

RNI 53380/91 APRIL 2026

Sailor Today

your unmissable dose of vitaminSEA



Where Ideas Power Voyages



International Maritime Radio

your link ashore while at sea

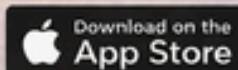
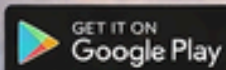


Stay connected to the pulse of
the maritime world with

Sailor Today International Maritime Radio

Whether you are on watch, off duty, or crossing
oceans, tune in to voices that understand life at sea.
News, conversations, insights, and stories that
bridge the gap between ship and shore.

Wherever you sail, we sail with you.



Sailor Today

Your Unmissable Dose of Vitamin SEA

Kindly note that we do not charge to publish articles. The editorial content of this magazine is chosen on merit and is the prerogative of the Editor only, and no other external source.

EDITOR:
Capt Sunil Nangia

E-MAIL:
info@sailortoday.net

WEBSITE:
www.sailortoday.net

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.,
B-186, Okhla Indl Area, Ph-1, New Delhi 110 020. All rights reserved.
Reproduction in part of whole without permission of the editor is prohibited.

The publication serves as a canvas for diverse opinions; however, the responsibility for these views rests solely with the respective authors.

Sailor Today **Tv**

You can watch
on
www.sailortoday.in
or
Sailor Today
YouTube
Channel

From Editor's desk



Through Uncertain Waters

The sea has always tested courage, but today it is testing our endurance in ways we cannot ignore. In the Strait of Hormuz and the Red Sea, we find ourselves caught between duty and danger, navigating not just waters but uncertainty, tension, and silence from those ashore who depend on us the most. Recent fatalities are not distant news, they are our own, a stark reminder that every voyage now carries risks far beyond the elements.

We are not just crew, we are the pulse of global trade, yet too often invisible until crisis strikes. We sail through conflict zones, extended contracts, and growing mental strain, asking only for safety, fairness, and recognition. It is time for the industry and governments to stand with us, not in words but in decisive action.

And to those of us who did not make it back, your journey does not fade with the tide. You remain in every watch we stand, in every course we steady, and in every safe arrival we pray for. Your sacrifice will forever guide us forward.

FROM BRIDGE TO
BUNK, WE'VE GOT
YOU COVERED

YOUR WATCHKEEPER
ON AIR

INTERNATIONAL MARITIME RADIO
Sailor Today
YOUR UNMISSABLE DOSE OF VITAMIN SEA

DOWNLOAD NOW

Google Play
App Store

MAJ ENGAGES FUTURE LEGAL PROFESSIONALS ON MARITIME SUSTAINABILITY

The Maritime Authority of Jamaica (MAJ) is strengthening its efforts to engage the next generation of legal professionals on maritime sustainability, highlighting the vital role of shipping in Jamaica's economy and the legal responsibilities it entails.

This message was shared during a recent engagement with students and faculty at the Norman Manley Law School, where the Authority participated in the institution's Legal Aid Fair. With Jamaica heavily dependent on maritime imports, the MAJ emphasised that any failure to operate safely and responsibly would have serious consequences for the economy, public services, coastal communities and the marine environment.

Students were introduced to key sustainability principles in shipping, including pollution control, climate responsibility, safe and efficient trade, and the protection of seafarers' working conditions. These principles form part of Jamaica's obligations within the international maritime framework.

As Jamaica's focal point for both the International Maritime Organization and the International Labour Organization, the MAJ plays a central role in translating global standards into national law and practice. Its responsibilities include ship registration, seafarer certification, vessel inspections, pollution prevention, casualty investigations and legislative development, requiring close coordination across government and the legal sector.



Bertrand Smith, Director General of the MAJ, said shipping is critical to Jamaica's development but must be managed safely, responsibly and sustainably. He emphasised that for an island nation, unsafe practices or environmental damage have immediate and far-reaching impacts.

He added that a sustainable maritime sector depends on strong legal frameworks and the professionals who uphold them, highlighting the important role future lawyers will play in ensuring international standards are effectively implemented.

Navigating THE Mind @Sea

Part eight



Balanced Life

Over the past seven editions, our dialogue with Capt. Amresh has steadily deepened. What began as a discussion on managing stress at sea evolved into reflections on emotional balance, leadership composure and the practical value of meditation onboard.

Each part has revealed a simple but powerful truth. Seamanship is not only about charts, machinery and compliance. It is equally about the balance of life that sustains performance and the relationships that give meaning to it.

In this eighth instalment, the conversation moves from inner awareness to life balance. We explore the 4 Burner Theory of Life, not as a concept, but as a practical reality experienced by every seafarer across long voyages and demanding conditions. If earlier discussions were about steadying the vessel, this one is about balancing the life that sails it.

Capt. Nangia

Quiet Realisation

The conversation had already travelled far. From the outer ocean to the inner one. From leadership to consciousness. And now, almost naturally, it turned toward something every seafarer understands but rarely articulates.

Balance.

Not the kind written in manuals. But the kind lived, tested, and sometimes lost.

Capt. Amresh paused, as if choosing the right entry point into this part of the journey. What followed was not theory alone. It was reality. Simple. Direct. Unavoidable.



Global Engine

The world runs on ships.
More than 90% of global trade moves through the oceans.
But ships do not move on their own.
They move because seafarers leave behind their homes, families, comfort, and personal milestones, and take on the responsibility of keeping the world moving.
And while seafarers keep the world moving... sometimes their own life balance becomes difficult.

Four Burners

I would like to share a simple yet profound concept
The 4 Burner Theory of Life.
Imagine your life as a stove with four burners.
Each burner represents an essential part of life:
Health
Work
Family
Friends / Support System
We all want all four burners burning strongly.
But life teaches us something different.
To achieve success, we often increase the flame of one burner... and unknowingly reduce the others.

Sea Reality

For seafarers, this challenge is even more intense.
Long months at sea...
Distance from loved ones...
High responsibility...
Unpredictable working conditions...
And slowly, we begin to see:
Health gets compromised
Family connections weaken
Social life fades
Sometimes, without even realising it, only one burner work remains fully active.



Our world as a seafarer has a voice.

Sailor Today serving the maritime community since 1991.

Real stories, expert voices,
and issues that matter.

Tune in to

Sailor Today
INTERNATIONAL MARITIME RADIO



A Question

Let me share a small but deeply emotional story.

A seafarer returned home after a long contract of nearly 9 months.

He was excited... his family was waiting... and he imagined a warm welcome.

When he entered his home, his young daughter looked at him quietly.

She didn't run towards him. Instead, after a few moments, she asked a simple question:

"Papa... how many days are you staying this time?"

Pause.

That question hit him deeply.

Because in that moment, he realised something very painful.

For his child... his presence had become temporary.

He was no longer a constant in her life...

but someone who comes and goes.

That day, he understood something no training had ever taught him.

Success at work had come at a silent cost.

Unspoken Truth

This is the reality many seafarers live with.

Not visible.

Not spoken about often.

But deeply felt.



Rising Pressure

Now let me connect this to the present global situation.

Many of you are aware of the evolving geopolitical tensions around the Strait of Hormuz. This region is one of the most critical maritime chokepoints in the world.

It is strategically vital but also highly sensitive and unpredictable. For seafarers navigating through such regions, the challenges are not just operational. They are also:
Mental Emotional Psychological
You deal with: Continuous uncertainty Heightened alertness
Extended stress Safety concerns ect.

Inner Stability

In such situations, one thing becomes very important:

Inner stability.

And this is where the 4 Burner Theory becomes a leadership tool. It reminds us that even in the most demanding environments:

Health must not be ignored

Mental resilience must be strengthened

Family connections must be maintained, even from a distance

Crew bonding must be valued, because onboard, they become your support system

Because when the outside world is uncertain...

your inner balance becomes your greatest strength.

True Leadership

True leadership at sea is not only about managing ships, cargo, or operations.

It is also about managing oneself.

Great leaders do not switch off life's burners permanently.

They learn to adjust the flame wisely.

At sea, work may demand more attention. But that does not mean: Health should be neglected Relationships should fade Emotional wellbeing should suffer because leadership is not just about performance.

It is about sustaining that performance over time.

Self Reflection

Let me leave you with a simple reflection.

Ask yourself:

Which burner in my life is strongest today?

Which burner needs attention?

Which burner have I unknowingly ignored?

This awareness itself is the beginning of balance.

Ongoing Thought

Let me leave you with a simple but meaningful thought.

Ships may sail across oceans... but a meaningful life sails across relationships.

And real success is not when one burner burns the brightest.

Real success is when none of the burners go off.

Seafarers keep global trade moving.

But balance in life keeps the seafarer moving.

And perhaps, as we continue this journey together,

the real question is not just how far we travel...

but how well we stay balanced along the way.

Navigating life's fuel gauges at sunset



There are some voices in the maritime world that emerge not only from years at sea, but from a deep understanding of how that world is changing.

Capt. Pankaj Kumar, Master Mariner and Founder of Tech Helm Solutions, is one such voice. Drawing from command experience and research into digital behaviour, he examines a question many of us have felt quietly during our watches: What is constant connectivity doing to the seafarer's mind?

The ship was making 13 knots through a calm Arabian Sea night.

The radar was clean.

Traffic sparse.

Autopilot steady.

Yet, on the bridge, something felt... off.

Not a lookout scanning the horizon.

No quiet hum of awareness.

Just the glow of screens.

One officer scrolling.

Another replying to emails.

The Master glancing at his phone between position checks.

The sea was calm.

But the mind was not.

WHEN THE BRIDGE WENT SILENT

RECLAIMING THE SEAFARER'S MIND IN AN ALWAYS-CONNECTED WORLD



THE NEW WATCHKEEPER: NOTIFICATIONS

Once, a bridge watch meant discipline.

Eyes on horizon.

Ears on VHF.

Mind in the present.

Today, the modern watchkeeper stands alongside a silent intruder:

notifications.

As Capt. Kumar highlights, professionals now spend 6–12 hours daily on screens, fragmenting attention and accelerating fatigue .

At sea, that's not inconvenience.

That's risk.

WHEN THE BRIDGE WENT SILENT

DOPAMINE ON WATCH

Scrolling feels harmless during a quiet watch.
But beneath it, the brain is being conditioned.
Short-form content works on variable reward loops, triggering dopamine release and reinforcing compulsive engagement .
The outcome onboard:

- Reduced patience
- Irritability
- Restless thinking

Not the mindset for confined waters or critical decisions.

FATIGUE WITHOUT WEATHER

No storms.
No heavy seas.
Yet the mind is exhausted.
Capt. Kumar references findings showing mental fatigue rising up to 40% due to constant digital switching .
This is not physical fatigue.
This is cognitive overload.
And at sea, fatigue always finds a way to surface.

DECISION-MAKING UNDER STRAIN

Every notification is a micro-decision.
Reply? Ignore? Check?
Over time, this leads to decision fatigue, reducing clarity when it matters most .
And onboard a vessel, decisions are never trivial.

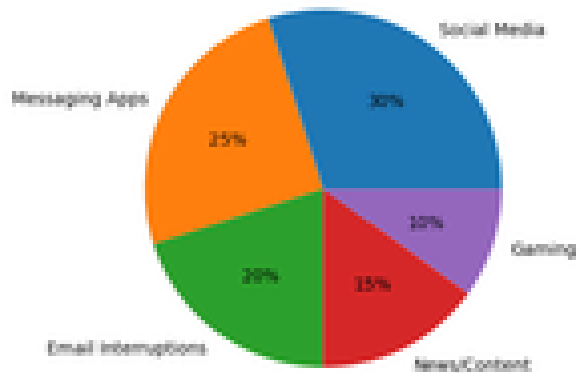
CONNECTED, YET ALONE

Ships are more connected than ever.
Wi-Fi.
Video calls.
Instant messaging.
Yet mess rooms grow quieter.
Capt. Kumar calls this “absent presence” — being physically there but mentally elsewhere .
The ocean hasn’t changed.
But the human connection onboard has.

AS DAWN BREAKS, THE HORIZON CLEARS. WATCH CHANGES. LOGS SIGNED. COURSE STEADY. BUT ONE QUESTION REMAINS: WHO IS REALLY IN CONTROL? THE OFFICER... OR THE ALGORITHM?

THE FINEST NAVIGATION SYSTEM ONBOARD IS STILL THE HUMAN MIND — AND IT MUST NEVER BE LEFT UNATTENDED.

Illustrative Workplace Digital Distraction Sources



THE HIDDEN OPERATIONAL RISK

In high-risk industries like shipping, distraction directly impacts safety.
Reduced situational awareness increases the probability of incidents .
At sea, small lapses escalate fast.

RECLAIMING THE HELM

This is not about rejecting technology.
As Capt. Kumar clearly emphasises, digital detox is about control, not withdrawal .
We don’t switch off radar.
We use it wisely.
The same applies to digital tools.

PRACTICAL ONBOARD RESET

Simple onboard practices can restore balance:

- Device-free bridge watches
- No-phone mess culture
- Scheduled digital time
- Screen-free sleep routines

Even stepping out on the bridge wing can reset cognitive clarity.
The sea still has that power.

ANCIENT DISCIPLINE, MODERN NEED

- Capt. Kumar points toward timeless practices: Controlled breathing (Pranayama)

Meditation Nature exposure. These are not luxuries. They are operational tools for clarity.

IRS Supports Atmanirbhar Maritime Vision

Maritime Safety and Defence Engagement

Indian Register of Shipping (IRS) reaffirmed its commitment to advancing marine safety, innovation and indigenous capability through a recent technical seminar conducted for the Indian Coast Guard. The initiative highlights IRS's continued focus on strengthening collaboration with key defence stakeholders.

Speaking on the occasion, Cdr K K Dhawan, Head Defence at the Indian Register of Shipping, emphasised the importance of deeper technical engagement with maritime defence forces. He noted that such seminars enable knowledge sharing, foster stronger partnerships and support the development of robust, future ready maritime systems.

“By conducting technical seminars for the Indian Coast Guard, IRS has demonstrated its commitment to strengthening engagement with defence stakeholders through classification, design appraisal and assurance services,” he said. Cdr Dhawan further highlighted that IRS's efforts are aligned with the national vision of Atmanirbhar Bharat, with a focus on enhancing indigenous capabilities. He underlined the organisation's role in supporting the development of self reliant maritime and defence assets that meet global benchmarks. The initiative reflects IRS's broader mission to contribute to a safer, more resilient maritime ecosystem while promoting innovation and technical excellence within India's maritime and defence sectors.



Where Ideas Power Voyages

By Pallavi Sehgal

Not through gauges or alarms, but through conversations, ideas and the collective experience of those who keep ships moving across oceans. At the Mumbai Cricket Association lawns in Bandra Kurla Complex, the Institute of Marine Engineers (India) Mumbai Branch, along with its Navi Mumbai and Gujarat Chapters, hosted its Annual Technical Seminar and Dinner. What unfolded was not just an event, but a reflection of where marine engineering stands today and where it is heading.



**On 27 February 2026,
the engines spoke
ashore.**

**A Seafarer's Evening
at the IME(I) Annual
Seminar and
Fellowship 2026**

Bridging Ship and Shore

The afternoon began with a technical seminar that felt less like a conference and more like a bridge between ship and shore.

Senior officials from the Directorate General of Shipping set the tone, grounding discussions in regulatory clarity while acknowledging the realities faced at sea. For those who have stood watch in engine rooms, it was reassuring to hear policy spoken in a language that recognized operational truth.



Conversations That Matter

The sessions moved seamlessly across topics that define the present maritime landscape. From newly enacted maritime Acts to ship recycling frameworks, from shipbuilding initiatives to financial support schemes, the discussions were comprehensive and relevant. These were not distant policy updates. They were the very rules that shape daily decisions onboard



“Regulations may begin ashore, but they are lived at sea.”

Technology Meets Experience

What stood out most was the quality of technical engagement. Speakers from across the industry brought perspectives that resonated deeply with seafarers. StormGeo introduced evolving performance advisory tools. Danelec highlighted the growing importance of data driven decision making. Representatives from The Great Eastern Shipping Company, The Shipping Corporation of India Ltd. and Anglo-Eastern Maritime Services brought in operational perspectives that connected technology with real world application.



Simplifying Compliance

The panel discussion titled Compliance Without Complexity became a natural high point. For engineers, compliance is not a checkbox. It is a continuous process, often managed under pressure and within constraints. The idea that smarter monitoring and integrated systems can simplify this burden resonated strongly with the audience.

“Efficiency is not about doing more. It is about doing it right, every time.”

The Power of Collaboration

Presiding over the seminar, Shri Kaushik Seal, President of IME(I), and Shri Sanjeev V. Mehra, Honorary Chairman of the Mumbai Branch, emphasised a message that echoed throughout the day. Collaboration is no longer optional. Regulators, technology providers and ship operators must move in alignment if the industry is to meet its evolving challenges.

Investing in the Future

The announcement of a Memorandum of Understanding between IME(I) and Indian Maritime University, Navi Mumbai Campus, added a forward looking dimension. Training the next generation is no longer confined to classrooms. It must integrate practical exposure, technological familiarity and professional mentorship.

Recognising Contribution

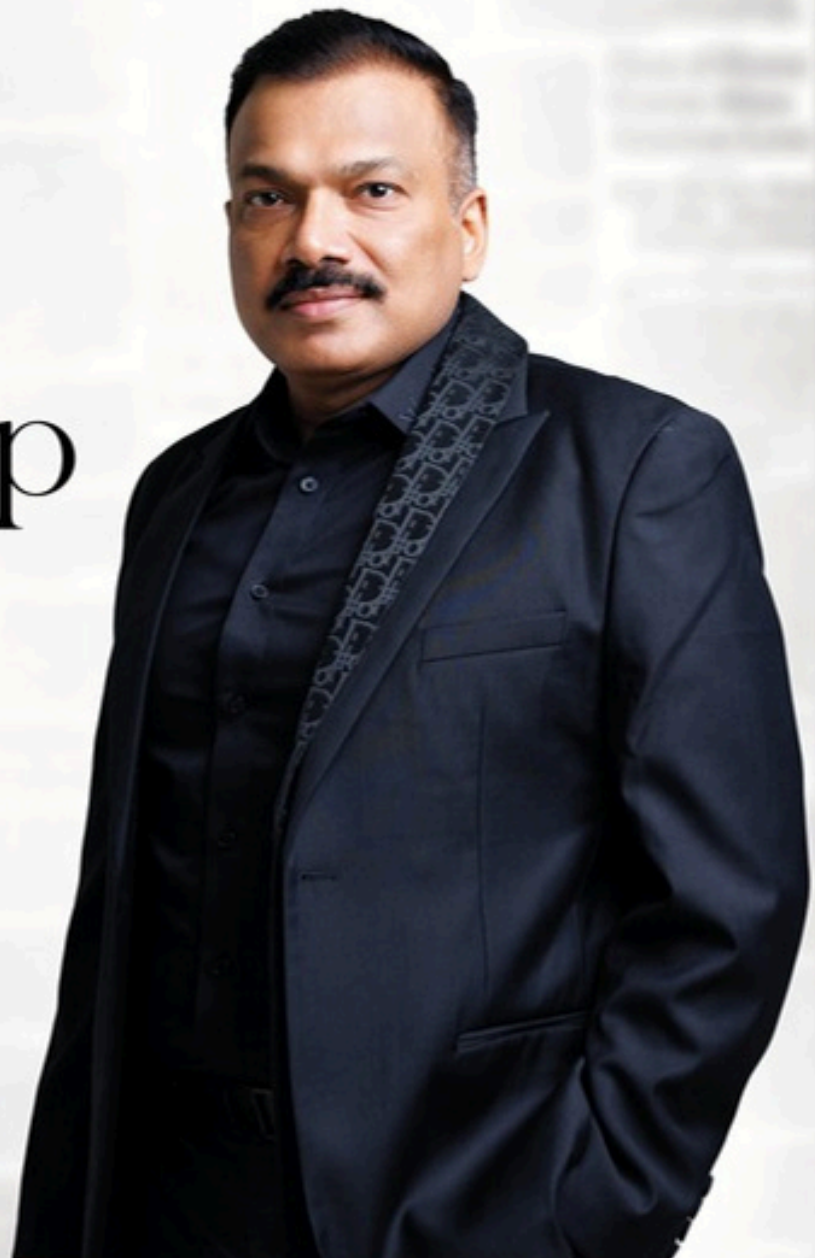
Recognition also found its place during the day. The Omkanath and Chunni Wazir Award presented to Mr. Naresh Nanda acknowledged contributions to the academic field, reminding everyone that strong foundations in learning continue to shape confident performance at sea.



FEATURED IN
THE WALL STREET JOURNAL.

**DISTINGUISHED
LEADERS 2026**

Captain
Pradeep
Singh



Antalya
by KARMA

Own a Property
in **Dubai**

Studio, 1, 2 & 3 BR Apartments
Dubai Sports City

starting from

\$ 200,000

Payment plan up to **8 years**
as low as **0.5% per month**
30-70 payment plan



Exceptional
ROI



Prime
Location



Over 25
Amenities



www.karmadevelopers.ae

From Seminar to Fellowship

As the sun set, the tone shifted.

The technical gave way to the personal. The seminar transitioned into the Annual Dinner and Fellowship Evening. Tables filled, conversations deepened and the atmosphere relaxed without losing its professional core.

A Distinguished Gathering

Distinguished dignitaries including Shri Shyam Jagannathan, Capt. B. K. Tyagi, Ms. Monica Ommundsen Nagelgaard, Consul General of Norway, and Shri P. K. Mishra of Indian Register of Shipping added stature to the evening. Yet, as always in maritime gatherings, it was the informal exchanges that carried the most meaning.

Stories That Bind

Young engineers spoke with seniors about career paths and technical challenges. Stories flowed easily. Some were about machinery failures that became lessons. Others were about voyages that tested both skill and patience. There was laughter, the kind that only comes from shared understanding.

A Visible Identity

And then, as at many such gatherings in recent years, there was a familiar sight.

Capt Nangia, editor and long standing advocate of maritime pride, was present in his full blues uniform. For eight years, he has consistently championed the idea that the uniform is not reserved only for ceremonial occasions. At the IME(I) function, his presence in blues stood quietly but firmly as a reminder of identity.



Pride That Inspires

On open lawns filled with professionals in evening attire, the uniform did not stand apart. It belonged. It sparked conversations, especially among younger officers, about pride, discipline and continuity. The message was simple. The maritime profession carries a legacy worth representing, visibly and confidently.

“Identity, when worn with conviction, inspires without words.”

Continuity in Change

As the evening progressed, one could sense the deeper purpose of the gathering. It was not just about knowledge exchange or networking. It was about continuity. About ensuring that as technology evolves, the values of responsibility, competence and professionalism remain unchanged.

The Final Reflection

For those at sea, managing machinery through long watches and unexpected breakdowns, such gatherings serve as a reminder. You are part of a larger fraternity. One that learns, adapts and supports.

The IME(I) Annual Seminar and Dinner 2026 was not just a date on the calendar. It was a reaffirmation that marine engineers remain at the heart of safe and efficient shipping. Because at the end of every voyage, beyond charts and schedules, beyond policies and platforms, it is the steady rhythm of the engine room that ensures the journey continues.

And that rhythm, as always, is in capable hands.





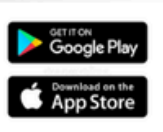
CONNECTING SEAFARERS SINCE 1991 

FROM MAGAZINE TO TV, FROM AWARDS TO AIRWAVES

**PRESENTING WORLD'S FIRST
MARITIME RADIO STATION**

**NOW ONE POWERFUL VOICE FOR SEAFARERS, SHORE TEAMS AND
MARITIME PROFESSIONALS WORLDWIDE.**

DOWNLOAD THE FREE APP



Fueling the Future at Sea



A PERSPECTIVE



It usually begins without warning.

Not an alarm. Not a blackout. Just a quiet line in the changeover plan, or a briefing before sailing:

“Next voyage, we’ll be running on methanol.”

For a moment, the engine room feels smaller.

The same steel, the same gauges, the same routines, but not quite the same ship anymore.

Because fuel, for a seafarer, is never just a line item. It is something you touch, monitor, trust and respond to without hesitation. And now, that familiarity is being rewritten.

The push to decarbonise has moved from conference rooms to control rooms. What once felt distant is now shaping real vessels, real voyages and real decisions.

Ashore, the choices are mapped out clearly. Methanol, ammonia, hydrogen, even nuclear. Each comes with its own pathway, cost structure and regulatory uncertainty.

At sea, those same choices arrive as procedures to learn, risks to understand and systems to trust.

When methanol enters the conversation, it often brings a sense of relief.

It behaves like a familiar fuel. Liquid at ambient conditions, no extreme pressures, no cryogenic storage. Engines are already running on it, and bunkering infrastructure exists in many ports.

For shipowners, this makes methanol a practical first step. Technology is available, supply chains are developing and the transition appears manageable.

But the compromise is clear.

Methanol carries barely half the energy of heavy fuel oil. To achieve the same range, the ship must carry significantly more fuel. Tanks expand, cargo space tightens and operational planning shifts.

There is also a quieter question.

Where did this methanol come from?

Because whether it is conventional, bio based or produced using captured carbon and renewable energy, the fuel behaves the same on board. Only its origin defines its environmental value.

If methanol feels like adaptation, ammonia feels like a step change.

On paper, ammonia is compelling. It contains no carbon and produces no CO₂ at the point of combustion.

But ammonia demands respect.

For seafarers, the risks are immediate. Toxicity is a constant concern. Even small concentrations can impair breathing, while higher exposure can be fatal. A spill is no longer just pollution but a direct hazard to life and the marine environment.

Handling ammonia is not new. It has been carried as cargo for decades. But using it as fuel brings that risk into daily ship operations.

For shipowners, the equation is equally complex. Zero carbon potential, but higher costs, evolving engine technology, additional safety systems and uncertain global acceptance.

It is a fuel that solves one problem while introducing another.

Hydrogen sits in almost every future roadmap.

Clean, efficient and abundant in theory.

In practice, it is far more challenging.

As a liquid, it requires extremely low temperatures. As a compressed gas, it demands significantly more storage space. Its molecules are small and difficult to contain, raising concerns about leakage and material integrity.

For shipowners, hydrogen represents long term potential tied to infrastructure that is still evolving.

For seafarers, it represents a fuel unlike anything handled before, requiring precision, awareness and new safety disciplines.

Then there is nuclear.

Quietly, it is returning to the conversation.

A fuel source where a small quantity can replace vast amounts of conventional fuel. No bunkering. No exhaust emissions during operation. Minimal intervention once running.

From a commercial perspective, it offers unmatched efficiency but comes with high capital cost, regulatory barriers and public acceptance challenges.

From an operational perspective, it changes the nature of shipboard life entirely.

No fuel transfers. No daily consumption concerns. A system that, in advanced forms, could operate for the entire life of a vessel.

Yet acceptance remains the biggest challenge.

What becomes clear is that no single fuel provides a complete solution.

Methanol offers familiarity with compromise.

Ammonia offers zero carbon with higher risk.

Hydrogen offers promise with complexity.

Nuclear offers scale with hesitation.

For shipowners, the challenge is to invest in solutions that remain viable over decades in an uncertain landscape.

For seafarers, the challenge is immediate.

To operate safely, adapt quickly and trust systems that are still evolving. Training, too, is evolving at the same pace, moving beyond classrooms to more accessible formats that reflect the realities of modern seafaring.

The transition is already underway.

It is visible in retrofit projects, newbuild designs and training programs being rewritten across the industry.

There will be no single replacement fuel. Instead, the future will be a mix, shaped by vessel type, trade routes and regional availability.

And through all of this, one truth remains.

A fuel is only as viable as the people who can safely use it at sea.

This perspective aligns with the vision of Capt. Manish Tyagi and U2 Marine Academy Foundation, reflecting extensive work in LNG bunkering, ship shore compatibility and seafarer training. In a significant step forward, U2 Marine (UK) has recently received approval from the Maritime and Coastguard Agency to deliver IGF Methanol (Basic) course online, becoming the first training centre to achieve this distinction. This milestone reinforces the need to make future fuel training more accessible, practical and aligned with the evolving demands of both seafarers and shipowners.

Insights in this article draw from industry references including the World Nuclear Association and the Ammonia Energy Association, reflecting the evolving landscape of marine fuels as the transition continues.



Marine Insurers Maintain Middle East Trade Support

Global marine insurers have reaffirmed their commitment to supporting trade across the Middle East, maintaining the availability of cargo, hull, liability and offshore energy cover despite rising geopolitical tensions.

Cargo insurers continue to facilitate trade flows through high-risk areas such as the Persian Gulf and Red Sea. While war risk pricing and policy structures have been adjusted, capacity remains strong. Flexible mechanisms, including cancellation and reassessment provisions, allow insurers to respond to rapidly changing conditions without reducing overall support. Operational challenges persist, with vessel rerouting, reduced traffic and port congestion increasing complexity. However, insurers are addressing these issues through tailored solutions and case-by-case underwriting to ensure continued cargo protection.

The hull insurance market remains stable, supported by strong freight demand. Although underwriting has become more selective, particularly around voyage-specific and aggregation risks, shipowners continue to access necessary cover.

In the offshore energy sector, capacity remains widely available despite increased volatility affecting infrastructure and supply chains. Insurers are adapting pricing and terms, but there has been no significant withdrawal of support.

Liability cover also remains intact. While some exposures are now assessed individually, protection through the International Group of P&I Clubs continues unchanged.

Overall, marine insurers have demonstrated resilience and adaptability, ensuring that essential trade in the region continues uninterrupted.



DGS Raises the Bar for Maritime Training

India's Directorate General of Shipping has issued DGS Order No. 3 of 2026, mandating a unified Comprehensive Inspection Programme (CIP) for all approved Maritime Training Institutes, effective 20 March 2026.

The order consolidates three previously separate inspection frameworks — covering Pre-Sea, Competency, and Modular courses — into a single harmonized process with standardized grading. Institutes will now be assessed on a six-tier scale from A1 (Excellent) to C2 (Poor), based on faculty, infrastructure, student outcomes, and shipboard placement records.

A key requirement is mandatory ISO 9001-certified Quality Management Systems, with certification from NABCB-accredited bodies.

Grades must be prominently displayed on institute websites and advertisements.

Inspections follow a three-year cycle conducted by DGS-authorized Recognized Organizations, with results publicly accessible through the DGS e-Governance portal.

The move signals Delhi's firm intent to align Indian maritime education with global STCW standards.

RE -IMAGINING MARITIME COMPETENCE

RISQ Series | Article 27
Author: Capt. Robert Vaz, Chief
Operating Officer, Navguide Solutions

The vital role of a Safety Officer

Just a fortnight ago, around 16th March, the 2026 edition of the Code of Safe Working Practices for Merchant Seafarers (COWP) was released. My thoughts went back to the days when I was an officer onboard, and how I always referred to the COSWP for my doubts onboard and used it much more when preparing for my certificate of competency exams.

While going through the new edition, I reached Chapter 13, Safety officials, and the section on Safety Officer.

Again, I was reminiscing about my role as a Safety Officer on board. I really took a lot of pride in this job, as I felt I was the bridge between the policy and the actual implementation on board. Several decades later, I still feel that “Safety officer” is more than just a rank or title.

Before returning to the Industry reality of the safety officer, I would like to summarise some core roles.

- Safety at work: monitor how various jobs are done onboard, ensure safety practices are followed, check if PPE is worn and complies with company procedures. If you observe something wrong, stop immediately, correct it, make a note, and provide additional training to prevent it from happening again with other crew members.

- Safe workplace including ergonomics: This is a very important aspect of the inspection, and it involves the environment, lighting, housekeeping, access, distractions, location of alarms, and trips, etc. Basically, we need to look out for unsafe conditions that may lead to unsafe acts, especially if there is a means for seafarers to take shortcuts. As safety officers, we must monitor these external conditions, as well as disposition, construction, and design. We should make note and resend them to the Master for further assessment.

Personnel protective equipment: I must note a visible shift, and most of the younger seafarers do wear PPE. Yes, there are some exceptions, but that’s where awareness, coaching, mentoring, and training come into play as a safety officer



Re -Imagining Maritime Competence

Safety induction and familiarisation: This is a vital part and sets the foundation. When a new seafarer joins the vessel, they must undergo safety induction and familiarisation. If this is done thoroughly, with meaning and depth, new seafarers quickly understand ● and become committed. However, if induction and familiarisation are merely a tick-box exercise and the signing of documents, it's like giving new seafarers a free pass to do what they want, and safety becomes lax on board.

So yes, the safety officer plays a vital role as an inspector, safety coach, and safety mentor; he/she must never stop looking for unsafe acts or unsafe conditions. They must persist in their endeavours, even if that means pushing senior management or managers to deliver PPE, safety supplies, or to change, implement, or modify procedures to enhance safety.

Having said that, with the new Sire 2.0 regime in place, a Safety Officer can also be very vulnerable; see section 5.8 Area Safety Inspection.

Q 5.8.1 Safety Inspection of main deck areas

Q 5.8.2 Safety Inspection of machinery spaces

Q 5.8.3 Safety Inspection of cargo pumproom

Q 5.8.4 Safety Inspection of cargo machinery rooms

Q 5.8.5 Safety Inspection of the forecastle

Q 5.8.6 Safety Inspection of the accommodation

Q 5.8.7 Safety inspection of ballast/ bunker pumproom

Absolutely agree that safety inspections are very important to ensure safe practises, check safe working conditions, ensure crew wear PPE, and ensure designated operations are carried out in accordance with the company procedures.

However, when you look at the SIRE reports, you often find that many defects you find on deck, in the engine room, in the accommodation, in the galley, or on the forecastle are very easily put under section 5.8, i.e., Safety inspections.

Most of the findings, even those with minimal weightage, will be interpreted as “The designated safety officer did not conduct the safety inspection as required” because the Safety Officer did not identify issues, such as a defective pressure gauge, a corroded pipe, or remarks related to mooring lines. Any defect in these areas could be considered a failure by the safety officer to identify the finding.

I am very sure that every Safety Officer carries out their duties and safety inspections with utmost care and diligence; however, indirectly blaming the safety officer for not conducting the safety inspection properly, as a result of which findings were identified during a Sire inspection, is also unfair to the Safety Officer.

I believe it is each crew member's collective responsibility to report immediately if they find something wrong, broken, missing, damaged, or incorrect, without waiting for the Chief Officer or Safety Officer to notice it during the safety inspection. Sometimes, crew members note down critical findings but do not report them immediately; instead, they report them during a safety meeting and seek acknowledgement and praise from the entire ship staff. However, what if a crew member gets injured or the ship is detained because of that finding? Therefore, it's very important for the ship staff to work as a cohesive unit and ensure safety compliance by effectively assisting the Safety Officer. Honestly, I feel each crew member is a Safety Officer; they must always look out for each other. If they think something is incorrect or unsafe, they must stop the job, as safety is everyone's responsibility.



Re -Imagining Maritime Competence

Conclusion

As Safety Officers, we must always work to increase crew safety awareness, remain alert to potential hazards to crew health and safety, and continually motivate and encourage crew members to adopt safety as a way of life. Never hesitate to stop a task if necessary, and naturally influence the mindset of all seafarers onboard so that safety procedures become their instinct or second nature. Safety Officers must also listen to crew members, regularly assess their safety awareness, and conduct training, coaching, or refresher sessions as needed. Furthermore, third-party inspectors should not use these sections for convenience or attribute every finding to a safety inspection, just because they are unsure which question number to put that finding under.

Safety is everyone's responsibility; let's work together to keep our ship and crew safe.

Safety should not just be a slogan; it should be a way of life. Bon voyage.



WE ARE HIRING

EXCELLENT OPPORTUNITIES TO JOIN MSC CRUISES

DECK & ENGINE

- 1st Engineer
- 2nd Engineer
- A.W.T. Engine Officer
- Asst. I.T. Systems Manager
- Asst. Technical Inventory Officer
- I.T. Systems Manager
- Technical Inventory Officer
- Asst. Electrician
- Asst. Fitter Mechanic
- Asst. Refrigeration Tech.
- Fitter Mechanic
- Plumber

Register Yourself

Candidates having Cruise experience will be an advantage

All recruitment is free.
We have NO AGENTS acting on behalf of the Company.
Be aware of fraudulent job offers misusing our name and report immediately to us.
Only shortlisted Candidates will be invited for interview by appointment in person.

MSC MSC CREWING SERVICES PVT. LTD.
License No: RP/SL-MUM-002 Valid Till: 11/11/2026



Sailor Today
INTERNATIONAL MARITIME RADIO

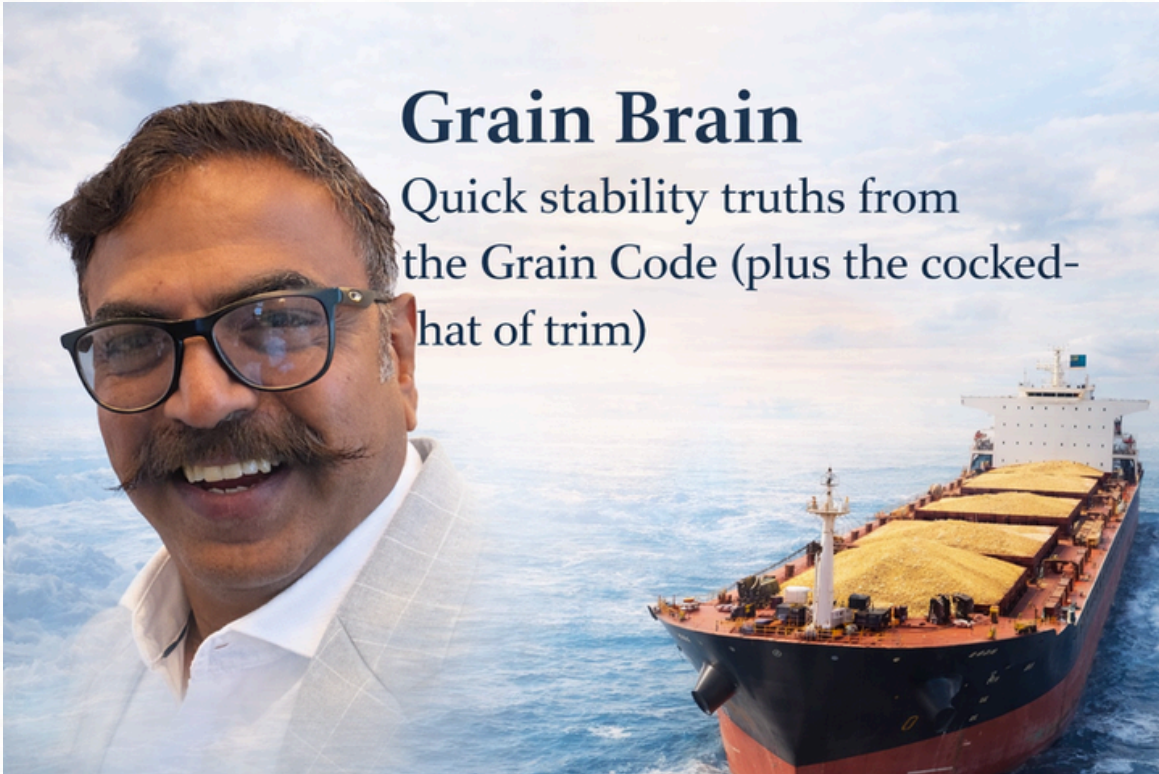
In Conversation With
is the flagship talk show of Sailor Today International Maritime Radio, the world's first dedicated international maritime radio station.

Launched in April 2024, the series brings listeners exclusive, in-depth conversations with some of the most respected voices in global shipping. From master mariners and chief engineers to trainers, innovators, and industry leaders, each episode goes beyond headlines to share real experiences, practical insights, and career wisdom.

Broadcast exclusively on the Sailor Today Maritime Radio app
Download the Sailor Today Maritime Radio app

Download the Sailor Today Maritime Radio app

GET IT ON Google Play | Download on the App Store



Grain Brain

Quick stability truths from the Grain Code (plus the cocked-hat of trim)

It was 01:47 and the ship was doing that gentle nighttime roll which makes your coffee slide across the chart table like it has its own watchkeeping certificate. On the bridge of MV Wheat Whisperer, the Second Officer stared at the loading computer with the same respect one reserves for a wild animal: admiration, caution, and the clear understanding that it might bite.

Down below, the holds were full of grain, wheat, the global comfort food, quiet, golden, and apparently harmless. The sort of cargo that looks like it should come with a warm blanket and a recipe book.

But every seafarer knows the truth: grain is sweet only in a bakery. At sea, grain is a philosopher with opinions about stability. It has the ability to shift, settle, breathe, heat, and occasionally rearrange your ship's upright dignity if you treat it casually.

Welcome to Grain Brain, a bedtime story that keeps you entertained while your inner naval architect whispers: "Check the heeling moments

Grain: The Only Cargo That Can Move Without Asking Permission

Let's start with the one reality that makes grain special under the International Grain Code: grain behaves like a solid... until it doesn't.

Most bulk cargoes are honest. Coal sits. Ore sits. Fertiliser sits and judges you silently.

Grain, however, has a secret hobby: it flows. Not like water, but enough that when the ship rolls, the top layer can shift. And when the top layer shifts, your stability doesn't just change, it negotiates with gravity.

That's why the Grain Code exists. It's basically IMO saying:

"We love bread. We also love ships not falling over. Please calculate before sailing."

The First Truth: Grain Free Surface Is Like Free Surface... But Sneakier

Everyone understands free surface effect in tanks: sloshing liquid reduces GM. Grain behaves similarly at the surface of the cargo, particularly in partly filled holds or when the grain isn't properly trimmed.



Think of it as liquid cosplay.
Grain on top can shift sideways during rolling.
That shift creates a heeling moment.
That heeling moment steals your righting arm, like a pickpocket in the dark.
So the Grain Code doesn't just want you to load grain.
It wants you to load it like you mean it, with proper trimming and correct stability calculations.



The Second Truth: Trimming Is Not Aesthetic, It's Survival

Think of it as liquid cosplay.

Grain on top can shift sideways during rolling.
That shift creates a heeling moment.

That heeling moment steals your righting arm, like a pickpocket in the dark.

So the Grain Code doesn't just want you to load grain. It wants you to load it like you mean it, with proper trimming and correct stability calculations. When stevedores say, "Trim complete," they often mean:

"We made it look nice from the hatch coaming."

The ship, however, wants trimming to mean:

"We reduced the risk of grain shift and ensured the surface is stable."

In grain speak, trim is not "decorate the hold." It is the difference between:

- a ship that rolls politely, and
- a ship that rolls once and decides to stay there.

Practical trimming truths

Full holds are happier than partly filled holds.

If you must sail with partially filled holds, you need grain stability documentation to show it's safe.

Deep troughs, uneven peaks, or "mountains" invite shifting.

Your goal is: no easy path for grain to move sideways.\

The Cocked-Hat of Trim: When Your Loading Plan Looks Like a Bad Survey Fix

Now we come to the famous bedtime monster: the cocked hat.

You know the cocked hat from navigation: three position lines that should intersect but instead form a triangle of embarrassment. The ship is "somewhere inside," and the officer is "somewhere near panic."

Well, grain has its own cocked hat, created when:

- hold trimming is uneven,
- cargo surface slopes inconsistently,
- and your stability assumptions don't match reality.

Instead of a triangle on the chart, you get a triangle in your stomach.

Signs your trim is becoming a cocked hat:

- The surface is sloped port-to-starboard across a hold.
- One end is higher than the other like a ski jump.
- Stevedores say "it will settle," which is their version of "trust me, bro."

Yes, it will settle. But it may settle after the ship has already developed a list.

The Third Truth: The Grain Code Is Basically "Math + Humility"

The Grain Code requires you to ensure the vessel meets stability criteria considering grain shift. This usually involves:

- GM limits
- allowable heeling moments
- righting arm curves
- angle of heel after assumed grain shift

Now, seafarers often say:

"Chief Officer does stability. I do coffee."

But in grain cargoes, every deck officer should understand the basics, because if you have a stability issue at sea, the solution is never:

"Let's ask the loading computer nicely."

The solution is:

"Let's hope the ship still respects physics."



Quick Stability Truths (Without Turning You into a Naval Architect)

Here are the seafarer-friendly truths that the Grain Code quietly insists on:

üTruth 1: A ship can have “positive GM” and still be unsafe
Yes. GM alone is not the whole story. Grain shift can eat into your righting energy.

üTruth 2: Slack holds are the mischief-makers
Partly filled holds allow grain movement. Full holds reduce shifting tendency.

üTruth 3: Improper trimming is a stability defect
Not “cosmetic.” Not “optional.” It’s a direct safety issue.

üTruth 4: Stability must be based on actual loading condition
Not last voyage. Not “typical wheat.” Not “about this draft.” Actual.

üTruth 5: Grain shift assumptions are conservative, because the sea is not

The Code assumes worst-case movement because ships don’t get to redo mistakes mid-ocean.



The Dummy Case of “Captain Croissant” (A Tale of Overconfidence)

Let’s introduce a fictional hero: Captain Croissant, Master of MV Flour Power.

He was cheerful, experienced, and dangerously confident in two phrases:

“Grain always behaves.”

“She has never listed before.”

At a load port, stevedores did a fast job. Holds were mostly trimmed. There were a couple of high ridges, a few valleys, and one hold that looked like a desert dune.

Chief Officer asked for extra trimming.

Terminal said, “No time.”

Charterer said, “Sail now.”

Captain Croissant said, “We’ll be fine.”

Two days later, heavy rolling began. The grain in the dune-shaped hold shifted slightly, not dramatically, just enough to create a small list.

Now here’s the comedy:

The ship didn’t capsize. It simply developed a permanent lean like an old sailor at a bar.

Crew tried ballast adjustments. That helped a bit. But the underlying issue remained: grain shift + poor trim.

When they arrived, the survey report read like a polite slap:

“Cargo not properly trimmed as per Grain Code.”

“Stability margins reduced.”

“Operational risk unnecessarily increased.”

Captain Croissant learned a universal lesson:

The sea does not care about your confidence. It only respects your calculations.

How to Keep Grain Happy (Seafarer’s Practical Dos)

ü DO: Treat grain loading as stability-critical, not routine

o Grain is not “easy cargo.” It’s “easy until it isn’t.”

ü DO: Ensure proper trimming, especially in partly filled holds

o If a hold is partly filled, insist on the required measures, shifting boards, feeders, or other approved arrangements.

ü DO: Cross-check stability calculations with reality

o Draft survey matches loading plan

o GM / KG values make sense

o Ballast condition is correct

o Trim is within acceptable range

ü DO: Keep good records

Grain documents, loading plan, trimming statements, these are not paperwork. They are your legal shield.

ü DO: Monitor the voyage

If heavy weather is forecast, consider:

o course/speed adjustments to reduce rolling

o ballast optimization (within safe limits)

o extra watch on list/trim changes



And the Don'ts (The Ones That Create Legends)

- oDON'T accept "close enough" trimming
- If you can see slopes and valleys, the grain can too.
- oDON'T sail with slack holds without proper compliance measures
- Slack holds are the birthplace of grain shift.
- oDON'T believe "it will settle" is a stability plan
- Settling is a natural process. So is capsizing.
- oDON'T let schedule pressure override safety

Grain incidents are rarely sudden movie scenes. They are usually slow-motion stories:

- small compromises,
- rushed trimming,
- tight schedules,
- optimistic assumptions,
- and then a night of rolling that makes the ship lean with regret.

The Grain Code is not there to punish seafarers. It's there because grain has a personality, and that personality is:

"I will behave... as long as you treat me properly."

So before you sleep tonight, remember:

- Trim is stability.
- Slack holds are trouble.
- GM is not a magic shield.
- A cocked hat of trim is a warning sign, not a decoration.

The Grain Code is your friend, because physics is not.

And when someone says, "Grain is easy cargo," just smile like a wise old mariner and reply:

"Yes... easy to load, easy to underestimate, and easy to explain in court, if you enjoy court."

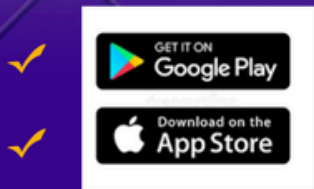


The Bedtime Moral Grain Ships Don't Sink in One Dramatic Moment, They Drift into Risk



COME IN PLEASE OVER!

DOWNLOAD THE FREE APP NOW



**THE WORLD'S FIRST
DEDICATED
INTERNATIONAL
MARITIME RADIO
STATION.**



SAILOR TODAY INTERNATIONAL MARITIME RADIO

You Are the Strength That Keeps India Going

— A message to every seafarer out at sea —

Out there, where the sea feels heavier and every horizon carries uncertainty — you continue to sail.

You move through waters that demand more than skill. They demand resolve. Each watch you keep, each course you hold, unfolds against a tension few ashore truly understand. Yet you remain steady. Bridge to engine room, watch to watch, without hesitation.

What you carry is not just cargo. It is the quiet continuity of life ashore. Kitchens stay lit. Industries keep turning. A nation keeps moving — because you do not falter.

We know these are not ordinary voyages. We know the weight of the silence between calls home. We know the moments that test you in ways no training manual ever prepared you for.

This is not simply appreciation. It is recognition.

From every voice ashore, and from this magazine that has always called you its own — we stand with you.

**Because right now, you are more than seafarers.
You are the strength that keeps India going.**





Work with an **Ownership Company**

MSC offers the best terms & conditions, internet on board, Indian food, one of the best round the year medical insurance scheme in the industry and a safe environment to work.

Make a change for the Better!!

Required C/E, 2/E, ETO for ME / RT FLEX Engine & Gas Engineer for LNG dual fuel class vessels

Required Master, C/O for large container vessels 9000 to 24000 TEU

Required 2/O, 3/O, 3/E & 4/E for container vessels

JOIN MERCHANT NAVY

MSC CREWING SERVICES PVT. LTD. INDIA is the holder of many prestigious awards within the shipping industry for more than a Decade in the category of

Best Ship Manager / Caring Company of the Year / Green Company of the Year & Best Foreign Employer for Indian Seafarers

Registration Starts
23rd March 2026
to 22nd April 2026

Exam Dates
27th / 28th / 29th / 30th April
1st / 2nd / 3rd May 2026

IMU CET exam - 24th May 2026
Last date to register for IMU -CET – 24th Apr 2026

Applications will be open for both MALE & FEMALE Candidates.
The written exam will be conducted ONLINE WITH REMOTE PROCTORING.
Eligibility – 12th PCM marks NOT LESS than 65% & in English 50%.
Both eyesight 6/6 without visual aids (For Deck Cadet) & No colour blindness
Candidates awaiting 12th result can apply.
Age criteria as mentioned on website.



For more information: Please visit our website:
<https://www.msccs.com/india/cadets/>

CIN No: U63090MH2005PTC151320

New Delhi - Tel: +91 11 43017707/08/09
Chennai - Tel: +91 44 40155305/06/07
Patna - Tel: +91 612 3504766/67/68

Email : in001-delhi@msc.com
Email : in001-chennai@msc.com
Email : in001-patna@msc.com

Cochin - Tel: +91 484 4039010/9011 Email: in001-cochin@msc.com
Kolkata - Tel: +91 33 40393402/03/08 Email: in001-kolkata@msc.com