



NAUTILUS SHIPPING



BEYOND — the — Last Port

The ships, steel, and stories powering India's recycling industry

June 2026

Editorial

THE HONG KONG CONVENTION:

A New Benchmark for
Responsible Shipping



The maritime industry has always progressed by raising its standards. From safety and environmental protection to operational excellence and technological advancement, each step forward has contributed to building a more resilient and responsible industry. The entry into force of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships marks one such significant milestone.

What makes this development particularly noteworthy is the scale of its impact. Today, major ship-owning nations and maritime jurisdictions have recognised or aligned with the Convention's principles, reflecting a broad industry consensus on the need for safer and more environmentally responsible ship recycling practices. India has made significant progress towards HKC compliance. As of June 2025, in India 115 of Alang's 128 recycling plots were HKC-compliant, making it one of the world's largest clusters of certified recycling facilities. This is not merely another regulatory requirement; it represents a collective commitment to improving how the industry manages vessels throughout their entire lifecycle.

For many years, discussions around sustainability in shipping have focused on emissions, fuel efficiency, and operational performance. The Hong Kong Convention expands that conversation by bringing greater attention to a vessel's final phase of service. It reinforces the idea that responsible ship management does not end when a vessel completes its last voyage, but continues through its safe and environmentally sound recycling.

The Convention establishes a common framework that promotes transparency, accountability, worker safety, and environmental protection. Requirements such as maintaining an Inventory of Hazardous Materials and conducting recycling activities through approved facilities and recycling plans help create consistency across jurisdictions and stakeholders.

At Nautilus, we view sustainability as a responsibility that spans the entire life of an asset.

Responsible ship management requires long-term thinking, where every stage of a vessel's journey is approached with the same commitment to safety, professionalism, and environmental stewardship. The Hong Kong Convention is an important step in strengthening that approach across the global maritime community.

As the industry adapts to this new framework, compliance should be seen not simply as an obligation, but as an opportunity to reinforce trust, demonstrate leadership, and contribute to a more sustainable future for shipping. Ultimately, the success of our industry will be measured not only by how efficiently we operate our vessels, but also by how responsibly we conclude their service.

Introduction

SHIP RECYCLING:

WHY IT MATTERS
MORE THAN EVER



For decades, vessels have carried cargo across oceans, connected global supply chains, supported industries, and helped keep international trade moving. But eventually, even the most successful ships reach a point where operating them is no longer economical. Rising maintenance costs, changing regulations, ageing equipment, and evolving efficiency requirements all contribute to the decision to retire a vessel.

What happens next is often overlooked

While shipbuilding and ship operations receive significant attention, ship recycling remains one of the least visible yet most important parts of the maritime industry. It is the process that ensures vessels are responsibly dismantled, valuable materials are recovered, and resources are returned to the economy rather than wasted.

Today, as the maritime industry places greater emphasis on sustainability, resource efficiency, and circular economic models, ship recycling is becoming increasingly relevant.

From Salvage to a Global Industry

The concept of recovering materials from ships is not new. For centuries, wooden vessels were dismantled so their timber, fittings, and equipment could be reused elsewhere. As ships became larger and steel replaced wood as the primary construction material, ship recycling evolved into a specialised industrial activity.

The rapid growth of global shipping after the Second World War created a steady flow of vessels reaching the end of their operational lives. Over time, ship recycling developed into an industry of its own, supporting steel production, manufacturing, construction, and employment across several countries.

Today, thousands of ships around the world eventually pass through recycling yards, where materials are recovered and reintroduced into the economy.

Why Ship Recycling Matters

Ship recycling is often viewed as the final chapter of a vessel's life. In reality, it is the beginning of a second life for many of the materials and equipment found onboard.

A modern vessel contains thousands of tonnes of steel, along with machinery, piping, electrical systems, furniture, and numerous reusable components. Recovering these materials reduces the need for new raw materials, lowers waste generation, and supports industries far beyond shipping.

For countries with growing infrastructure and manufacturing sectors, recycled steel provides a valuable resource. At a time when industries worldwide are seeking ways to reduce emissions and improve resource efficiency, ship recycling plays an increasingly important role in supporting circular economic principles.

How Are Ships Dismantled?

Ship recycling is a carefully planned process that begins long before the first steel plate is cut.

1. Arrival & Beaching

Once sold for recycling, the vessel arrives at an authorised recycling yard and is beached at high tide. Preliminary inspections are carried out before work begins.

2. Hazardous Materials Removal

Using the ship's Inventory of Hazardous Materials (IHM), substances such as asbestos, oils, chemicals, and other hazardous waste are identified, removed, and disposed of in accordance with approved environmental procedures.

3. Equipment Recovery

Reusable equipment including engines, generators, pumps, navigation systems, cables, and fittings is carefully removed, inspected, and either refurbished or recycled.

4. Structural Dismantling

The vessel's steel structure is cut into manageable sections using specialised equipment. The recovered steel is then transported to rerolling mills for processing and reuse.

5. Recycling & Reuse

Steel, machinery, and other recovered materials are supplied to industries including construction, manufacturing, and infrastructure, giving the vessel a second life long after its final voyage.

India's Growing Role

Over the past four decades, India has emerged as one of the most important ship recycling destinations in the world.

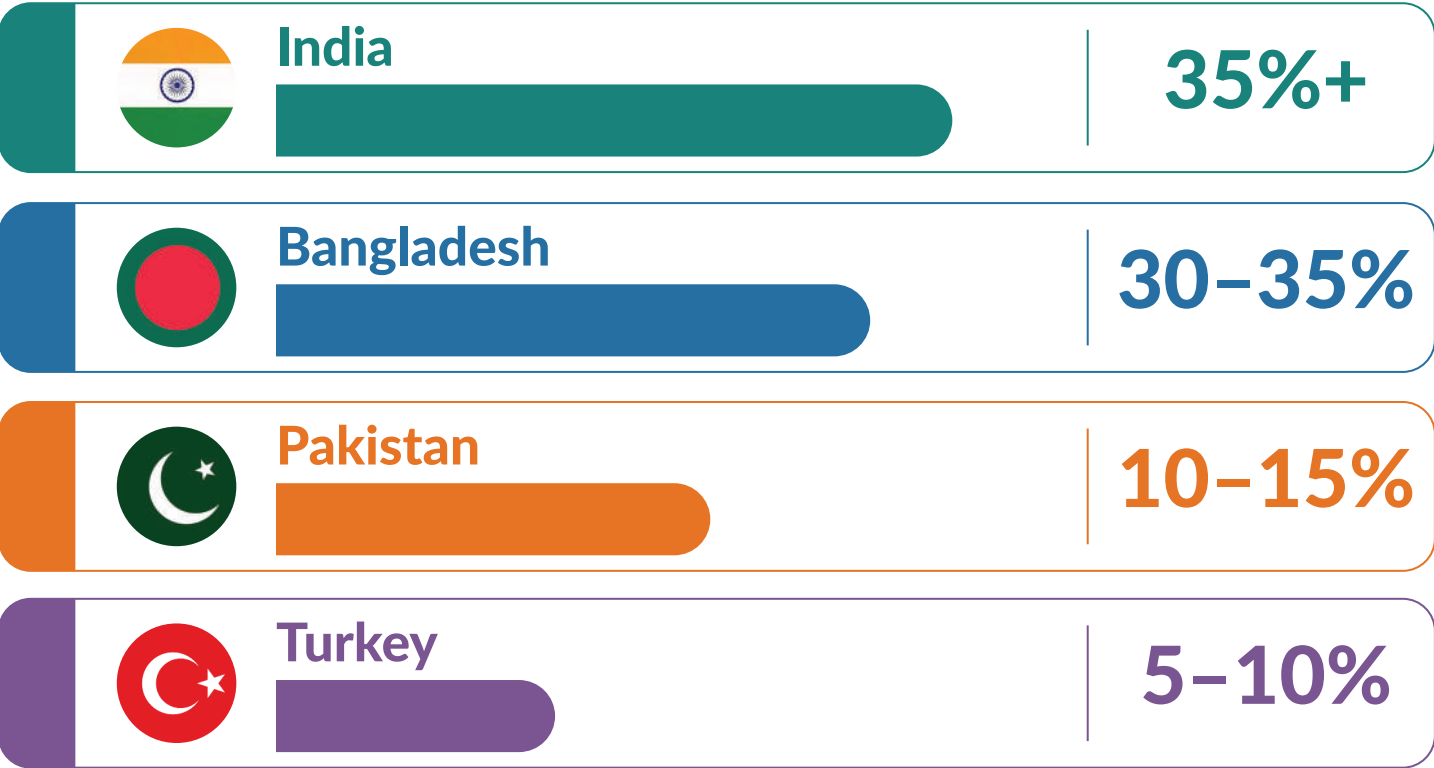
The industry gained international prominence with the development of Alang, Gujarat, which began operations in 1983. Since then, India has become a major contributor to global ship recycling activity, handling a significant share of vessels reaching the end of their operational lives.

India's position is supported by several factors, including a strong domestic demand for steel, an established recycling ecosystem, skilled labour, and a long maritime tradition. The country has also made substantial investments in modernising ship recycling practices and aligning operations with international standards.

Today, India is recognised as one of the world's leading ship recycling nations and continues to play a significant role in the global market.



India and the Global Ship Recycling Industry



India's Ship Recycling Leadership by the Numbers

LARGEST	The largest ship recycling nation globally
WORLD'S LARGEST	Alang is the world's largest ship recycling cluster
115+	115+ Hong Kong Convention-compliant ship recycling yards, the highest concentration globally
1 ST COUNTRY	First country in the world to introduce a Shipbreaking Credit Note Scheme
35%+	India handles 35%+ of global ship recycling tonnage annually

An Industry in Transition

Ship recycling today looks very different from what it did two decades ago.

Across the industry, there is increasing emphasis on worker safety, environmental management, waste handling, and responsible recycling practices. The entry into force of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships marks an important milestone in this transition, establishing a global framework for safer and more sustainable ship recycling.

For recycling nations such as India, this presents both an opportunity and a responsibility. The focus is no longer only on volume, but also on quality, compliance, and long-term sustainability.

India's Progress and the EU Paradox

India has made significant progress towards HKC compliance. As of June 2025, 115 of Alang's 128 recycling plots were HKC-compliant, making it one of the world's largest clusters of certified recycling facilities.

India's HKC Progress



Despite this, **no Indian recycling yard is included on the European Union's approved list.** The reason is not compliance, but the **Basel Convention Ban Amendment**, which restricts the export of hazardous waste from OECD (Organisation for Economic Co-operation and Development) to non-OECD countries. As India is a non-OECD country, its yards remain excluded regardless of their standards.

This distinction continues to be a key point of discussion within the global ship recycling industry.

Looking Ahead

The future of ship recycling is closely tied to the future of shipping itself.

As global fleets continue to age, more vessels will eventually require recycling. At the same time, demand for steel, resource conservation, and sustainable industrial practices is expected to grow. These trends are placing ship recycling at the centre of conversations around maritime sustainability and the circular economy.

For India, this represents a significant opportunity. With an established recycling ecosystem, growing compliance with international standards, and a strong position in the global market, the country is well placed to remain a key player in the years ahead.

Ship recycling may mark the end of a vessel's working life, but it also represents the beginning of something new. The steel, machinery, and materials recovered from today's ships will continue to support industries, infrastructure, and economic growth long after the vessel itself has left the sea.

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STORIES FROM THE SEA _____



Pavneet Singh Narula
Chief Officer

From Deck Cadet to Chief Officer: A Journey of Growth, Resilience, and Leadership

My journey from Deck Cadet to Chief Officer has been shaped by challenges, tough decisions, and continuous learning. Every stage required dedication, perseverance, and the determination to grow both professionally and personally. Completing marine competency courses and clearing examinations while sailing was never easy, but each milestone brought me closer to becoming a capable and confident deck officer.

I was only 18 years old when I first stepped into this remarkable industry. Life at sea has been my greatest teacher. It has tested my limits, strengthened my character, and prepared me to face adversity with confidence. There is a saying that has stayed with me throughout my career: “A smooth sea never made a skilled sailor.” Looking back, I can truly say that every challenge helped shape the officer I am today.

When I joined as a young Deck Cadet, **I carried dreams, ambitions, and a strong desire to succeed. Through patience, hard work, and persistence, I gradually turned those dreams into reality.**

One of the most demanding aspects of a seafaring career is the mental challenge of being away from family and friends. They are often our strongest support system, and the distance can be difficult to manage. During my time as a Third Officer and Second Officer, internet connectivity onboard was either unavailable or extremely limited. Staying connected with loved ones was a luxury we rarely had.

To keep our spirits high, we created our own sense of community onboard. Cricket tournaments, karaoke nights, celebrations, and shared moments with fellow crew members helped us build friendships that often felt like family. Those experiences taught me the true value of camaraderie and teamwork at sea.

The year 2018 marked a significant change for seafarers when internet access became available on many vessels. It transformed life onboard by restoring an important connection with home. Being able to communicate regularly with family and friends greatly improved morale and made life at sea more manageable.

As a Third Officer and Second Officer, my responsibilities were largely operational. My focus was on navigation, cargo watches, safety procedures, and ensuring the smooth execution of daily shipboard activities. However, stepping into the role of Chief Officer introduced me to an entirely new dimension of responsibility — leadership and management.

The transition was both challenging and rewarding. As Chief Officer, every decision carries greater accountability. Crew safety, cargo operations, compliance, and overall vessel performance become part of your daily responsibility. You learn to make difficult decisions, often under pressure, while ensuring that the welfare and safety of everyone onboard remain the highest priority.

Today, one of the most fulfilling aspects of my role is looking after crew welfare. Beyond operational duties, I ensure that crew members receive adequate rest, have access to recreational activities, and maintain good morale throughout their voyage. A motivated and well-supported crew is essential for safe and efficient ship operations.

The responsibility can be immense, but so is the sense of pride that comes with it. Knowing that I play a role in creating a safe, productive, and positive environment onboard gives me immense satisfaction.

My journey at sea has taught me resilience, leadership, humility, and the importance of never giving up. The sea does more than build officers—it builds character.

Memorable Moment at Sea

Professionally: The happiest moment of my career was when I successfully completed a grain loading operation just two days after joining the vessel as Chief Officer for the first time. Grain is regarded as one of the most complex and demanding cargoes in the industry due to its stringent stability, trimming, and safety requirements. **To handle it flawlessly in my very first assignment as Chief Officer was a proud achievement and a defining moment in my seafaring journey.**

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Personally: The happiest moment of my life was finding the right life partner someone who understands the challenges of life at sea and remains my strongest support through every voyage.

The sea taught me to take on tough challenges. Life taught me to value the right companionship. Both have shaped who I am today.

My Message to Every New Trainee

*Never lose hope,
and never stop
believing in
your dreams.*

The sea will test your patience, challenge your determination, and demand sacrifices. There will be long nights, difficult examinations, and moments when being away from home feels overwhelming. But if you remain focused, work hard, and stay committed to your goals, this industry will reward you with experiences, growth, and opportunities beyond imagination.

**Remember: A smooth sea
never made a skilled sailor.**





Gagan Sankar
Deck Cadet

My Journey to the Sea

How It All Started

In 2021, while I was in Class 12, I found myself asking the same question many students face:

What should I do next?

I knew I didn't want a conventional 9-to-5 job. I wanted a career that would challenge me, help me learn something new every day, and provide both financial stability and personal growth.

Around that time, I came across YouTube vlogs by Karanvir Singh Nayyar (KSN). Watching his life at sea was a turning point for me. His videos showed me that the Merchant Navy is more than just a profession—it's a unique lifestyle that demands dedication, resilience, and continuous learning. Inspired by what I saw, I decided to pursue a career at sea.

College and My First Step into Shipping

After completing my 12th standard, I appeared for the IMU-CET examination and secured admission to AMET University, Chennai, where I enrolled in the three-year B.Sc. Nautical Science programme.

My time at university taught me the fundamentals of seamanship, navigation, and maritime operations, while also instilling discipline and professionalism.

During my final year, I was selected by Nautilus Shipping India Pvt. Ltd. (NSIPL). I still remember the interview vividly. My close friend, Srikanth, and I were interviewed by Ms. Priyadarshini, HR Manager, and Mr. Ajay Krishnamani, Co-Founder and Managing Director of Nautilus Shipping. Following the interview, we were informed that we would join the familiarisation programme after completing our examinations.

My Time at the Nautilus Chennai Office

On 7 July 2025, I reported to the Nautilus Chennai office for the first time. Looking back, that day marked the true

From a Classroom Dream to the Open Sea: My Journey as a Deck Cadet

beginning of my professional journey.

Following the familiarisation programme, I had the opportunity to work closely with both the Technical and Operations teams. This exposure proved invaluable. I learned how to prepare risk assessments, update daily work reports, and manage the various forms, checklists, and documentation that are essential to vessel operations.

Many of the procedures and documentation processes I use onboard today were first introduced to me during my time in the office. The experience not only strengthened my technical knowledge but also improved my confidence and efficiency in handling administrative and computer-based tasks.

Beyond the learning experience, I was fortunate to be part of numerous office events and festival celebrations. The positive work culture and supportive environment made me feel like part of a family. I am sincerely grateful to Nautilus for providing me with such a strong foundation for my maritime career.

Life at Sea

Today, I am sailing as a Deck Cadet and have completed three months onboard.

Every day presents new opportunities to learn. From deck maintenance and navigational watchkeeping to safety drills and vessel documentation, I am gaining practical experience across all aspects of shipboard operations.

The training I received at Nautilus has been immensely beneficial. Because I was already familiar with many of the procedures and documentation requirements, I was able to focus more on developing my practical seamanship skills under the guidance of my senior officers.

I would like to express my heartfelt gratitude to everyone at Nautilus Shipping for trusting me and giving me the opportunity to begin my seafaring career.

A special thank you to our Co-Founder and Managing Director, Mr. Ajay Krishnamani, and HR Manager, Ms. Priyadarshini R, for their guidance and support. I would also like to extend my sincere thanks to Mrs. Esa, General Manager – Crewing & Operations, whose encouragement and confidence in me played a significant role in my journey. Her support enabled me to sail with Transworld Shipping Lines and take this important step towards achieving my goals.

As I continue my journey at sea, I look forward to learning, growing, and making the most of every opportunity that comes my way.

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Sustainability

MORE THAN SCRAP:

**THE SUSTAINABILITY STORY
BEHIND SHIP RECYCLING**



When a ship reaches the end of its working life, it is often viewed as an asset that has completed its journey. In reality, the end of a vessel's service is also the beginning of a new one.

Ship recycling is one of the largest examples of the circular economy in action. Rather than becoming waste, a ship's steel, machinery, equipment, and materials are recovered, processed, and returned to productive use. For an industry that relies heavily on steel and other resource-intensive materials, recycling plays a critical role in reducing waste, conserving resources, and supporting more sustainable industrial practices.

A modern vessel is far more than a floating structure. It contains thousands of tonnes of steel, along with engines, pumps, generators, cables, pipes, fittings, and equipment that can often be reused, refurbished, or recycled. Recovering these materials not only reduces the need for new raw materials but also extends the value of resources that have already been extracted and processed.

A Ship's Second Life

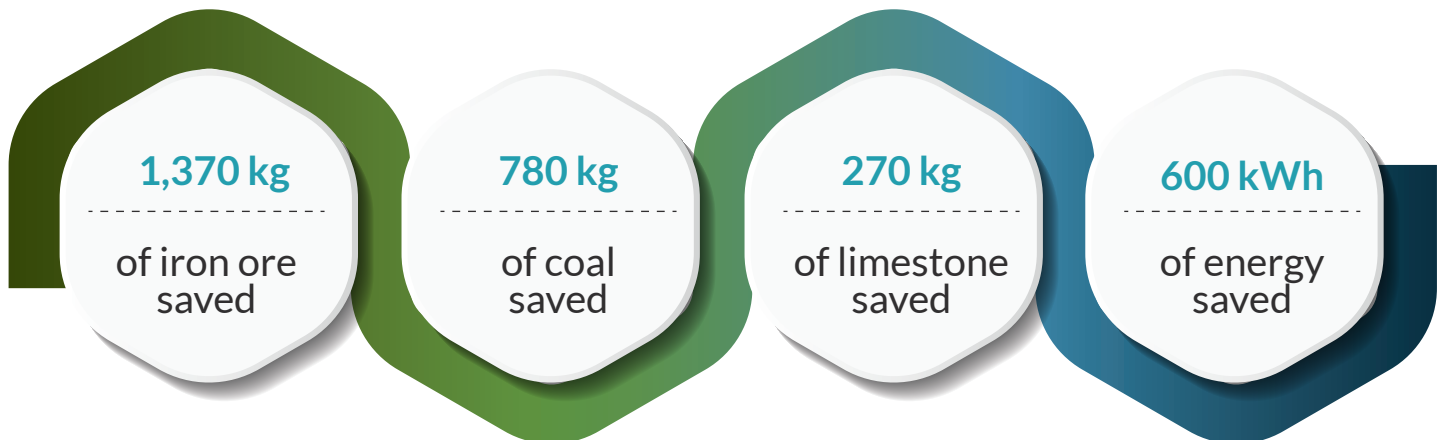
Recovered Material	Common Uses
Steel Plates	Construction, infrastructure, manufacturing
Pipes & Fittings	Industrial projects and fabrication
Generators & Machinery	Refurbishment and reuse
Electrical Equipment	Manufacturing and marine applications
Non-Ferrous Metals	Industrial and engineering uses

Steel is perhaps the most important part of this story. Ships are primarily built from steel, and a significant proportion of that material can be recovered through recycling. Once processed, recycled steel can be used in everything from buildings and bridges to industrial equipment and infrastructure projects.

The environmental benefits are substantial. Producing steel from recycled material requires far fewer resources than producing it from virgin raw materials. It reduces the need for mining, lowers energy consumption, and helps limit the environmental impact associated with steel production.

Why Recycled Steel Matters

For Every Tonne of Recycled Steel



These savings highlight why ship recycling is increasingly recognised as an important contributor to resource conservation. As industries around the world seek ways to reduce their environmental footprint, recycled steel is becoming an increasingly valuable part of the solution.

Sustainability in ship recycling is also about how vessels are dismantled. Expectations around worker safety, environmental protection, hazardous material handling, and waste management have evolved significantly over the years. The entry into force of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships marks an important milestone, establishing a global framework for responsible recycling practices.

Today, recycling facilities are increasingly expected to demonstrate not only efficiency, but also compliance with environmental and safety standards. The focus is shifting from simply recovering materials to ensuring that the process itself is carried out responsibly.

The Journey Forward

As the maritime industry works towards greater sustainability, ship recycling is expected to play an increasingly important role. While much of the focus is placed on cleaner fuels, vessel efficiency, and emissions reduction, responsible recycling supports these goals by reducing demand for virgin raw materials and extending the life of valuable resources. Together with stronger global standards, it is helping position ship recycling as an important part of shipping's long-term sustainability journey.

For an industry built on moving goods across the world, the future will not only be defined by how ships operate, but also by how responsibly they are retired and recycled.

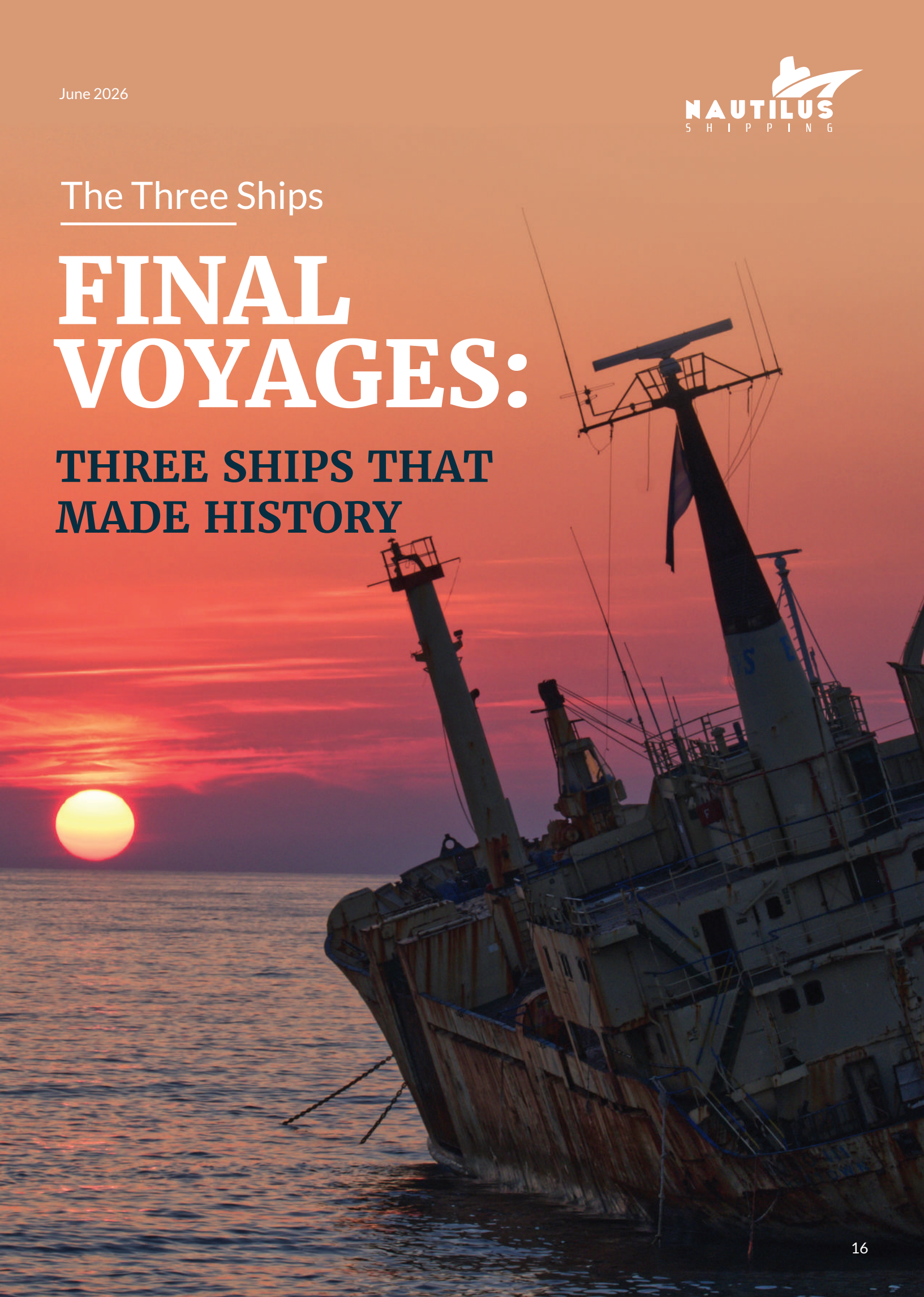
A ship's final voyage may mark the end of its service at sea, but it is far from the end of its value. Through responsible recycling, the materials that once powered global trade continue to support industries, infrastructure, and economic growth for years to come. In that sense, ship recycling is not simply about dismantling ships. It is about ensuring that the resources they contain continue to create value long after they leave the water.

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The Three Ships

FINAL VOYAGES:

**THREE SHIPS THAT
MADE HISTORY**



Every ship has a story to tell. While thousands of vessels reach the end of their operational lives each year, only a select few leave a legacy that extends far beyond their years at sea. Some are remembered for the roles they played in history, others for their engineering achievements, and some for the conversations they sparked around ship recycling itself. These three vessels stand out not only for the lives they lived but for the impact their final voyages had on the maritime world.

Few ships hold the place in Indian maritime history that INS Viraat does.

Originally commissioned into the British Royal Navy in 1959 as HMS Hermes, the vessel later joined the Indian Navy in 1987 and served for nearly three decades under the Indian flag. During her career, INS Viraat participated in numerous naval operations and became one of the most recognisable symbols of India's maritime capability.

After an extraordinary service life spanning almost six decades, the carrier was retired in 2017. Following years of discussion around preservation, the vessel eventually arrived at Alang for recycling in 2020.

For many, her final voyage marked the end of an important chapter in Indian naval history.



INS Viraat: India's Longest-Serving Aircraft Carrier



SS Blue Lady: The Ship That Sparked a Global Debate

Long before ship recycling became a mainstream topic, SS Blue Lady brought international attention to the industry.

Originally launched as the luxury ocean liner SS France in 1960, the vessel was later transformed into the cruise ship Norway, becoming one of the most famous passenger ships of her generation.

After a boiler explosion ended her operational career, the vessel was sold for recycling and arrived in India in 2006 under the name Blue Lady. What followed was one of the most widely publicised ship recycling controversies in the world, with debates surrounding environmental practices, hazardous materials, and worker safety.

While opinions differed, the vessel helped place ship recycling firmly in the global spotlight and accelerated conversations around regulation and responsible recycling practices.

Size alone made MV Mont remarkable.

Originally built as the Seawise Giant, the vessel remains the largest ship ever constructed, measuring more than 450 metres in length with a deadweight tonnage of more than 560,000 tonnes. Over its lifetime, the vessel sailed under several names before ending its career as MV Mont.

When it arrived at Alang in 2010, it became one of the largest vessels ever sent for recycling. Dismantling a ship of this scale required years of planning and demonstrated the capabilities of India's ship recycling industry.

Its final voyage was not only the end of an engineering giant but also a reminder of the immense scale at which modern ship recycling operates.

These vessels served very different purposes, but they share a common ending. Their final voyages highlight how ship recycling is not only about dismantling ships, but also about preserving maritime history, recovering valuable resources, and giving new life to materials that once travelled the world's oceans.

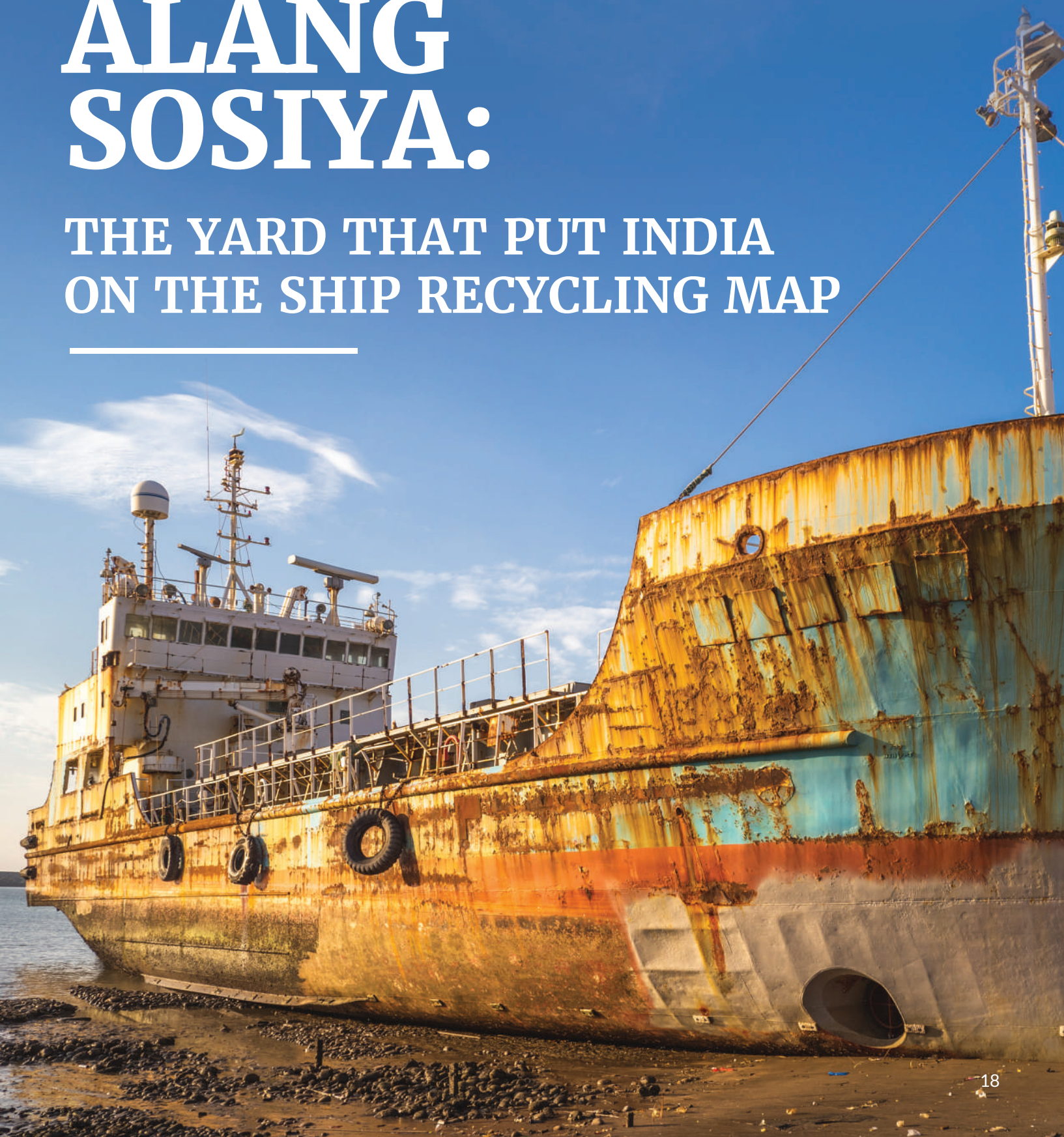


MV Mont: One of the Largest Ships Ever Recycled

Article

ALANG SOSIYA:

THE YARD THAT PUT INDIA ON THE SHIP RECYCLING MAP



When people talk about ship recycling, one name almost always enters the conversation: **Alang-Sosiya Ship Recycling Yard (ASSRY)**.

Located in Gujarat's Bhavnagar district along the Gulf of Khambhat, Alang-Sosiya is one of the world's most recognised ship recycling destinations. For more than four decades, vessels from around the globe have arrived here after completing their final voyages, to be dismantled, recycled, and transformed into materials that continue to support industries long after a ship leaves service.

More than just a recycling yard, Alang has played a significant role in establishing India as a major force in the global ship recycling industry.

Why Alang?

Alang's rise began with geography.

The Gulf of Khambhat experiences one of the highest tidal ranges in the world. Combined with a gently sloping coastline and favourable seabed conditions, this allows large vessels to be beached during high tide and accessed during low tide without the need for expensive dry dock infrastructure.

These natural advantages made Alang an attractive destination for shipowners looking for efficient and cost-effective recycling solutions. Over time, what started as a geographical advantage evolved into a globally significant maritime industry.

From a Single Vessel to a Global Hub

The industry's journey began in 1983 when the vessel MV Kota Tenjong became the first ship to be beached at Alang.

As global shipping expanded through the 1980s and 1990s, increasing numbers of ageing vessels required recycling. Alang rapidly grew alongside this demand, handling everything from tankers and bulk carriers to passenger ships and naval vessels.

What emerged was far more than a recycling yard. An entire ecosystem developed around the industry, including steel rerolling mills, equipment traders, transport operators, fabricators, and thousands of workers whose livelihoods became linked to ship recycling.

Over time, Alang became synonymous with the industry itself and earned a reputation as one of the world's leading ship recycling centres.

Putting India on the Global Ship Recycling Map

Alang played a central role in transforming India into one of the world's leading ship recycling nations.

Its scale and capacity attracted international attention, helping position India alongside Bangladesh, Pakistan, and Turkey as a major global recycling destination. For many shipowners, Alang became their first introduction to India's maritime recycling capabilities.

The impact extends well beyond shipping. Recycled steel from vessels supports construction, manufacturing, and infrastructure projects across the country, ensuring that materials continue to create value long after a vessel's operational life has ended.

Alang by the Numbers

01

Established in 1983

02

One of the world's largest ship recycling clusters

03

More than 200 plots developed

04

Over 115 Hong Kong Convention-compliant yards

05

A major source of recycled steel for the Indian industry

The Human Story

Beyond the ships and steel, Alang is powered by people.

The yard's workforce is made up largely of interstate migrants from Uttar Pradesh, Odisha, Bihar, and West Bengal, many of whom travel hundreds of kilometres in search of better employment opportunities. At its peak, the ship recycling industry has supported between **30,000 and 60,000 direct workers**, creating livelihoods not only within the yard but across a wider network of transporters, fabricators, traders, and service providers.

Yet employment remains closely tied to the arrival of ships. In FY2024–25, only **113 vessels** reached Alang, leaving many workers without regular employment. For some, this meant returning home temporarily to work in construction or agriculture until the next vessel arrived.

The work itself is demanding and carries inherent risks. A 2025 peer-reviewed review paper cited earlier occupational health research showing that among 94 workers exposed to asbestos, **around 16% displayed abnormal chest X-rays, while 39% demonstrated restrictive lung function impairment**. These findings reinforce the importance of continued improvements in worker welfare.

Encouragingly, the industry has made measurable progress. Mandatory Hong Kong Convention training, stricter use of personal protective equipment (PPE), and the availability of an on-site Level 3 trauma hospital reflect a growing commitment to safer and more responsible ship recycling. As Alang enters its next chapter, investing in its workforce will remain just as important as investing in its infrastructure.



A Changing Competitive Landscape

For many years, Alang was widely regarded as the centre of the global ship recycling industry. Today, however, the market is becoming increasingly competitive.

Bangladesh has expanded its share of global recycling activity, while Pakistan and Turkey continue to attract vessels from different segments of the market. At the same time, shipowners are placing greater emphasis on environmental performance, worker safety, and compliance with international standards.

As a result, success is no longer measured only by the number of ships recycled. Increasingly, it is defined by the ability to recycle vessels responsibly and sustainably.

Alang Then and Now

Then	Now
Growth driven by scale and volume	Growth driven by compliance and sustainability
Global dominance in recycling volumes	Greater competition from regional markets
Focus on capacity	Focus on responsible recycling practices
Industry expansion	Industry modernisation

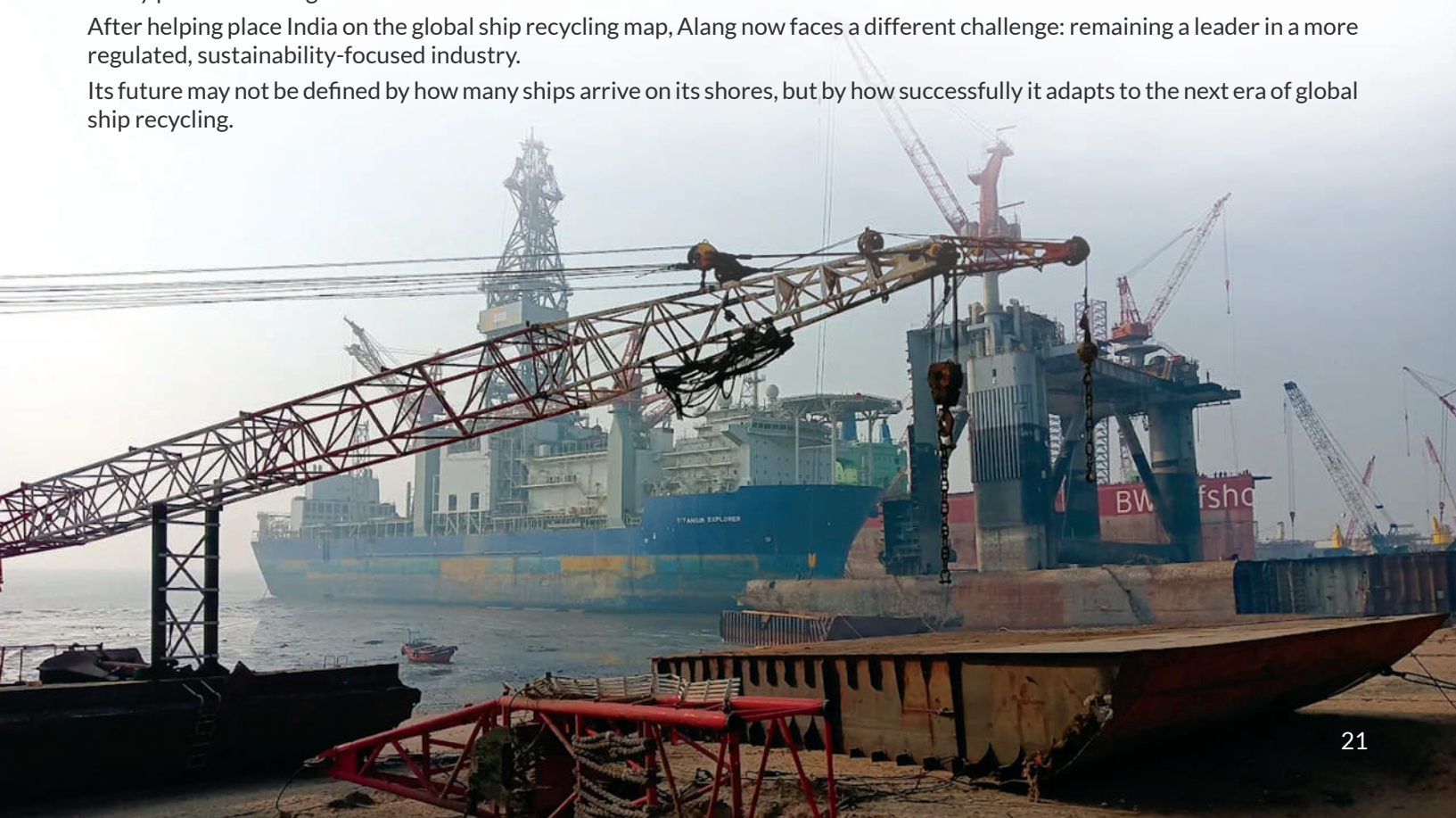
The Next Chapter

Alang's story is far from over.

As the Hong Kong International Convention comes into force and global expectations continue to evolve, the industry is entering a new phase. Many yards have invested in upgraded facilities, improved waste management systems, and stronger safety practices to align with international standards.

After helping place India on the global ship recycling map, Alang now faces a different challenge: remaining a leader in a more regulated, sustainability-focused industry.

Its future may not be defined by how many ships arrive on its shores, but by how successfully it adapts to the next era of global ship recycling.



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NAUTILUS TAKES OVER

TECHNICAL & CREW MANAGEMENT OF ORV SAGAR KANYA





Nautilus Shipping is proud to announce that we have been entrusted with the full technical and crew management of ORV Sagar Kanya, India's flagship multidisciplinary ocean research vessel operated by the National Centre for Polar and Ocean Research (NCPOR) under the Ministry of Earth Sciences, Government of India.

Commissioned in 1983 through an Indo-German collaboration, Sagar Kanya has been at the forefront of India's oceanographic research for more than four decades. Equipped with advanced capabilities including dynamic positioning, diesel-electric propulsion, and sophisticated scientific infrastructure, the vessel has supported numerous expeditions across the Arabian Sea, Bay of Bengal, and the wider Indian Ocean.

Over the years, Sagar Kanya has played a vital role in advancing India's understanding of marine ecosystems, climate systems, monsoon dynamics, and ocean sciences. Beyond her scientific contributions, the vessel has also served as a training ground for generations of researchers, many of whom today hold senior positions within NCPOR and the broader scientific community.

As part of NCPOR's research ecosystem—which also supports India's Antarctic stations, Maitri and Bharati, and the Arctic station Himadri—Sagar Kanya continues to be an important national asset contributing to India's scientific and research capabilities.

Under our management, Nautilus Shipping will oversee the vessel's technical operations and crewing, ensuring the highest standards of safety, reliability, and operational readiness. Maintaining a vessel of such significance is both a responsibility and a privilege, and we are committed to supporting the scientists and research teams who depend on her for their missions.

We are honoured to be part of Sagar Kanya's continuing journey and to contribute to the advancement of India's ocean and polar research initiatives.

STORIES FROM

ASHORE





Shreya
Copywriter

Learning the Ropes: A Content Writer's Journey into the Maritime Industry

Every writer walks into a new industry carrying a notebook full of questions.

When I first started writing for Nautilus, the maritime industry was exactly that for me, an unfamiliar world with its own language, complexities, and stories. Like most people, my understanding extended little beyond the fact that ships moved cargo across oceans. It didn't take long to realise that I had only been looking at the tip of the iceberg.

And there was a lot to discover.

With every blog came a new opportunity to understand the industry a little better. Shipowners, seafarers, vessel management, inspections, commercial operations, and international regulations, concepts that once required pages of research, gradually became subjects I could write about with confidence and genuine curiosity.

The first few months came with plenty of questions. Looking back, I think my Google search history tells that story better than I ever could. It became... unexpectedly nautical.

That understanding gradually found its way into every piece of work. What began with technical blogs soon grew into writing for shipowners and seafarers, newsletters, campaigns, communication around industry events, and creative promotions that presented maritime expertise in more engaging ways. Every new project came with a different audience, a different perspective, and another opportunity to understand the industry from a new angle.

One of the greatest contributors to that journey was the Nautilus newsletter.

Every edition became a treasure trove of knowledge. Reading insights from industry experts, stories from seafarers, technical incident analyses, and experiences from sea and shore gave me a perspective that went far beyond research. It wasn't just content to write or edit; it became content to learn from, and every issue made the next article a little easier to approach.

While I suspect my sea legs would last all of five minutes, it has been exciting to experience the maritime world through the photographs, videos, and stories so generously shared by the seafarers. They offered a perspective that no textbook or online search could have provided.

Every article answered one question and raised three more. There was always something new to learn, another story waiting to be told, and another perspective to understand. Behind every technical term, every vessel, and every voyage are people, experiences, and stories that deserve to be told. Being able to tell even a small part of those stories has been a privilege.



Sasritha
Talent Acquisition Executive

Embracing a New Horizon

Stepping into the world of crewing management just a year ago as a complete fresher was an absolute whirlwind. The maritime industry has a notoriously steep learning curve, and initially, it felt like a daily test of survival. However, as the youngest team member at Nautilus Shipping to be entrusted with managing a fleet, this past year has become an education far more practical, engaging, and fast-paced than any classroom could ever offer. Navigating the daily waves of ship management has taught me that youth and a fresh perspective aren't barriers, they are opportunities to bring vibrant energy and a highly organized approach to the table.

The Power of Proactive Planning & "Smart Work"

Through this journey, I quickly realised that meeting crew requirements efficiently comes down to a single golden rule: never let a crew change become a last-minute emergency. My daily strategy relies on careful planning, scheduling rotations well in advance and maintaining an active standby list of our trusted ex-hands to keep vessel transitions seamless.

The core "smart work" I've introduced to safeguard our workflow is screening and vetting crew documents at the very first step. Before a profile ever moves forward, I personally verify all certificates.

This initial filter allows us to proactively guide our seafarers on their career paths. Whether they are aiming for promotions in Foreign Going (FG) or Near Coastal Voyage (NCV) trades, we map out their sea-time requirements early. Identifying a missing course, an expiring document, or the exact sea time needed for the next rank upgrade allows me to guide each seafarer on how to stay on track. This ensures 100% compliance with DG Shipping regulations before anyone's time is wasted.

From there, I assist by suggesting the best options for medical clearances and travel logistics. By securing owner approvals early, I avoid piling up work at the final hour, giving me the peace of mind to enjoy the everyday process of my work rather than constantly firefighting.

Learning from the Best & Building Trust

I owe a massive thank you to my mentors in the office, whose patience and structured guidance helped me build these organized habits early on. But my learning hasn't just been shore-based; I am equally grateful to the seafarers themselves, who have become invaluable mentors. By staying in constant touch with our crew members while they are on board, I gain a real-time understanding of life at sea. Their practical feedback and guidance help me continuously refine my work ashore.

My proudest achievement in this first year has been earning the trust of both our owners and the seasoned mariners who have decades of experience behind them. Crewing isn't just an administrative task; it is the human heartbeat of ship management.

My biggest takeaway is simple: if we protect our crew from operational stress, support their career growth, and ensure their compliance long before they step onto the gangway, ships operate more safely, efficiently, and without unnecessary disruption.

"An hour of planning prevents a week of firefighting. By preparing our seafarers well before the voyage begins, we don't just manage a crew—we help anchor

June 2026

Placement Drive

INVESTING IN FUTURE SEAFARERS



Developing skilled maritime professionals begins long before they step aboard a vessel. Over the past few months, Nautilus Shipping has partnered with leading maritime institutions across India to identify promising talent, strengthen industry-academia collaboration, and create meaningful career opportunities for the next generation of seafarers.

➤ TS Rahaman Placement Drive Strengthens Pipeline for Women Seafarers

On **28 May 2026**, Nautilus Shipping held a recruitment drive at Training Ship Rahaman — one of India's oldest maritime training institutions, established in 1910 and **DG Shipping-approved**. The drive focused on recruiting women cadets for the **JSW fleet**, part of Nautilus's ongoing push for greater gender diversity at sea.

40 applicants shortlisted

26 interviewed

10 cadets selected

Partnerships like this one with TS Rahaman reflect Nautilus's continued investment in building a skilled, more diverse maritime workforce.

➤ Partnering with JAMS Marine College to Shape the Next Generation of Seafarers

Nautilus Shipping conducted an NCV Cadet Recruitment Drive at Jeyanthinather Academy of Marine Studies (JAMS), a leading maritime institute in Southern Tamil Nadu affiliated with the Indian Maritime University. Capt. Ravindra Kumar and Ms. Priyadarshini represented Nautilus, meeting with aspiring cadets to identify strong candidates.

10 cadets shortlisted

8 NCV Deck Cadets and
2 NCV Engine Cadets

Beyond recruitment, our visit also reflected a shared commitment to sustainability. In support of the college's **Green Campus Initiative**, our team participated in a tree-planting activity, reinforcing the importance of environmental stewardship within the maritime community.

We extend our sincere appreciation to the management, faculty, and placement team at JAMS Marine College for their warm hospitality and their continued efforts in preparing skilled and industry-ready maritime professionals.



Congratulations to all the selected cadets. We wish you fair winds and every success as you embark on your seafaring journey.



Dev Marine Academy Recruitment Drive

Nautilus Shipping visited Dev Marine Academy, a DG Shipping-approved institute under the Manisha Charitable Trust, to identify promising cadets for careers at sea. The academy's emphasis on practical training and professionalism aligns closely with Nautilus's own standards for its seafaring talent pipeline.

The recruitment drive provided an opportunity for Nautilus Shipping to interact with aspiring cadets, assess their potential, and identify candidates who demonstrate the knowledge, discipline, and commitment required for a rewarding career in the merchant navy.

The visit reinforced a shared goal: bridging maritime education with real industry requirements to open meaningful career paths for young seafarers.

Building Maritime Careers with the School of Maritime Studies, Centurion University

Nautilus Shipping conducted an NCV Cadetship Recruitment Drive at the School of Maritime Studies, Centurion University — a DG Shipping-approved institute known for its modern training facilities and strong practical curriculum.

Beyond identifying candidates for the NCV Cadetship Programme, the team shared insights into life at sea and the professional standards expected of future officers. Representing Nautilus Shipping, our recruitment team interacted with aspiring cadets, assessed their potential, and identified promising candidates for opportunities at sea through the NCV Cadetship Programme.

Capt. Ravindra Kumar, General Manager of Crewing and Operations, also attended the institution's Passing Out Parade on 3 July 2026.

We congratulate all the selected cadets and wish them every success as they embark on their maritime careers. Fair winds and following seas!





MARITIME TRADITIONS

The Last Stitch

Before a burial at sea, the ship's sailmaker would make one final stitch through the sailor's nose with a sailmaking needle. The practice served as a final check for signs of life before committing a sailor to the sea.

Pig and Rooster Tattoos

Why a pig and a rooster? These animals were often carried in floating wooden crates that sometimes survived shipwrecks. Sailors tattooed them on their feet as symbols of survival and safe return.

Boita Bandana

Celebrated across Odisha, **Boita Bandana** honours the ancient **Sadhabas** of the Kalinga kingdom, who sailed to Southeast Asia on **Kartik Purnima**. Miniature boats are floated on rivers today, keeping this maritime legacy alive.

Swallowing the Anchor

For sailors, retirement is traditionally known as "**swallowing the anchor**", a symbolic way of saying they've finally left life at sea behind.

EVENTS —

Sustainability In Action

Every year, World Environment Day - 5 June 2026 serves as a reminder that protecting our planet is a shared responsibility - one that extends across industries, communities, and generations. For the maritime sector, environmental stewardship is particularly significant, as shipping plays a vital role in global trade while continuing its journey towards a more sustainable future.

As part of the DG Shipping India "Ek Ped Maa Ke Naam" plantation drive and in the spirit of World Environment Day, we were proud to support the creation of a Nandhavanam (sacred garden) at Shree Kalyana Varadharaja Perumal Kovil, Tiruvottiyur, Chennai.

With the support of the temple authorities, approximately 70 trees and plants were planted, contributing to the development of a green space that will benefit the local community and environment for years to come.

In shipping, sustainability goes beyond compliance and operational efficiency. It is about fostering a culture of responsibility - whether through reducing emissions, improving energy efficiency, protecting marine ecosystems, or supporting environmental initiatives on shore. While technological advancements and regulatory frameworks are driving the industry's green transition, meaningful change is also achieved through collective actions that strengthen our connection with the environment.

Tree plantation initiatives such as this may seem small in scale compared to the global challenges of climate change, but they play an important role in enhancing biodiversity, improving air quality, and creating greener spaces for future generations. They also serve as a reminder that sustainability is built through consistent actions, both at sea and on land.

At Nautilus, we believe environmental responsibility is an integral part of our commitment to sustainable shipping. Through initiatives like these, we aim to contribute positively to the communities we serve while supporting

Together, we can nurture a healthier environment today and leave a lasting legacy for generations to come.

Nautilus Kochi Seafarer Meet

As part of our continued growth in Kerala, Nautilus Shipping recently celebrated an important milestone in Kochi following the inauguration of our new office.

To mark the occasion, we hosted the Nautilus Kochi Seafarer Meet on 31 May 2026 at the Avenue Regent Hotel, bringing together nearly 60 seafarers from the local maritime community for an evening of networking, camaraderie, and celebration.

The event provided a valuable opportunity to reconnect with seafarers, strengthen long-standing relationships, and engage with maritime professionals who form the backbone of our industry. It also reflected Nautilus's ongoing commitment to supporting and staying connected with the seafaring community as we expand our presence in the region.

We extend our sincere thanks to everyone who joined us and contributed to making the evening such a memorable success. We look forward to building on these connections and continuing to serve the maritime community in Kochi and beyond.





Strengthening Industry– Academia Partnerships at HIMT College

As part of our continued commitment to developing the next generation of maritime professionals, Nautilus Shipping was honoured to participate in the Passing Out Ceremony of the 97th Batch of GP Rating Trainees at Hindustan Institute of Maritime Training (HIMT) College on 11 June 2026.

Established as one of India's leading maritime training institutions, HIMT College has built a strong reputation for producing skilled and industry-ready seafarers through its focus on quality education, practical training, and professional development. Over the years, the institution has played a significant role in supporting the growth of India's maritime workforce and preparing cadets for successful careers at sea.

Representing Nautilus Shipping, Mr. Ajay Kumar attended the ceremony and had the opportunity to interact with cadets, trainees, faculty members, and the college leadership. During the event, he addressed the graduating batch, sharing insights into the evolving maritime industry, career opportunities at sea, and the importance of continuous learning and professional growth.

A key highlight of the visit was the discussion around the NCV Deck and Engine Cadet pathway, providing GP Rating trainees with greater visibility into alternative career progression routes within the maritime sector. The interaction generated significant interest among the trainees and reinforced the importance of creating structured pathways for aspiring seafarers to advance their careers.

Nautilus Shipping extends its sincere appreciation to the management, faculty, and placement team at HIMT College for their warm hospitality and continued efforts in nurturing the next generation of maritime talent. We look forward to building a strong and lasting partnership that contributes to the growth of both the institution and the maritime industry.



NEWS & INSIGHTS



Superyacht Boom Leaves a Trail of Abandoned Boats in Miami

A surge in luxury superyacht ownership has unintentionally contributed to a growing environmental problem in South Florida. As affluent yacht owners upgrade to larger vessels, many older recreational boats are abandoned instead of being properly disposed of. These derelict vessels have accumulated in Miami's waterways, creating navigational hazards, polluting marine ecosystems, and placing a significant financial burden on local authorities responsible for their removal. Experts highlight the need for stricter regulations and better end-of-life vessel management to address this growing issue.

India Becomes the World's Largest Ship Recycling Nation

India has emerged as the world's leading ship recycling nation, achieving the Maritime India Vision 2030 target five years ahead of schedule. The country now accounts for 35.4% of global ship recycling, with the Alang Ship Recycling Yard in Gujarat remaining the backbone of the industry. The Indian government is now working to nearly double the nation's recycling capacity to around 9 million light displacement tonnes (LDT) through infrastructure expansion and policy support. With BIMCO forecasting that more than 16,000 vessels will require recycling over the next decade, India is positioning itself as a global hub for sustainable ship recycling and circular maritime practices.



Global Seafarer Shortage Could Worsen by 2030, Warns BIMCO and ICS

The latest BIMCO/ICS Seafarer Workforce Report 2026 estimates that the global merchant fleet currently employs 2.57 million seafarers across more than 85,000 merchant ships. While there is currently a surplus of ratings, the industry faces a shortage of approximately 39,100 certified officers in 2026. Looking ahead, the report projects that the industry will need an additional 22,747 officers and 8,475 ratings every year until 2030 to meet growing demand. BIMCO and the International Chamber of Shipping stress that greater investment in maritime education, recruitment, retention, and career development is essential to prevent a significant global officer shortage.



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Contact Us

✉ hello@nautilusshipping.com

☎ +91 44 4684 9999



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