GRIEF AT SEA



## THE POLAR PILLOW



## NAVIGATING THE MIND AT SEA



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## IN LOVING MEMORY OF CAPT RAMJI S. KRISHNAN



It is with deep grief that we, the '79-'80 Rajendra batch, share the passing of our dear batchmate, Capt. Ramji S. Krishnan. For us, he was not just a fellow cadet on T.S. Rajendra — he was a brother, a friend, and an inseparable part of our journey into the world of the sea.

Ramji lived by a simple yet unshakable motto: "There is no alternative to hard work." From his earliest cadet days to the heights of his professional career, he embodied this principle with integrity and determination.

After his sailing years, Ramji broadened his horizons as a Sloan Fellow at the London Business School. His career spanned global leadership roles — from Jo Tankers and DVB Bank NV, to APM Terminals Apapa, Dubai Maritime City, and as Director & CEO of Mundra International Container Terminal. He carried the spirit of the sea into boardrooms, combining sharp intellect with the values of discipline and fairness that we all first learned together.

As an author at Sailor Today, Ramji stood out for his writing. His articles were thoroughly researched, grounded in reality, and always pointed toward practical solutions for the industry. He had the courage to call a spade a spade — direct, clear, and with a no-nonsense approach that earned him wide respect. He wrote not to impress but to improve, and in doing so, became a voice of reason and guidance for many.

More recently, he was shaping his legacy through MarineX-Learn, a free learning platform for mariners — offering flashcards, COLREGS guides, scenario-based quizzes, and multi-format resources. Inspired by the wisdom of Tamso Ma Jyotirgamaya ("From darkness, lead us to light"), MarineX-Learn was Ramji's way of giving back — ensuring that generations of seafarers would have access to deep, meaningful learning.

For us, his batchmates, Ramji will always remain the lively, witty, sharp-minded soul we knew on Rajendra's decks. He was the one who could break tension with humor, offer counsel with clarity, and stand shoulder-to-shoulder with us through life's storms. His loss leaves a void that words can scarcely fill.

As we bid him farewell, we hold onto the laughter, the camaraderie, and the timeless bond of brotherhood that only Rajendra men share.

Fair winds and following seas, Ramji. You sail with us still — in memory, in spirit, and in the legacy you leave behind.

— Penned in grief on behalf of Rajendra Batchmates '79-'80

Capt. Sunil Nangia  
Editor



# NAVIGATING THE MIND AT SEA INSIGHTS FROM

**CAPT AMRESH KUMAR JHA**

**By Capt Sunil Nangia**



## LIFE AT SEA MEETS MINDFULNESS

Last month, I visited Capt. Amresh Kumar Jha, Master Mariner and Vice President of Kanoo Shipping India, in his office to congratulate him on completing his Master of Science in Yoga for Human Excellence. Over coffee, surrounded by his warm hospitality and infectious friendliness, and amidst the excitement of his freshly earned M.Sc, our conversation quickly plunged from light-hearted greetings into the deep, uncharted waters of the mind,

consciousness, and life balance at sea. Uncharted—at least for me—yet he seemed completely at ease, or perhaps one could say, in full command.

“Life at sea is unlike any other,” the calm and composed Capt. Amresh shared. “For months, we live on a floating bubble of steel and water. We face unpredictable weather, long watches, and immense responsibility. Yet, rarely are we trained to navigate the one vessel that truly matters—our own mind.”



## THE SUBTLE BODY: NAVIGATING THE INNER OCEANS

Capt. Amresh, radiating pride over his freshly earned M.Sc in Yoga for Human Excellence, enthusiastically introduced the concept of the subtle body—an idea central to his groundbreaking research:

**Manomaya Kosa (Mind Sheath):** Governs thoughts, emotions, and desires. “Every bridge team I’ve worked with showed me that leadership is as much about emotional awareness as it is about technical skill.”

**Vijnanamaya Kosa (Wisdom Sheath):** The intuitive layer, guiding split-second decisions during emergencies.

**Anandamaya Kosa (Bliss Sheath):** A state of pure joy, often glimpsed in meditation or serene sunsets at sea.

“These layers are not abstract—they are practical tools for life at sea,” explained the insightful Capt. Amresh.

***"A mindful captain doesn't just navigate the ship—he navigates his own mind, steering the team with clarity and focus."***

## THE EVOLUTION OF CONSCIOUSNESS AT SEA

Drawing on both biology and spiritual growth, Capt. Amresh, MBA and a thoughtful architect of mindful leadership, explained how human consciousness evolves from survival instincts to advanced cognitive skills—reasoning, empathy, and moral judgment—all crucial at sea.

He referenced Ken Wilber’s Integral Theory,



emphasizing four quadrants:

1. Individual interior (thoughts and emotions)
2. Individual exterior (actions and behaviors)
3. Collective interior (team culture)
4. Collective exterior (ship systems and operational structures)

“Neglecting any quadrant can compromise safety, teamwork, and decision-making on board,” noted the experienced mariner.

## HEARTFULNESS MEDITATION: PRACTICAL LIFE TOOL

At the heart of his research is Heartfulness meditation, which offers seafarers:

**Enhanced Self-Awareness:** Detect fatigue and stress before it affects performance.

**Emotional Regulation:** Reduce conflicts in confined quarters.

**Connection:** Feel part of a larger whole—crew, ship, and maritime community.

Pranahuti (Yogic Transmission) accelerates access to higher states of consciousness. “Think of it as an invisible co-pilot guiding your mind through rough seas,” the holistic instructor explained.

## LIFE-AT-SEA EXAMPLES

### *A Test of Calm in Brazil*

Capt. Amresh recalled a defining moment from his very first ship as a Third Officer. He was the only Indian officer on board, sailing with 21 Chinese crew members, when a serious incident unfolded in Brazil. Stowaways claimed they had come from the vessel and alleged harassment by the Chinese crew. The ship's Captain was arrested and taken to jail.

"In that crisis, I suddenly found myself as the only officer who could communicate in English," Capt. Amresh recounted. "I was working as translator, mediator, and representative—speaking to authorities, lawyers, P&I representatives, and the company, all at once. The pressure was immense, and the atmosphere on board was tense."

What kept him steady was his meditation practice. "Thankfully, I was already following Heartfulness meditation, and it really helped me maintain clarity and composure. Instead of being overwhelmed, I could focus on solutions, remain balanced, and guide the situation responsibly."

### *Holding Steady In The Storm*

On another voyage, Capt. Amresh described navigating through the Indian Ocean when a sudden squall hit. The sea turned violent within minutes—towering waves crashed over the bow, alarms echoed through the vessel, and tension spread among the crew.

"As Master, I knew that my own state of mind would set the tone for everyone on board," he explained. "If I panicked, fear

would ripple through the team. But if I stayed calm, they would find courage too."

Drawing on his meditation practice, he focused on steady breathing, keeping his awareness anchored in the present moment. "That calmness allowed me to think clearly, issue precise instructions, and reassure the crew. We came through the storm safely—not just because of seamanship, but because of composure."

### *The Silent Crew*

During one long voyage across the Pacific, Capt. Amresh recalled sailing with a crew that hardly spoke the same language. Conversations were limited to basic hand signals and short phrases. Weeks passed in silence, except for work-related commands.

"One evening, I noticed the fatigue in their faces," he said. "There was no conflict, but also no joy. The atmosphere was heavy. That's when I introduced simple mindfulness practices—just five minutes of quiet breathing together before the watch. At first, they resisted, but gradually the silence became lighter, almost comforting."

He smiled as he added, "It was remarkable—without sharing the same words, we found connection. Calmness doesn't always need language; sometimes it only needs presence."







**"Emotional contagion is real at sea. One anxious leader can unsettle the bridge team, but a balanced mind like that of Capt. Amresh inspires confidence."**

## SHORE-BASED RELEVANCE

These insights are equally valuable for maritime offices. Logistics, operations, and planning teams face stress and tight deadlines. Meditation fosters clarity, resilience, and collaboration—mirroring its benefits at sea.

*"Whether on the bridge or in the office, our minds face storms every day. Heartfulness gives us the tools to navigate them," the experienced mariner emphasized.*

## RESEARCH-BACKED INSIGHTS

Capt. Amresh Kumar Jha, a thoughtful explorer of consciousness, highlighted key findings from his project:

- *Regular Heartfulness practice improves brain coherence, easing transitions into meditative states.*
- *Practitioners report higher self-awareness, better emotional regulation,*

*and greater team connection.*

- *Pranahuti transmission accelerates higher consciousness, enhancing clarity under pressure.*

*"These are observations backed by systematic research and practical maritime application," noted the insightful instructor in him .*

### Quick Heartfulness Practices for Seafarers

**Morning Anchor:** 5 minutes of quiet focus before watch.

**Bridge Reset:** Short pauses during long navigation duties.

**Sunset Reflection:** End-of-day gratitude practice.

*"Even brief sessions create noticeable shifts. It's about consistency, not duration," he added.*

## EMOTIONAL CHALLENGES AT SEA

Isolation, homesickness, and interpersonal tensions are common. Meditation equips seafarers to manage these without being overwhelmed. Capt. Amresh recalled mentoring a junior officer who struggled with anxiety. Guided Heartfulness practice transformed his confidence and performance during port operations.

## LEADERSHIP THROUGH AWARENESS

Leadership at sea is internal as much as external. Mindfulness enhances intuition, decision-making, and compassionate leadership. Even small operational decisions—assigning watch schedules, managing fatigue—benefit from self-awareness and emotional attunement.

***"Every bridge team I've worked with showed me that leadership is as much about emotional awareness as it is about technical skill," said the experienced mariner.***

## FINAL REFLECTIONS OVER COFFEE

The conversation reinforced that Capt. Amresh's research—as a Master Mariner himself—is more than academic. It is a practical manual for maritime life, bridging traditional seafaring expertise with inner mastery and offering tools for balanced, conscious living.

*"Through Heartfulness, seafarers can navigate not just the oceans, but the inner landscapes of their minds—achieving clarity, resilience, and peace," he said.*

## Takeaways for Every Seafarer

- Mindfulness improves safety and teamwork.
- Short daily meditation sessions have long-term benefits.
- Leadership starts with self-awareness.
- Heartfulness practices can be applied on board and ashore.

Capt. Amresh Kumar Jha, certified Heartfulness trainer, stands as a beacon for every seafarer navigating the vast, unpredictable waters of both the ocean and the mind.

This article marks the beginning of a series aimed at bringing Capt. Amresh Jha's insights to the maritime community, highlighting meditation and mindfulness as essential instruments for safety, leadership, and well-being.



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# INSPECTIONS ARE CARRIED OUT TO ENSURE ALL SAFETY BARRIERS ARE IN PLACE AND NOT TO TARGET SHIPS' CREWS

*Capt Robert Vaz, Chief Operating Officer, Navguide Solutions*

The vessel "Pacific Grace" was en route to Rotterdam and preparing for a Rightship inspection. Second Officer James was slightly nervous because this was his first vetting inspection after being promoted to Second Mate. Furthermore, Pacific Grace had an excellent track record, especially in recent years, with no observations reported on the bridge.

Chief Officer Kumar had used the Navguide application on his previous vessel and decided to help Second Mate James. He chose to role-play and conduct a bridge audit.

Hi James, I will be conducting a bridge inspection and would like to ask you a few questions and review some documents. James replied in a calm voice, "Absolutely, please go ahead. I'm ready."



The Chief Officer (mock vetting inspector) started with very simple questions. He aimed to review the Master's night order book, compass error book, and radar log book, and asked basic questions about the difference between X and S band radars and the use of the shadow sector diagram, which James answered confidently.

Then the inspector began examining the company's bridge procedures more closely and wanted to review the procedures related to avoiding distractions on the bridge, the bridge manning levels, and so

on. Again, James was very confident and responded to all the questions in a calm and composed manner.

The inspector then examined the speed log and asked James several questions, including how to verify accuracy and which PMS checks he would perform where the records are maintained.

He then proceeded to scrutinise the passage plan and cross-checked various points with the ECDIS and the Company's navigational procedures. Some points included the Company's procedures on CATZOC, UKC, position fixing, and parallel indexing, and he appeared satisfied with how James was responding.

The inspector then moved on to emergencies and asked James about various scenarios, including MOB, engine failure, and ECDIS failure. By now, he had started walking around the bridge, inspecting all the posters and equipment.

He then told James that he wanted to check the MOB markers, EPIRB, and also visit Monkey Island. James calmly guided him and answered all his questions. Finally, the inspector thanked James and decided to inspect the other decks, including the lifeboats.

That was the end of the mock inspection. James came over, hugged Chief Officer Kumar for the role play, and thanked him very much. He then said he hoped the vetting inspector wouldn't target him, to which Chief Officer Kumar replied, "Inspections are carried out to ensure all safety barriers are in place and not to target ships' crews."

He handed his personal tablet to Second Officer James and told him that there are several scenario-based interviews, and he could practice these mock interviews, which would boost his confidence further.

The vessel arrived in Rotterdam, and once all port formalities were completed, the Rightship inspector came onboard. The ship's crew had prepared thoroughly, making sure nothing was left to chance. Everyone was a bit worried, as Second Mate James was on his first promotion.

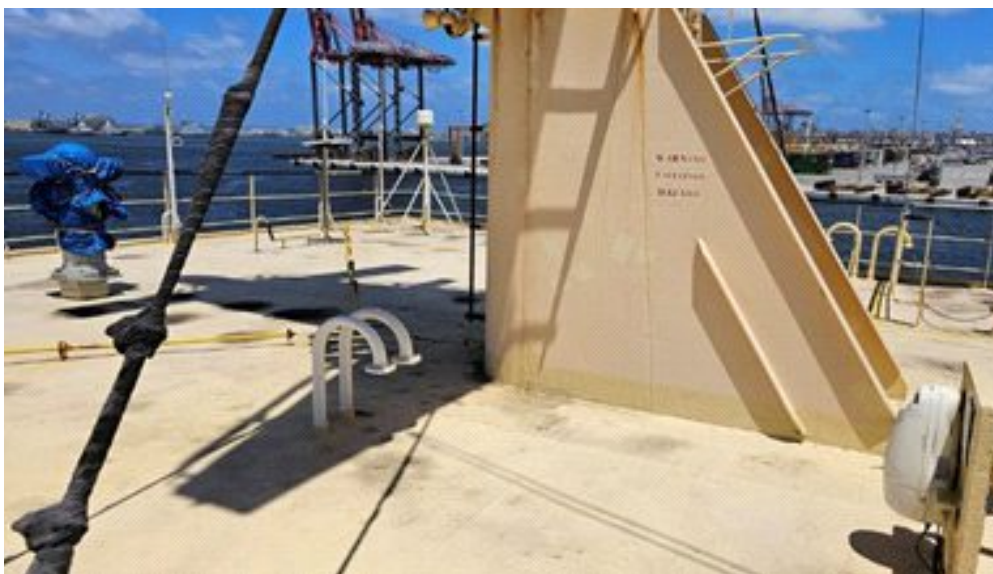
The inspection started on a positive note; after the inspector reviewed all the documents with the Master, he went up to the bridge. Second Mate James politely greeted the inspector, and the bridge inspection began. The Captain was organising some official documents and could hear the conversations between the Second Mate and the vetting inspector.

The Vetting inspector kept asking questions and wanted to see records, documents, and procedures. Second Mate James was focused, did everything, and showed everything the inspector requested. In fact, the vetting inspector had delved a bit deeper and was simply curious about how well the Second Mate had prepared for the inspection.

In fact, the inspector was surprised to learn that this was the first time the second mate had undergone a Rightship inspection since his promotion. He was genuinely pleased and impressed. After finishing the bridge inspection, the inspector called for the chief officer, and then they went on deck.



The Rightship inspection was completed, and the inspector left the vessel. Once again, the vessel performed very well. During the closing meeting, the vetting inspector specially mentioned the Second Mate and acknowledged all the hard work and preparation involved.



Well, the entire onboard team was happy. The second mate was pleased because there were no observations on the bridge.

Well, Second Mate James left no stone unturned; he was neither complacent nor overconfident. He prepared well and also conducted a mock inspection with the Chief Mate. Let's be honest, how many of us could ask a senior officer to audit our department? There could be several factors.

- What if I cannot answer something
- My weakness could be exposed
- The Master could give me a bad appraisal
- Self ego
- Pride

There are many human factors involved. However, Second Mate James brushed everything aside, did a mock inspection with Chief Officer Kumar, went through the Navguide Scenario-based games, kept all the bridge documentation up to date, and

was ready for the inspection.

## CONCLUSION

We must always follow bridge procedures, company standing orders, Master's orders, complete various logs and checklists as necessary. When these are done carefully and sincerely regularly, there is no need to panic, as our ship will always be prepared for inspection at any time.

We must never forget that the inspection is conducted to ensure that all barriers are in place to prevent any incident and to protect the ship, her crew, the cargo, and the environment.

The inspection aims to verify that all processes and procedures are in place and to address any deficiencies immediately. The inspectors are not targeting any individual crew member. The inspection process also seeks to look beyond human error and examine the actions and decisions made by the crew. Therefore, prepare thoroughly for any inspection and keep your ship's charter ready at all times. All the best.

# THE POLAR PILLOW

## A SEAFARER'S LAUGH-OUT-LOUD GUIDE TO THE IMO POLAR CODE

**AUTHOR: CAPT GAJANAN KARANJIKAR**

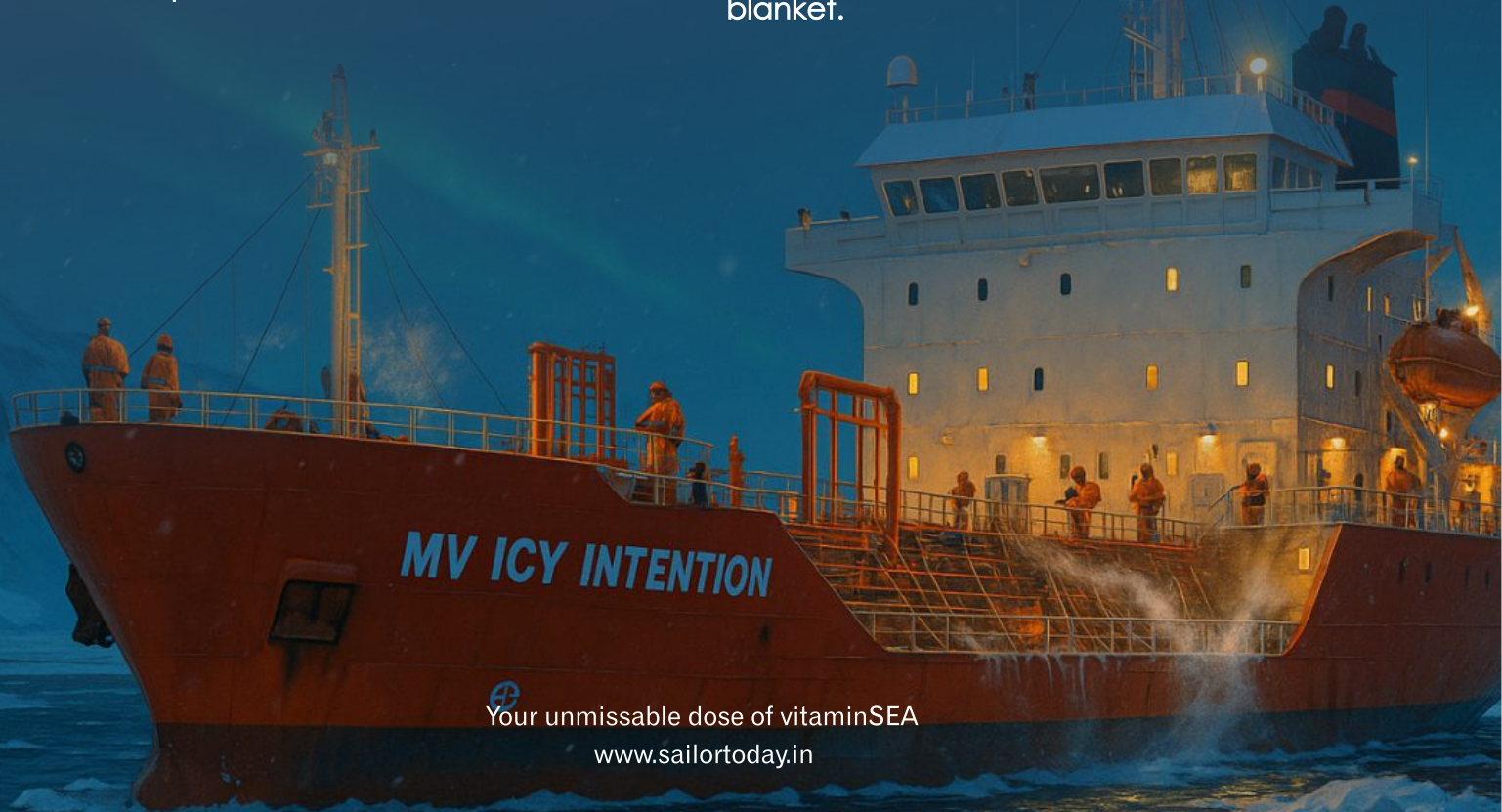
Master Mariner, US-based accident investigator and maritime expert.

### (SEAFARER'S BEDTIME STORIES)

Picture this: you're on the MV Icy Intentions, somewhere so far north (or south) your weather app says "and the sun has filed a leave application. The sea is steaming like a gigantic kettle, everything metal is daring your tongue to touch it, and the radar is busy painting modern art with echoes of ice. On the bridge is your secret weapon: a thick book called the PWOM—the Polar Water Operational Manual—and a

certificate that says your ship actually belongs here: the Polar Ship Certificate.

Now, you can read the Code cover to cover (which is good), or you can let this article tattoo the essentials on your brain using equal parts humor and brutal truth. The goal is simple: understand what to do, what never to do, and why the Code is less a straightjacket and more a very warm blanket.



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## FIRST, WHAT THE POLAR CODE REALLY IS (WITHOUT THE YAWNS)

It's a bundle of rules that bolt onto SOLAS and MARPOL to keep ships, people, and polar ecosystems alive when things get extremely cold, extremely remote, and extremely "oops." It forces you to plan for reality: ice that moves, fuel that turns into marmalade, radios that sulk, lifeboats that prefer summer, crew who freeze before they panic, and penguins who do not accept garbage deliveries.

Think of it as the maritime equivalent of your mother's winter checklist: coat, gloves, hat, snack, tell me where you're going, and if you're late, I'm calling everyone.

## HOW TO THINK LIKE THE CODE (AND NOT BECOME A LEGEND IN THE SAFETY BULLETIN)

***Mantra #1: Up here, hope is a lovely feeling and a stupid plan.***

Everything you do is measured against "Can we survive here if help is far away?" The answer lives in your PWOM and the ship's operational limitations—temperature, ice class, daylight, endurance, comms, the works. Respect those limits like you respect gravity.

***Mantra #2: If you didn't test it in the cold, it doesn't work.***

Engines, davits, radios, batteries, doors, zips, brains.

Mantra #3: Ice is not scenery; it's an actor with dialogue.

It talks, creaks, shoves, and occasionally tries to autograph your hull.

## THE FUNNIEST WAY TO LEARN SERIOUS DOS AND DON'TS

Below are the no-nonsense rules, smuggled into your mind via humor. Tape them to your pillow.

Voyage planning that won't embarrass you

Treat voyage planning like a game of chess in a blender: ice charts, satellite images, icebreaker broadcasts, local notices, Iridium weather, and the rest. Plan where to go if the lead closes, how long you can wait, and who you'll call when your voice shakes.

Don't plan by vibes. The polar ocean does not vibe; it ambushes.

Do write down the survival time and SAR reachability in the PWOM. Ask, "If we stop here, can anyone actually get to us before we turn into a Facebook memory?"

Don't aim the ship at thin blue squiggles on the chart and declare, "That must be a channel." That could be your ECDIS in existential crisis.

Do get an ice navigator if your ship or route requires one. They read ice like bosuns read deck paint.

Don't crowdsource ice advice from a penguin. They always say, "Just slide."

## MACHINERY & FLUIDS: STEEL HAS FEELINGS, TOO

Do check fuel grades and heater settings like a caffeinated accountant. Use the stuff that actually flows at the expected temperature. Prove that boiler, purifier, and lube oil systems function properly when everything else fails.

Don't let your sea chest gulp slush. If you've got ice boxes/strainers/dual intakes, know how and when to switch. Practice while you're warm and smug, not when the engine is composing its will.

Do verify heat tracing and insulation. If the pipe is shaking, your day is already off to a bad start.

Don't assume doors and quick-closing valves will operate just because they did in July. Ice is the universe's superglue.

## PEOPLE: THE WARMEST SAFETY SYSTEM ON BOARD

Run shorter watches, rotate extra lookouts, and set up heated rest areas. Cold makes heroes foolish and fools tragic.

Don't "tough it out." Frostbite does not issue medals; only interesting photos are taken for the medical report.

Do impose a buddy system on deck. One human watches the horizon; the other watches the human.

Don't trust one pair of gloves. Carry spares, dry them properly, and issue anti-fog for eyewear so the lookout isn't navigating by braille.

Do feed people hot, salty, and often. The Code won't say "cocoa," but your Chief Mate will.

## ICING: THE CARGO YOU DIDN'T BOOK

Do treat the icing rate as a real number. Log it. If accretion begins, de-ice early, little, and often—using hand tools, steam/air lances, and safe chemicals approved for the gear involved. Update

stability: ice on masts and cranes is top-weight evil.

Don't let scuppers freeze. A frozen deck is a surprise swimming pool.

Do rehearse a deck de-icing party with competence and sarcasm. Assign zones, rig safety lines, and make sure the bosun can pronounce "fall arrest."

Don't turn the forecastle into a skating rink while taking

selfies. The only thing worse than slipping is slipping on camera.

**POLAR CODE:  
DOs & DON'Ts**  
—Seafarer's Bedtime Cheat Sheet

**DOs**

- ✓ Plan like chess
- ✓ Prove cold starts
- ✓ Watch icing & stability
- ✓ Respect operational limits & ice class
- ✓ Extra lookouts & short watches
- ✓ Environmental compliance
- ✓ Redundant comms & SAR planning
- ✓ Use ice navigator and maintain speed discipline

**DON'Ts**

- ✗ Rely on vibes / GPS only
- ✗ Outrun ice / over-speed
- ✗ Postpone tests
- ✗ Improvise discharges
- ✗ Crowd icebreaker track
- ✗ Pin between shorefast ice & pressure
- ✗ Tough it out re cold injury decks glaze

MV Icy Intention • IMO Polar Code • PMOH



## ICE NAVIGATION:

### ***SPEED KILLS... AND SO DOES STOPPING***

Do set a speed where you have steerage, can stop short of embarrassment, and won't punch bergy bits into your ballast tanks. Trim and ballast the propeller and rudder for optimal bite.

Don't follow the herd mindlessly. An icebreaker's wake can squeeze and slam you if you crowd the track. Keep your wits about you; the wits are your friend.

Do use visual aids, radar (ice mode), AIS, and your eyes. Remember, snow blindness is a genuine concern; wear tinted lenses even when you feel silly.

Don't pin yourself between shorefast ice and new pressure; keep escape geometry at all times. A turn you can't complete is a story you can't live down.

## LIFE-SAVING APPLIANCES:

### ***IF YOU DON'T COLD-START, YOU COLD-FAIL***

Test lifeboat engines, rescue boat systems, emergency generators, and batteries in the expected cold conditions. Prove that the davits move, the hooks release, the seals seal, the radios call back, and the heaters heat.

Don't postpone weekly tests "until it's warmer." That is not how polar seasons work.

Size up immersion suits for everyone, check zippers and face seals, and run fundamental drills. Practice getting into the

boat dressed like a sofa.

Don't stage summer-theatre drills. If your drill looks comfortable, it's cosplay.

## ENVIRONMENTAL RULES:

### ***PENGUINS HAVE LAWYERS***

Do plan as if no discharge will be permitted. Size tanks and holding capacity to retain sewage and oily mixtures until you are legally, practically, and morally allowed to release—often meaning not here.

Don't improvise garbage solutions. "The gulls will take it" is not a compliance pathway.

Do you know the fuel restrictions for the area (heavy fuel bans in parts of polar waters)? Keep bunkers and transfer procedures audit-proof.

Don't spotlight wildlife for entertainment, chase whales, or conduct "scientific honking." Minimize noise and light when possible; the neighborhood appreciates it.

## COMMUNICATIONS & REMOTENESS:

### ***PRETEND THE HELICOPTER IS BUSY***

Build redundant communications: GMDSS, Iridium, HF, and portable satellite messengers—separate power feeds and antennas. Practice bare-minimum comms if the main kit sulks.

Don't assume instant SAR. In the polar world, you may be the fastest responder tomorrow morning.

Upskill for prolonged field care: re-warming, cold injury management, and extended watch rotations. Store spare eyewear,

hand/foot warmers, thermal blankets, extra rations, and stoves where they can be easily accessed in a hurry.

Don't discover your medical kit's chocolate bar expired in 2019.

## **PAPER THAT MATTERS: THE PWOM IS NOT A PRESS FLOWER**

Do make the PWOM your team's living playbook. If what you do on deck (work-as-done) doesn't match the manual (work-as-imagined), either fix the practice or revise the book—preferably both.

Don't treat audits like theatre. The Code is allergic to performance art.

Brief operational limitations at every watch change: minimum temperatures, ice class boundaries, daylight windows, communication constraints, and survival time assumptions. Make a single-page crib and stick it next to the wheel.

Don't rely on folk memory. The polar brain forgets things shortly after the nose does.

## **THE DUMMY CASE YOU'LL NEVER REPEAT.**

A well-meaning ship—call her MV Brave on Paper—kept immaculate logs and never tested her lifeboat engine at polar temperature (because “it's cold outside,” which was the problem in the first place). When a minor ice contact demanded a precautionary drill, the engine coughed and died: gelled fuel, sleepy batteries, and a frosted air intake. Everyone was safe, but the report was brutal. The corrective action list was longer than a winter night.

What did we learn? In the cold, untested equipment is already broken. The Polar Code didn't fail them; they failed to do what the Code gently—but firmly—tells you to do.

## **BRIDGE CULTURE: JUDGED OR UNDERSTOOD?**

The polar environment forces adaptations. Procedures can't predict every squall, ridge, or cranky valve. If you must deviate to stay safe, declare it early, brief the team, log the why, and recover to the plan ASAP. That's good seamanship, not rebellion.

The only unforgivable sin is silence—the “I didn't want to bother anyone” that grows into “why are we listing and why is the bosun skating?”

## **POCKET CHECKLIST (BECAUSE YOUR GLOVES ARE THICK)**

- PWOM & Polar Ship Certificate on hand; crew oriented to operational limits.
- Voyage plan with ice data, alternate leads/anchorages, SAR reachability, survival time.
- Fuel/lube grades and heat tracing proven at forecast temps.
- Icing watch active; scuppers clear; de-icing gear staged; stability updates when accretion starts.
- Extra lookouts, sunglasses, shorter watches, heated rest points.
- Cold-start tests: lifeboats, rescue boats, emergency gen, radios, batteries.
- Environmental plan: retain sewage/oily



water/garbage as required; no “creative” discharges.

- Redundant communications with separate power/antennas; drill no-helo scenarios.
- Daily debrief: what changed, what broke, what we’ll do differently before bedtime.

Print it big. Laminate it. Spill cocoa on it. Repeat.

## **WHY THE CODE IS YOUR FRIEND (YES, REALLY)**

- It forces you to think ahead in a place where improvisation is a coin toss.
- It keeps gear honest—if it won’t work cold, you’ll find out before you need it.
- It protects the people who make ships go and the wildlife that had zero say in your voyage plan.
- It turns luck into process. You’ll still need luck—but you won’t be using it as a method.

And yes, it gives auditors a reason to visit. Smile, hand them cocoa, and show them your PWOM with coffee stains. It means you read it.

## **FINAL WORD BEFORE LIGHTS OUT**

Sailing polar waters is not about being fearless; it’s about being prepared, boring, and relentlessly curious. The IMO Polar Code is your bedtime story that starts with “Once upon a cold tide” and ends with everyone warm, awake, and alive. Follow it with common sense, crew kindness, and

ruthless testing. Speak up early, de-ice often, and never lick the rail.

Now tuck the ship in, check the icing log, thank the ice navigator, and get some sleep. Tomorrow promises fresh horizons, grumpy compressors, and possibly a seal with opinions.

Sweet dreams, clear leads, and may your de-icing be light.

## **ABOUT THE AUTHOR:**

### ***Capt Gajanan Karanjikar:***

Master Mariner, marine surveyor, and casualty investigator, Capt. Gajanan Karanjikar has spent decades at sea and ashore commanding vessels, mentoring officers, and advising owners, insurers, and regulators. His work spans shipboard command, technical surveys, flag-state and class compliance, and post-casualty investigations. A firm advocate of safety culture and professional seamanship, he combines traditional maritime instincts with modern forensic techniques to help the industry learn quickly and honestly from its most challenging days.





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# BES TRUST ANNUAL FUNCTION 2025 HIGHLIGHTS INDIA'S MARITIME STRENGTH



Recently The Board of Examinations for Seafarers (BES) Trust hosted its Annual Function 2025 at Navi Mumbai, reaffirming its commitment to maritime training and India's growing prominence as a global supplier of skilled seafarers.

The event was graced by Shri Shyam Jagannathan, I.A.S., Director General of Maritime Administration, as Chief Guest, along with senior maritime leaders, heads of Maritime Training Institutes (MTIs), faculty, and more than 500 cadets.

In his address, Mr. Jagannathan lauded BES Trust's contribution to competency development and praised its efforts to maintain transparency and integrity in examinations.

**Standardizing Seafarer Training:** The Trust's role in conducting All India Exit Examinations was highlighted, covering General Purpose (GP) and Cook-Cum-Steward (CCMC) ratings. With over 10,000 trainees examined annually across 50+ MTIs, BES Trust ensures uniform evaluation standards nationwide. The implementation of digital certification and automated assessment systems has further strengthened confidence in the examination process.

**Aligning with National Maritime Goals:** The function spotlighted India's rise among the top five global suppliers of seafarers, supported by initiatives under the Maritime India Vision 2030 and Amrit Kaal Vision 2047. Leaders stressed BES's alignment with these long-term national priorities, ensuring that the workforce remains competitive, resilient, and

globally relevant.

**Focus on Welfare and Inclusivity:** The event showcased BES Trust's welfare initiatives, including "Sagar Mein Samman" for dignity and inclusion and "Sagar Mein Yog" for wellness and stress management. These programs were commended as essential steps toward holistic seafarer development.

**Cultural Highlights & Awards:** The function also featured cultural performances by cadets, including songs and skits that reflected creativity and teamwork. An award ceremony recognized outstanding trainees, faculty, and institutes for excellence in maritime training.

**Two Decades of Service:** Founded in 2005 by the Institute of Marine Engineers (India) and the Company of Master Mariners of India, BES Trust has spent two decades building credibility as the nodal body for rating examinations. Its ISO 9001:2015 certification reflects its commitment to quality and fairness in training evaluations.

**Looking Forward :** The Annual Function 2025 reaffirmed BES Trust's pivotal role in shaping a skilled, inclusive, and sustainable maritime workforce. With technology-driven assessments and an emphasis on welfare, BES continues to strengthen India's position in the global maritime sector.



# ROADSHOW ON FINANCING THE FUTURE OF MARITIME INDIA



The Shipping Corporation of India (SCI), in association with the Ministry of Ports, Shipping & Waterways (MoPSW), today hosted a roadshow on “Financing the Future of Maritime India” at its Head Office in Mumbai. The event was a precursor to India Maritime Week (IMW) 2025, to be held from 27–31 October 2025 at the NESCO Exhibition Centre, Mumbai.

The roadshow was graced by Shri Shyam Jagannathan, IAS, Director General of Shipping, as Chief Guest, and Mr. Arun Sharma, Executive Chairman, Indian Register of Shipping, as Guest of Honour, along with Capt. Binesh Kumar Tyagi, CMD, SCI, Mrs. J. P. Irene Cynthia, IAS, MD, Kamarajar Port Limited, Mr. Jose V. J., Director (Finance), Cochin Shipyard Limited, and senior dignitaries from the maritime and finance ecosystem. Over 200 delegates representing government,

financial institutions, industry, and ports participated in the roadshow.

During the welcome address, Capt. Binesh Kumar Tyagi, Chairman and Managing Director of Shipping Corporation of India, welcomed the dignitaries and highlighted the Hon'ble Prime Minister's vision guiding India's maritime industry: whether it is a chip or a ship, it must be Made in Bharat. He emphasized that the sector is embracing next-generation reforms, with major ports being freed from cumbersome paperwork and procedural hurdles. Capt. Tyagi also highlighted the focus of Navic Cell 7 on financial matters and mentioned significant initiatives in this regard, including the setting up of Maritime Development Fund (MDF). Capt. Tyagi also mentioned that Ministry of Ports, Shipping and Waterways (MoPSW), Government of India has announced various initiatives, such as





infrastructure status for large ships, and Shipbuilding Financial Assistance Policy (SBFAP) 2.0 to provide the momentum needed for extraordinary growth, urging stakeholders to fully leverage these opportunities to realize the vision of Viksit Bharat.

During his address, Shri Shyam Jagannathan, IAS, Director General of Shipping, expressed his appreciation to the maritime industry for its exemplary performance and active contribution to India's maritime growth. He acknowledged the sector's efforts in adapting to evolving challenges and commended its commitment to excellence, which has helped create a strong foundation for national progress. He emphasized the need for low cost financing in Indian maritime industry to tackle geopolitical uncertainty and align with India's maritime growth, while outlining a four-pillar approach and highlighting key initiatives of the Ministry of Ports, Shipping and Waterways (MoPSW). Shri Jagannathan also highlighted the various initiatives being undertaken by DG Shipping, aimed at providing the maritime industry with a robust fundamental framework that fosters innovation, efficiency, and sustainability. These measures, he emphasized, are designed to

enable the sector to achieve the ambitious objectives envisioned by the Ministry of Ports, Shipping and Waterways, positioning India as a global maritime powerhouse.

Mr. Arun Sharma, Executive Chairman of the Indian Register of Shipping (IRS), shared his insights on emerging trends and the evolving expectations of the maritime industry, with a particular focus on the green transformation agenda. He highlighted that while this transition is crucial for sustainability, it will involve significant investment, making financing a pivotal factor in achieving these ambitious targets. Mr. Sharma emphasized that IRIclass is actively collaborating with all stakeholders, working towards a shared vision of a greener, more resilient maritime sector, and supporting the

industry in meeting global standards while driving innovation and growth.

Briefing the audience on the Navic Cell 7, Mrs. J. P. Irene Cynthia, MD, Kamarajar Port Limited shared the Ministry of Ports, Shipping and Waterways' vision and the initiatives of NAVIC Cell 7, emphasizing the dedicated efforts undertaken by KPL on behalf of the ports sector. She highlighted that our systems must be geared up to handle and deploy investments optimally.





She further stated that three critical areas have been identified, viz. improving the systems, standardizing the processes, and improving competitiveness, to achieve MoPSW's strategic objectives and support the growth of India's maritime ecosystem. The roadshow also highlighted the role of NAVIC Cell 7, which focuses on financial matters including vessel financing, insurance, leasing, and ownership, as part of the government's long-term Maritime India Vision 2030 and Amrit Kaal Vision 2047.

The event also featured a power-packed panel discussion on the theme "Financing the Future of Maritime India", where speakers shared insights on optimal financing strategies for the maritime sector, highlighting innovative models, green investments, and global partnerships to accelerate India's maritime growth. They highlighted the importance of leveraging IFSCA's regulatory framework and benchmark practices from the financial sector to attract sustainable capital and achieve the targeted growth. A high-powered panel discussion featuring leaders from SBI, IFSCA, North Standard, Care ESG Ratings, and SBI Mutual Fund explored actionable approaches for scalable and

resilient financing of ports, shipping, and waterways.

Looking ahead, India Maritime Week 2025 will bring together global leaders, policymakers, investors, and stakeholders for five days of thematic sessions, exhibitions, and high-level dialogues on India's maritime transformation.

A key highlight will be a special session organized by Shipping Corporation of India Ltd. on "Charting Tomorrow: Building a Future-Ready Maritime Workforce." This exclusive human capital forum will focus on education reform, skill enhancement, global certification standards, and industry-academia collaboration. It will spotlight initiatives to modernize curricula, promote diversity, and harness digital learning platforms—ensuring India's maritime workforce is equipped to drive innovation, sustainability, and competitiveness in the decades ahead.

With participation expected from over 100 countries and more than one lakh delegates, India Maritime Week 2025 is set to catalyse investment, innovation, and policy action, positioning India as a global leader in sustainable maritime

# WHERE THE SEA MEETS LUXURY DELHI NCR MARINERS EXPERIENCE BRANDED LIVING



On a cool evening recently in Gurgaon, the seafaring fraternity of Delhi NCR anchored at the elegant Westin Residences, graciously hosted by Capt Rahul Srivastava & supported by Capt. Vikas Wasudev. The atmosphere was enchanting — live piano notes drifted like soft sea waves, and couples arrived to be greeted by

the warmth and camaraderie that only seasoned seafarers share.

The evening brought together a distinguished gathering of maritime professionals, many accompanied by their families. Conversations left lingering wakes — stories of voyages, ports of call, and life at sea blending seamlessly with

**T**he Westin Residences by Whiteland in Gurugram, offers premium 3 and 4 BHK homes just off the Dwarka Expressway. Designed in partnership with Westin Hotels & Resorts, the project combines branded living with signature wellness services for a truly elevated lifestyle.

A highlight is the 75,000 sq. ft. clubhouse, featuring a pool, fitness center, spa, kids' play areas, fine dining, and a mini theater. With IGI Airport only 15 minutes away and top schools, hospitals, malls, and business hubs nearby, The Westin Residences is an ideal choice for families and professionals seeking luxury living in New Gurugram.





laughter, toasts, and reflections on journeys both professional and personal.

Premium spirits, curated hors d'oeuvres, and a thoughtfully crafted dinner elevated the night, yet it was the spirit of fraternity and shared pride that made it truly memorable. A highlight was a presentation by Westin, followed by a guided tour of a sample residence — showcasing expansive layouts, signature wellness amenities, and seamless indoor-outdoor living. Accustomed to high-class living at sea, the seafarers were the perfect audience to experience these luxury residences, thoughtfully designed to blend comfort, elegance, and modern

*Among the distinguished attendees were over 20 senior masters and officers, including Capt Ashwini Nayar, Capt Harminder Manku, Capt P. M. S. Lamba, Capt Ajay Abrol, Capt Amarvir Saran, Capt Hemant Sharma, Capt Samir Gauri, Capt Mohit Puri, Capt Vikas Dogra, Capt Gaurav Antil, Capt Prashant Nair, Capt Jagdhir Malia, Capt Vikas Yadav, Capt Ajay Yadav, Capt Rakesh Kumar, Capt Vivek Khanna, Capt Harit Sapru, Capt Alok Yadav, Capt Shishir Mishra, and Capt Rohit B, along with Chief Engineer Devinder Singh, Chief Officer Ashutosh, and Mr Sukhdev Singh.*

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***At Westin Residences, memories of the sea blended with moments of joy, reminding us that true anchors are found in friendship.***





# Maritime Industry Urged to Recognise and Address the Silent Weight of GRIEF AT SEA

Traditionally, grief is seen as a response to death, short-lived, with a clear beginning and end. In reality, grief is broader, more complex, and deeply pervasive, particularly for seafarers working far from home. From missing life milestones to receiving devastating news thousands of miles from loved ones, grief at sea is compounded by distance, duty, and isolation.

"Grief is one of the least acknowledged contributors to mental health challenges in the maritime workforce," said Gisa Paredes, Psychologist, Managing Director, WellAtSea, member of OneCare Group. "It doesn't just affect emotions, it can manifest as fatigue, frustration, withdrawal, or even conflicts onboard. Too often, it is misinterpreted as poor morale or poor performance, when it is, in fact, pain."

Currently, few shipping companies have protocols to support grieving crew beyond minimal bereavement leave. There are no industry-wide standards for addressing the emotional complexity of loss during long contracts at sea. Yet the consequences of neglecting grief are real. Research links unacknowledged grief to depression, substance misuse, burnout, and long-term health risks.

WellAtSea and other maritime wellness

leaders are calling on the industry to act. Key recommendations include:

**Name it:** Make grief a part of mental health conversations, not only grief tied to death, but also grief from absence, distance, and missed milestones.

**Train leaders:** Equip senior officers and wellness providers with tools to recognize ambiguous grief and respond with empathy.

**Build practices:** Create onboard peer networks, rituals, or small acts of recognition that give seafarers dignity and connection in loss.

**Partner with experts:** Collaborate with organizations specializing in seafarer wellbeing to design grief-sensitive support strategies.

"In a profession where we prepare for every kind of emergency, it is time we prepared for grief as well," Ms Paredes emphasised.



**Gisa Paredes**  
WellAtSea

# SALLAUM LINES CELEBRATES LAUNCH OF LNG DUAL-FUEL FLAGSHIP OCEAN BREEZE IN ANTWERP

Sallaum Lines has celebrated the European debut of its first LNG dual-fuel newbuilding, the Ocean Breeze, with a landmark ceremony in the port of Antwerp. The vessel's launch underscores the company's commitment to sustainability and marks an important step in its broader fleet expansion strategy.

## EVENT HIGHLIGHTS

The milestone was marked on 19 September with a celebration at Sallaum Terminal, attended by international guests including government officials, OEM representatives, port executives, and industry partners. Guests toured the Ocean Breeze and the upgraded terminal facilities before joining a ceremony that featured keynote speeches by Ms. Natalie Sallaum and Mr. Johan Klaps, Deputy Mayor for Port and Economy, City of Antwerp. A panel

discussion on the future of automotive logistics and an official ribbon-cutting underlined the significance of the occasion for both Sallaum Lines and the wider industry.

## A MORE SUSTAINABLE SUPPLY CHAIN

The Ocean Breeze has capacity for 7,500 CEU and is powered by dual-fuel LNG engines. The vessel delivers substantial reductions in CO<sub>2</sub>, NO<sub>x</sub>, and particulate emissions compared to conventional tonnage. An optimized hull design and energy-saving devices further increase efficiency.

"The Ocean Breeze is not just about capacity, but about shaping a cleaner, more resilient supply chain for the decades ahead," said Chief Relationship Officer Natalie Sallaum of Sallaum Lines. "Our





*Ocean Breeze II*



***Panel discussion***

customers demand scale, sustainability, and reliability: the Ocean Breeze proves we can deliver all three. More than a vessel, it represents a new chapter in automotive

logistics, preparing us for the next wave of vehicle flows between Asia, Europe, and beyond."





Natalie Sallaum

## ANTWERP TERMINAL EXPANSION POSITIONS SALLAUM LINES FOR GROWTH

To accommodate its growing fleet, Sallaum Terminal Antwerp recently completed a €20 million expansion. Capacity has been increased from 10,000 to 17,000 CEU with a new multi-level Parkhouse and upgraded berth infrastructure, enabling four RoRo vessels to be handled simultaneously. Additional facilities for pre-delivery inspection, breakbulk handling, warehousing, and intermodal connections ensure faster and more reliable services for OEMs.

“The expansion turns Antwerp into the backbone of Sallaum’s European network,” said David Van Ballaert, Managing Director of Sallaum Terminal. “With greater capacity and faster processing, we are giving our partners unmatched efficiency at a time when the automotive supply chain is rapidly evolving.”

## LOOKING AHEAD

The Ocean Breeze is the first of six LNG dual-fuel PCTCs to join the Sallaum Lines fleet by 2027, adding over 45,000 CEU in capacity and strengthening Sallaum Lines’

position among the top global RoRo carriers. Supported by the expanded Antwerp hub, these vessels are part of Sallaum’s global green logistics network. The company is also preparing to implement shore power connections and solar energy systems at its terminal, reinforcing its 2030 net-zero ambition.

## CAPT. NAND K SAH LEADS SEA RESOLUTE LLP INTO SEVENTH YEAR OF GROWTH

Sea Resolute a maritime services company, has completed six years since its establishment in 2019. Over this period, the firm has expanded its presence in port captaincy, marine surveys, shipping, and logistics support, positioning itself as a reliable partner in the global shipping sector.



Marking the milestone, Capt. Nand K Sah, representing the company’s leadership, acknowledged the role of clients, partners, and associates in its growth. In a statement, he said the journey had been “defined by resilience, commitment, and strong partnerships,” and reaffirmed a pledge to work closely with stakeholders in the years ahead.

The company stated that it remains focused on operational excellence and client satisfaction while continuing to broaden its services and capabilities in the maritime domain.

# MEMOIR OF MARITIME LEGEND VAISHNAV PURI LAUNCHED: CELEBRATING THE VISIONARY WHO SHAPED INDIA'S SHIPPING INDUSTRY AND GLOBAL TRADE TIES

India, 22nd September, 2025 The Memoir of Maritime Legend Vaishnav Puri has been launched recently to make the readers travel through the personal & professional journey of a shipping doyen who molded India's maritime scene while cementing the country's international trade relations.

Mr. Puri is known globally for his achievements and contributions towards India's maritime trade. He played a key role in reshaping the JNPT port, which was written off by the trade in 1991 due to non-acceptance by the importers & exporters. He was also instrumental in launching the first direct & the then fastest liner service from India to the USA. At one stage during the early 2000s, he was responsible for handling the largest container volumes in the country,

(over 20 per cent of the total containerized traffic) under his able Leadership in India for some of the largest liner principals of the world .

Mr Puri also represented the government of Singapore in Mumbai for about 2 decades as their honorary trade representative and helped the trade grow phenomenally between both India and Singapore.

The biography is more than an acknowledgment of Vaishnav Puri's achievements, underscoring as evidence of his vision, immense contribution to this industry. His story showcases the rise of India's shipping industry along with the power of integrity, determination, hard work, family, and purpose in building a sustained legacy.

## CHALTE CHALTE!! HOW TO CRASH A SHIP

Want to collide at sea? Simple. Just skip the lookout, ignore your radar, rely on vague VHF calls, and hand over the watch like it's a hot potato. Bonus points if you do all this while half-asleep during the 0400 watch .

According to the Swedish Club and, well, basic logic, most collisions happen in good weather and calm seas. Because why let a storm steal your thunder when you can create chaos on a sunny day?

Fatigue? Oh, just a minor inconvenience—until your Officer of the Watch naps through a tanker bearing down at 20 knots. And those handy VHF calls? Great for chatting with the wrong ship entirely. Who knew there were two vessels

named "Sea Breeze"?

Overtaking in narrow channels and pretending COLREGs are mere suggestions? A timeless classic. Add late course alterations and a half-baked watch handover, and you've got yourself a maritime disaster smoothie.

The solution? Shocking: stay awake, keep a lookout, actually use the radar, communicate clearly, and follow the rules. Maybe even take a Maritime Resource Management course—because knowing how not to crash is surprisingly useful.

But hey, who needs training when you've got optimism and autopilot?





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