

A man with a mustache and glasses, wearing a dark suit, a red tie, and a colorful pocket square, is dancing and smiling. He is wearing a watch on his left wrist. In the background, a woman with blonde hair is also dancing. The scene is a lively party with other people visible in the background.

Sailor Today

RNI 53380/91 November 2025

your unmissable dose of vitaminSEA

MARINERS WITE 2025

A Night Carved in Rhythm,
Memory and Maritime Spirit

The New Face of India's Maritime Workforce

Sailor Today

Your Unmissable Dose of Vitamin SEA

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HIGHLIGHTS OF THE ISSUE

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The New Face of India's Maritime Workforce



Decarbonisation@sea



Navigating the Mind at Sea

By Capt Sunil Nangia

Part four



The Three Bodies and the Ocean Within



The Horizon in the Window

The coffee between us had gone lukewarm. Beyond the office window, the horizon stretched like a long blue breath, patient and unbroken. The sea has that strange gift of reminding us how small we are in the physical world and how limitless we can be in the inner one.

Capt. Amresh sat across from me, his fingers lightly touching the cup as if balancing an idea. He was about to lead me deeper into the architecture of consciousness when there was a soft knock on the door.

A staff member entered and placed a folder on the table.

The Folder That Changed the Conversation

I glanced at the heading on the document. Application for Admission: LL.B Program I looked up at him, genuinely surprised. "At this stage? Why law?"

He did not laugh or brush it aside. He answered with the simplicity and gravity of someone who knows exactly why he does what he does.

"Learning should never stop. And we must keep challenging ourselves."

The room grew still.



"True leadership is not only navigating vessels or running companies. It is understanding the legal and human foundations behind every decision in global shipping."



He explained that this law degree was not a career shift but a deeper commitment to the maritime community. "I want to advocate for seafarers, strengthen safety culture, and contribute experience driven insights to policy. Leadership requires legal clarity and ethical conviction." There was steel in his voice, but also humility.

**"Growth has
no finish
line."**



He hoped his choice would inspire the next generation of mariners to think beyond their boundaries, dream boldly, and lead with competence and compassion.

The Conversation Returns Inward

The horizon outside held steady, as though listening. He leaned back, and with the same ease with which he spoke of law, he moved into consciousness studies. It felt natural. Seamless. Because now I understood that his interest in consciousness was not academic. It was lived.

The Study of Consciousness

He spoke of philosophers who questioned the nature of mind. Descartes. Kant. Then the rise of neuropsychology, cognitive science, and the new frontiers of contemplative neuroscience.

He described Integrated Information Theory and Global Workspace Theory using metaphors that sounded almost nautical. Awareness as the joining of many lights. Attention as a bridge. Self reflection as a watchkeeper's lookout. Scientific insights blended into Eastern wisdom. Vedanta's Chit, the primordial consciousness. Patanjali's call to still the mind. The Upanishadic view of Brahman as infinite.

Heartfulness entered the conversation gently, as if it had always been waiting. Transmission. Cleaning. The subtle body. The causal stillness. The soul point where silence begins.

He described the resistance of the mind, how the first inner shift feels like moving houses or cities or galaxies. How that discomfort is the first test. The first gate of evolution.

"But once you cross it," he said softly, "you enter the peace of the soul point."

His words made the room feel lighter, as if the air itself had exhaled.

Where Law Meets Consciousness

Somewhere between the discussion on the brain's default mode network and the spiritual heart's currents, I realized something important.

His decision to study law was not separate from his study of consciousness. They were two parts of the same arc.

A person who understands the inner mechanisms of human nature naturally seeks to understand the outer mechanisms of justice, fairness, and structure.

A captain who has navigated oceans now seeks to navigate complex legal waters for the sake of his people.

A leader who studies consciousness to understand the soul now studies law to protect the human being.

The coffee had cooled, but the conversation had grown warm. The kind of warm that leaves an imprint long after the words settle.

As the horizon dimmed into early evening light, it became clear.

The greatest voyage is not outward. It is inward.

And the bravest leaders keep sailing.

The Horizon Within

Capt. Amresh's journey from ship bridges to corporate boardrooms, from meditation halls to a law classroom, is not a career path. It is a philosophy.

A reminder to the maritime world that careers are not ladders. They are horizons. Wide. Expansive. Waiting.

And those who choose to grow, even after reaching great heights, expand the horizon for everyone who follows.

ZEN TECHNOLOGIES FULLY ACQUIRES ARI

Zen Technologies Limited has completed the acquisition of the remaining 24 percent stake in Applied Research International Private Limited, making it a wholly owned subsidiary. The move expands Zen's simulation capabilities into naval and marine domains and strengthens its position as a leading Indian defence technology company. With full ownership, Zen can now offer integrated, multi-domain simulation and training solutions for the Army, Navy and Air Force, supporting India's push for advanced, indigenous defence technologies and greater operational readiness.



Ashok Atluri, Chairman and Managing Director of Zen Technologies, said: "The completion of this acquisition marks a significant step in Zen Technologies' journey toward building a comprehensive simulation portfolio across the defense spectrum.



By integrating Applied Research International Private Limited's maritime expertise, Zen expands its reach from land to sea, strengthening its ability to deliver integrated, multi-service simulation and training solutions. The move supports ARI's growth in the marine market and enhances Zen's competitiveness for larger contracts in India and abroad, while positioning the company for future expansion into air-domain simulations.



Sailing Into Tomorrow

The New Face of India's
Maritime Workforce

A Feature Inspired by India Maritime
Week 2025

IMW 2025 shifted the maritime
conversation from machinery and mega-
infrastructure to something far more
powerful- people.





THE HUMAN TIDE

THE ENTRANCE HALL OF THE NESCO BOMBAY EXHIBITION CENTER, THE HUB OF INDIA MARITIME WEEK 2025, CARRIED A RENEWED ENERGY. YOUNG CADETS, SEASONED MASTERS, SHIPPING LEADERS, EDUCATORS AND INNOVATORS MOVED WITH PURPOSE. WHAT STOOD OUT MOST WERE THE UNIFORMS — CRISP WHITES, FULL BLUES AND GLEAMING EPAULETS WORN WITH PRIDE. AT A TIME WHEN THE INDUSTRY WORRIES ABOUT LOSING ITS IDENTITY IN THE DIGITAL AGE, IMW 2025 PROVED THE UNIFORM STILL CARRIES WEIGHT. AMONG THE CROWD WAS CAPT. SUNIL NANGIA, EDITOR OF SAILOR TODAY, LEADING FROM THE FRONT WITH THE QUIET CONFIDENCE YEARS AT SEA INSTILL AND SETTING AN EXAMPLE MANY YOUNG OFFICERS CONTINUE TO FOLLOW.





WOMEN IN MARITIME

The Rising Tide of Women at Sea

For decades, seafaring carried the reputation of being “a man’s world.” This year at NESCO, that perception finally cracked—beautifully and definitively.

A pivotal moment arrived when Captain Naomi Matsushita of MOL addressed the hall:

“This gathering is more than just a conference. It is a movement – one that is charting a more inclusive future for maritime, not just in India, but around the world.” — Capt. Naomi Matsushita, MOL

Her words landed with weight—real, undeniable, overdue.

In the crowd, a young Indian woman cadet whispered to her friend:

“My knees shook the first time I stepped on the gangway. But every woman before me gave me the courage to walk forward.” IMW 2025 didn’t just acknowledge women. It celebrated them. It spotlighted them. It learned from them.

Numbers Behind the Shift

- Registered Indian women seafarers have grown exponentially over the last few years.
 - The rise reflects a global shift toward more inclusive maritime workforces.
- Training institutes now report up to 10–20% female cadet intake in some batches.



FUTURE SKILLS

Seafarers 2.0: Training for Ships That Don't Yet Exist

Across the exhibition halls, the hum of conversation was filled with words that didn't exist in maritime training two decades ago: AI navigation. Digital twins.

Autonomous systems. Alternative fuels. Cyber-secure bridges.

A maritime HR leader captured the moment perfectly:

“We're not preparing seafarers for today's ships—we're preparing them for ships that don't even exist yet.”

At IMW, the skills of the future were everywhere:



Future Skill Map

- E-navigation competency
- Smart-bridge operations
- Cybersecurity readiness
- Alternative fuel systems (LNG, methanol, ammonia)
- Data analysis for voyage optimisation
- AI-led decision support
- VR/AR emergency drills

And yet, amidst digital simulations and futuristic tech, an old-school chief engineer smiled and said:

“Technology may measure the wave height—but experience tells you when to trust your gut.”

This balance—between tradition and innovation—is maritime's greatest strength.



WELLBEING & MENTAL HEALTH

A More Human Workforce

One of the most emotional themes at IMW 2025 was the candid shift toward seafarer wellbeing. Not compliance checklists. Not paperwork. But real conversations about:

Long contracts

Months of isolation

Mental health struggles

Re-entry stress after signing off

Family separation

Emotional fatigue from nonstop responsibility

A master mariner expressed what many feel but rarely say aloud:

“Storms are loud. Loneliness is silent. We must address both.”

Training centres, companies, and welfare organisations unveiled:

Mentorship networks

Tele-counselling

Peer-support circles

Mental-health-first-aid training



“Wellbeing is not a luxury. It’s a lifeline.”

TRAINING EVOLUTION

A Classroom Reinvented

The training pavilion at NESCO resembled a sci-fi set more than a maritime school:

VR-based engine room fires

AR navigational challenges

AI-enabled bridge simulations

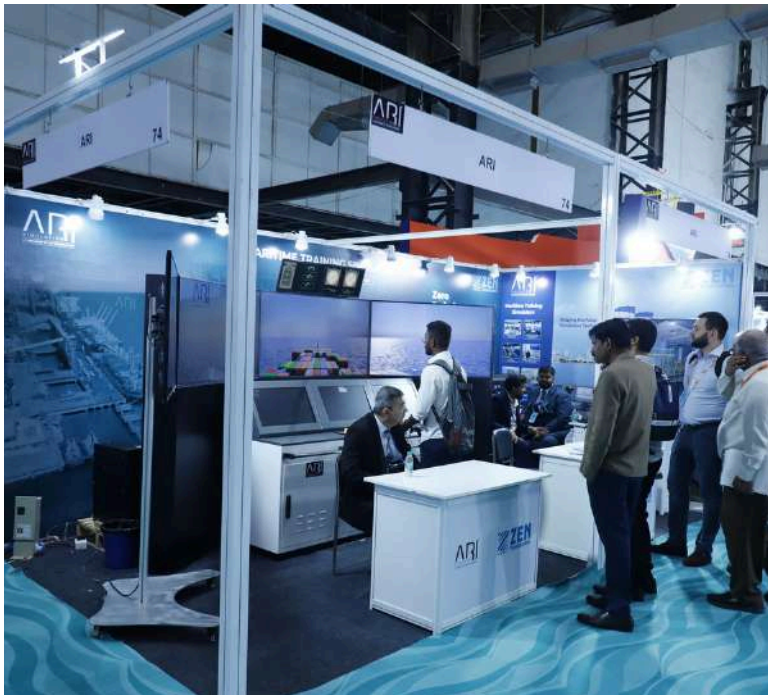
Digitalised maintenance drills

Smart-engine monitoring systems

A senior maritime educator summed up the transformation:

“The cadets in our classrooms today will manage ships greener, smarter, and more connected than anything we’ve seen.”

Seafaring isn’t old-fashioned. It’s evolving—faster than ever.



FEATURE SESSION

The Session That Brought It All Together

“Seafarers of the Future: Building a Modern Maritime Workforce”

Moderated by Capt. M. P. Bhasin



The session masterfully wove together the core currents running through India Maritime Week 2025 diversity, technology, future skills, leadership, and human resilience. Each perspective added another layer to a conversation that felt both urgent and hopeful, reflecting an industry preparing for transformation without losing its heritage.

It was here that **Capt. M. P. Bhasin** offered a line that drew instinctive nods across the room:

“The future mariner must be comfortable with innovation but anchored in the eternal principles of seamanship.”

Those words became the heartbeat of the discussion. They captured IMW 2025’s defining character: a sector stepping boldly into an age of AI, automation, and alternative fuels while fiercely preserving the timeless values that have guided generations at sea judgement, instinct, courage, and respect for the ocean.

IMW 2025 made one truth clear: the future of seafaring is not a departure from tradition, but its evolution.

The Dual Spirit of IMW 2025

By the time the session concluded, it was clear why it struck such a chord.

IMW 2025 was not just about new technologies, policies, or global metrics. It was about ensuring that as the world races toward cleaner fuels, smarter ships, and digital oceans, the seafarer remains at the centre of the narrative.



INDIA'S NATIONAL MARITIME PUSH

The National Maritime Moment

As the week progressed, a strong narrative emerged: India isn't just participating in the maritime future—it's shaping it.

India's Seafaring Boom

Prime Minister Narendra Modi's message echoed across the venue:

"The number of Indian seafarers has increased from 1.25 lakh to over 3 lakh in the past decade." — PM Narendra Modi

Union Minister Sarbananda Sonowal reinforced India's global standing:

"India is now among the top three suppliers of seafarers to the world." — Sarbananda Sonowal

The rise of women seafarers was highlighted as a national milestone.

India Maritime Week 2025 in Numbers

100+ participating countries

+ exhibitors

+ thematic sessions

from the entire global maritime ecosystem

IMW 2025 was not a mere exhibition. It was a declaration of India's maritime intent.

The Spirit That Cannot Be Automated

As the final lights dimmed at NESCO and attendees stepped into the Mumbai night, one truth felt clearer than ever:

Ships may evolve. Routes may change. Operations may digitise.

But the maritime world will always run on courage, resilience, and the human heartbeat of the seafarer.

A retired chief engineer offered the perfect closing line:

"The sea will always test you. But it will also always teach you."



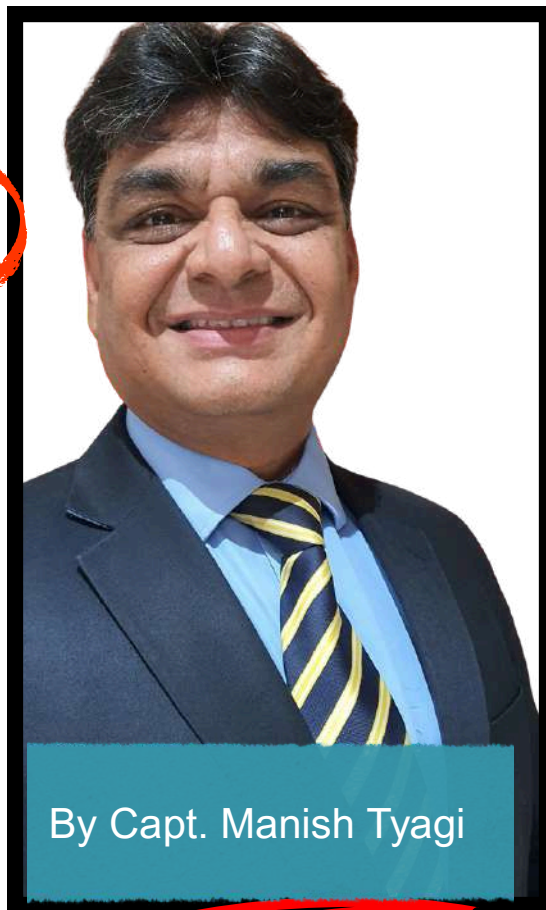
India Maritime Week 2025 proved one thing:
The future of maritime is not arriving we
are building it. Together.

DECARBONISATION

A COURSE WE CAN NO LONGER IGNORE

Most people on shore do not think twice about how their phones, clothes, or coffee beans travel across oceans. But those of us who have stood watch at 0200 hrs know the truth: ships burn through 300 million tons of fuel every year, coughing out nearly 3 percent of global CO2 emissions. For decades, the industry sailed under the radar, hard to police and harder to pinpoint responsibility.

That changed when the International Maritime Organization (IMO) planted its marker in 2018, pledging to cut shipping emissions by half by 2050. Today, the momentum is stronger, the spotlight brighter, and the course correction unavoidable.



IMO's New Winds of Change

Since 2023, the IMO has pushed out its most ambitious climate strategy yet. The revised greenhouse gas roadmap now aims for:

- Net zero GHG emissions by or around 2050.
- A major uptake of zero and near zero GHG fuels by 2030.
- Industry wide intensity reductions starting this decade.

In April 2025 came a breakthrough: IMO members agreed on the world's first global emissions pricing and fuel standard mechanism for shipping. This framework, targeting rollout around 2027 to 2028, includes a Global Fuel Standard (life cycle GHG rating), a Global Economic Measure (carbon pricing for high emitters and credits for low emitters), and the IMO Net Zero Fund to support green fuel production, retrofits, and developing nations. Adoption timelines may slide, but the direction is set: global rules and global accountability.



From My Decklog

Alternative Fuels

Why it feels different ?

I have been in the middle of fuel transitions for many years. My MBA project at Cass Business School in 2013 titled “LNG Bunkering: Prospects and Challenges” was not just a paper. It became the roadmap for practical work that followed. In Northwest Europe I helped owners and operators obtain LNG bunkering licences, oversaw small scale LNG vessel retrofits into LNG bunkering vessels, and worked on ship shore compatibility with major players. Seeing bunkering grow from concept to practice taught me two lessons: technical solutions are within reach, and training is essential.

That is why I developed IGF Basic and Advanced courses aligned with STCW standards, now approved by flag states including MCA UK, Liberia, MPA Singapore, Panama, Bahamas and Malaysian MARDEP. I also work from a London office providing ship shore compatibility consultancy and am expanding efforts in India, supporting LNG bunkering development and hands on training for seafarers joining dual fuel ships. At the U2 Marine Academy in Navi Mumbai, we recently commissioned Wartsila’s TechSim 5000 Liquid Cargo Handling Simulator to give trainees realistic practice in LNG, LPG, methanol and bunkering operations.

Those experiences make the next phase feel both possible and daunting. We have navigated one transition already; the upcoming one is larger and more complex.

The Hype and the Reality

You have heard the buzz: LNG, methanol, ammonia, hydrogen, nuclear, biofuels and even wind assist. They will all play a part, but not all are ready. Most clean fuels today are produced through carbon intensive routes:

- Ammonia: 85 percent goes to fertilizer and about 95 percent is made from fossil feedstocks.
- Hydrogen: mostly grey or blue; green hydrogen is scarce.
- Methanol and LNG: often produced from natural gas. Under IMO well to wake accounting, a fuel is not green unless produced with renewable energy. Add the real world hurdles such as safety, storage, cryogenics, new bunkering infrastructure, retrofit costs, crew training, and competing demand from other industries and it becomes clear that scale will not happen overnight.

The Numbers and the Human Cost

Efficiency measures such as slow steaming, optimized routing, hull improvements and propeller upgrades are essential but might deliver only about 10 percent of the required cuts by 2050. The remaining 90 percent must come from low or zero GHG fuels that are not yet available at scale. If green fuels remain costly, freight rates will rise and consumers will ultimately pay.

Worse, poorer nations could be left behind, forced to use cheaper high emission fuels, creating a two tier maritime world. This is why mechanisms like the IMO

Net Zero Fund are crucial. The transition must be equitable, not only technical.

Final Word: A New Voyage, Not a Drill

To the landlubbers: ships do not glide; they work hard and they pollute. To the sailors: this shift is as big as the move from sail to steam. It requires training, redesign, regulatory will and a steady hand on the wheel.

It is time to turn the whole fleet toward a cleaner horizon.
Think GREEN and think PRACTICAL.

A Seafarer's View of a Global Tide of Inclusion



New trends

For those of us who've spent years sailing across oceans, there are very few moments ashore that feel as energising as being in a room full of people who truly understand what the maritime world stands for. The Maritime SheEO Conference 2025, held in Mumbai from October 28 to 30, was one such moment – a gathering that didn't just discuss change, but demonstrated it.

This year's edition brought together over 500 participants from more than 20 countries, creating a melting pot of experience, culture, and conviction. What struck many of us immediately was the near-equal gender ratio. In an industry where women have historically been few on the bridge, this balance felt symbolic of the direction in which the tide is turning. It wasn't about replacing one group with another; it was about sailing forward together as one crew.

The conference theme – Believe. Achieve. Lead. – echoed through every conversation. As a seafarer, the message felt familiar. At sea, belief is what gets you through your first heavy weather. Achievement comes with every safe port call. And leadership is tested not by rank, but by readiness to take responsibility. At SheEO, these ideas were applied to careers, organisations, and the future of maritime itself.



Day One — A Deck Full of Possibilities

The opening day focused on belief and possibility: seafaring pathways, mentorship, wellness, and the realities women face both at sea and ashore. Listening to cadets express how inspired they were after meeting women who've sailed, managed fleets, or run maritime businesses reminded many of us of our own early days – that hunger to prove ourselves and the lack of role models who looked like us.

Sessions on imposter syndrome and mental well-being resonated strongly. Life at sea teaches resilience, but it doesn't shield anyone from self-doubt. Hearing leaders openly discuss these challenges made the room feel like one large crew mess, where stories were shared honestly and without hesitation.

The Burj CEO Awards

24 November 2025 - Dubai, UAE



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Day Two From Bridge to Boardroom

The second day brought leadership into sharp focus. From discussions on inclusive recruitment and boardroom diversity to sustainability and innovation, the conversations were practical and forward-looking.

A standout moment was the Female Founders & Owners Collective, which showcased women who've built maritime businesses from scratch – a reminder that leadership in our sector isn't limited to ship operations. The "Mariner to CEO" session struck a personal chord for many seafarers thinking about transitioning ashore. The message was clear: your sea time is not just experience, but capital. It shapes decision-making, crisis management, and situational awareness – skills every boardroom needs.

The presence of global policymakers and senior executives reinforced the idea that inclusion isn't a side conversation anymore; it's part of mainstream maritime strategy.

Day Three Navigating the Legal Seas

AnchorCon, the legal and governance arm of the conference, rounded off the event with a focus on maritime law, sanctions, ESG mandates, ship recycling, and the criminalisation of seafarers. For those who've sailed through piracy zones, detentions, or complicated port calls, these discussions hit close to home. The maritime world is becoming more regulated, and seafarers often bear the brunt of gaps in legal understanding or international coordination.

Hearing these issues addressed head-on by regulators, policy experts, consulates, and legal practitioners offered reassurance that the struggles of those at sea are finally being acknowledged at the highest levels.





A Movement, Not Just a Conference

Across all three days, what made the strongest impact was the sense of unity. Mariners, executives, students, entrepreneurs, lawyers, and policymakers stood shoulder to shoulder — no hierarchy, no silos, just a shared purpose. As Captain Naomi Matsushita said, this wasn't just a conference but a movement shaping the global maritime future.

Sanjam Sahi Gupta's closing words summed it up best: true progress comes from courage, collaboration, and community. And for those of us from the seafaring fraternity, this conference felt like a fresh chart — one pointing toward a more inclusive, more resilient maritime world.



The tide is rising, and this time, everyone is sailing together.

Maritime Legacy and Alumni Unity

The DRACEA Annual Meet 2025 marked a significant moment for India's maritime alumni community as celebrations were held simultaneously in New Delhi and Mumbai for the first time. Alumni of T. S. Dufferin, T. S. Rajendra and T. S. Chanakya from across generations gathered to honour a shared maritime heritage and strengthen long-standing bonds formed during their early training years.

In New Delhi, the Dufferin, Rajendra and Chanakya Ex Cadets Association hosted its first Annual Dinner at the National Sports Club of India. The gathering drew senior maritime professionals, government officials, entrepreneurs, young officers and families, creating an atmosphere of warmth, nostalgia and professional unity. Mumbai held its own well-attended celebration, mirroring the same spirit of fellowship and pride across the maritime fraternity.

**A Memorable Gathering of
Maritime Generations**



Honouring Maritime Veterans

A key highlight in both cities was the felicitation of Super Seniors from the late 1950s and early 1960s – among the earliest cadets who helped shape India's merchant navy. Their presence served as a reminder of the legacy on which today's maritime leadership stands.

Strengthening Professional and Personal Bonds

The gatherings offered an opportunity for alumni to reconnect and engage in meaningful conversations on career paths, industry challenges, offshore opportunities, modern ship operations and cadet training. Younger officers interacted closely with senior mariners, creating natural spaces for mentorship and guidance.



Charting the Course Ahead

As DRACEA moves closer to its centenary year in 2027, the 2025 meet reaffirmed its role as a strong, cohesive platform supporting maritime heritage and alumni networking. Both cities concluded the evening with a shared commitment to continue strengthening the community and supporting future generations of Indian seafarers.



**DRACEA — 98 years of
maritime camaraderie.**

RE-IMAGINING MARITIME COMPETENCE

RISQ Series | Article 23
Author: Capt. Robert Vaz, Chief
Operating Officer, Navguide Solutions

Digitalisation “The Shift”

Do you have a procedure? Can you explain the procedure?

Many seafarers and managers have transitioned, learning and improving each day. However, some still struggle to cope with the constantly changing rules, regulations, proper procedures, and digitalisation. Some find it difficult to understand the procedures in the SMS, let alone explain them. In the past, some seafarers were protected by senior crew members, but this is no longer possible. As vetting inspectors test the seafarer in charge to verify their knowledge, they want to see if he or she can identify when something goes wrong, stop the job, and realise that he or she is the last line of defence to prevent an incident.

In the past, some inspectors only checked if all shipboard operation procedures were included in the manager's SMS and did not analyse them further. Now, they verify not only their presence in the SMS but also their adequacy, completeness, clarity, and ease of understanding for seafarers. Sometimes, managers include a procedure just to tick a box, without any real depth. Although writing a procedure requires effort, it is essential because seafarers rely on it, and it is mandated by the ISM code.

The new inspection regimes, whether Rightship, Sire 2.0, or PSC inspections, are comprehensive, dynamic, transparent, and holistic. The results facilitate data analysis, trend tracking, and measurement of improvement and performance, while thoroughly verifying procedures to eliminate any doubt.

We have the procedures as required, but I don't understand anything

We have the procedures as required, I can explain the procedures



Re -Imagining Maritime Competence

With digitisation transforming the maritime industry, we need to stay updated with the changes. Let's look at a simple example of certification: some classification societies have adopted e-certification, which is the digital version of traditional paper certificates, especially considering its several advantages.

- Faster delivery on board
- Ease to manage, and it reduces the risk of loss and damage.
- Prevents falsification and allows for easy online verification

Do managers include the procedure for systematically tracking and processing these e-certificates, and do the Masters know the process?

Right ship inspectors may request the Master to demonstrate the validity of the e-certificate, following the instructions onboard, failing which they may record an observation. In this case, the right inspector not only checked whether there is a process in the SMS but has now gone on to verify whether the Master understands and can demonstrate the procedure.

I inspected a vessel where the third mate was on his first trip. There was no handover, and the senior officers did not assist or supervise him in maintaining LSA/FFA. When I checked the life raft and asked the third mate about the inspections and tests, he gave a general explanation.

When I inquired about the annual servicing, he mentioned that the life rafts are sent ashore and the certificates are with the Master. This was a Survitec life raft with a testing kit onboard, including a training video and certification; however, the third mate was unaware that it must be tested onboard, and the senior officers were also unaware of this. They, too, had recently joined the vessel. On reviewing the SMS, I found there was no mention of onboard testing or training, nor was there a statement in the PMS regarding the onboard testing procedures as required by the manufacturers. This could become a serious observation if identified by a Rightship inspector. So, yes, this is exactly what I meant— we need to stay updated on new developments, and our SMS must reflect proper procedures.

In fact, IMO have already issued guidelines, and several record books are in electronic format ie

Oil Record Book, part I & II (MARPOL Annex I)

Cargo Record Book (MARPOL Annex II)

Garbage Record Book, part I and II (MARPOL Annex V)

Ozone-depleting Substances Record Book (MARPOL Annex VI)

Recording of the tier and on/off status of marine diesel engines (MARPOL Annex VI)

Record of Fuel Oil Changeover (MARPOL Annex VI)

Record Book of Engine Parameters (NOx Technical Code).

Now, the inspector will check for several pieces of information. He will first verify that the organisation's Declaration regarding the Marpol electronic record book, and then verify that these procedures are updated in the SMS. Additionally, Shipstaff should be able to explain and verify compliance, "Clearly indicating that digitalisation is the way forward"



Indeed, we are in a transition phase where some seniors are accustomed to paper-based systems; however, we need to upgrade and make the shift.

Most of us remember radio officers who handled communications, and many saw them as indispensable. However, once GMDSS was introduced, they were redundant.

The same applies to the admiralty charts. Most of the seniors took pride in how we maintained our charts, corrected them, and even in how neatly we drew courses, etc. All of that disappeared when ECDIS arrived. There were many sceptics; however, ECDIS has proved itself and is here to stay.

Surely all the companies have a detailed section on ECDIS and digital management.

Similarly, managers will have to update their SMS when other procedures are digitised, and the ship staff must be able to understand and demonstrate these procedures.

Conclusion

We have already seen the maritime industry inching toward digitisation, which is the right way forward, as it's efficient, cost-effective, environmentally sustainable, and, most importantly, capable of transforming vast amounts of data into actionable insights, thereby revolutionising decision-making processes.

As seafarers, we must stay sharp and eager to learn about the latest technology and how it can improve our work. So next time you open the SMS, don't just skim the headings—read it thoroughly, understand it, and if a vetting inspector asks questions, confidently explain what is written in the SMS, not just based on past experience, like saying, "in my last company, we did this, and the previous management did that." We need to follow the procedures currently outlined in our SMS. Nothing is permanent except change. Be positive, prepare for change, and grow stronger as you move into the future. All the best.

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India Re-elected to IMO

India has been re-elected to the Council of the International Maritime Organization (IMO), the United Nations agency that oversees global shipping, maritime safety, security and protection of the marine environment. India has served on the Council since the IMO was established in 1959, and the latest victory marks the country's continued leadership in maritime affairs.

The election took place on 28 November 2025 during the thirty-fourth session of the IMO Assembly in London. India secured 154 of the 169 valid votes cast in Category B, the highest among the ten countries in this group.

Category B represents nations with the largest interest in international seaborne trade. The Council has 40 elected members drawn from 176 IMO member states and functions as the executive body between Assembly sessions. The achievement follows the success of India Maritime Week 2025, which drew wide international participation.



MARINERS

Nite 2025

Join us on deck as we revisit a night that celebrated seafarers, sisterhood and shimmering Singapore charm.

Avijit Dutta & Gogol Bose



A Ballroom That Felt Like a Vessel at Anchor



On first november evening, the West Ballroom at Resorts World Sentosa glowed like a well-kept vessel waiting at anchor before a long passage. The foyer filled slowly, almost like a tide coming in. Conversations drifted easily as guests and sponsors met in an atmosphere that felt both familiar and new. The networking session set a warm tone for the night, helped along by the excitement of the lucky draws that lit up faces with small bursts of joy. Then came the moment that stilled the room. Mrs. Rehan Karanjia stepped forward and unveiled the gleaming bell. Its single, full-hearted gong travelled across the ballroom with the certainty of a ship's whistle cutting through a harbour. The evening felt truly awakened. An aerial dance followed, performers rising and dipping like seabirds gliding on invisible currents. Their arcs felt touched by the spirit of distant oceans, and the applause that followed wrapped the room in shared wonder.

MEDIA PARTNER



Amid the cheers, the Club President, Capt. Rajan Mathur, addressed the gathering and introduced the EXCO. His quiet confidence, shaped by years at sea, set a dignified tone. The smooth flow of the programme reflected the steady efforts of the team guided by Capt. Mathur and Secretary Mr. Avijit Dutta, who preferred to keep their work steady rather than showy.

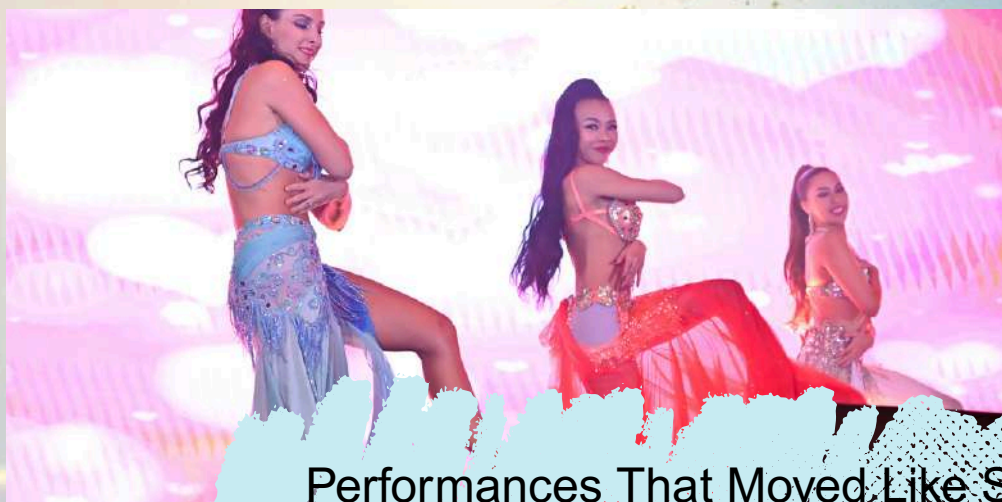


A Gathering of Professionals Who
Shine Onboard and Onstage

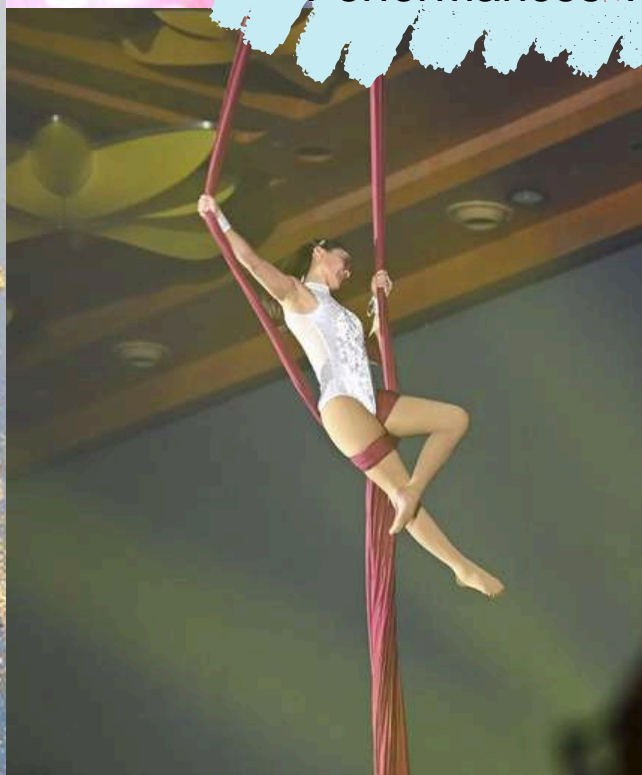




Participants Who Carried
Their Nations With Pride



Performances That Moved Like Sea Winds



A Global Crew of Maritime Divas



A Diverse Lineup Reflecting the Spirit of the Seas



The programme continued with a fiery Latin dance, Achievement Awards, a lively cheerleaders performance and the graceful sway of a belly dance. Guests enjoyed a generous buffet that reflected the easy hospitality Singapore is known for.

A Well Plotted Voyage

What came next unfolded like a well plotted voyage.

- The magazine release, pages lifting like fresh sails.
- Title Sponsor Appreciation, warm and sincere.
- Sponsor Awards that honoured those who helped steady the event.

As the evening settled into rhythm, one of the most anticipated moments took the stage. The Miss Mariners' Diva 2025 segment, a celebration of women in global shipping, brought glamour wrapped in maritime grit. Contestants walked with poise, answering questions that revealed both charm and industry insight. The theme focused on strength and elegance in equal measure. The spotlight eventually fell on Astrid Denise Moreno of Panama whose radiant presence and professional depth captivated the audience. Her win carried a sense of milestone pride. She spoke of representing a small but mighty maritime nation and the unity of women who shine in boardrooms and engine rooms with the same courage. For many in the ballroom, this segment felt like a tribute to the evolving face of the maritime world.



Sentosa Celebrates Mariners



The night reminded us that the maritime world is powered as much by people as by ships, and this collage captures exactly that spirit. In every thoughtful pause you could sense the pride of a community that knows the weight of the sea, yet still finds a way to shine, celebrate and laugh together.



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