

RNI 53380/91 MAY 2024

# Sailor Today

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**NAVIGATING THE WAVES:  
INTRODUCING STIMR  
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# Sailor Today

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#### OWNED, PUBLISHED AND PRINTED BY:

Sangeeta Nangia, at E-26, Greater Kailash Enclave Part One, New Delhi 110048, India.

#### PRINTED AT:

US Graphics Pvt. Ltd.,  
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Sailor Today Tv

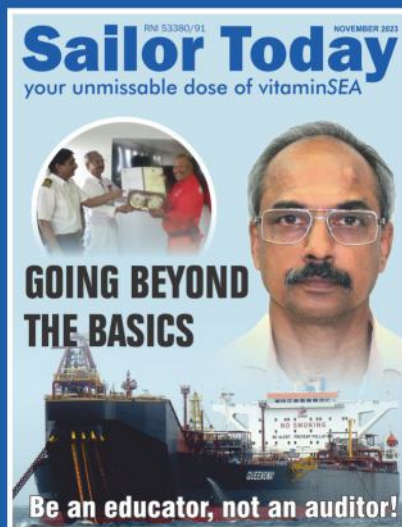
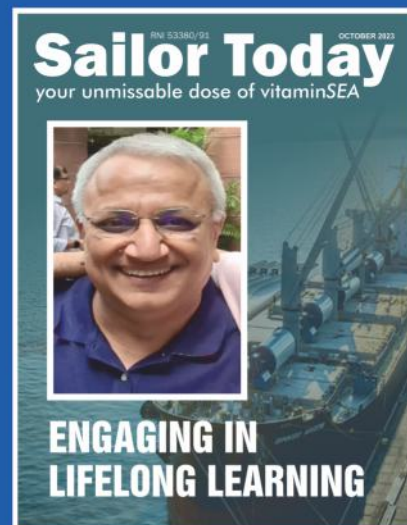
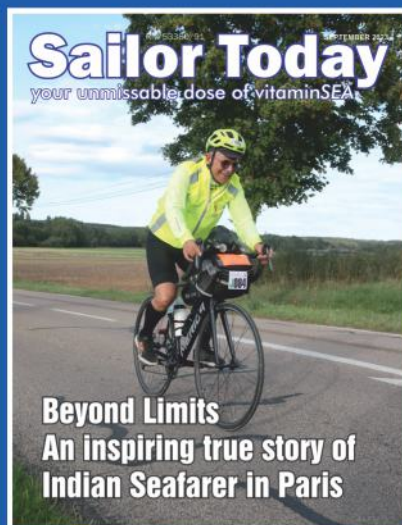
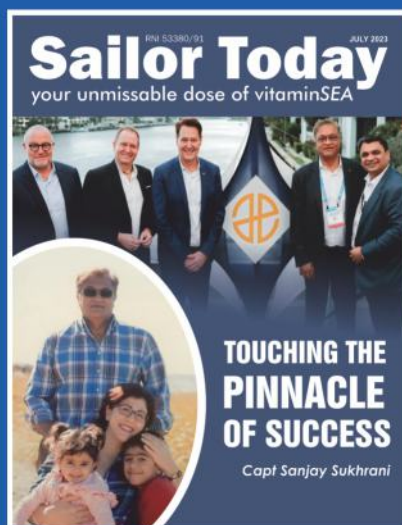
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# Sailor Today

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# WOMEN IN MARITIME TRIALS AND TRIBULATIONS

The Company of Master Mariners India in association with **The Institute of Marine Engineers (Mumbai Branch)** and **The Institution of Naval Architects India**, successfully hosted the seminar “**Women in Maritime – Trials and Tribulations**” at the Kohinoor Continental Hotel, Mumbai on Saturday, 11th May 2024. This event was held in line with the vision of the International Maritime Organization's International Day for Women in Maritime, which is celebrated on 18th May every year.

**Ms Vaishnavi Narvekar** from **GE Shipping** as Emcee for the event commenced the proceedings and welcomed the dignitaries on the stage including **Shri Shyam Jagannathan IAS, Director General of Shipping**, **Smt H. K. Joshi – ex CMD Shipping Corporation of India**, **Capt. M. P. Bhasin – Chairman, CMMI**, **Mr Rajeev Nayyer – President IME(I)** and **Mr J. Dasgupta – President, Institution of Naval Architects India**. **Capt Bhasin** welcomed the guests

and the attendees to the seminar in his address. The seminar commenced with the traditional “Lighting of the Lamp” ceremony, symbolizing the inauguration of the event. The Director General of Shipping, **Shri. Shyam Jagannathan IAS** graced the occasion as the Chief Guest. In his opening address, he highlighted a significant statistic: women represent less than 2% of the global maritime workforce, with an even smaller proportion from India. He stressed the urgent need to increase Indian women's participation in maritime industries to achieve a more gender-diverse and neutral workplace. He also detailed the Government of India's initiatives, such as “Sagar Mein Samman,” part of the Maritime India Vision 2030, aimed at enhancing women's participation in maritime sectors.

The keynote address was delivered by **Mrs. H. K. Joshi**, former CMD of SCI, who inspired the audience with her message on finding opportunities in adversity and turning

challenges into successes through determination and the right attitude. She shared her experiences and the importance of tenacity, earning her the title “The Iron Lady of Shipping.” It was truly a hard hitting and significant element of the seminar.

### The seminar featured several notable speakers:

- **Ms. Sapna Dipu**, Manager MDL, who discussed her pioneering experiences and the shipbuilding process.
- **Ms. Janene Vishwanathan**, IRS Surveyor, who spoke on ship construction, classification, and her personal journey.
- **Ms. Reshma Nilofer**, Maritime Pilot at S.P. Mukherjee Port, who shared the challenges she faces in pilotage.
- **Ms. Sandhya Pillai**, Maritime Lawyer, who highlighted maritime claims issues and her career path in maritime law.

Just prior the second session we had **Ms Sanjam Sahi Gupta** speak about the survey she is conducting for the women seafarers and requesting for participation from one and all so that a correct conclusion can be drawn from the survey.

The second session included a dynamic

Fireside Chat moderated by **Ms. Sonali Banerjee**, Principal Surveyor at IRS and India's first female Marine Engineer. The panelists included:

**Ms. Rupali Raj Joshi**, IRS Surveyor and former HOD of New Mangalore Port Trust.

**Ms. Bhagyashree Ogale**, MEO CI-1 Engineer and First Engineer with Teekay Tankers.

**Capt. Anuradha Jha**, Safety and Nautical Compliance Superintendent at APM Maersk.

**Capt. Aswathi Pillai**, Voyage Manager/Commercial Operations with Maersk Tankers, Mumbai.

The panel discussion sparked vibrant conversations on the unconscious biases and intangible challenges women face in the maritime industry. The panellists addressed key issues, such as working across differing opinions, challenges in promotion within seafaring professions, building confidence and resilience, and dealing with biases from top management. They also called for empathy and openness to change within the industry.

**Mr. David Birwadkar**, Chairman of IMEI, summarized the day's sessions, and the event concluded with a vote of thanks from **Mr. J. Dasgupta**, President of INA



*Preamble: This series of articles from Navguide Solutions, one every month, will focus on Rightship Inspection requirements, eventually going deeper into the subject and helping the industry phase into the RISQ regime.*

**RISQ Series | Article 4 | May 2024**

**Author: Capt. Robert Vaz, Chief Operating Officer, Navguide Solutions**

# Hatch covers: Part 1

***The tighter we compress the hatch packing, the better the seal: A Myth.***

## **INTRODUCTION:**

According to the statistics of the annual PSC reports and various P&I claims, hatch cover tightness and cargo damage caused by water ingress from hatch covers are still major issues.

Through the next few articles, we will share the various issues and advice on hatch covers to spread awareness and share

knowledge based on our experience of inspecting several bulk carriers, witnessing how crew tackle issues onboard, interviewing crew members and having conversations with several superintendents, this blog is written on a best endeavour basis, hoping we realise the myths and some common mistakes we make and in turn spread awareness.

Taking appropriate action, having the right attitude, and being open to learning could amount to significant savings for our owners. Our ships will perform better at third-party inspections; the crew will be empowered to perform their jobs and answer any 3rd party inspector confidently.

The much-awaited integration of the human element into inspection regimes is here. Various maritime organisations, be it OCIMF, Right Ship, or others, have finally incorporated human factors into their inspection regimes, eg Sire 2.0 or RISQ 3. The inclusion of human factors will definitely bridge the gap and will positively impact the overall operational safety of the vessel.



Each of us, be it the seafarer, owners, managers, charterers, or inspecting authorities, has a part to play and together, we can make our industry safer.

## SHOULD THE HATCH COVERS BE WATERTIGHT OR WEATHERTIGHT?

To begin with, there is still confusion amongst many seafarers as to whether the hatch covers should be watertight or weathertight. At times, even the charter party agreements confuse the seafarers. As per the International Convention on Load Lines, hatch covers are constructed to be weathertight. In simple words, watertight means the closure is designed to withstand water pressure from both sides of the structure, **while weathertight means it is designed to withstand pressure from just one side, ie the weather side.** Therefore, seawater, rain, green seas, snow, etc., must not penetrate the hatch cover into the hold.

## DO WE NEED TRAINING IN HATCH COVER OPERATION?

Whilst many crews are aware of the procedures, some crew members execute hatch-related jobs by sheer experience and no formal training, and some work out of ignorance or the trial-and-error method without supervision; at times, these jobs are carried out on the instructions of seniors. In reality, in some instances when there was no proper mentorship as a junior officer, even some seniors were unsure how to tackle some hatch cover-related issues

and depended on the senior deck crew members to execute the job.

This is precisely why RightShip recommends senior officers attend a formal hatch cover inspection and maintenance training course. At Navguides, we take this seriously, and this course is designed meticulously to suit those involved in hatch cover operations.

Most of the time, we take the hatch covers for granted and fail to realise that they are a fine piece of engineering equipment made to precision. We must envisage the hatch cover as a dynamic part of the vessel rather than a static one, as it is prone to various forces at sea. As the ship's hull twists and flexes during a voyage, the hatch covers are subjected to movements along the longitudinal, transverse, and vertical axes or a combination of them.

## DESPITE DOING A HOSE TEST, WATER COMES INTO THE HOLD!

You will often hear crew members saying, we did a hose test; despite this, the water has entered the hold. At times we fail to realise that the contact point between the hatch packing and the compression bar will always be tested by the relative moments between the hatch cover and the hatch coaming; leakage will occur at the weakest point, in this case, a section of the hatch packing which is worn out, or damaged.

Instead of doing a thorough visual inspection and proper test to ensure



weather tightness and using precision tools like a depth gauge or a feeler gauge to check the issue, at times, the crew members are out with big crowbars, sledgehammers, and chain blocks to sort out the issue; it's this mindset we need to change.

**For some reason, many seafarers feel that "the tighter we compress the hatch packing, the better the seal." This is an incorrect notion—it's a myth.**

The weather tightness is achieved by the weight of the hatch cover and does not depend on the tightening of the cleats.

As mentioned earlier, during the voyage, the ship will encounter varying weather and the ship's hull twists and flexes. The hatch covers, too, are subjected to these movements at sea; hatch covers will not move in unison with the hull. Therefore, relative movements can enhance the risk of water ingress. These relative movements take place in the packing rubber and compression bar interface.

### **THE TIGHTER THE QUICK-ACTING CLEATS, THE BETTER WILL BE THE COMPRESSION.**

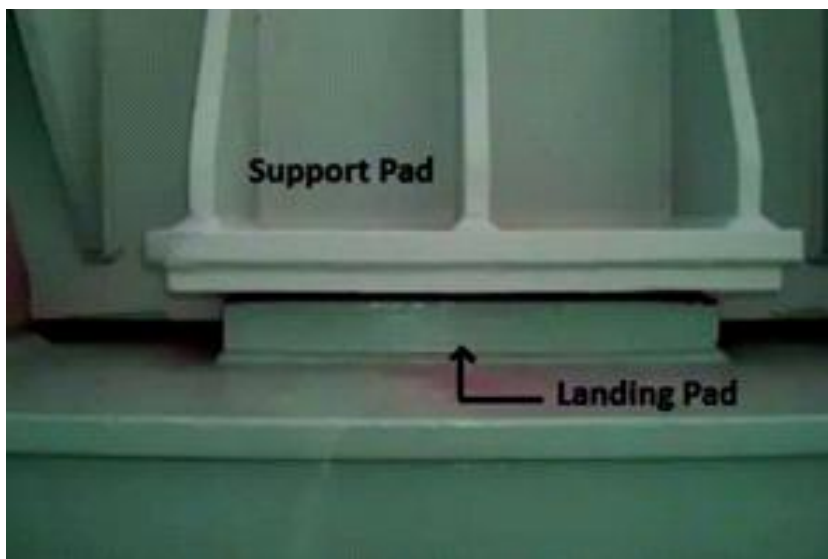
Many seafarers believe in the myth that the tighter the quick-acting cleats, the better the hatch packing compression. This is not true. The main purpose of the cleats is to restrain the hatch cover from lifting. A common design of cleats is the one with a rubber

disc between two steel washers. This rubber provides the necessary elasticity, allowing for slight hatch cover movement.

The achievement of weather tightness depends on the calculated and precise extent of penetration of the hatch cover seal rubber by the compression bar on the coaming. "Too much compression will quickly damage the hatch packing and cause seal failure, and too little compression could allow seepage of seawater through the seal and won't help the sealing either."

This precision extent of the penetration is controlled by what is referred to as 'steel-to-steel' contact. This leads us to the next member, the "bearing pads".

## **BEARING PADS AND THEIR FUNCTION**



A common misconception and less talked about member is the bearing pads; often, the crew get confused regarding the purpose of these pads.

The hatch cover bearing pads' main



purpose is to transfer the cover's weight to the ship's hull while allowing for relative movement between the cover and the hatch coaming caused by hull flexing whilst the vessel is at sea.

The bearing pads play a vital role in the longevity of the hatch packing. To ensure the hatch packing is kept at the required design compression, a steel-to-steel contact between the hatch panel and hatch coaming is vital. The bearing pads, consisting of a support pad on the hatch cover and a landing pad on the hatch coaming, provide this.

It is paramount to maintain the correct compression on the hatch cover seal and avoid wearing damage to the coaming/hatch cover interface. This must be monitored regularly as per the

manufacturer's instructions and the PMS.

As bearing pads wear down, the compression of the packing rubber increases.

The hatch cover manual will clearly indicate information regarding the skirt clearance and maximum allowed wear on the bearing pads. The ship staff must ensure they are familiar with these requirements.

## CONCLUSION:

Cargo claims are very costly; we must exercise due diligence to ensure our ship is seaworthy and cargo-worthy by carrying out proactive hatch cover inspection and maintenance in accordance with the manufacturer's instructions and our Company PMS.





# NAVIGATING THE WAVES: INTRODUCING STIMR YOUR MARITIME COMPANION

## SETTING SAIL WITH STIMR

On the vast expanse of the open sea, where the horizon meets the sky, seafarers find solace in the rhythm of the waves. Now, imagine tuning in to a radio station that echoes the very heartbeat of the maritime world. Welcome aboard the Sailor Today Internet Maritime Radio (STIMR), your companion across oceans and time zones. Be it the rough seas or calm straits, keep up to-date with the latest news, entertain yourself with music, and hear a human voice when you feel just a wee bit lonely.

## ANCHORED IN TRADITION: SAILOR TODAY MAGAZINE

Before we dive into the waves of STIMR, let's heave the anchor and set sail. Sailor Today Magazine, a beacon for the maritime community, has been guiding the mariners for decades. From ship captains to deckhands, its pages have

carried stories of courage, innovation, job-openings, and camaraderie. Now, Sailor Today extends its reach beyond print, embracing the digital waves with STIMR.



**ROLE OF SAILOR TODAY INTERNET RADIO:** SAILOR TODAY INTERNATIONAL MARITIME RADIO IS A WONDERFUL PLATFORM PROVIDING BOTH PROFESSIONAL ENTERTAINMENT AND OPPORTUNITIES FOR NEWCOMERS."

– CAPT. KSHITIJ MATE

## STIMR: A SYMPHONY OF SEAFARING SOUNDS

### THE LAUNCH

STIMR set sail on National Maritime Day (April 5th), a fitting tribute to the mariners who crisscross the globe. Captained by the visionary Capt. Sunil Nangia, this radio station aims to bridge the gap between distant ships and lonely shores. We have launched an app on Google Play store named Sailor Today Maritime Radio. So kindly feel free to download and listen in.

### WHAT'S ABOARD?

**In Conversation With:** Imagine listening into conversations between industry stalwarts in the middle of an ocean. STIMR brings you exclusive interviews with maritime leaders, sharing insights, experiences, and visions for the future. And in case you know of a few corporate achievers, your favourite icons, or even buccaneers who would be interested in sharing their life stories, please drop us a line. Here we attach an interview with one of the lead singers Capt. Kshitij Mate who entertains those lonely hearts onboard!

#### **Melodies of the Sea:**

From sea shanties to jazz, STIMR's playlists resonate with the rhythm of life at sea. Whether you're navigating a storm or

basking in the sun on the Captain's Deck, the music keeps you company.

### CHARTING A COURSE

STIMR isn't just about entertainment; it's about meeting seafarers' needs:

**Loneliness at Sea:** Seafaring can be ploughing a lonely furrow. STIMR's live shows and interactive segments connect crew members across vessels. Share stories, request songs, and feel the warmth of a virtual crew lounge.

**Professional Development:** Tune in to expert talks (podcasts), safety tips, and career advice. Whether you're an old salt or a fresh recruit, STIMR offers knowledge that keeps you shipshape.

**Emergency Broadcasts:** When storms brew or emergencies arise, STIMR becomes your lifeline. Critical announcements reach every corner of the maritime world.







**Health tips:** When you feeling just a bit under the weather, our health tips can come in handy.

## ECHOES FROM THE SIRENS: FOLKLORE AND RADIO WAVES

Ah, but what's a maritime tale without a sprinkle of mythology? Picture this: Ulysses, the legendary wanderer, strapped to his mast as he sails past the enchanting island of Circe. Her voice, sweet as a mermaid's song, lures him toward treacherous rocks. But what if Ulysses had a trusty radio? He'd crank up STIMR, drown out Circe's siren call, and steer clear of shipwrecks!

And so, dear seafarers, let STIMR be your modern-day mast. Tune in, and let its waves carry you safely through myth and reality.

## CALLING ALL HANDS-ON DECK

As the sun dips below the horizon, seafarers gather around their radios. STIMR's signal reaches every ship, every heart yearning for connection. So, fellow mariners, adjust your dials, raise your antennas, and let the waves carry you to STIMR's safe harbour.

## FAIR WINDS AND FOLLOWING SEAS!

**News Buoy:** Stay informed with real-time updates on weather, port conditions, and industry news. No more waiting for the morning paper; STIMR delivers it straight to your cabin.

**Listener's choice:** An in case you have a wish list please pop it in our inbox.

We shall do our utmost to fulfil those requests.





## CAPT. KSHITIJ MATE

CEO, KSHITIJ Shipping Services LLC, UAE  
CEO, Chaitanya Entertainments



### PLEASE INTRODUCE YOURSELF AND YOUR MUSICAL JOURNEY:



Good day to all hardworking, sincere, courageous, and practical seafarers. It is my pleasure to be in conversation with you all. I am Capt. Kshitij Mate, ex. T.S.Rajendra 1979-80 batch. Having left active sailing some years back around 2017, I am now into a shipping-related business of my own. I have a company operating out of the UAE where we deal in preparing OSVs for their ISM and ISPS audits and inspections particularly OVID inspections. We also consult for chartering of and manning of OSVs.

However, as time permits from my business activities and travel, I am now becoming more active in following my hobby of

singing and taking it to a professional level. Apart from personally performing on stage with live music, I have set up an orchestra brand of my own called Chaitanya Entertainments. It is real enjoyment to sing as well as organize a live musical show for any event or just public entertainment. Actually, I am very happy to discuss this hobby with seafarers as I feel that music is one of the rare hobbies one can actively pursue at sea without compromising on the watchkeeping abilities and competence of both the Bridge as well as engine room staff. I mean, "due regard shall be had to all dangers of navigation and collision etc."

During our days of sailing in the 1980s and 90s, the voyages and port stays gave us quite some leisure time and opportunities for get-togethers. This provided us, the music enthusiasts, ample opportunities to practice and display our talents in public.

**You may want to leave the sea, but the sea doesn't leave you**

The appreciation and encouragement I received during those times were great boosters, which drove me to stand on stage and perform in front of unknown spectators.



## WHAT INSPIRED YOUR TRANSITION TO MUSIC?



Well, it would be interesting to note that my love for music came unexpectedly. During my schooling days, I was more

attracted to literature, particularly Hindi classical poetry. It started with enjoying the poetry in school books, which naturally extended to the collections of famous poets of the olden days. However, as the pressure of studies increased, I couldn't devote much time to reading and reciting from those collections. Nevertheless, whenever time permitted, I managed to listen to a few songs here and there. During those days, many Hindi movie songs contained classic poetry, which caught my interest, and from then on, my fascination with songs from the Golden Era of Hindi film music developed. Everything in those songs was a result of sheer hard work and artistic brilliance. It began with the lyrics, their meaning, and the literature involved. The music was enchanting, and the voices of singers from that era made those songs eternal. Among the poet laureates who caught my interest were Shailendra, Sahir Ludhianvi, Neeraj, Majrooh Sultanpuri, Kaifi Azmi, etc. My voice type, being what could be called baritone and slightly nasal,

naturally inclined me towards songs of Mukesh and Hemant Kumar, which I could hum and sing with some success in my

early days. As my singing experiments continued during Bridge and Deck cargo watches, I soon found myself mostly enjoying the combination of lyricist Shailendra and Mukesh's voice. This was also because I enjoyed the sentimental and patriotic movies of Raj Kapoor, which often featured Shailendra's lyrics and Mukesh's voice, with Mukesh being labelled as the voice of Raj Kapoor. This has resulted in me being known as a Mukesh songs singer!

However, life had its ups and downs for me too. The recession of the 80s had its influence on me. I left sea life and joined my father in his business of manufacturing Leaf Springs for Trucks and Buses. I was looking after the shop floor activities, which was a practical job and I enjoyed it a lot. During this time, I also ventured into share broking and had opened a firm where my clients could do online share broking, which was a very new facility at that time. But as they say, you may want to leave the sea, but the sea doesn't leave you. And I

## ON MENTAL WELL-BEING:

"A HOBBY, ESPECIALLY MUSIC, IS A VERY CONVENIENT AND POSITIVE COMPANION TO WIPE OUT EVEN AN IOTA OF ANY FEELING OF DEPRESSION ON BOARD."

**"We must make it a habit to take our vitamin Sea dose of STIMR daily!"**



soon found myself back at sea, doing my Master's and, of course, back to my singing hobby. Thanks to the maritime profession, I now find myself comfortable in this new role of a singer on stage.



## YOUR MOST EXCITING PROJECT AND HOW DO YOU FIND SAILOR TODAY INTERNET RADIO:



Singing on stage was not easy for me, as I was one of those stage-fearing personalities.

Stage fear heavily affects your performance in any hobby, but in singing, it immediately affects your voice as the first thing affected through your being people-conscious is your voice. That is why many singers cannot pursue stage singing for long. There are no shortcuts against this. You have to continue your practice and increase the frequency of singing on stage.

It would be very appropriate here to mention the endeavour of Capt. Sunil Nangia through Sailor Today International Maritime Radio to include the section of Musical Melodies. This is a wonderful section of the Radio, which not only presents professional singers for entertainment but also gives a chance for newcomers to perform on a world stage of Sailor Today Radio through their program, "Mysterious Melodies". The Sailor Today International Maritime Radio is itself the very first radio station available to seafarers for their job-pertinent news as well as entertainment. I find a lot of concurrent maritime topics being discussed on a daily

basis. We may be reminded here that Capt. Sunil Nangia's Sailor Today Magazine in print was also a

pioneering venture of that time and is still very popular amongst us in its digital version too. We must make it a habit to take our vitamin Sea dose of STIMR daily.

Out of my many performances in theatres and open shows, the superb idea of a program of songs sung by me, and the episodes anchored by my wife Ms. Arpana Mate being broadcast on Sailor Today International Maritime Radio, is a feather in the cap for a small performer like me.



## WHAT CHALLENGES DID YOU FACE DURING THE TRANSITION?



I have taken my time to organize myself ashore. The change sometimes is drastic, and many are not able to cope

with the change of lifestyle one experiences. Being in command is one thing, and being in a position where you have to please the crowd is quite a different proposition. My being in touch with some singing on board gave me some continuity and eased a lot of burden from me. However, my performing on stage ashore started very late in life, i.e., only

## PURSUING MUSIC AT SEA:

"MUSIC IS ONE OF THE RARE HOBBIES YOU CAN ACTIVELY PURSUE AT SEA WITHOUT COMPROMISING ON YOUR DUTIES."

## SEAFARERS' MENTAL HEALTH:

"MENTAL HEALTH IS A PRIME FACTOR IN THE WELL-BEING OF SEAFARERS, AND HOBBIES LIKE MUSIC ARE ESSENTIAL FOR MAINTAINING IT."

after I quit active sailing. This did pose for me the normal challenge of overcoming stage fear. There were numerous

ways and means I tried then to some success, but the only successful way is to perform regularly in front of spectators. No shortcuts are available; only persistence helps. I can now say with confidence, out of my own experience, that pursuing one's hobby or developing a new one does not require age to be on your side. If one has to discuss that, I feel, a senior age is, in fact, having age on your side.



## CAN YOU SHARE SOME OF YOUR RECENT ACHIEVEMENTS AND MILESTONES:



Music, not just singing, is a field where one sees oneself growing from success to greater success by the day. I remember the satisfaction I used to get initially even with normal applause from the spectators. Slowly, as my performance improved, I could see the responses and felt happy for my performances and progress. There are various ways in which the spectators convey their appreciation, from a normal applause in the hall to an ovation that fills one's heart, to backstage

approaches to directly praise the performance, or to the chanting of "Once more" at the end of a song.

However, there was one such moment which went to the bottom of my heart. One day, my son Chirayu was taking a lift in our colony, and another person joined him. The person greeted my son by calling him Nitin Mukesh. It took him some time to realize the joke, but when he narrated that to me, I was happy as that remark was obviously meant to praise my singing of Mukesh's songs. These are the small appreciations one enjoys every now and then once you start performing well.



## CAN YOU SAY WHAT HAS BEEN THE MARITIME INFLUENCE ON YOUR MUSIC:

When I look back on my progress as a singer, I immediately recall the nostalgic memories of life at sea, particularly the times of Bridge watchkeeping during vast ocean transits and the dead of night spent alone as the watchkeeping officer with just the wonderful golden era songs for company.



Bridge watchkeeping at sea is nothing if not witnessing beautiful sunrises, sunsets, and the twilight hues associated with them, lasting long enough for one to enjoy and assimilate the scenery into your permanent

### FINDING POSITIVITY IN LIFE:

"STRIKINGLY ABSENT IN MLC 2006 IS ANY SUBSTANTIAL DECISION ON THE MENTAL WELL-BEING OF SEAFARERS."

memory. The shades of azure skies during cloudless nights, the occasional bright visibility of

various constellations of stars, the occasional sighting of meteorites falling and disappearing near the horizon, the full moon seen so clearly as never before, the crescent shapes of the moon, the dead and scary darkness of a new moon night, and many more sights become fit scenes to remind you of songs you may want to remember and hum or sing. "Chand ko kya maalum chahta hai use koi chakor" was one of my favourites on a full moon night. There are numerous songs using lyrics inspired by the emotions caught by poets from the variety of waves and sprays of sea and shore. I have a big list of favourite songs that would come to me so naturally during those encounters with such scenery.

### HOW HAVE YOU INSTILLED NAUTICAL THEMES IN YOUR SONGS:

As I have discussed earlier, many poets have used the panorama of the sea and woven their lyrics around it to produce some masterpieces of poetry. One striking verse is from the famous patriotic song "Mera joota hai Japani," where the poet Shailendra mentions: "upar neeche, neeche upar, leher chale Jeevan ki, naadaan hai jo baith kinare puchhe raah watan ki. Chalna Jeevan ki kahani rukna

maut ki nishani...". Singing this every now and then, I used to and still derive a lot of positivity towards life and the struggles it offers.

### ENCOURAGING CONTINUOUS PRACTICE:

"PERFORMING REGULARLY IN FRONT OF SPECTATORS IS THE ONLY SUCCESSFUL WAY TO OVERCOME STAGE FEAR—NO SHORTCUTS, ONLY PERSISTENCE."

### ADVICE FOR ASPIRING SEAFARER-MUSICIANS:



We have seen that the hours of active duty in the profession of seafaring can be very irregular and long. It takes quite some time to tune oneself to the lifestyle required to be maintained on board, which differs for everyone. However, no matter how long the hours of duty are, one always has some personal time, which should be effectively utilized for the well-being of the mind and body. I have always found that music is one such hobby that can be pursued without having to adjust too much of the space and time around you. Listening to music, learning the basics of singing through easily available gadgets, and trying one's vocal abilities through that process can be easily pursued even while performing one's duties efficiently. It is, in fact, a great stress buster and keeps you in good humour.



## ON FINDING POSITIVITY IN LIFE:

"SINGING SONGS FILLED WITH POETIC WISDOM BRINGS POSITIVITY AND STRENGTH TO FACE LIFE'S STRUGGLES."

Once this hobby gets going, it will show you ways to enhance your skill sets. You will enjoy

pursuing it and soon find yourself making efforts to develop this new talent and exhibiting it to your friends and colleagues. It gives immense pleasure to showcase such talent. I have seen that not only do you feel happy to display such newly developed talent, but it also spreads joy and happiness to all the people around you.

different working conditions of a seaman on ships is a major factor contributing to numerous accidents, including suicides. A hobby, especially music, is a very convenient and positive companion to wipe out even an iota of any feeling of depression one may get on board. I am therefore very thankful to Capt. Sunil Nangia and his team of STIMR on behalf of all seafarers for providing such a wonderful radio channel that takes care of the seafarer's needs for news and entertainment.

Singing is a hobby you can practice anywhere, anytime on board, without depending on anybody else to cooperate. So, friends, I say, "Sail, Sing and be Merry"



## CONTRIBUTION TO THE MENTAL WELL-BEING OF SEAFARERS:



A lot gets discussed in maritime circles about the general welfare and well-being of seafarers. We

have a good Maritime Labour Convention 2006 of the ILO dealing with the rights of seafarers to choose their conditions of work. However, strikingly absent therein is any substantial decision on the mental well-being of seafarers. It goes beyond any doubt that mental health is a prime factor in the well-being of seafarers. It is acknowledged that the loneliness one could feel on board due to the

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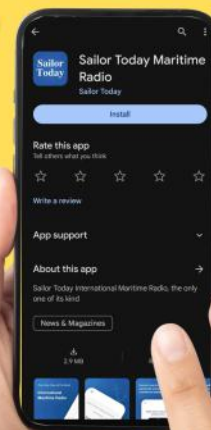
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# PIONEERING SUSTAINABLE SHIPPING WITH ALFA LAVAL AT POSIDONIA

Alfa Laval is eager to meet customers again at the Posidonia 2024 shipping exhibition, scheduled from 3-7 June in Athens, Greece. The company will present its broad portfolio of marine equipment, solutions and services, including the latest innovations and digital solutions, all aimed at promoting and supporting sustainable shipping.

Alfa Laval invites visitors from the Greek and international shipping communities to explore the latest advancements in a truly diverse marine portfolio. At the stand, experts will be available to discuss ways of collaborating, covering areas from

optimizing the vessel's efficiency to navigating the energy transition and environmental regulations.

## SUPPORTING THE FUEL TRANSITION

Alfa Laval is propelling the marine industry on its decarbonization journey with its technology, solutions and fuel handling expertise. Alfa Laval's marine portfolio goes beyond a single application or fuel type. The company is innovating and broadening its range of solutions for both existing and emerging alternative fuels including LNG, LPG, biofuels, methanol and ammonia. Alfa Laval is at the forefront with



Together for sustainable shipping  
with **Alfa Laval @ Posidonia 2024**



its alternative fuel solutions like biofuel ready fuel line, Aalborg multi-fuel boilers and low-flashpoint fuel supply systems, as well as advanced cargo management technologies for tankers. It is actively developing solutions for ammonia together with its customers and partners.

## **INNOVATIONS IN ENERGY EFFICIENCY**

From the differing requirements of future fuels to enhancing energy efficiency on board and improving EEDI/EEXI and CII, Alfa Laval has a range of solutions to help its customers with fuel savings and improved vessel operations. This includes energy-efficient freshwater generator AQUA Blue E2, fluidic air lubrication system OceanGlide, and innovative wind-assisted and wind propulsion solution from Oceanbird, a joint venture between Alfa Laval and Wallenius. Alfa Laval's waste heat recovery solutions such as Aalborg WHR economizers and solution to generate electricity from waste heat E-PowerPack, enable vessels to recover and reuse waste heat as an energy source.

## **COMPREHENSIVE COMPLIANCE SOLUTIONS**

Alfa Laval has a full portfolio of solutions for complying with environmental regulations. The portfolio includes the newly launched PureBallast 3 Ultra for ballast water management, delivering superior performance in any waters and challenging conditions while minimizing power consumption. StormGeo offers

digital solutions for voyage planning, route optimization, weather and fleet performance. Its suite of digital tools supports environmental compliance by efficiently managing the monitoring, validation, and reporting of emissions data, facilitating profitable strategies for achieving decarbonization objectives.

## **ENHANCED PERFORMANCE FROM BOW TO STERN**

With efficiency and reliability, even traditional equipment can make vessels more sustainable. Alfa Laval continues to enhance and expand these benefits, for example through the broadest portfolio of marine line of plate heat exchangers and advanced platforms for oil treatment and filtration.

## **24/7 GLOBAL SERVICE NETWORK**

Through 24/7 Service & Support, customers have easy access to the Alfa Laval Marine Service network – anytime, anywhere. Alfa Laval experts provide a range of services dedicated to uptime, performance, compliance and sustainability on marine vessels across the globe. By offering a comprehensive range of services, including compliance support, digital services, preventive maintenance, spare parts and drydock services, Alfa Laval enhances the equipment lifetime and efficiency.

Visitors to Posidonia will have the opportunity to explore these topics, engage in insightful discussions and learn about new sustainable initiatives at Alfa Laval Stand 2204 Hall 2.



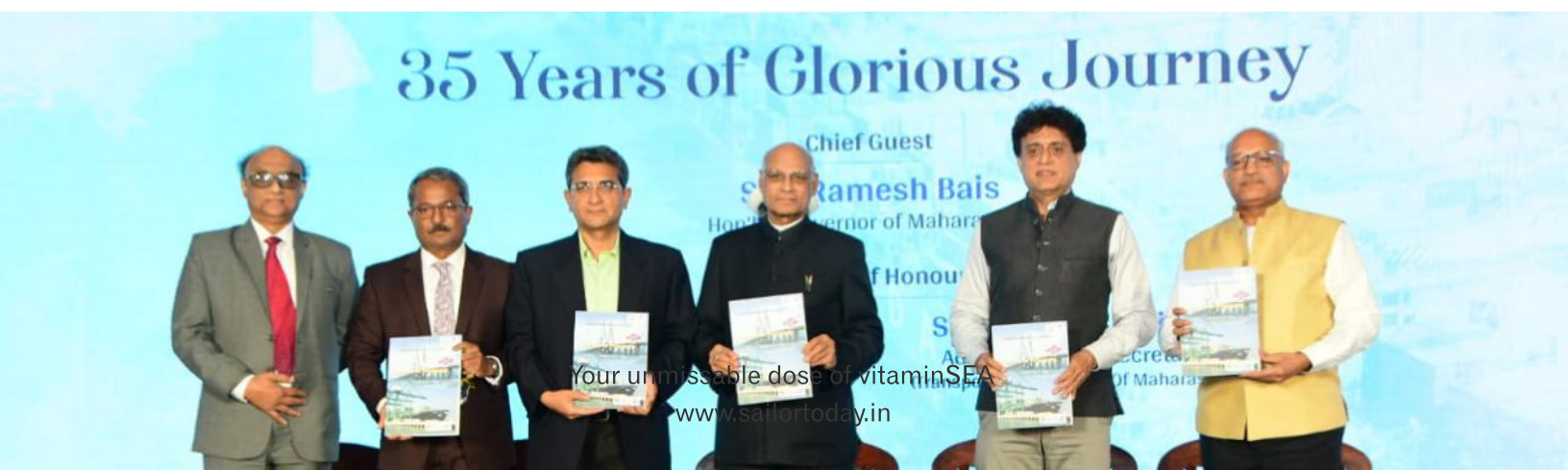


## JAWAHARLAL NEHRU PORT AUTHORITY COMPLETES 35 YEARS OF EXCELLENCE, CELEBRATES SUCCESS WITH A GRAND EVENT

Jawaharlal Nehru Port Authority (JNPA), India's first 100% landlord and premier container port, commemorated 35 years of operational excellence with a grand event held at the prestigious Hotel Taj Mahal, Colaba. The event, themed "Port of Prosperity," celebrated the remarkable achievements and growth of JNPA, recognizing its pivotal role in India's maritime industry.

JNPA has consistently been at the forefront of transforming India's port operations. Since its inception in 1989, it has grown to become the largest container port in India.

The port recently achieved a historic milestone by recording its highest-ever throughput of 6.43 million TEUs in the fiscal year 2023-24. Moreover JNPA has consistently handled over 6 million TEUs annually in the last couple of years. The port's strategic initiatives in digitalization, automation, commitment and green port initiatives have set new benchmarks in the industry. JNPA's commitment to sustainability and community development has also been a significant factor in its success, ensuring inclusive growth and environmental stewardship.







The proceedings began with the National Anthem and state song, followed by the ceremonial lighting of the lamp, setting a reverent tone for the evening. The Hon'ble Governor took center stage to release the Special Cover & Corporate Customized My Stamp of JNPA in presence of Chief Postmaster General, followed by the release of the JNPA Coffee Table Book, a commemorative piece encapsulating the port's rich history and milestones; followed by the release of special edition issue

published by Bhandarkar publications. Thereafter, in a significant move, two Memorandums of Understanding (MOUs) were signed for a total of Rs. 40,000 crores (Rupees Forty Thousand Crores) between JNPA and PSA (India), and JNPA and CMACGM for the development of the Greenfield Port at Vadhvan.

Following this, the Hon'ble Governor felicitated twenty-five JNPA stakeholders and employees, recognizing their contributions to the port's success.





Mr. Unmesh Sharad Wagh, Chairman of JNPA, addressed the gathering with an inspiring speech; he said, "As we mark 35 years of JNPA's impressive journey, we look back on our accomplishments in advancing India's maritime infrastructure. Our dedication to innovation, efficiency, and sustainability has established JNPA as a leader in global port operations. This milestone underscores the commitment of our team and the support of our stakeholders. Additionally, responding to the Honorable Governor's request, JNPA

pledges INR 3.5 Crores to equip 38 Eklavya model schools with 1000 computers and 100 tablets within the next 2 months. By April next year, with the addition of the BMCT terminal, JNPA's capacity will reach 10.4 Million TEUs, solidifying its position as India's largest port."

The events ended with a chance for participants to network and celebrate a collective vision of a prosperous future. As JNPA looks ahead, it remains dedicated to pioneering advancements and driving economic prosperity for the nation.

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# DANELEC AND DANPILOT TO UNVEIL GROUNDBREAKING REMOTE PILOTING TECHNOLOGY AT EUROPEAN MARITIME DAY 2024

*Christian Kock*



Danelec and leading Danish piloting company DanPilot are revealing the result of a key strategic partnership at the European Maritime Day conference in Svendborg, Denmark, taking place today and tomorrow. Together, they have

developed an innovative solution with the potential to revolutionize maritime piloting. This new technology integrates operational and navigation solutions, allowing for safe piloting without requiring a pilot to board the ship.

## ***Remote Piloting – A Revolution in Maritime Navigation***

Danelec has been collecting vessel and navigation data on commercial vessels for 30 years. Today, vessel data can be sent to the cloud and displayed in near real-time ashore. By giving DanPilot access to it, a pilot can essentially see the same as they would if they were aboard the ship. This saves the time and cost of a pilot joining a vessel, while reducing the risk of accidents during transfer.

“Piloting is both time and resource-intensive, and it is extremely dangerous for the pilot boarding the vessel. Therefore, we are very happy to be in the market with a remote solution that enables DanPilot to guide global ship traffic through Danish waters without going onboard,” says Christian Kock, EVP, Safety at Danelec.

The new remote piloting solution reduces the need for a pilot's physical presence on ships, optimizing safety and logistics while reducing environmental impact. And, because pilots no longer need to climb aboard to do their job, ships can maintain their planned speed, helping them to reduce fuel costs and to better meet scheduled ETA and ETD.

“Although changing speed to enable pilots to board and disembark may not sound like a significant burden on paper, it takes several tons of fuel and thus CO2 emissions to slow down and accelerate a ship that

weighs several thousand tons. As a result, this contributes to the massive potential our solution has to impact the safety, economic and sustainability agendas,” continues Christian Kock.

## ***Maritime data in action at the European Maritime Day***

DanPilot and Danelec will showcase their new remote piloting station at European Maritime Day 2024, giving visitors the opportunity to see vessel data as experienced by the remote pilot. The technology enabling piloting from a remote location is supported by Danelec's Vessel Remote Server solution, which collects real-time data from the ship.

“Our participation in European Maritime Day 2024 is a perfect opportunity to showcase how DanPilot is developing groundbreaking solutions for the future of piloting. The collaboration with Danelec and the focus on remote and drone-assisted piloting emphasize our commitment to safety and customer focus in maritime navigation, contributing to the green transition. We are very excited to present this solution,” says Erik Merkes Nielsen, CEO of DanPilot.

European Maritime Day 2024 takes place on 30-31 May 2024 at the SIMAC Academy (Svendborg International Maritime Academy). Hosted in Denmark for the first time, this two-day event gathers Europe's maritime community to network and

discuss initiatives in maritime affairs and sustainable blue economy.

### ***Remote navigational assistance***

A pivotal aspect of the remote piloting solution is its design to empower, not override, the decision-making capabilities of the onboard crew. The crew retains full control over the vessel, ensuring that the operational command remains securely onboard, thus significantly reducing the risk of external interference. The remote piloting solution enables efficient and clear communication between the ship's crew and shore-based pilots. Pilots can send navigational commands directly to the crew, who can quickly respond and implement the guidance.

At no point does the remote piloting solution take over the control to navigate the vessel. This approach not only upholds the principle of maritime sovereignty but also ensures that the expertise and situational awareness of the ship's crew are augmented, not replaced. By maintaining this control within the hands of those on the vessel, Danelec and DanPilot ensure that the safety and operational integrity of maritime navigation are enhanced without compromising the autonomy of the crew.

### ***About the Remote Piloting Project***

The remote piloting project is supported by ShippingLab, the Innovation Fund Denmark, the Danish Maritime Fund, and the Lauritzen Foundation.

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# NEW SAILOR XTR MARINE SATELLITE TV ANTENNAS SET TO BOOST VIEWING EXPERIENCE AT SEA



## ***SAILOR 100 XTR TVRO***

Cobham Satcom announces today that its all-new SAILOR XTR TVRO antennas – SAILOR XTR 100 TVRO and SAILOR XTR 120 TVRO – are now commercially available and ready to order.

Combining decades of in-house expertise from Cobham Satcom's market-leading

Sea Tel TVRO portfolio with the latest innovations in maritime satellite communication from the SAILOR XTR VSAT platform, these antennas introduce new capabilities and enhanced performance levels for a wide range of vessel types, from superyachts and cruise ships through to merchant vessels.



## **SAILOR 100 XTR TVRO with radome.**

Based on the innovative SAILOR XTR platform, the new TVRO portfolio provides improved serviceability through the industry first, built-in IP integration option of third-party devices, offering unique and easy, remote access for rapid, time and cost-effective service resolution.

With the ability to receive three DirectTV satellites simultaneously, the SAILOR XTR TVHD systems grant full flexibility when seamlessly changing between regions or services, ensuring a high level of consistent signal strength for the most reliable TV experience.

By leveraging its superior RF architecture, the SAILOR XTR TVRO portfolio offers industry leading RF performance with the capabilities and serviceability of the technologically advanced SAILOR XTR VSAT technology platform. By unifying two feature-rich and field-proven antenna

technology platforms, Cobham Satcom has set a new bar for marine satellite TV, improving the viewing experience for everyone at sea.

"Our new TVRO antennas provide unmatched RF performance that enables a dependable link to the satellite, meaning viewers on board will always have a great TV experience, wherever they are in the world," said Henrik Fyhn, VP & Product Line Director, Maritime, Cobham Satcom.

"Whether for crew welfare on a commercial shipping vessel or guest entertainment on a luxury charter, these antennas are the most advanced, high-performance TVRO antennas in their class and the viewing experience they provide is all the better for it."

SAILOR XTR 100 TVRO and 120 TVRO join existing Sea Tel 2.4m and 3.7m to deliver the most innovative maritime TVRO portfolio available from any supplier.



# Bernhard Schulte Shipmanagement appoints new board member Bjoern Sprotte as Chief People and Sustainability Officer

Bernhard Schulte Shipmanagement (BSM) is pleased to announce the appointment of Bjoern Sprotte as Chief People and Sustainability Officer to the Management Board, effective 1 June 2024. Based in Limassol, Cyprus, and reporting to Ian Beveridge, CEO of BSM, Sprotte will oversee all HR activities for shore and marine operations at BSM as well as the environmental, social and governance (ESG) strategy across the wider Schulte Group.

Sprotte has had a long career in the European shipping industry and joins BSM from V.Group, where he served as the chief executive officer of the ship management business. Prior to V.Group, he spent four years in a number of senior roles at OSM Maritime. Sprotte began his career at Rickmers Group, where he rose from nautical officer to CEO of maritime services over a period of fifteen years. He then moved to the position of Vice President at

Carnival Maritime, where he was responsible for the development and delivery of ship management strategy.

"Our focus lies on long-term and sustainable growth and increasingly also on socially and environmentally conscious growth. Changing aspirations in recruitment pose new challenges. Bjoern Sprotte has a strong knowledge of HR and crewing requirements in relation to the maritime market dynamics as well as a proven track record in training and executive coaching," said Ian Beveridge, CEO of BSM. "By pooling our knowledge and combining forces, I look forward to accelerating our growth journey together."

"I'm thrilled to be joining the dedicated leadership team at BSM, committed to developing the image and reputation of our group and business units to strengthen our market position as a competitive player and attractive employer of choice," said Sprotte.



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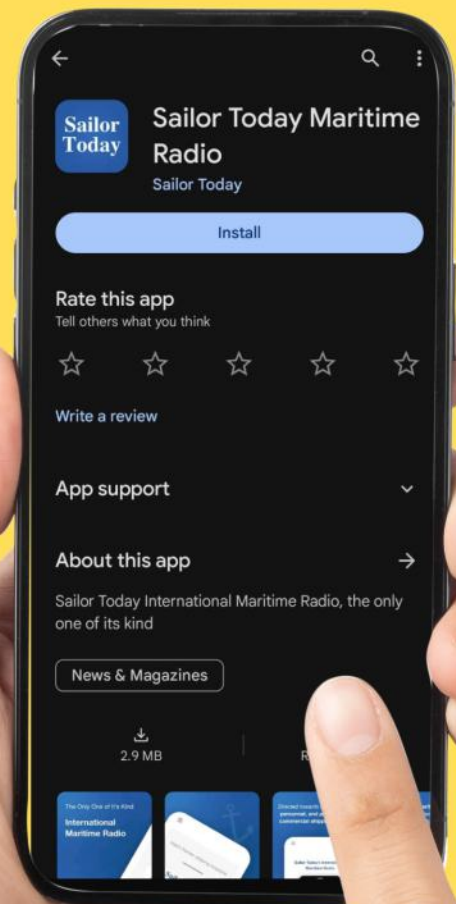
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