



NAUTILUS SHIPPING

INDIA AT SEA, PROGRESS IN MOTION

Marking National Maritime Day 2026 and 19 years of Nautilus in the industry

April 2026

Celebrating

19

Years of Nautilus



What Does Nautilus Mean to You?

Architha

Nautilus is bold with ideas and implementation. It is a safe space to fail and learn from your mistakes.

Priya

At Nautilus, we don't just follow a path; we're given the compass to find the best one. Trust is our true North.

Sumanth

Vigilance: Our company never sleep, its always watching over the fleet to ensure safety and compliance.

Kevin

At Nautilus Shipping, we're gaining serious momentum. The next level is within reach.

Sasritha

Nautilus Shipping: because why just sail the seven seas when you can pretend you're in a steampunk novel while losing your signal 20,000 leagues under the "budget" line?

Sabitha

Thanks for the brew! Steeping in Nautilus vibes like a Masala Chai on a rainy day! Two years and still craving more! #Nautilus'19

Esa

At Nautilus Shipping, we are riding waves, eyes wide open

Capt. Upinder

NCV Success Story

Ajay

Driven and principled

Narayan

G.O.A.T

Vinodh

Growth isn't a destination; it's our compass. Proud to sail with a team that reaches new horizons.

Akash

At Nautilus, the 3 C's rule the Sea : Commitment, Consistency & Crew

Sridhar

Nautilus~ Anchored in Trust Powdered by Seafarers

Shreya

Nautilus lets me collaborate, create, and discover the human stories behind life at sea

Vanisree

Nineteen years of excellence, innovation, and trust, Nautilus Shipping continues to chart a strong course in the maritime industry with steadfast commitment and reliability.

Shyam

Soaring High.....With Sails Sailing Beyond Horizons

Divakar

Where professional learning meets supportive leadership.

Swathi

Nautilus - driven by purpose, powered by people (and a little mischief)

Imran

When I see the NAUTILUS word... it reminds me of that sea creature/animal which has that shell at the back of it... NAUTILUS also makes me think of exploring the sea and the sea life

National Maritime Day 2026

Maritime India: Empowering Progress

Every year on April 5, India observes National Maritime Day, marking both the origins and the continued growth of its maritime sector. It commemorates the 1919 voyage of the SS Loyalty, the first Indian-owned merchant vessel to sail from Mumbai to London, an early step toward building India's presence in global shipping.

National Maritime Day has been observed since 1964 to honour the maritime community and its contribution to the country's growth. Today, it continues to be marked through industry-wide celebrations and recognition of seafarers.

The 2026 celebrations began with Merchant Navy Week. On March 31, 2026, Prime Minister Narendra Modi received the Merchant Navy Miniature Flag, recognising the contribution of seafarers to the national economy. With nearly 95% of India's trade by volume carried through maritime routes, this role remains central to how the country stays connected to global markets.



The Backbone of a Maritime Economy

Maritime plays a central role in India's economy, something those working in maritime operations see every day. Nearly **95%** of India's trade by volume and around **70%** by value moves by sea, making it essential to India's trade and supply chains.

At the same time, much of this contribution remains understated, especially outside the realities of vessel operations, ports, and logistics networks. This reliance becomes more visible during periods of global disruption, when access to capacity and stable freight rates directly affects trade continuity.

The 2026 theme, **"Maritime India-Empowering Progress,"** reflects a shift in perspective. With over 7,500 kilometres of coastline, maritime is increasingly seen not just as infrastructure, but as a sector that contributes to economic growth, with a greater focus on employment and the Blue Economy.

Efforts are also being made to improve efficiency across the system, including better integration of coastal and inland transport and a stronger focus on reducing logistics costs.



A Maritime Identity Rooted in Continuity

India's maritime strength is not new, it is built on a legacy spanning over four millennia. The ancient port city of Lothal housed one of the world's earliest known dockyards, designed to manage tidal flows and support maritime trade. This reflects the level of planning and engineering that existed in early maritime systems.

For centuries, India remained a major seafaring nation, with its ships and trade networks active across regions. However, this position declined with the arrival of European powers, including the British, who came to dominate global shipping routes and maritime trade.

Over time, India's maritime presence shifted from control to participation within a system largely influenced by foreign powers. This makes the revival of Indian shipping in the 20th century, beginning with milestones like the SS Loyalty, particularly significant.

This continuity - from early dominance to periods of decline and eventual resurgence - shows that today's progress is not a new direction, but part of a longer maritime journey.



The Workforce Behind the Industry

At the centre of this revival and continued growth is the seafarer. The origins of the Maritime Union of India trace back to 1939, when Indian officers came together to address wage disparities and working conditions during a period of unequal treatment.

Today, India contributes approximately ~10% of the global shipping workforce, reflecting its significant role in the global maritime workforce. Total seafarer engagement crossed 5.5 lakh in 2025, with approximately 3.08 lakh distinct seafarers employed, indicating strong and sustained growth in the sector.

This growth also includes increasing participation from women seafarers, with over 7,000 women employed in 2025, pointing to gradual progress toward a more inclusive maritime workforce.

From bulk carriers and tankers to container and offshore vessels, seafarers continue to ensure the steady movement of cargo and energy across global routes.

India's maritime sector continues to expand across trade and workforce, supported by strong cargo movement and a growing seafarer base.



Structuring the Future of Maritime India

Recent developments reflect a growing focus on strengthening India's maritime sector through clearer policy direction and structural reforms. The Coastal Shipping Act 2025 introduces a dedicated framework for domestic shipping, aimed at simplifying regulatory processes, strengthening national participation, and improving regulatory clarity for coastal operations.

At the same time, industry developments point to efforts to strengthen domestic control over maritime trade. Plans for a national container shipping line are intended to reduce reliance on foreign carriers and improve efficiency across logistics networks, supporting more stable and cost-effective trade movement.

National Maritime Day also serves as a platform for wider industry engagement. It brings together government, industry, and academia to discuss key priorities such as infrastructure development, sustainability, and technological advancement, reflecting the sector's evolving role in the economy.

Together, these developments point toward a more integrated, resilient, and forward-looking maritime ecosystem.



Looking Ahead

As India expands its maritime footprint, the focus is shifting from scale to capability, and from participation to leadership. The sector's future will depend on how well it integrates operations, regulation, and human capital. This requires a consistent focus on performance, safety, and long-term reliability across the industry.

At Nautilus, this is seen as an ongoing responsibility, reflected in how operations are managed, crews are supported, and performance is maintained across vessels. National Maritime Day, in this context, is more than a commemoration. It is a reminder that maritime progress is built over time and carried forward through consistent action.

**BUILT ON EXPERIENCE.
DRIVEN BY PERFORMANCE.
MOVING FORWARD WITH
PURPOSE, AT SEA AND BEYOND.**

Seafarer Abandonment

A Crisis the Industry Cannot Ignore

The global shipping industry runs on seafarers. Every cargo movement, every port call, and every voyage depends on the people onboard. Yet in 2026, one of the most serious challenges the industry faces is not operational, it is human: seafarer abandonment.

The scale of the issue is no longer isolated. According to new figures released in January 2026 by the International Transport Workers' Federation (ITF), in 2025 alone, over 6,200 seafarers were abandoned across more than 400 vessels, with USD 25.8 million in unpaid wages. Indian seafarers were among the most affected, highlighting how deeply this issue impacts one of the world's largest maritime workforces.

Under the Maritime Labour Convention, abandonment occurs when shipowners fail to repatriate crew, stop wages, or withdraw essential support such as food and medical care. In reality, this leaves seafarers stranded, often for months, without clarity, resources, or a way home.

For seafarers, the consequences are immediate. Wages are delayed, supplies become uncertain, medical access is limited, and mental stress builds over time. Many remain onboard not by choice, but because leaving means losing what they are owed.

Nautilus' Commitment: Crew First, Always

At Nautilus, this is where we take a clear and uncompromising position.

We have worked with seafarers across ranks and vessels for years, and we understand that the biggest challenge is not just abandonment, it is uncertainty, lack of communication, and delayed support when it matters most.

Our approach is built around removing that uncertainty.

- Ensuring continuous communication between the vessel and shore
- Maintaining close coordination with owners, agents, and authorities
- Prioritizing crew welfare, safety, and onboard resources at all times
- Keeping families informed and reassured during disruptions
- Remaining available 24x7 to respond to crew needs

For us, crew welfare is not reactive. It is built into how we operate every day.

Because the responsibility does not end when a vessel sails. It continues until every crew member is safe, supported, and accounted for.



Standing by Our Crew

This commitment was put to test in early March 2026.

The vessel SSL Kaveri, under Nautilus management, was required to remain at Jebel Ali due to the temporary closure of the Strait of Hormuz. With port operations suspended, the crew faced an uncertain situation, one that could easily have escalated without the right support.

Instead, the focus remained clear.

From the outset, Nautilus ensured that the crew had adequate provisions, fresh water, and essential supplies onboard. Communication lines were kept open, with the office in constant touch with the vessel, authorities, and stakeholders. Families of all crew members were informed and reassured about their safety.



At the same time, attention was given to morale and well-being onboard. Crew requests were acted upon, increased communication access and welfare measures were approved quickly, helping maintain stability during the situation.

Even in a period of uncertainty, the message to the crew was simple and consistent: You are not alone, and you will not be left unsupported.

The Way Forward

Seafarer abandonment is not just a regulatory issue; it is a reflection of accountability in the industry.

Stronger enforcement, clearer ownership structures, and financial safeguards are essential. But beyond that, the industry must commit to a basic principle: no seafarer should ever be left without support.



Maritime Leader Insights

1

Tell us a little about yourself, your journey in the maritime world, the roles that shaped you, and what brought you to where you are today as Technical Director of Repairs & Refit.

If I had to describe my journey in one line, I would say:
It has been about keeping ships moving, no matter the challenge.

I started my career as a Marine Engineer in the Indian Navy, where the fundamentals of discipline, engineering excellence, and operational readiness were ingrained early. Those initial years at sea taught me something invaluable: machinery doesn't fail randomly; there's always a pattern and a story behind it. Understanding that pattern is what defines a good engineer. For example, one such pattern or reason could be not following the laid-down preventive maintenance schedule diligently.

Over the years, as my service progressed, my roles evolved, from hands-on ship operations to overseeing shipbuilding and, eventually, to leading large maritime organizations. One of the most defining chapters, which also provided vast personal experience, was heading a government dockyard responsible for maintaining a 56-vessel fleet in the Andaman & Nicobar Islands. Operating in a remote, logistics-constrained environment forces you to think differently, you learn to innovate, adapt, and build self-reliance into your systems.



Cdr. OP Sheoran
 Technical Director, Repairs & Refit

Later, my experience in maritime administration added another dimension: policy, regulation, and safety governance. It helped me see the industry not just from the operator or maintainer's point of view but also from a regulator's perspective.

Today, in the repairs and refit space, I see my role as bringing all these experiences together: technical depth, operational insight, and strategic thinking, to build solutions that are practical, efficient, and future-ready.

2

India is positioning itself as a global maritime powerhouse. From a repairs & refit perspective, where do you see the biggest gap between ambition and on-ground capability today?

India is at a very interesting inflection point. The intent is strong, the coastline is vast, and the opportunity is undeniable. But when it comes to repairs and refit, the gap in my view lies in capacity building and execution consistency.

From my experience, three areas stand out.

First, although infrastructure building is definitely on an upward curve and is constantly improving, the pace of development and the uniformity of the capacity building are perhaps not at the desired level. We have pockets of excellence, but not a widespread, dependable ecosystem that can effectively handle diverse vessel categories.

Second, repairs is a specialized discipline. It's not just about engineering; it's about diagnostics, speed, and decision-making under pressure. We still need to invest more in developing this niche skill set.

And third, the ecosystem itself. Vendors, spares, and logistics need to become more responsive. In repairs, time is money, and delays in even a single component can cascade into significant downtime.

At Nautilus, this is where our focus remains. Not just in executing repairs, but in redefining how repairs are planned and delivered. A more integrated, agile, and technology-enabled approach can bridge this gap and position India as a serious global contender in the ship repairs arena.

3

Shipowners are constantly balancing cost and quality. Where do most repair strategies fall short today, and what needs to change?

This is a classic dilemma, and I have seen it play out countless times.

Too often, repair strategies are driven by short-term cost pressures. The focus becomes "fix it quickly and cheaply," rather than "fix it right." But ships have long memories, temporary fixes almost always come back as bigger problems.

Another gap is the lack of structured planning. Repairs are frequently reactive instead of being based on condition monitoring or predictive insights. This limits efficiency and often leads to avoidable breakdowns.

What needs to change is the mindset.

We need to move towards value-driven and well-planned repairs, where decisions are based on lifecycle performance rather than thinking of short-term cost gains. This means better planning, closer collaboration between shipowners, OEMs, and repair teams, and increased use of available technologies & data to guide decisions.

At its core, quality repairs are not an expense; they are an investment in reliability, safety, and operational continuity.

4

In your experience, what are the most common causes of extended vessel downtime during repairs, and how can they be avoided?

If you ask anyone in the industry, delays in repairs are almost expected, but they shouldn't be.

In my experience, the biggest culprits are a lack of planned preventive maintenance, incomplete problem definition, and improper planning of repairs and refittings. If you don't correctly diagnose and understand the defect at the start, surprises will emerge midway, and that's where timelines slip.

The next issue is the spares. Even today, the non-availability of critical components can bring work to a standstill, especially in remote or island locations.

And then there's coordination. Repairs involve multiple stakeholders: ship staff, yard teams, vendors, and regulators. If they are not aligned, even simple tasks can get complicated and delayed.

The solution lies in better preparation.

Detailed pre-refit inspections, advance planning of spares, and clear scope definition can eliminate most uncertainties. Add to that digital tracking tools and real-time coordination, and you significantly improve predictability.

This is where Nautilus' approach of combining technical expertise with structured execution makes a tangible difference.

Reducing downtime is not just about working faster but about working smarter from the start.

5

What would you say to a young maritime engineer who wants to build a career in repairs and refit in India?

Repairs and refits are where engineering truly comes alive.

Every vessel, every defect, every situation is different. You're constantly solving problems, often under time pressure, and that builds both confidence and capability very quickly.

My advice would be simple:

Stay aware and curious. Don't just fix a problem, understand why it happened. Don't be afraid to get your hands dirty. The shop floor and the engine room are your best classrooms.

Keep learning. The industry is rapidly evolving with digital tools, green technologies, and newer systems, ensuring you stay ahead of the curve.

And most importantly, develop the **ability to work as a team**. Repair is never a solo effort, it's about teamwork, coordination, and leadership.

India's maritime sector is growing rapidly, and the repair space will play a critical role in that journey in the coming years. For young engineers, this is not just a career, it's a chance to be part of something much larger.

As we celebrate National Maritime Day and mark Nautilus' 19-year journey in the maritime industry, it is an opportune moment to reflect on India's evolving maritime vision, "Maritime India—Empowering Progress." This vision is not just about expanding capacity but about strengthening the backbone that sustains it.

Because the future of a maritime nation is shaped not only by the ships it builds but also by how reliably it keeps them operational.

Repairs and refits remain that silent yet critical enabler, ensuring continuity, safety, and operational confidence across our vast 7,500 km coastline. As India positions itself as a global maritime powerhouse, the focus must equally be on building world-class maintenance ecosystems that match our ambitions.

Over the past 19 years, Nautilus has been part of this journey, steadily contributing to the sector by delivering dependable, high-quality shipping solutions in diverse and often challenging environments. This milestone is not just a reflection of longevity but of trust earned, capabilities built, and standards consistently upheld.

Looking ahead, the opportunity is clear. With the right blend of technical expertise, execution excellence, and collaborative partnerships, India can emerge as a preferred global hub for repairs and refit. Nautilus is committed to playing a pivotal role in this transformation by continuously raising benchmarks in precision, reliability, and turnaround performance.

“

At Nautilus, we don't just repair vessels, we enable Maritime India's progress by restoring confidence, extending lifecycles, and delivering reliability where it matters most.

”

Stories from the Sea





Chukwuemeka Geoffery Chika
Marine Engineer - Offshore Engineering.

My Maritime Journey:

From Tin-Can Bridge to Blue Economy Resilience

As a young SIWES student in 2019, I was on a mission to land my first internship. Walking across the bustling Tin-Can Bridge in Lagos, I spotted a promising office and boldly walked in. On my way back, I followed up with enquiries, and just like that, I secured my spot at an offshore supply vessel leasing company. What followed was an eye-opening experience alongside seasoned engineers. I absorbed invaluable lessons in vessel operations, from logistics to daily challenges, sparking my passion for the maritime world.

My next chapter came during Industrial Training (IT) with Fleet Support Group (West). The seafarers' readiness for emergencies was military-grade, swift drills executed with precision that left me in awe. I didn't just witness it; I participated, honing skills that would define my path. (That's a tale for another day.)

Then COVID-19 hit like a rogue wave in 2020. Contracts evaporated, emergency protocols stretched IT periods, and my hands-on experience was cut short. Restrictions eased eventually, but the shockwave tested us all.

Seafarers worldwide showed unbreakable resilience, from nation to nation. We adapted, and innovations emerged: crew welfare platforms where those ashore supported those onboard, powered by the internet's lifeline. This pandemic-driven reform reshaped the industry, proving our sector's adaptability.

Fast-forward to today, and sustainability in the Blue Economy dominates. As a Nigerian seafarer, I've seen my country ramp up measures to hit the 2030 goals, leading the charge in eco-friendly practices like reduced emissions and sustainable fishing. We can't emphasize this enough: it starts with us seafarers, embracing green tech and responsible operations to secure our oceans' future.

The maritime industry has evolved steeply from 2019 to 2026, with constant reforms building resilience and sustainability. Good thing, Nautilus, that gave me this platform to share, is at the forefront.

Never give up on your dreams, no matter the storms. The light within you will always guide the way.

Seafarers worldwide showed unbreakable resilience, from nation to nation.

Technical Incident

Description of Event:

During routine inspection, it was observed that a crew member was working aloft without fastening the safety harness hook to a strong point. This unsafe act could have resulted in a serious fall injury.

Immediate Action Taken:

The crew member was immediately instructed to stop work and fasten the harness hook to a secure, strong point. The area was checked to ensure proper anchorage points are available and suitable for use.

Root Cause:

- Failure to follow “Working Aloft” safety procedures
- Lack of situational awareness and supervision

Potential Consequences:

- Fall from height leading to serious injury or fatality
- Violation of safety working procedures

Preventive Action:

- Conducted immediate safety briefing for all crew regarding the importance of fastening safety harness while working aloft
- Emphasized the need for proper supervision during aloft work
- Reinforced the requirement to follow the company’s “Permit to Work Aloft” system strictly



Stories from Ashore





Lakshita

Marine Personnel Officer

Between Ports and People:

Life in India's Coastal Shipping

When people think of shipping, they often imagine massive container vessels crossing oceans, disappearing for months, and returning with stories from faraway lands. Coastal shipping is very different. It is closer to home, closer to people, and in many ways, closer to the heart. Working with Nautilus Shipping in India's coastal sector has shown me a side of the maritime world that is not always glamorous, but deeply real.

Our vessels do not sail across oceans, they sail across lives. From Dharamtar to Jaigarh, from Hazira to Chennai, our ships carry steel, coal, and raw materials that quietly keep the country running. Ports change quickly, weather turns suddenly, and schedules are always tight. But what never changes is the human effort behind every sailing.

What makes coastal shipping special is its rhythm. Unlike foreign-going vessels that may spend weeks at sea, our ships are always in motion: berthing today, sailing tonight, discharging tomorrow. The crew hardly get a chance to breathe before the next port arrives. For someone working in Crewing & Operations, this rhythm becomes your own. You wake up to missed calls, messages from vessels, agents, doctors, travel desks, and every message carries a person's story behind it.

Nautilus Shipping operates in this intense space with discipline, but also with heart. We are not just managing vessels; we are managing people's lives, expectations, and sometimes their emergencies. A chief engineer needing to go home because his child is unwell. A deck rating is waiting anxiously for his relief. A master who has completed his contract but must stay a little longer because the ship cannot sail without him. These are not entries on a spreadsheet, these are real people who have been away from home for months.

The challenges of coastal shipping are not always visible. Weather delays, congestion, port restrictions, last-minute crew changes, everything moves fast, and when something goes wrong, it goes wrong quickly. Unlike deep-sea shipping, where there is buffer time, coastal operations leave very little room for mistakes. A delayed flight can mean a missed sailing. A missing document can hold up a vessel. A sick crew member can disrupt the entire voyage plan.

As someone handling crewing and operations, you often become the bridge between the company and the seafarer's personal world. You hear their stress, their frustration, their exhaustion, but also their pride in doing their job well. Some days you are coordinating immigration and medicals; other days you are calming someone down at midnight because they are worried about home. That emotional side of shipping is rarely talked about, but it is what truly keeps this industry moving.

What I admire most about Nautilus Shipping is that it understands this reality. Behind every decision is a quiet awareness that ships don't sail because of paperwork, they sail because people show up, day after day, even when it is difficult. Our crews operate in tough conditions, tight schedules, and unpredictable ports, yet they continue to deliver. That resilience deserves respect.

For me personally, working in coastal shipping has been humbling. It has taught me patience, empathy, and the importance of clarity. You learn that how you speak to a seafarer matters just as much as what you arrange for them. A small delay may be routine for an office, but for someone waiting to go home, it feels like the longest day of their life.

Crewing & Operations is often described as a support function, but in coastal shipping, it feels like the backbone. If we get it right, the ship sails smoothly. If we get it wrong, everything stops. That responsibility is heavy, but it is also meaningful.

India's coastal shipping sector is growing, and it will only become more important in the years ahead. But no matter how much it expands, one thing will remain unchanged: it will always depend on the people who sail and the people who support them from shore.

Working with Nautilus Shipping in this space has shown me that maritime is not just an industry, it is a community. One that stretches along the coastline, connecting ports, vessels, and homes. Being part of that, even from behind a desk, is something I am truly proud of.

Placement Drive

Placement drive conducted at TS Rahaman for the GP rating candidates on 11th March '26. Recruitment of female GP rating candidates for our vessels to place as an NCV Deck Cadet for JSW was also conducted.



News & Insights



Infrastructure & Mega-Projects

On March 25, 2026, the government approved a ₹438 crore redevelopment of Berth No. 9 at New Mangalore Port, increasing draft from 10.5m to 14m (future-ready 19.8m) to handle Very Large Gas Carriers (up to 200,000 DWT). In parallel, a 1,200-acre agricultural market has been announced near the upcoming Vadhvan Port, creating a direct export link for farm produce through the new mega-port by 2029.

Digital & AI: The Autonomous Shift

Autonomous shipping saw a major push in March 2026 as Saronic Technologies raised \$1.75 billion, taking its valuation to \$9.25 billion to scale its “Marauder” fleet and a dedicated autonomous shipyard. At the same time, maritime cybersecurity risks intensified, with a reported 50% rise in satellite spoofing incidents affecting GPS, Galileo, and GLONASS navigation systems.



The Human Element: Crewing & Resilience

India’s Directorate General of Shipping, in collaboration with global stakeholders, launched a national initiative on March 25, 2026, to train 5,000 seafarers in stress management and digital skills. Meanwhile, the International Transport Workers’ Federation has initiated negotiations for a 15% wage increase for Filipino seafarers, citing increased demand and risk exposure across global routes.

Market Dynamics: A Two-Speed Industry

Container freight rates continue to correct sharply, with Shanghai–Los Angeles spot rates falling to \$1,200–\$1,800 per FEU—an 85% drop from 2022 peaks, driven by a 28% increase in global fleet capacity since 2021. Despite this, long-term confidence remains strong, highlighted by Berkshire Hathaway’s \$1.8 billion investment in Tokio Marine to strengthen global maritime risk and reinsurance capabilities.



Building Officers, Not Just Careers: The Nautilus NCV Cadetship Pathway

From Cadet to Officer:

A Proud Milestone for the Nautilus-JSW Cadetship Program

Since the launch of the Nautilus-JSW Cadetship Program, this has been a milestone we have eagerly looked forward to.

NCV TME cadet **Mr Vengolakudy Suresh Sreejith** has successfully cleared the NCV Class IV Examination. This achievement reflects the strength of our NCV Cadetship Program, combining structured onboard training, close mentorship, and sustained commitment towards developing competent Indian marine engineers. As he prepares to join as a Third Engineer upon receipt of his COC, this success stands as yet another example of how investing in young seafarers today builds the future leadership of Indian shipping.

His journey reflects exactly what the cadetship pathway was created for: building structured opportunities for growth, progression, and long-term careers at sea.



Photos from the Sea



If you have any submissions or want your photos to be featured in the next newsletter editions, email your submissions to: social@nautilusshipping.com

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Photos from Ashore



HUMOR SECTION | MESS ROOM BULLETIN

PORT STATE CONTROL

It's... under those papers.

Where is your garbage record book entry #47?

The PSC inspector asked for 47 documents.
The Chief Officer found 46.

DEFICIENCY #1: MISSING SENSE OF HUMOR

DETAINED

SATELLITE INTERNET

SPEED 0.3 kbps

Sailor tries to video-call his family.
40 minutes in: profile picture has loaded.

"AT LEAST I CAN SEE HER HAT."

BUFFERING

THE GALLEY CRISIS

No onions. Serving rice. Again.

Day 1 without onions: fine.
Day 3: crew files a near-miss report.
Day 7: mutiny discussed at safety meeting.

ROOT CAUSE: POOR PROVISIONING.
CORRECTIVE ACTION: MORE ONIONS.

CRITICAL

THE 0200 WATCH

Q: How do you know it's 0200 on watch?
A: The coffee is cold, the radar is spinning, and you've mentally redesigned your entire house three times.

THE OCEAN DOESN'T CARE. IT NEVER DOES.

0200 WATCH

ETA PROBLEMS

OWNER: So, Thursday?
CAPTAIN: Thursday-ish.
OWNER: Which Thursday?!

ETA: Estimated Time of Arrival.
On a ship: Extremely Tentative Approximation.

"WE'LL BE THERE WHEN WE GET THERE. THE SEA WILL ADVISE."

TBC

MUSTER DRILL

MUSTER STATION A


inside out read manual still eating

Muster drill: the one time the entire crew is in the same place, wearing the same thing, and absolutely nobody knows what they're doing.

AT LEAST THE COOK BROUGHT SNACKS.

ABANDON HOPE



Awards



THE NAUTILUS STANDARD AWARD 2026

Presented to: **Vinodh Kumar VR**



For consistently representing the very best of Nautilus through performance, reliability, and character. Setting the standard through ownership, trust, and consistency.



THE IMPACT AWARD 2026

Presented to: **Sridhar Gopal**

For making a measurable difference through meaningful contributions to the business. Driving progress through initiative, problem-solving, and results that matter.



THE PEOPLE FIRST AWARD 2026

Presented to: **Esakiammal Thevar**

For making a meaningful impact on people through support, leadership, and trust. A constant source of reliability, guidance, and positive influence

Welcoming the Next Generation of Women at Sea

In celebration of the International Day for Women in Maritime, Nautilus is proud to welcome two female cadets from TS Rahaman College, Radhika and Yutika, as they begin their maritime journey with us.

Selected to join the JSW fleet, they are currently attending a special introductory function at the JSW Dharamtar Port Office as they prepare to step onboard and begin their careers at sea.





A proud milestone not only for Nautilus,
but for the growing presence of women
in the maritime industry.

Workshop

Optimism and Accountability in action.

Our Chennai team recently came together for a team-building session titled **“Rise & Responsibility”**.

The session focused on the themes of optimism and accountability, encouraging the team to reflect on how mindset, emotional intelligence, and personal ownership shape the way we collaborate and make decisions.

The workshop was led by **Capt. Satish, a Master Mariner from YouMeUs Collective**, who guided the team through interactive activities designed to strengthen communication, awareness, and responsible leadership.

Sessions like these reinforce that strong teams are built not only on expertise but also on the mindset, ownership, and accountability each individual brings to the table.



Sea Traditions



Crossing the Line: the Equator Rite

For sailors, crossing the Equator for the first time is a rite of passage. In Indian naval tradition, the ceremony often invokes Lord Varuna, blending seamanship with cultural roots into a moment of camaraderie and identity.



Sadhabas and Sailing by the Moon

In ancient Kalinga, mariners known as Sadhabas set sail on Kartik Purnima, a full-moon night believed to bring favourable tides and safe passage, after rituals seeking protection for the voyage.

Why Sailors Became Superstitious

When the sea was unpredictable, sailors relied on folklore. Some beliefs still linger onboard.

- ▶ Renaming a ship without ceremony? Bad luck
- ▶ Whistling on deck? Said to “call the wind”
- ▶ Cats on board? Good luck
- ▶ Dolphins near the bow? Safe passage
- ▶ Sailing on a Friday? Often avoided
- ▶ Traditions evolve, but the sea remembers

Fun Facts

Curious corners of India's maritime heritage & industry

- 01 4,000 years ago, Lothal already had a dockyard. India was doing port planning before it was cool.
- 02 In 1890, Jamsetji Tata didn't just build industries; he tried to build a shipping line. Tata Lines sailed cotton from Bombay to China and Japan.
- 03 The Coastal Shipping Act, 2025 officially made coastal shipping India's fifth mode of transport. Yes, it now sits alongside road, rail, air, and inland waterways.
- 04 Paradip Port handled 13.14 MMT in a single month. That's a lot of coal, iron ore, and fertiliser, exactly what coastal ships are built for.
- 05 India's largest iron-ore handling complex isn't inland. It's at Vizag, right where coastal ships can do the heavy lifting.



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