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# Sailor Today

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## TAKING THE ROAD LESS TRAVELLED

Reminiscences of Maritime Genius,  
Capt Anil Kishore Singh, Ex CEO, Adani Dahej Hazira Ports

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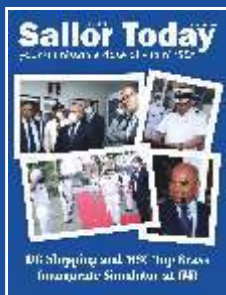
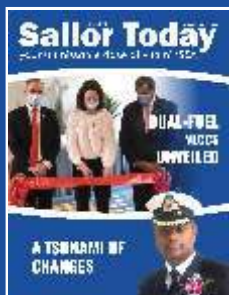
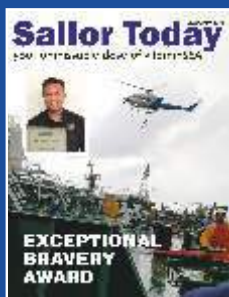
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# TAKING THE ROAD LESS TRAVELLED

**"Great accomplishments depend not so much on ingenuity as on hard work." Thomas Edison**

**Reminiscences of A Maritime Genius  
Capt Anil Kishore Singh, Ex CEO, Adani Dahej Hazira Ports**

**THE MERCHANT NAVY PROFESSION HAS ALWAYS BEEN AN ATTRACTIVE CAREER CHOICE FOR YOUNGSTERS KEEN ON TRAVELLING AROUND THE GLOBE. WHAT DREW YOU TO THIS PROFESSION, OR WAS IT 'LUCK BY CHANCE'?**

**The unknown, unpredictable and adventurous element of life at sea must be an interesting experience for you. Please share with us...**

The decision to join the merchant Navy via TS Rajendra 1979 batch was a leap of faith. I had no clear idea where it would take me in life and in a way that was a blessing. Not having a rigid road map made me mentally flexible to take the road less travelled and go with the flow. My apprenticeship period was with Shipping Corporation of India and it was very clear from the beginning that, down the line, the career options would be full of difficult choices. The job market was already tightening up. However, the shipping corporation was a good learning experience

and I managed to work on a container, OBO, bulker and a passenger ship. Working on four different types would have been impossible in any other company. The breadth of experience and quality of senior officers who could share their experience was remarkable. This is very different from the experience of batchmates in smaller companies who managed to make a mark early, became watch keeping officers quickly. Having done the hard work it was a dampener to realise that jobs were hard to come by. To find a purpose those days I flirted with business including film distribution too. Watching previews of uncut movies was a novel experience. All these disjointed actions were a good learning for life and preparation for the volatile world around. I finally managed to find a job with Surendra overseas APJ lines on the coastal coal run. I have to confess that the coal business was not really to my liking. As soon as possible I branched out to chemical and gas tankers because of the idea at the back of my head to specialise to the extent possible. SPIC shipping division allowed me to work on chemical tankers and subsequently a gas tanker when the company acquired one. I

**"The sudden choking sensation was one of the most frightening experiences of my life!"**



was a kind of market leader at that time (this was 1986) as IMO class 2 chemical tankers were not really available in India. The highlight was the night time clandestine attack in the Persian Gulf during the night. I was the second mate who had the privilege of watching RPG shells fired from a rogue ship piercing the darkness and landing on the deck of a chemical tanker loaded with methanol and EDC. The Captain was quickly called and a frenetic dash to the Dubai shore ensued. In between the main steam line was damaged, engine room integrity breached and the steam rushed up the stairwell and into the bridge. The sudden choking sensation was one of the most frightening experiences of my life. Despite severe damage we survived. The endless depositions, P&I inspections, legal issues and consular interest made it a novel experience. Dry docking at Rotterdam followed which added to the experience.

Both chemical as well as gas business was a good investment of time and made my CV look that much better. After getting my Masters licence, I was promoted to command very quickly, after a couple of months of sailing.

## **WHAT PROMPTED YOU TO SWITCH FROM ACTIVE SAILING TO A SHORE JOB? HOW DID YOU PREPARE YOURSELF FOR THE NEW LIFE ASHORE AND WERE YOU HAPPY WITH THE MOVE?**

2 years of command experience made me think of what the future held. I felt that sailing would be the repetition of the same job. The thought made me uncomfortable as it didn't

feel right to look so far into the future! Knowing your life for the next 30 years made it seem monotonous and not very encouraging to look forward to. Therefore, I decided to look for opportunities elsewhere. The trigger and the opportunity happened after marriage when our child reached school going age. At this time we were not really on the waiting list of any prestigious school either in Delhi or Mumbai, the two places where our two families resided. We decided to base ourselves in Jamnagar where I joined the Mercantile Marine Department as a Nautical Surveyor having responsibility for the Gujarat coast. Shortly before this, for a brief spell, I worked as a P & I surveyor and that really exposed me to a side of shipping I was total unaware of. This was the first experience of the backend commercial operation that goes on. Gujarat of course was seeing a lot of shipping activity. This was very useful when I joined the MMD and started doing both, PSC and statutory surveys, for the government. I had to quickly equip myself to carry out diverse surveys, examine candidates for junior grades or IV certification. I was forced to polish my regulatory knowledge as well as understanding of different type of vessels, some that I had not seen earlier. I did this for a couple of years and acquired unique insights into the maritime trade around the coast of Gujarat. The state has a huge number of Inland Vessel (IV) barges doing the lighterage between port and anchorage as well as the wooden hulled sailing boats which really speaking are not sailing boats because they don't even have a length of sail to save their lives. They are all fitted with 2000 BHP plus engines but the structure is wooden therefore the sailing vessel rules

apply. They are a marvel. There are no real drawings, people construct these 70 m long boats from memory but the workmanship and the detailing is exquisite. Mandvi and Salaya are the two major places where both are being constructed. Invariably, after launching post monsoon, they do their trading all the way up to the Red sea though mostly the trade is confined to the Persian gulf. Before every monsoon they come and park themselves on hard for all maintenance surveys and certification. I recall that doing the survey there is a massive exercise in social engineering. Each of the major groups do not want their survey to be carried out along with their competitors so one has to take out a special day to do one particular lot of boats, enjoy the feast that they have afterwards and then come back next day to do the inspection of a boat which would be standing adjacent! These are a special breed of sailors and I developed respect for them. The sea acquires a different character when seen from almost eye level. Very different from what you experience from the bridge of a ship or even the main deck. I experienced this first hand when doing sea trials of the dhows. Not only their traditional knowledge but their appetite for technology was remarkable. I realised that satellite phones, though illegal, were quite common with this lot.

During this period I also became part of the Reliance Sikka terminal construction work. A huge flotilla of support crafts had been mobilized. Very often we were called to survey items like submersible barges, pipeline laying

barges etc for which we had to quickly acquire the necessary knowledge. Due to the presence of the Fisheries Research Institute in the region and presence of thousands of fishing crafts on the coast between Okha and Veraval I had to brush up on the FV rules too. There was learning in terms of exposure to the regulatory environment, the rulemaking process, the simple act of writing a note on a government file was a strange experience where there are protocols like the senior will write his remarks on the left side, junior will sign on the right hand side etc. A highlight of this stint was the paper I wrote on delimitation of Inland Waters, traffic study and potential in the Gulf of Kutch. It is part of the government archives and the forerunner of the notifications that followed. The MMD fascination was over primarily because of the extensive travel I had to do along the 1600 km coast of Gujarat, starting from Bhavnagar all the way to Jakhau on the Pakistan border. It was hardly allowing me the family time that was the trigger for the decision to stay ashore.

### **DURING YOUR CAREER PROGRESSION, YOU WERE AT KANDLA PORT TRUST TOO. WHAT WAS IT LIKE THERE?**

I joined the Kandla Port trust for exclusive Vadinar offshore terminal pilotage soon after the super cyclone which wreaked havoc with the port limits. During its fearsome transit, at home in Jamnagar, my daughter had monitored the barograph till the reading dipped to 937 mb. Since we were 10 km off the centre we had a steady low of about 15 min before it climbed again. After that the

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next few days were spent in primitive survival mode. Without electricity for a week we had to rig up pulley and rope system to move water to various floors.

Being based out of Jamnagar I found it convenient to commute to Vadinar. I was supposed to be doing 5 on 5 off but it rarely worked out like that. Luckily a shipping agency office on the floors below allowed us to sneak a VHF connection and I had a set in my house that the family used to keep in touch. Each VLCC operation used to take about two days. It was an interesting time and I spent a lot of it catching up on reading all the books in the wheelhouse that I had managed to avoid during my sailing days, discussing with the ship masters about their experience etc. The West Europeans were usually stuck up till one pointed out a few faults and showed them their place. After that things tended to quieten down. The workload is light once the ship is made fast and till it is time to cast off. In between one has to make sure that the ship doesn't override the SPM during the change of tide and therefore the important interaction is with the pull back tug.

While working on the SPM, I also caught up with the other reading that I was missing during shore working life. Since I was a dedicated SPM pilot, in a period of about 14 months I managed to do 150 ships. And on these 150 ships I must have run through almost 250 books. I thought that that was the greatest reward I got for myself from that period.

Soon the monotony of the repetitive nature of jobs started bothering me. Vadinar pilot,

SPM pilotage is a challenging one. There's not enough leg room, elbow room to manoeuvre the ship. So you drop down from the north and basically as the tide carries you away, you keep adjusting your head and head for the SPM. So, a Chinese lantern, half Chinese lantern kind of shape is made by the time you make fast. But once I figured out the trick, I landed up trying to challenge myself to do it faster, quicker, and perhaps flirting with a little bit of recklessness. Not using the engine astern would take 2 hours of manoeuvring but a little bit of stern kick meant saving at least one hour. The debate was often heard between the old timers and the young blood. I was never in agreement with the older lot. At one time I did the manoeuvring in 45 min. And that is the time I decided to move on.

### **HOW DID YOU TRANSIT TO THE PRIVATE SECTOR AFTER HAVING WORKED IN THE GOVERNMENT SECTOR? DID YOU FACE ANY PARTICULAR CHALLENGES?**

The move was to the Reliance Hazira industrial base, which was basically supplied with raw material from the SPM in the Gulf of Khambhat. There had been a major accident at the SPM and they needed Vadinar experienced pilots. After initial days of pilotage I got a chance to work in the shore base. Established off the historic Suvali beach, the SPM has a double string. The larger one supplies naphtha, around 8-9000 tons per day being the plant requirement. The other input, paraxylene, was calibrated at about 1800 tons per day. So, the vessels used to usually come with a



mixed load and both the strings used to be pumped simultaneously. The shipping division was also handling a complex tank farm which had 55 running pumps applying to the various plants inside the complex, which were converting the raw material into polypropylene, polyethylene PVC, textile raw materials like MEG, rayons, viscous fibre. And the plant also featured a world class warehousing, storage and dispatch system which was of great use to me for my future career, which I didn't know at that point of time. So, there was a lot of learning at Reliance. The subsea pipeline hoses required periodic maintenance and change. Therefore, we had a team of divers contracted to us, something that I had not worked or knew about earlier, but taught myself on the job. With a 30 meters depth the strange phenomenon was that the surface current used to change much earlier than the bottom current. So, the diver could only dive when the current was above one or two knots at both levels. We used to get a 45 minute window to do whatever maintenance we needed to do. Apart from the diverse nature of work there was the keen sense of result orientation. There were daily targets, monthly and so on. As a support service to the plant there was always pressure to keep things tight, ensure uninterrupted supply to the process plants. Fitting into the disciplined regime too was a challenge. While the govt sector employees enjoy a high degree of freedom, sometimes recklessly unionised, the better run private sector enterprises can put the military to shame!

There was a fleet of lightrage vessels, used for supplying ethylene at -103°C to the plant with literage done offshore, lightrage point.

Somewhere along the line during, I think, 2002, there was a salvage case as well. One of these vessels had run aground somewhere on the Maharashtra coast and we had to mount a massive salvage operation. The vessel was aground in an intertidal area and we used to carry steel plates literally on our heads during the low tide window. We built a second bottom on top of these scantlings in the engine room because the bottom was completely ripped. Working with the high tide to get the sanitary water and systems working on the ship. And during the low tide we used to start doing the repair works and hot works inside. For the ballast tanks in the wing we used a very unique method. There was a gas bullet mounted on the deck, 2000 cbm capacity. We pressurized it and from there we led hoses to the various sounding pipes and then to the various tanks and used adequate air pressure to keep the water out because it was also almost impossible to plug all the leaks. During Narial Purnima Day, we managed to go off at the high tide with a couple of tugs pulling us out with very long lines and then pulling us all the way to our Hazira base. That was a novel experience, but of course it's not something that you would look forward to. We spent a good two months over there. One major aspect that struck me was that this vessel had air cooled generators. It was basically a heavy lift barge converted to a seagoing vessel with the 'Z' pellar system. So, there is a Z shaft leading up to the bottom where propellers were being turned. But the machinery was above the deck and it was air cooled. Because of this we were totally self-sufficient. We were able to carry out the repairs, got all the work done to our satisfaction and obtained class approval for a tow. If by chance we had

water cooled systems, then life would have been that much tougher. So, there is a lesson here that somewhere on the ship, a power plant should be air cooled, independent of cooling water. Apart from the inconvenience of working with tides, it meant that we were back to our cargo watchkeeping kind of duties. The interesting part was that we were 4 km from the nearest civilization and it was intertidal land. So, we made do with harvesting rainwater in our scuppers, cutting out the scupper pipes, then leading that



water into drums and managing quite well. All of us were leaner and fitter and of course sunburned by the time we finished the salvage. Since it went off well, one didn't really mind it. By this time the usual restlessness was getting hold of me again!

## **YOUR NEXT STINT WAS AT ADANI MUNDRA PORT. WHAT WAS THE JOB PROFILE THERE?**

I moved over to the Adani Mundra port, which is the pride of India. Reliance Jamnagar does handle more cargo, but it is not a common user port. So, Adani Mundra port does remain the crown jewel on the

Indian coast. It is the largest common user Indian port (private or public).

When I joined in 2003 there was only one T shaped berth which could handle two reasonably large ships, Panamaxs and two smaller ones, and a container terminal was just about to get operational. That was the time ISPS regime was being established and it was my job as the head of Marine Department, also handling security and safety, to ensure that ISPS certification and compliance was insured. We managed to do that. In fact, we became the first private common user port to do it. Reliance Jamnagar had done it earlier than us, but we were well ahead of the curve as far as others were concerned. And slowly of course, Adani Mundra port became the behemoth that it is now with more than 20 berths with SPM. The first SPM was established during my tenure and operationalized soon after I had left the port. But it remained a significant achievement that I was part of. The laying of the SPM and the associated paraphernalia is also a remarkable learning experience. It was a strange, surreal sight to see the pipe laying barge paying out those pipe sections welded quickly together and then pulled by a winch ashore. The pipeline was mostly treated like an oversized wire rope and paid out under 100 tons of brake load with a proper catenary and all that. And this pipeline finally settled down into a trench which was



**Dredging is a major cost for any port and in fact at times the financial survival depends on the minimization of dredging costs.**

already dug at the floor, the sea over there and then finally the pipeline plum pure pipeline end manifold was established, position pipelines hooked up, the shore hooking up was done and the water level hook up was done. And the SPM, that is how the SPM gets rigged up for operation. I would say a very unique experience that I was part of. Along with the marine side of operations, I got into cargo operations, design of the navigation channel, dredging and security. In fact, we went to a place called Wallingford, close to Oxford, in UK where a simulation setup was available. We did simulations to validate the channel design for approach to the new Container Terminal with an intent to minimise the costs. Dredging is a major cost for any port and in fact at times the financial survival depends on the minimization of dredging costs. Optimization of the channel and optimization of sediment settlement is a very, very important aspect of port operations. I was fortunate to learn that on the job. Working with some distinguished British pilots and validating the channel as well as tug usage was a huge learning opportunity.

And yes, Mundra Port has done well since then, so I must have done something right. Those who have been there recently and seen the kind of mega structure that would appreciate why it was covered by National Geographic. In 2003 there were slums around the main gate the slum lords ruled like mafia. Our mooring crew consisted of the local ruffians and there was very sharp division on communal lines. All this had to be tackled before ISPS code could be put in place. I

blundered around a little bit and got into scraps where I didn't really recognize the ramifications. But sometimes perhaps lack of knowledge helps. You don't overthink a problem, you just get into it and solve it and handle the complications as they rise. And believe me, there were many, many complications that came up. With a bit of luck and a lot of support from colleagues around me and the management we overcame most of them and put Mundra on the road to the greatness that it has achieved.

**TIME AND AGAIN, DURING YOUR LONG ILLUSTRIOUS CAREER, IT SEEMS YOU HAVE MADE COURSE CORRECTION. WAS IT A TOUGH CHOICE OR DID YOU JUST GO WITH THE FLOW WHEN YOU LEFT ADANI TO MOVE TO MUMBAI? AND WHAT DREW YOU TO THE FAMOUS REWA PROJECT LATER?**

Mundra had primitive social infrastructure. I moved to Mumbai to ensure better education to the children and worked with a group which was getting into shipping. It was already established into medium and small sized tugs and had ambitions into the offshore sector. One of the first things I managed to do was to be part of a team that did pre-purchase inspections all over the world. Europe, Taiwan, China were frequented in the hunt for the right tonnage. We bought a handymax ship for a few crores. That was during the boom period before the 2008 Olympics in China. The ship



**There is a lot of knowledge available around the coast provided one knows where to look for it.**

tripled its value by the time we sold it off. It was a handymax mostly carrying small parcels of bulk cargoes and we traded it all the way to Australia as well as the USSR and into Europe. Good experience, good fun and challenging. During my stint in this company I faced another spell of salvage work. One of our tugs ran aground off Pondichery. The Southern coast on the other hand, has hardly any tide. The tidal range is hardly 0.5 meters which means that one can't really use it to achieve any rescue. A vessel aground anywhere in the northern parts, especially in the Gujarat coast, has so much tide to work with that one can dig a little bit of a trench and the tide will do the rest for you. The vessel can easily be refloated and vice versa. Quickly put on hard to have a bottom inspection and then launched again. But in the southern ports this luxury doesn't exist. If the vessel is aground in bad weather with higher tides pushing it to shore, it is very, very difficult to get it out. What we did to get the tug out was to slowly and painstakingly keep digging a trench to the water line as much as we could before the excavators operators refused to do any work. Also, we hammered some plates into the sand some way off towards the sea, welded eyes to it and used the tug's winches to pull through pulleys fitted to these eyes. Several things were tried out. I think a combination of all of them worked. The tug refloated and completed the voyage after about 20 days of trying. The hammering of steel plates into the sand offshore and using it as an anchor point for

pulley work was something new. And the local fisherman who gave me this idea, I am thankful to him. There is a lot of knowledge available around the coast provided one knows where to look for it.

While all this was going on, a huge project in terms of development of Navi Mumbai SEZ and associated Rewas Port was announced. The recruiters found me and found my experience suitable. When the offer was made to me to join, I left with a heavy heart, because the company I was working with was treating me very, very well. With a heavy heart, I decided to join the Rewa Port project simply because it was planned as the biggest port project in the country, and as a professional mariner and a port operator, I could not really think of not being part of it if the chance arose.

**UNDENIABLY, REWA WAS A HIGH POINT IN YOUR CAREER. WHAT WAS THE EXPERIENCE LIKE? YOU ALSO TRIED YOUR SKILL AS A TRAINER. TELL US ABOUT THAT EXPERIENCE TOO...**

We did a lot of work on the master planning, the port planning, the logistics involved and development of the team. Unfortunately, the project did not really take off. It was all part of the same package from which the Trans Harbour Link in Mumbai has come about. The thinking was that the Trans Harbour Link will connect the cargo from the new port to the older ones. The new port will be the fulcrum

**I thoroughly enjoyed telling the students about the opportunities for marine personnel in life after sailing**

of the development in Navi Mumbai area. This is happening now because there is a Navi Mumbai airport coming up, the Trans Harbour Link is almost complete and the port would have been the trifecta completing the entire master plan. It is finally happening but 15 years too late for me.

The port project was temporarily shelved and I decided to move on. The future so carefully steered till then suddenly looked bleak. The associated uncertainty led me to, in fact, play it safe for a while. I joined the Anglo Eastern Training setup, which was then developing its training academy at Karjat. I became a part of the initial team which set it up, got certification and inducted the first batch. Once the Anglo Eastern Academy was set up I did the math, and I realized that it was probably too early for me to grow into academics any further. Therefore, I got back into commercial business. However, sometime later I was invited as a speaker. It was strangely satisfying seeing what was happening over there. I thoroughly enjoyed telling the students about the opportunities for marine personnel in life after sailing. The young kids, even the faculty, had a lot of questions to ask me about and I was very happy to answer them.

I joined an old company in Mumbai called ABC, which was into small dredging

operations, heavy lifts and such like. Inland waters, lakes, water intake channels for power plants were the major customers. I remember advising them and working through a project which involved moving a gas reactor of about 800 tons near Pipavav. It was barged to a remote spot, close to the Gir forest. A ramp was readied, an appropriate tidal window chosen and it was marched up on a hydraulic axle train. All this was complex work and obviously when you go to remote areas, you have strange complications to contend with, including some buffalo herders who would object to their lands being encroached upon and so on. These are interesting challenges that you come across and at this point in time, one can look back and smile at it, but in real life, when you are surrounded with a few, lathi wielding local villagers, it is not so amusing.

**FEW HAVE ACHIEVED WHAT YOU HAVE. THE BODY OF WORK IS TREMENDOUS! YOU HAVE STEPPED OUTSIDE THE COMFORT ZONE OFTEN. WHAT WAS IT LIKE, RETURNING TO WORK WITH ADANI?**

All this was going on while there was a kind of recession in the port development market, in fact there was a general slowing down of the worldwide economy. But in 2010, all this



started changing a little bit and Adani group decided to venture outside their comfort zone of Mundra port. Hazira Port was their next big expansion plan and somehow they remembered me fondly and called me back to join and spearhead that process. So, I joined that port as a business head and also a project head for a time, so that there was a familiarity and a smooth handover from project to operating stage. It was an experiment which I think paid good dividends because I was looking at the project from the operating person's point of view and tweaking or modifying a lot of things which wouldn't have cost very much, but would have been a burden in terms of effort and time afterwards. Avoiding openings in the SW direction, siting the coal yard so that the dust plume steered away from critical facilities etc are easily overlooked by the planners.

Hazira port came up as a sub-concession from Shell, which was operating the LNG terminal. The water basin was shared, but the rest of the port was completely redesigned and developed by us. Adani's Dredging team moved 18 million cbm sand to create berths as well as reclaim land. Hazira Port is established totally into the sea, has not been allotted an inch of land by the government. The port right now has developed about 220 ha of land and is genuinely a multipurpose, multi-user terminal. It has container, dry cargo berths which can also accommodate liquid cargoes. It has got a conveyor system for mechanized handling and it is the premier liquid chemical handling port on the west coast of India. It has got more than six lakh kilolitres of storage and is handling more than 200 different types of chemicals at the moment. If any of our batchmates have

gone there and seen the scope and possibilities at Hazira, I'm sure they will be impressed. Hazira Port gave me the kind of exposure one can only dream of, planning on the blackboard, getting the environment clearance, doing public hearings in villages where people are generally not very well inclined towards outsiders, execution of the plans, raising finances, finally the operationalisation into a profitable concern. All this was a fantastic learning experience. I was associated with Hazira port from 2010 to 2017 ie from inception. It was now generating about rs 1200 crores annual revenue for the group and I would consider this as the crowning achievement of my career. By the time I left the port for doing something else we had a quay length of 1600 meters of



which the container terminal had 700 m. It was regularly handling mini cape sized ships, partially laden (14 meters draft). The largest LOA handled was 340 m. In 2017 when it had already attained 17 million metric tons per annum mark.

Dahej, the other port I was heading was slightly lower on the radar. But it presented me with probably the biggest challenge of my life. The high speed conveyor belt from the port to the Silo, which was 5 km away, passed through a village which turned out to be very, very difficult to deal with. It was a massive law and order problem. Public and private vehicles were torched on the road. Mobs were on rampage, going around



wielding machetes. Our team was scared and the management had to lead from the front. A lot of cajoling, a little bit of demonstrated anger with the mob and our own people turned the tide. Some leading from the front allowed us to proceed under police escort and then the conveyor belt was completed. And now there is a kind of reasonable harmony in which the conveyor belt and the village coexist. But going through the process itself was something that makes you grow up very quickly. This port touched 14 mmt throughput during 2014-15.

**NOT ONE TO REST ON YOUR LAURELS, YOU ARE SOMEONE WHO CONSTANTLY STRIVES TO LEARN AND REINVENT HIMSELF. NO WONDER ADANI SOUGHT YOU OUT A THIRD TIME! WHAT WAS THE NEW VENTURE, THIS TIME?**

After getting saturated with my Hazira port experience, I decided to do something more esoteric. Went to Mumbai, joined the SREI group. As you know, it's a financial services group and I spend a lot of time analyzing the balance sheets and profit and loss statements of various projects. This group basically takes over troubled projects, adds value and puts it back into the market. It is a different story that it itself has gone into NCLT right now. But there I was able to fill in a lot of gaps in my knowledge, look at financial reports, make a few recommendations which were good for the company asset portfolio. At the same time I worked on reviving two of the ports that they had in their portfolio. This was an interesting, ongoing experience. However a lucky coincidence in Mumbai brought me face to face with the Adani promoters who invited me back to their fold

to do something totally new. And that was to start their inland waterways venture. Inland Waterways was the buzzword in 2018, 2019 and Adani didn't want to be left behind.

So, we ran pilot voyages in National Waterways 1 (the Ganga) and National Waterway 2 (Brahmaputra River) via Bangladesh though in Bangladesh it is called Padma. In fact, The NE is hauntingly pretty and I recommend that one should visit at



least once. We did extensive project work there, made notes, narrowed down all the pain points, guided the ministry and the various bodies involved in development of Indian waterways into what is the availability of facilities and what could be done better. I also headed the FICCI infrastructure group committee on Inland Waterways. This was positioned as the foremost body regarding the development of policy and interventions by industry and the government. The movement from Haldia to Patna was also planned but had to be aborted because there was a sudden rise in the river and one of the bridges became unpassable. At that point of time, it was not lack of water, but too much water which undid us. But we discharged the cargo in a nearby port and then road-bridged it to the destination in Patna. They were not profitable ventures, but they were eye openers for everybody. The data and information that we collected by doing these pilot voyages was phenomenal

## Industry needs to be brought back to the water to eliminate first/last mile haulage

and it is shaping the Indian government's policy even now. But Inland waterways remains a nascent field in India. The time is not yet ripe for major investment because the waterways have not been stabilized despite the fact that a major part of the world bank sponsored NW 1 dredging work is now complete and a guaranteed 3 meters depth over a stretch of about 800 km is available. It is still not connecting any manufacturing areas and the economy of the Northeast and the North Eastern part is such that they are consuming areas. A lot of goods movement from Kolkata to satiate the demand takes place but very little moves downstream.

The logistic arrangement is unviable at the moment. For beneficial utilization a comprehensive policy framework is needed. Industry needs to be brought back to the water to eliminate first/last mile haulage. At present the cost to customers is actually more than road haulage which is the most serious competitor. The time will come when our experience and our data points will be looked at in a more conducive light.

However, at the moment Adani has decided to withdraw. To keep me busy the Dredging portfolio for the Adani group was handed over to me.

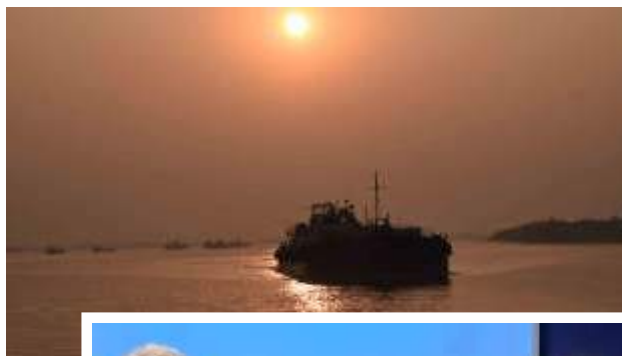
The irony is that I had set it up in 2004 and handed it over to a very competent professional. It came back to me in 2020 several folds bigger. Now Adani is the largest Dredging company in this country. It's just

that they are so busy with their inhouse work that it is not really well known about. But to just give some numbers, 300 million sand and earth has been moved by Adani Dredging. When I took over, it was in the middle of the COVID wave. So I had 13 sites, including two operating overseas and I was not able to move out from my home at that point in



time. A couple of years of nursing this division through this kind of disruption was I think a remarkable achievement. We were connected through team meetings in the morning and then during the day information flow was maintained. The internet was working during COVID otherwise the world would have been in chaos and come to a standstill or worse still, disintegrated. Luckily it didn't and the Dredging team survived, even thrived. The Dredging experience was something that I would cherish, took me to difficult places, made me undertake difficult tasks and made me work with a really multilingual crew. It wasn't easy but it was

**We were the pioneers in starting containerized vessel movement from Haldia via Bangladesh to Kolkata, a 1,200 kilometre long journey through Sundarbans in India as well as Bangladesh.**



enjoyable. By 2022, the family had more or less decided that we should scale down our activities and look at settling down somewhere. But the company still needed me for a little bit longer and they requested me to take over Hazira all over again.

So, the last one year has been spent at Hazira. The port has now crossed 25 million metric tons per annum. Dahej port (the second port that I was in charge of, located close by) also did well to log 11 mmt. Together we contributed more than 2,000 crores to the top line of the company. Hazira of course, I knew very well because of my association, but Dahej was no less close to my heart. It was the second of the jewels in the Adani crown and my association goes back to the second year of inception (2011).

All good things come to an end and so has the professional stint of mine. Recently we decided to step back and slacken the sails a

bit. There were fond farewell speeches and outpouring of emotions. I was given a lot of affection, shown much respect. . It was an emotional roller coaster which ended on a high note. We now take a step back to try and live our own lives. The entrepreneur in me often wonders whether the salaried work was the right formula. Perhaps it is too late to do much about that. The scale and scope of work while working with the Adani group couldn't have been surpassed by my own endeavours. However, the complete dominance of work in life does take its toll. I would like to take back control of my life. The woods are lovely, dark and deep but now I want to make sure that there are no more promises to keep (except the ones made (and not kept so far!) to the family. I will surely reconnect to my professional world in due course to share whatever experience I have gathered, mentor youngsters to the extent possible. But right now I intend sitting back, recalibrating our life.

**The woods are lovely, dark and deep but now I want to make sure that there are no more promises to keep (except the ones made (and not kept so far!) to the family**



# OCEAN TECHNOLOGIES GROUP APPOINTS CHIEF PEOPLE AND CULTURE OFFICER TO PROMOTE INCLUSION AND DIVERSITY

Ocean Technologies Group (OTG) has appointed Tracy Maraj in a key role as Chief People & Culture Officer (CPCO) to shape and lead OTG's people strategy.

Tracy will be responsible for leading OTG's people agenda, developing effective strategies that deliver OTG's business objectives by ensuring it's global team of over 450 'oceaneers' to maximise their full potential in a culture that cultivates openness, inclusivity, and diversity.

Tracy brings a breadth and depth of experience across all facets of human resources, hypergrowth, transformation and expansion on a global scale.

Prior to joining OTG she has worked in similar roles for Utopia Music, Mews, Native Instruments and Meteogroup.

Tracy has also held senior people leadership roles at Netscape, Salesforce, Cisco Systems, and Intel where she gained extensive experience within the fast paced and high growth technology sector.

Speaking about the appointment OTG's CEO Thomas Zanzinger said, "It is great to have Tracy joining us to lead our People & Culture team where her role will be

instrumental in helping to shape how we deliver our strategy, by cultivating and championing a culture that fosters diversity, inclusivity, agility, wellness, and open communication."

"OTG's business is focused on human capital with our three business streams of Learning & Assessment, Crew Management and Fleet Management so it is fitting that we employed a people centric manager within our business to develop our teams so that every person at OTG can realise their full potential," he added.

Commenting on her appointment Tracy said, "I'm really delighted to join Ocean Technologies Group. As a business we have an exciting journey ahead of us and the people agenda will be a critical part of our success. I'm looking forward to partnering with our teams to build a sustainable people centric strategy that supports our ambitions and growth."



**TRACY MARAJ**  
OTG's Chief People and Culture Officer

# **DP WORLD LAUNCHES DOUBLE-STACK TRAIN SERVICES FROM MUNDRA PORT TO ITS AHMEDABAD INLAND TERMINAL**

DP World, a leading global provider of smart end-to-end supply chain, has launched a new double-stack freight train facility to improve efficiencies and connectivity between its inland terminal at Ahmedabad and the Mundra port. The maiden train was flagged off from Mundra in early April with a full payload.

The double stack train service will further boost the connectivity of

## **DP WORLD DOUBLE STACK TRAIN SERVICE**

Ahmedabad and will drive better efficiency and significantly lower the overall logistics cost for cargo movement on the route even with fewer rakes, owing to the lower haulage rates and lesser or zero port ground rent (PGR) resulting from the faster evacuation of containers from the port.

Speaking on the launch of the new service, Adhendru Jain, CEO Rail and Inland Terminal, DP World Subcontinent said, "Robust infrastructure and efficient logistics are crucial for boosting economic growth and exports. We are

committed to strengthening our supply chain and enabling seamless connectivity to help our customers move their goods quickly and reliably to global and domestic markets. The new double stacked rail freight service will boost cargo carrying capacity substantially and will open new markets for MSMEs in and around Gujarat by leveraging DP World's world-class integrated multimodal logistics infrastructure."

Situated about 40 km from Ahmedabad, DP World's Ahmedabad Inland

Terminal is well-connected to the state highway and the rail network. It has a container handling capacity of more than one lakh TEUs per annum, and it offers a host of services and features, including a customs-notified warehouse, inventory management services, and specialised equipment to handle steel cargo. The terminal follows global safety standards and offers several value-added features such as a container repair facility and electronic weighbridges.

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**MADS RAUN BERTELSEN**  
Marine Data and Technology Director,  
Hempel

# HEMPEL'S SEAMFLOW REDUCES EMISSIONS AND COSTS WITH MINIMAL VESSEL DOWNTIME

Hempel's solution for underwater hulls can achieve up to 2.5% in fuel savings and can be applied during routine dry-docks

## KEY MESSAGES

- The SeamFlow weld fairing system for ship hulls can reduce vessel fuel consumption by up to 2.5% and help owners and operators meet emission reduction targets
  - In one five-year dry-dock cycle SeamFlow can reduce carbon emissions by 12,000 tonnes and bring fuel savings of up to \$1.8 million
  - The patented SeamFlow system is a simple way to reduce costs and meet environmental targets, without extending dry-dock time
  - After dry-dock, Hempel can use out-of-dock data to calculate fuel savings impact, helping to quantify savings delivered to customers
- World-leading coatings

company, Hempel A/S, is showcasing its unique new solution, SeamFlow, for the first time in Asia at Sea Asia in Singapore.

The world's first seam fairing solution for ship hulls is designed to reduce friction on the underwater area of vessel hulls and can reduce fuel consumption by up to 2.5%. Over a one five-year dry-docking cycle it can also save up to 12,000 tonnes of carbon emissions and \$1.8 million in fuel costs.

SeamFlow is a complete

system of coating, application tools and dedicated service, designed to reduce the friction created as a ship's hull sails through water. By smoothing the welding seams created when the steel sheets of a ship's hull meet, friction can be significantly reduced.

A ship's hull has around 5 kilometres of weld seams, and although the welds protrude by only 3-9 millimetres, their dragging effect on a vessel's operation adds up to a significant amount.

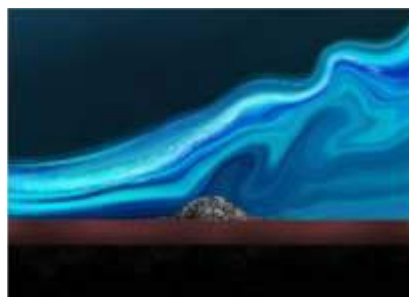
***Mads Raun Bertelsen,  
Marine Data and  
Technology Director at  
Hempel, says***

"SeamFlow has been available for application on vessels since last year and, with the positive results seen on all applications until now, Hempel is delighted to share the possible positive impact of SeamFlow at Sea Asia this week. By reducing the drag created by the welds on a ship's hull we are able to

deliver considerable fuel savings to industry and also support owners' and operators' emission-reduction pathways."

SeamFlow is applied during routine dry-docking after the hull has been coated with one coat of anti-corrosive primer. Two SeamFlow applicator teams then apply the modified epoxy using specially developed equipment to the welding seams. Hempel-approved experts are onsite to guide the application and carry out quality checks. After 10-12 hours the specialised epoxy coating will be dry and ready for the final tie-coat and top-coat as usual. Hempel also offers in-service performance monitoring to help quantify the customers' return on investment.

***Nikhil Lakhiani,  
SeamFlow Solution***



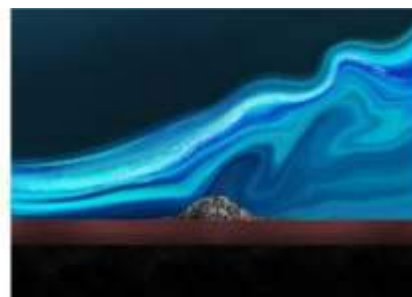
***Owner at Hempel,  
says:***

"SeamFlow is a smart and simple solution for ship owners to reduce costs and meet environmental targets without the need for any significant additional downtime. The

application can be easily accommodated in the dry-docking schedule, and if planned well, becomes a smooth and integral part of dry-dock operation."

SeamFlow is compatible with all Hempel products, which offer further efficiencies and cost-saving opportunities.

Before and after: SeamFlow weld fairing system has been applied to the seam in the illustration on the right, reducing drag and obtaining up to 2.5% fuel savings.



# CMA CGM announces the creation of the Asia Pacific Hub of ZEBOX, a Global Accelerator of Startups

- *A founding partner of ZEBOX, CMA CGM continually innovates for excellence and sustainability in supply chain, logistics, transport and energy.*
- *Singapore-based accelerator sets to fuel co-innovations for smart shipping, logistics and supply chains.*
- *ZEBOX Asia Pacific launches with three new pioneering partners.*



## CMA CGM announces the creation of the Asia Pacific Hub of ZEBOX, a Global Accelerator of Startups

The CMA CGM Group, a global player in sea, land, air and logistics solutions, today welcomed the debut of ZEBOX Asia Pacific in Singapore. As founding partner of ZEBOX,

CMA CGM has continued to innovate through the global startup accelerator for excellence and sustainability in supply chain, logistics, transport and energy.



The Singapore-based startup accelerator is ZEBOX's 5th innovation hub in the world. All set to tap the vibrant and fast-growing Asian markets from Singapore, ZEBOX Asia Pacific is set to expand ZEBOX's global network of entrepreneurs, industry leaders and ecosystem experts. With innovation hubs in Europe, North America, the Caribbean and West Africa, this new hub in the Asia Pacific region will uphold ZEBOX's mission: connect startups and corporates to help them innovate together.

### ***CMA CGM: investing for excellence and sustainability***

ZEBOX was founded in 2018 by Rodolphe Saadé, Chairman and CEO of the CMA CGM Group as a community of the most promising startups and large companies that are dedicated to accelerating decarbonization and optimizing supply chain operations.

Taking its aspirations for ZEBOX to a new level, the CMA CGM Group launched on April 12th ZEBOX Ventures, a seed fund for French and international startups. The fund seeks to invest between €50,000 and €250,000 in about 50 startups each year, prioritizing shipping and logistics optimization; mobility; decarbonization and energy transition; process digitalization and artificial intelligence; and the future of work.

Today, the ZEBOX portfolio spans more than 130 early-stage businesses and has helped raise over \$235 million in venture funding for the next generation of solutions.

### ***Fueling co-innovations for smart shipping, logistics and supply chains across Asia Pacific***

Home to over 4,000 startups and regional headquarters of global enterprises, Singapore is synonymous with her pro-business policies cutting-edge digital infrastructure, and a robust pipeline of skilled talents.

ZEBOX's foray into Singapore is set to not only inject dynamism into her startup ecosystem; but also fuel co-innovations for smart shipping, logistics and supply chains across Asia Pacific markets where the Group operates.

### ***ZEBOX Asia Pacific launches with three new pioneering partners***

ZEBOX Asia Pacific is supported by the Maritime and Port Authority of Singapore (MPA) and Enterprise Singapore which champions enterprise development.

**PSA unboXed**, PSA International's startup arm; **Bureau Veritas Marine and Offshore**, one of the world's leading ship classification societies; and **Synergy Marine Group**, a leading ship manager have

become corporate partners of ZEBOX Asia Pacific. They join CMA CGM and 16 other major partner groups that are co-creating solutions with startups of ZEBOX.

**Laurent Olmeta, Chief Executive Officer of CMA CGM Asia Pacific**

**said:** "The CMA CGM Group embraces innovation for excellence and sustainable transformation. We are thrilled that ZEBOX has expanded to Asia Pacific; and taken off the ground with three new esteemed partners in Singapore. We are grateful for the resounding support from MPA and Enterprise Singapore. From today, ZEBOX Asia Pacific will start initiating corporate-startup collaborations to future-proof

tomorrow's supply chain with resilience, agility and sustainability."

"ZEBOX's goal is to connect the most promising startups with industry leaders looking at innovation as a mean of progress and path toward a more sustainable economy. With Asia Pacific being one of the most, if not, the most, active region in the world, it simply made sense for ZEBOX to launch in Singapore." Said **Gwen Salley, ZEBOX Chief Executive Officer**. "With this regional presence, we'll have the ability to unite ambitious corporate partners, and connect them with our global ecosystem, thanks to Singapore's pro-business policies, local talents, and vibrant tech support system."

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# APM TERMINALS PIPAVAV FACILITATES MAERSK'S FIRST IMPORT DEDICATED 48-WAGON RAKE

APM Terminals Pipavav, one of the leading gateway ports in Western India, facilitated the country's first import dedicated BLSS 48-wagon rake for Maersk, providing a customised and sustainable solution. APM Terminals Pipavav was the preferred port by Maersk and Pipavav Rail

Corporation Ltd (PRCL), who partnered to deliver this integrated supply chain solution for Tinna Rubber and Infrastructure. This is the first time Maersk, APM Terminals Pipavav and PRCL have come together to provide block train service to a single consignee, thereby making this a

customised solution.

BLSS wagons, also known as Spine Cars, were first inducted in India last month and delivered to PRCL. They are specifically designed to transport intermodal containers and trailers carrying 25-ton axle load.

Commenting on Port's achievement, Mr. Girish Aggarwal, MD, APM Terminals Pipavav said, "The successful implementation of India's first import dedicated and customized 48-wagon rake is a testament to the strategic collaboration





between Maersk, APM Terminals Pipavav, PRCL, and J M Baxi Ports & Logistics. Through our collective efforts, we were

strategic partnerships to facilitate trade and create value for our customers."

Vikash Agarwal, Managing Director, Maersk South Asia,

testimony of the value we create for our customers."

The rail mode of transportation is widely recognized as an environmentally friendly and sustainable alternative to road transport. APM Terminals Pipavav offers a customized service that includes B/L wise railing, ensuring timely clearance and delivery at the destination while reducing costs. To facilitate this, the port provides rail infrastructure and connectivity from port Pipavav to Sonapat, while Maersk offers a complete solution from ocean to last-mile delivery, including Custom House Brokerage (CHB) services. This successful movement of goods demonstrates our commitment to facilitating trade and supporting our customers' supply chain needs. APM Terminals is open to providing services for any mode like Carrier or Merchant haulage, thereby further reducing time and cost in supporting the customer's supply chain.



able to provide an integrated and sustainable supply chain solution that not only saves time and cost for the end customer but also contributes to our shared goal of decarbonizing logistics."

He further added, "This initiative is a clear indication of our commitment to driving innovation and promoting environmentally friendly solutions in the logistics industry. We look forward to continuing our

commented, "At Maersk, our strategic priorities revolve around driving customer-centric solutions that connect and simplify our customers' supply chains. We focus on ensuring that we do so while prioritising cost efficiencies and reducing environmental impacts." He added, "The solution that we have been able to design and implement along with our partners at APM Terminals Pipavav is a

# Important news for all DP Operators and DPVMs

## *The requirements for revalidation of certificates are changing in 2024*

From the beginning of 2024, The Nautical Institute will require that all Dynamic Positioning Operators (DPO) and Dynamic Positioning Vessel Maintainers (DPVM) show evidence of Continuing Professional Development as well as experience in order to renew their certificate.

This means that all DPOs and DPVMs will be required to demonstrate a yearly undertaking of an NI-approved CPD programme AND pass the NI revalidation online exam or take the NI DP Refresher and Competency Assessment

Course.

Captain John Lloyd, Chief Executive Officer of The Nautical Institute, said: "This requirement is a very positive step for maritime. It will help ensure skills don't fade and the continuous upgrading of technical knowledge will help to ensure safe DP Operations. The NI schemes now require more than just a time-served approach to revalidation in the same way as STCW qualifications do."

The Nautical Institute has developed a timeline for



**CAPTAIN JOHN LLOYD**

Chief Executive Officer of  
The Nautical Institute

DPOs and DPVM certificate holders so that they can ensure they satisfy the new requirements. In effect, this means that everyone holding a certificate will need proof of revalidation for each year from 2024 no matter when they need to recertify.

# Leading maritime sustainability specialists Grow Sustainability Consulting welcome EU's Fit for 55 initiative to ensure shipping meets decarbonisation targets



**IRENE LOUCAIDE**

Grow Sustainability Consulting,  
Managing Director

Leading maritime sustainability specialist Grow Sustainability Consulting has welcomed the new EU 'Fit for 55' initiative which has been developed to ensure shipping meets the industry's decarbonisation targets.

The company praised the move by the European Commission to put forward a package of legislative proposals to revise and update EU legislations to align with the

2030 goal of bringing down EU emissions by at least 55% by 2030.

With the aim of reducing the industry's carbon footprint, Fit for 55 encourages shipping companies to adopt more sustainable practices and invest in new technologies that can reduce GHG emissions.

Grow Sustainability Consulting assists organisations to improve their performance through the development and implementation of impactful ESG strategies ultimately creating added value to both the organisations that employ its services but also the planet and society at large.

Irene Loucaides, Managing Director of Grow Sustainability Consulting, said the Fit For 55 initiative will not only help the industry to meet its environmental goals but also provide companies with a competitive advantage, as sustainability becomes increasingly important to customers and investors.

"Changing regulations that will allow businesses to reach the GHG reduction goals will affect all aspects of our lives and



the way we conduct business. There are obstacles and challenges and industries cannot transform spontaneously. However, with continuous monitoring and adjustments as needed, Fit for 55 represents an important step forward in addressing the environmental impact of the shipping industry," she said.

Alongside the EU's positive move, Grow Sustainability Consulting believes regulations could go further to ensure companies can realistically meet the targets.

Stalo Demosthenous, Environmental Scientist and Sustainability Consultant at Grow Sustainability Consulting, added: "Capital markets may be unwilling to finance the huge investment necessary to meet environmental regulations, so companies are facing huge financial uncertainties over how they can meet the new targets. Some companies are unclear over the requirements and what they need to do to comply. The IMO could look at the current regulations and ensure they are clear and new measures are brought in efficiently to help guide businesses through the process. Shipping companies cannot reach these ambitious goals on their own."

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# CORPORATE WELL-BEING PROVIDER ONECARE SOLUTIONS CALLS FOR SERIOUS ATTENTION TO ISSUES SURROUNDING MENOPAUSE AT WORK



Nutritionist Stella Kakouri and OneCare Solutions  
Managing Director Marinos Kokkinis

During a series of workshops and Q&A sessions, recently hosted by leading well-being provider OneCare Solutions, under their corporate wellness programme, one clear theme emerged: Menopause at work must be taken more seriously in the

corporate environment.

“Women above 40 are the fastest-growing demographic in the workplace and are often in leadership positions while also dealing with the challenges of menopause,” says Marinos Kokkinis, Managing Director of OneCare Solutions. “Supporting women in this transitional period of their lives is fundamental in order to ensure productivity and continuity with the highly experienced women in senior positions.”

OneCare Solutions is a leading health and wellbeing platform whose primary offering is a collection of services for the maritime industry including, trainings, medical advisory and medical inventory management, telemedicine,

nutrition consulting, public health support and mental health support to seafarers around the globe.

During the 'Menopause at Work' event, sessions led by doctors and specialists covered topics including osteoporosis, sexual and mental health, diet, and exercise. The sessions provided practical advice for women and also gave an overview of the type of support an employer can offer, including flexible working arrangements, exercise classes at work, and access to nutritionists and mental health support.

Endocrinologist Dr. Stella Kaouri discussed menopause and osteoporosis, explaining why hormone changes can produce a host of factors including increased risk of bone fractures. "During menopause oestrogen levels decrease in the body, the osteoblasts aren't able to effectively produce bone, making the bones more fragile and brittle," she noted. Reduced bone density can lead to falls and bone fractures that result in work absences, decreased productivity, and disability. As counter measures,

eating calcium-rich foods such as milk, yogurt, cheese, and fish can help prevent and treat osteoporosis. Staying active is also key, particularly doing muscle-strengthening exercises and pursuing training for balance and posture.

Obstetrician/gynaecologist Dr. Maro Petrou explained the many phases of menopause including pre-menopause, perimenopause, menopause, and post menopause and highlighted the impact hormonal changes can have. Women commonly experience hot flashes, weight gain, reduced sex drive, sleep



Obstetrician/gynaecologist Dr. Maro Petrou, featured speaker for the OneCare Solutions 'Menopause at Work' seminar



disturbance, and loss of concentration. She discussed herbal supplements and hormone replacement therapy within a context of understanding the risks versus the benefits. "Women must consult with their doctor and have a gynaecological assessment before starting any hormonal treatment," Dr. Petrou advised.

Menopause exercise specialist Kristen Shiaelis discussed the importance of exercise, which can help reduce hot flashes, improve mood and mental health, improve sleep, reduce risk of heart disease, and help with weight management. "A combination of aerobic exercise, strength training, and flexibility exercises may offer the most comprehensive benefits for women going through menopause," she notes.

Psychiatrist Dr. Katerina Mavrommatis discussed the impact that menopause can have on mental and sexual health, with menopause linked to depression and reduced sex drive. She offered advice to help women maintain their sexuality after menopause, including balanced diet, physical exercise, good sleep quality,

better stress management, and educating partners about menopause. Working to improve mental health also has benefits for women's confidence at work.

Nutritionist Stella Kakouri discussed menopause and diet, explaining that hormone changes can lead to weight gain. "During menopause, everything is about hormones," she said. She emphasised the importance of healthy eating habits, such as staying hydrated, not skipping meals, eating a variety of foods, and limiting fatty and sugary drinks and foods. To counteract hormone changes, she advised eating foods rich in isoflavones, such as soy, lentils, and legumes as a way to "feed your hormones."

The overall message was to raise awareness of the impact of menopause on a woman's personal and work life. "Menopause is a milestone in a woman's life, that can also affect her work performance. Undeniably, the organisations that focus on diversity, equity, and inclusion (DE&I) perform better," says Mr. Kokkinis. "Menopause

# ICS publishes new landmark practical medical guide which can deliver a remarkable difference in seafarers' and fishers' lives on board vessels



**Natalie Shaw, MBE, ICS Director of Employee Affairs**

Given the remote nature of shipping, seafarers know that their life may sometimes depend on at-hand practical information readily available during the first crucial moments after an on board medical emergency arises. Medical guidance covering illness, injuries and other health issues needs to be readily available as a vital aid to

saving lives, in fact, international regulations call for a medical guide to be carried on commercial ships that do not have a doctor on board, which includes most merchant ships in operation.

Recognising this need, the International Chamber of Shipping (ICS) has published the International Medical

Guide for Seafarers and Fishers, in collaboration with the International Maritime Health Association (IMHA) and the International Transport Workers' Federation (ITF). The medical guide's content has been created by an international team of maritime medical experts that ICS called on to provide the latest medical knowledge on all injuries, illnesses, and health issues experienced on ships and fishing vessels. All members of the guide's technical review group dedicated themselves to creating a medical guide that could improve seafarers' working conditions and make a remarkable difference in seafarers' and fishers' lives while on board vessels.

# International Medical Guide for Seafarers and Fishers

First Edition



**International Chamber of Shipping**  
Shaping the Future of Shipping

In collaboration with



practical explanations of procedures throughout; a ship's medicine chest detailing the medicines and equipment that should be carried on board, and 10 action cards that can be removed and carried anywhere on the ship to immediately assess an emergency medical situation.

The guide features an easy-to-use format for a non-medical professional to navigate and apply in a medical situation, by way of 3D visual aids, tables, charts, and assessments to help crew follow procedures correctly.

In developing this

"Seafarers are among the most isolated people on earth when it comes to medical care and we should do everything possible to help them and assist them," says Dr Robert Verbist, president of

the International Maritime Health Association (IMHA).

The ICS medical guide consists of: the main medical guide, featuring the latest medical knowledge with clear and





**Dr. Robert Verbist, President of the International Maritime Health Association**

medical guide, ICS emphasised the importance of presenting the information in terminology that can be understood internationally due to the many nationalities that make up modern seafaring, and including the latest medicines that can be sourced in all regions of the world. Dr Robert Verbist, says: "This guide was reviewed by an international group of maritime medical specialists

to ensure the language and terminology are international. Anything being done to improve the health care of seafarers must be done in a multinational context."

Intended to accelerate the provision of medical care at the place where it happens, the International Medical Guide for Seafarers and Fishers also solves a problem for ships sailing under flags who do not have a national guide. It includes new

dedicated chapters on assessing and treating mental health issues, seasickness and how to communicate with telemedical services.

"We recognised the urgent need for updated medical information and this was highlighted when we saw the overwhelming and positive response to the medical materials we published during COVID-19," says Natalie Shaw, MBE, director of employment affairs at the International Chamber of Shipping, referring to the extensive resources published by ICS to explain practices to protect seafarer health during the COVID-19 pandemic. "Having established relationships with medical experts for many years, we undertook the extensive process of producing a completely new, comprehensive, and practical guide covering all medical situations that would provide modern medical support for crew and for shipping companies."

# Mental Health Support Solutions offers free support to seafarers affected by the earthquakes in Turkey and Syria

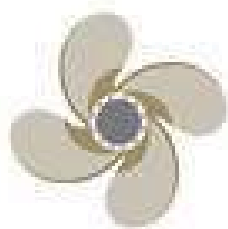
**Güven Kale**, Chief Clinical Officer at Mental Health Support Solutions (MHSS)

Although news teams might have moved on to other locations and different crises, for those Turks and Syrians who have been caught up in the recent earthquakes the situation continues to be critical. This is especially

true for seafarers whose families live in the affected region.

Güven Kale, Chief Clinical Officer at Mental Health Support Solutions (MHSS), has seen first hand the difficulties these seafarers

are facing. "Many seafarers were unable to reach their families and loved ones for days after news of the earthquakes first broke and didn't know whether their families had survived. It has been incredibly difficult for them



# MENTAL HEALTH SUPPORT SOLUTIONS

to be onboard while their families and friends have been struggling to deal with the devastation."

While many affected seafarers chose to return home as soon as was possible, for others financial need has kept them onboard despite their desire to be on site supporting their families. However, it's not only the mariners who have been suffering, many maritime offices are manned by Turkish or Syrian employees and they have been similarly distressed.

"MHSS has been providing therapy sessions to sailors who have been affected by the earthquakes, free of

charge and for as long as is needed. I am Turkish and we also have an Arabic speaking psychologist so we have been able to offer support in people's own language."

The company has been seeing a number of symptoms from the people they are helping, problems with sleeping, loss of appetite and constant worry. The MHSS team have been giving the support necessary to help these people avoid longer term conditions such as post-traumatic stress disorder or depression. Güven continues, "We try to raise awareness about potentially traumatic situations through

psychoeducation so that those we are supporting are prepared for what they may face."

"Sadly I think the need for our services will increase in the coming months as the facts become clearer and they, and their families, experience the reality of living in temporary shelters, no longer having access to education for their children and facing difficulties in accessing health services. Many seafarers will have no choice but to take the heart-breaking decision to leave their families and return to sea in order to earn the money they need to rebuild their lives," she concludes.



# MCTC launches new Galley Inspection Course to ensure the highest standards of hygiene and cleanliness onboard vessels

International catering management specialist MCTC has underlined its commitment to maintaining high standards of food preparation and quality onboard by launching its brand new Galley Inspection Course.

The new training course will equip participants with the knowledge and skills to conduct effective inspections of vessel galleys and food preparation areas, as well as being able to identify potential risks and hazards.

Run across four modules, trainees will take part in a combination of theoretical and VR assessments to cover topics including, food safety, equipment maintenance and troubleshooting techniques.

International company MCTC provides the full spectrum of catering



**CHRISTIAN IOANNOU**  
Group CEO MCTC

management services to vessels, from recipe planning, ordering provisions, and budgeting, along with a range of catering and nutrition training courses for galley staff. It also promotes a healthy lifestyle with fitness and mental health initiatives.

The Galley Inspection Course is the first training programme in MCTC's portfolio aimed at people wanting to train to become galley inspectors. The programme covers a range of subjects, including food

hazards and cross-contamination, galley hygiene, cleanliness, and pest control.

CEO of MCTC, Christian Ioannou said: "Food safety and good hygiene are critical factors in the running of a galley. We are delighted to add this course to our offering to ensure those inspecting galleys are trained to the highest standard. Galley crews play a critical and vital role in the operation of a ship in that they provide the fuel for the seafarers.

"But it is crucial that food is prepared in the correct and safest way to ensure the safety of all crew members. That is why we felt it was important to create the Galley Inspection Course. Running a safe, organised, and clean galley is the essential foundation to good catering."



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