

# SailorsHUB

## JOURNAL

A photograph of a sunset over the ocean. The sky is filled with orange and yellow clouds, and the sun is low on the horizon. In the foreground, the bow of a white boat is visible, with a metal railing. The water reflects the warm colors of the sunset.

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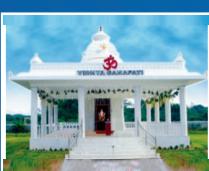


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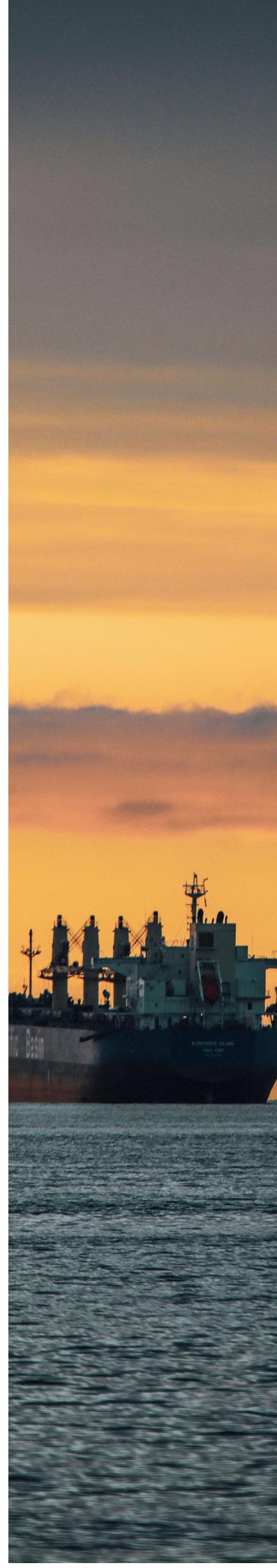
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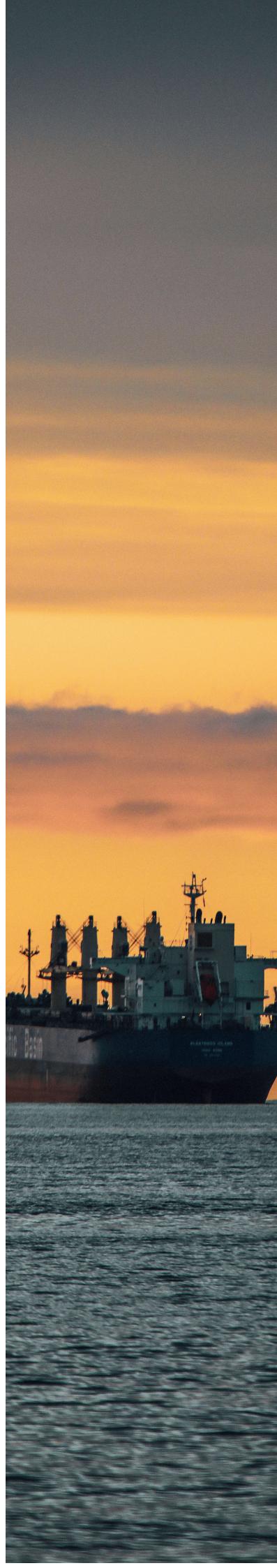
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## About Us

SailorsHUB is a next-generation maritime engagement and enablement platform designed to unite seafarers, cadets, aspiring maritime professionals, shipping companies, training institutes, maritime organisations, and industry stakeholders within one powerful collaborative ecosystem.

The SailorsHUB Journal – First Edition (January 2026) marks a significant milestone in capturing the spirit, ambition, and leadership potential of India's emerging maritime workforce.

This inaugural edition amplifies the voices of cadets from across the country—young men and women who represent the future of Indian shipping. Through compelling speeches and personal reflections, they share their transformative journeys from Cadet to Captain and Cadet to Chief Engineer, their aspirations for Atmanirbhar Bharat and Viksit Bharat, and their vision of how India's maritime strength can contribute to national growth, global trade, and ocean leadership.

Beyond youth perspectives, the journal is enriched with insights, guidance, and thought leadership from senior maritime professionals, master mariners, chief engineers, educators, and industry mentors. Their experiences provide direction, realism, and inspiration—bridging generations and strengthening the pathway from training to leadership.

More than a publication, the SailorsHUB Journal is a platform of purpose—celebrating aspiration, nurturing competence, and reinforcing India's commitment to building a skilled, resilient, and future-ready maritime nation.

This edition stands as a source of inspiration and learning for cadets, maritime academies, shipping companies, policymakers, and industry stakeholders, reflecting the collective belief that India's journey toward becoming a global maritime powerhouse will be steered by the vision, values, and voices of its next-generation seafarers.



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## Founder's Letter

Dear Readers,

India stands at the threshold of a new maritime era.

As our nation charts its course toward becoming a global maritime powerhouse, the true strength of this journey lies not only in ports, policies, and infrastructure — but in the young minds who will command its ships, design its engines, navigate its oceans, and lead its fleets.

The SailorsHUB Journal was born from a simple belief:

The future of Indian shipping belongs to its cadets.

This vision first took shape with the idea of hosting a one-of-a-kind national Elocution Competition organised by the MMS Group. SailorsHUB proudly collaborated on this landmark event and supported its execution, turning a powerful concept into a grand success. It was through the voices, confidence, and conviction of these young cadets that the idea of a national youth maritime journal was born.

We are deeply grateful to the MMS Group for this opportunity.

This first edition brings together voices from across maritime institutes — young men and women who have chosen a life at sea, driven by discipline, courage, and an unshakeable belief in India's maritime destiny. These are not polished corporate essays. These are real stories, real dreams, and real journeys — written in their own words.

Each page reflects ambition.

Each story reflects resilience.

Each voice reflects the spirit of Atmanirbhar Bharat.

This journal is our tribute to the next generation of maritime leaders — and our commitment to give them a national platform.

To every cadet reading this:

Your voyage has begun.

Your course is plotted.

And the nation is watching.

Welcome to the first chapter of a new legacy.

Fair winds and following seas.



Capt. Rohan Sabnis

Founder, SailorsHUB Journal

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## MY DREAM VOYAGE: FROM CADET TO CHIEF ENGINEER IN AN ATMANIRBHAR MARITIME INDIA

*Atmanirbhār Bharat is not just a vision; it is a movement to make India a global manufacturing hub. An India that designs, builds, and sails with pride.*

The year is 2035, and this is Chief Engineer Kshitij Gupta, I still remember the first time I stepped into the engine room, I didn't find calm — I found chaos and the faint smell of burnt oil. Someone handed me a wrench bigger than my confidence, and the Chief Engineer, a man with grease on his hands and wisdom in his eyes, looked at me and said "Son, remember - the engine doesn't listen to your orders, it listens to your attitude."

And this very line stuck with me for the rest of my life because that was the day, I realized a ship doesn't run on fuel alone; it runs on people who believe in it."

And that moment, standing beside a roaring main engine, marked the beginning of my dream voyage. Good evening, ladies and gentlemen, I am cadet Kshitij Gupta from 2<sup>nd</sup> year B.tech marine engineering representing Tolani

Maritime Institute and today I am speaking on the topic-

My dream voyage from a Cadet to a Chief Engineer in an Atmanirbhār Maritime India.

As a cadet, I was the one tightening bolts, cleaning filters, and praying the Chief wouldn't ask me to explain thermodynamics before breakfast. But beyond all this I was silently dreaming. Every clang of steel and hiss of steam whispered something to me —

One day, you'll lead this symphony.

As Dr. A.P.J. Abdul Kalam once said, Dream is not what you see in sleep, but the thing which doesn't let you sleep.

That's exactly how I felt restless, determined, and proud to be part of a generation ready to redefine India's maritime power.

The control room looks more like a spacecraft than a ship, with AI-driven diagnostics, predictive maintenance



systems, and real-time energy optimization.

When I walk through the engine room, I don't just hear machines. I hear India. Every vibration says, 'We built this.' Every hum says, 'We believed we could.'

Does this sound far-fetched to you in 2025?

Not really.

Because India has already taken its first steps.

Just last year, in 2024, India tested its first hydrogen fuel cell ferry in Varanasi, a milestone towards green shipping. Or we can talk about the Sagarmala and

Maritime Amrit Kaal, under which over 800 projects worth ₹5.5 lakh crore are reshaping India's shipyards and coastal infrastructure.

So, this isn't just a dream — it's a destination we're already sailing toward.

But every voyage, no matter how glorious, faces rough seas.

Let's be honest, the Indian maritime sector still imports over 70% of its ship machinery and spares.

We rely heavily on foreign ship designs and technical expertise.

So the question isn't "Can we dream?" it's "Can we build what we dream of?" Yes we can.

And the change has already begun.

Maritime India Vision 2030 sets a goal to increase our shipbuilding market share tenfold and make our ports among the world's top 25.

While The Cochin Shipyard is now building India's first zero-emission, fully electric vessels.

Actually, Atmanirbhar Bharat is not just self-reliance — it's self-confidence.

It's the courage to say, 'We can design our own engines, manufacture our own parts, and create our own future.'

It's not about isolation, it's about innovation.'

As our Hon'ble Prime Minister once said, 'Atmanirbhar Bharat is not just a vision, it is a movement to make India a global manufacturing hub.'

In my dream, our shipyards hum with activity, our ports shine with smart technology, and our marine engineers stand tall, not as operators, but as creators.

This reminds me of an interesting story-

Once during my cadet ship, our lubricating oil purifier broke down mid-sea.

The spare part was foreign-made, and the manual might as well have been written in Greek.

The Chief looked at me and smiled: "Let's make

It works — the Indian way.”

We crafted a temporary seal using a locally made gasket and a machine shop improvisation.

It worked flawlessly till we reached port. That day, I learned something no textbook teaches — being Atmanirbhar isn't about doing everything alone; it's about believing that we can create solutions even when the world doubts us.

From that moment, I promised myself —

When I become Chief Engineer, no cadet under me will ever wait helplessly for a foreign spare. We'll build our own solutions.

Because the true power of engineering lies not in machines we run, but in the values that run us: discipline, integrity, and innovation.

Rabindranath Tagore once wrote,

“Where the mind is without fear, and the head is held high — into that heaven of freedom, my Father, let my country awake.”

And I dream of that India, where engineers hold their heads high because of what they sail, what

they fix, and what they design, is truly their own.

So, when I picture myself signing off as Chief Engineer someday, I won't write “Voyage completed.”

I'll write “Mission continued.”

Because every voyage I take will carry a piece of this vision —

An India that designs, builds, and sails with pride.

They say, “Ships don't sink because of the water around them, but because of the water that gets in.”

So as long as we keep doubt out, no storm can sink the ship of Atmanirbhar Bharat.

My journey from cadet to Chief Engineer is a personal voyage —

But my destination is India's destiny.

And as long as there are waves to face, engines to run, and dreams to chase —

This Chief Engineer will keep sailing.



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*Capt. Sudheer Naphade,  
Chief Executive Officer –  
MMS Group*

## **CREATING OPPORTUNITIES BEYOND THE CLASSROOM: THE ROLE OF INDUSTRY ACADEMIA COLLABORATION**

For more than six decades, I have had the privilege of witnessing the Indian maritime sector evolve through phases of expansion, regulation, professionalization and global integration. From my early years at sea in the late nineteen-fifties, through my responsibilities in maritime administration and international regulatory institutions, to my present engagement in ship management and maritime services, one observation has remained consistent: the true strength of the maritime profession rests not merely in the competence of its seafarers, but in the manner in which industry and academia engage with one another. Maritime education has traditionally been structured upon discipline, technical rigour, and conformity to international standards. Our institutions have performed this responsibility with admirable diligence. However, the realities of the contemporary maritime world extend far beyond the limits of syllabi, examination frameworks, and simulator environments. Globalized trade, technological transformation, environmental accountability and evolving regulatory frameworks require the young maritime professional to develop a broader intellectual and professional orientation. This is where meaningful collaboration between industry and academia must assume a central role. During my years in maritime administration, I had frequent opportunities to interact with maritime institutes, training authorities, shipowners and international bodies. What became increasingly apparent was that education and industry operate most effectively not as parallel entities, but as interdependent partners. The classroom provides

foundational knowledge; industry contextualizes that knowledge, refines it through experience, and connects it to operational realities.

The young cadet who steps into a maritime institute enters with aspiration, curiosity, and ambition. The institute equips him or her with structure, discipline and theoretical competence. Yet, the true shaping of a maritime officer occurs when that learning is exposed to real-world perspectives: the complexities of decision-making at sea, the pressures of commercial operation, the responsibility of command, the ethical dimensions of leadership and the human element of shipboard life. The traditional uniform of Whites and Blues is not merely ceremonial attire; it represents continuity with the naval tradition to which the Merchant Navy has historically been aligned. In periods of conflict and national emergency, the merchant fleet has served as the nation's second line of defence, sustaining vital supply lines and strategic movement. The uniform therefore signifies not only rank and responsibility, but a deeper association with service to the nation, professional integrity and maritime heritage. These attributes cannot be cultivated by instruction alone; they are fostered through engagement, dialogue and experience.

On average, in the merchant Navy, a deck officer obtains Master FG by the age of 28~30. So does the marine engineer obtain his 1st Class around the same age. Both become Master or Chief Engineer by 33~35 latest. Thereafter, the family obligations put pressure to come ashore. Few find good & challenging openings ashore. Such a well-founded seafarer should be able to cross the bridge & enter the Indian Navy. No such openings exist presently. A merchant naval officer needs to be facilitated to enter Indian Navy at the age 35~40 & work next 20 years there to retire on a pension. The reverse activity is made available for Naval Officers to obtain COC In merchant Navy through Navy Limited Exams.

Initiatives that bring students, educators and industry practitioners together serve a vital developmental purpose. They encourage cadets to articulate their thoughts, question assumptions, examine professional values and recognize their own

potential as future leaders of the maritime sector. They also provide the industry with a deeper understanding of emerging talent, enabling more responsive mentorship and professional support.

The recently conducted national elocution initiative, which brought together cadets from institutions across the country, demonstrated this dynamic with clarity. The participants did not merely recite prepared material; they spoke from conviction, drawing upon their own aspirations and their understanding of the maritime profession's future. Listening to these young voices was, in many ways, a reminder that education is most effective when it allows students to think, reflect and engage, rather than merely absorb and reproduce.

Industry-academia collaboration must, therefore, not be confined to recruitment interfaces or occasional seminars. It must develop into a sustained framework of interaction in which institutes and maritime organizations share responsibility for shaping the professional, intellectual and ethical character of the future officer. Such collaboration can manifest through structured mentorship programs, exposure to operational challenges, involvement in research and innovation, and platforms that encourage discourse, communication and leadership.

A young officer who enters the profession having engaged with industry perspectives is better prepared to navigate the uncertainties of operational life. He or she understands not only the technical parameters of the job, but also the cultural, regulatory, and economic contexts within which ships operate. This, in turn, strengthens safety culture, decision-making maturity and professional accountability.

The maritime profession has always demanded resilience, discipline and competence. The future will also demand critical thinking, adaptability, technological awareness and the ability to engage constructively with diverse stakeholders. These qualities cannot be cultivated in isolation. They emerge when academia and industry recognize their shared responsibility toward the development of the maritime human resource.

Creating opportunities beyond the classroom is not simply an educational exercise; it is an investment in the long-term integrity, professionalism and global standing of the Indian maritime fraternity. If we are to prepare the next generation of masters, chief engineers and maritime leaders, we must ensure that they are shaped not only by instruction, but by experience, reflection and meaningful engagement with the very industry they aspire to serve.

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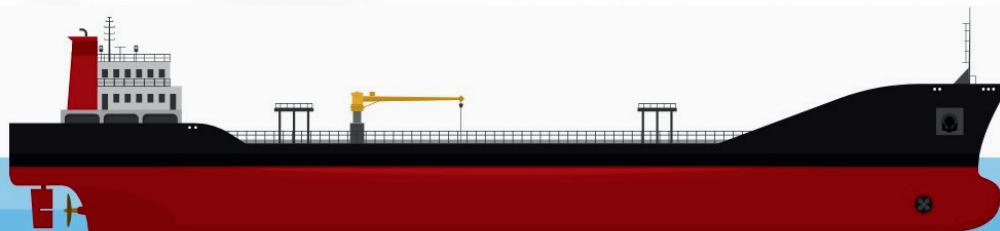


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## CADET TO CAPTAIN: MY DREAM VOYAGE IN AN ATMANIRBHAR BHARAT

*When we put on these uniforms, we aren't just wearing cloth — we are wearing the legacy of Sindhu traders and the ambition of a billion people.*

I am Anandhu PS, and I am a cadet. Very much like most cadets here, my dream too has been to see myself with four golden stripes on my shoulders. But the voyage from a cadet to a captain is a thriller written by the sea itself.

It begins with these trembling hands learning a bowline knot at 5 AM for tomorrow's practical exam. And then it becomes the stomach-churning roll of the deck in a Force 9 gale. It is the 4 AM watch where you fight your sleep to perfect a celestial fix. It is a crucible of steel and saltwater that forges a cadet into a captain — the most thrilling adventure a young Indian can undertake today.

But why does this calling resonate so deeply in our hearts? Because this is no longer the journey of one solitary sailor; it is the journey of a billion-strong nation.

When I, as a young cadet, first polish a brass fitting until I can see my reflection, I see the reflection of a new India. When I look at my brothers and sisters here, I don't just see competitors, I see future captains, chief engineers, and fleet commanders.

I see the men and women who will one day command the very ships whose keels are being laid today in Cochin and Mazgaon. That pride is our fuel. That connection is our strength.

This is the emotional core of my dream. I am not an orphan of the ocean; I am a child of a nation that is finally, powerfully, stretching its legs. That is the empowerment of our Atmanirbhar destiny. When we put on these uniforms, we aren't just wearing cloth — we are wearing the legacy of Sindhu traders and the ambition of a billion people.



And the horizon has never been clearer. The Maritime India Vision 2030 is our operations order. The plan to grow our fleet is our strategic chart.

And we're not just talking about container ships; we're talking about cutting-edge LNG carriers, sophisticated Suezmax tankers, and indigenous warships. The thunder of hammers in Cochin Shipyard is not just noise but a drumbeat of our maritime destiny.

I know for certain that when I command my first vessel, its hull will bear the proud Tiranga.

The cargo in its hold will be the lifeblood of the Indian economy. This is the promise of an Atmanirbhar Bharat.

My fellow cadets, the watch is changing. The old world looked to others to carry its cargo, but the new world will look to us.

Our voyage has begun. Our course is plotted, and the nation is counting on us — to lead and to prevail.

Jai Hind.

Jai Samudram.

Jai Atmanirbhar Bharat!



## SAILING INTO 2030; MARITIME POWERING VIKSIT BHARAT

*I belong to a city situated on the banks of river Ganga, I know how a minor boost in the Maritime tourism makes a vital impact on the economy of the city just imagine how great spike would the complete development of Indian Maritime Sector would give to Nation's GDP*

From the sea comes strength, prosperity and self-reliance. Respected dignitaries, a very good afternoon, I am Cadet Swarnjeet Singh Walia of Chitkara University School of Maritime Studies and today I'm honoured to speak on the theme "Sailing in 2030; Maritime Powering Viksит Bharat". It is an old rule of world politics, if you dominate the seas, you can dominate the world. And it's quite evident why is it said so. We use seas for trade, we use them for wars, we use them for resources. Which makes it easy for me to say- The Maritime Power is the key to Global Power. In 21st Century it does not only mean strong navy but many other elements as well.- like our ship building capacity, our sea-faring population and our ability to handle trade.

Today I stand before you to talk about a vision- a vision of our nation set on the vast blue horizon. The seas are no longer just a backdrop for India's trade and

commerce; they are the gateway to our nation's future. -India's destiny has always been tied to the sea, with 7,500 km long coastline and our central position in Indian Ocean we stand as the bridge between East and the West. As our nation moves through Amritkaal towards 2047, the maritime sector is emerging as key engine of Viksит Bharat - A developed India. We the future officers of the sea will steer this transformation. By 2030 nearly 90% of India's trade will continue to move by sea. Recognizing this, the government of India has launched visionary projects to modernize ports, boost ship building and promote green digital shipping. Major government initiatives include- Sagarmala project launched in 2015 with an objective to promote port-led development in India by harnessing Our country's long coastline.



and a strategic maritime location. Over 800 projects worth 5.8 lakh crores are transforming India's ports and coastal infrastructure, with an aim to reduce logistics cost and create jobs by making our ports more efficient.

The next phase, 'Sagarmala 2.0' adds worth 75,000 crores for digitalisation of ports, ship repair clusters and inland water transport- making Indian ports globally competitive and self-reliant. Its expected outcome is to make India a global maritime hub and logistics leader, aligned with Amrit Kaal Vision.

By 2030, India plans to have 8 deep draft ports, connecting our coast to the global

trade routes. One such port is Vadhvan Port, Maharashtra a world class deep draft port for ultra large container vessels. let me not forget to mention how great it was for us on June 9, 2025 to welcome such a large container vessel MSC IRINA which made its maiden call at Vizhinjam International Seaport in Kerala.

Also, a new 69,000 crore ship building project and a 25,000-crore maritime development fund are empowering shipyards which aims to achieve 4.5 million Gross Register Tonnage/ year ship building capacity and make India one of the top five ship building nations by 2047. Not only this the blue economy policy of Government of India promotes fisheries, tourism and marine energy. Over 110 National Waterways - including Ganga, Brahmaputra and Godavari are being developed for cargo and passenger movement,

cutting logistics cost and pollution.

I belong to a city situated on the banks of river Ganga, I Know a minor boost in the Maritime tourism makes a vital impact on the economy of the city just imagine how great spike would the complete development of Indian Maritime Sector would give to Nation's GDP.

India is also effectively working towards green shipping.

India's first Green shipping corridor between Kandla and Tuticorin is underway. Ports are switching to Solar power, LNG bunkering and electric Cranes. The National Centre for Green Shipping in Mumbai is continuously researching on low carbon vessels and are continuously working towards transitioning large ports and fleets to green fuels also monitoring and verifying sustainable methods for emission-reduction. Today when I say sailing in 2030, sailing just not seems to me a

word, but it stands for Sustainable Automated Integral Logistics-Driven Integrated Navigationally Intelligent and Green Shipping.

For us cadets, this is a call to prepare for the future of smart and sustainable shipping.

We the officers of tomorrow, must be technologically skilled, environmentally aware and globally competent.

When there are violent storms, the world looks upto a steady lighthouse, and we the Indians, will serve as the steady lighthouse for the world in the

stormy weather. I would like to mark my words with- "samundr vande jagatkarnam" I bow to the ocean, the cause of the world. By 2030, when India stands tall as a Maritime Power, let history record that we, the cadets and seafarers of today, were the wind beneath the sails. Let us navigate towards a stronger, sustainable, and "Vikisit Bharat" powered by the might of the sea.

Thank you, Jai Hind Jai Bharat.

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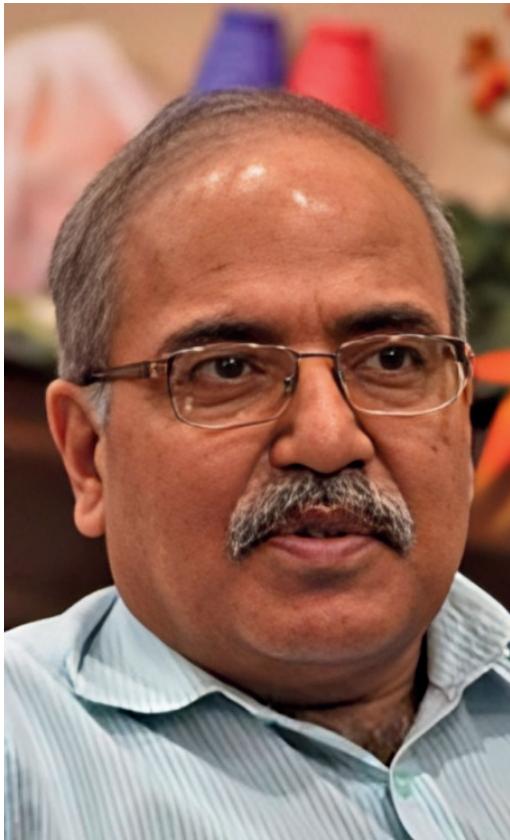
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**Professor Satish Agnihotri,  
Visiting Professor, CTARA, IIT  
Bombay; Distinguished  
Alumnus**

## **LISTENING TO THE LEADERS OF TOMORROW'S VIKASIT MARITIME BHARAT**

Calling the youth the 'leaders of tomorrow' is almost a cliche. But we hardly ask them what their vision today is. We, or the elder generation; the leaders of today, would rather direct what their vision ought to be. But this time there was a difference. The MMS Foundation Day Celebration this year did not do more of the same; it did it differently. The leaders of tomorrow's maritime India, who are the cadets today, were asked to spell out their vision for 2030 – how did they see the future. The current 'leaders' were required to listen to this vision, not direct it, and that made the difference. It was a pleasure to be a judge in the final round of the Elocution Competition – "Voices of Tomorrow's Maritime Leaders" for trainees of Maritime Training Institutes across India. The topics given to the young cadets were apt – reflecting the current mood and aspiration of

the country. One was a statement of their dream of 'Sailing into 2030 - Maritime powering Viksit Bharat'. The other was a statement of the responsibilities in the future even though a dreamt one "Cadet to Captain / Chief Engineer – my dream voyage in an Atmanirbhar Maritime India".

The cadets did not disappoint. Here was a vision that was confident, not flamboyant. It spoke of the maritime Bharat that will surf with the wave of technology and AI. While this will be achieved, the enduring values of Bharat will not be forgotten. Courage will be displayed, bravado will be shunned. The empathy will be practiced, equity will be brought in, and inclusiveness will be the norm. Indian professionals will be sought after.

The cadets did not look at the technology in isolation. It will also be used responsibly. Going

green, reducing carbon footprints. Going SMART, reducing wastage, and reducing the turnover time. The AI will assist the seafarers – not control them. And yes, they were not looking merely outward; the Sagarmala will truly become a garland that will serve the country in its economic growth.

What would the cadets do as leaders? They will strive to bring in professional competence that can do the industry proud. They will usher in greater efficiency and lower turnaround times. At the same time, they will look after their crew well. The responsibility will become heavier with time, but their shoulders were broad enough to handle these towards a Viksit Bharat. Quite interestingly, some of the male cadets also spoke about the need for a better representation of their female counterparts in the maritime sector.

It was difficult for the judges to differentiate. The visions were different, but that did not mean less. Each speaker brought in their own nuances, most being positive and spirited, one staying within the bounds of realism, nevertheless.

But content notwithstanding, the delivery matters. How you play across the 20 overs makes all the difference. There was a consensus as to who

would be the 1<sup>st</sup> rank holder. He paced his innings well, spread his ideas evenly and coherently. His composure did not waver. Some others were not so systematic. They did not quite keep the initial power play overs in mind, but most did make up for it in time showing composure and presence of mind. Most cadets did keep to the time limit – a discipline that will come in useful in their working life. One cadet was a bit nonplussed when he found he had a couple of minutes still left to spare at the end of his speech.

Were the speeches all serious? No, there was a good mix of humor and wit and some dramatic delivery as well. The audience never felt bored.

Finally, the awards and ranking does not really matter. All ten were worthy competitors. It is the participation and pursuit of excellence that matters.

One more difference is worth highlighting; participation of the female cadets. Preaching that women should be encouraged in STEM is one

thing; practicing it is quite another. That 3 out of 10 finalists were female cadets reflects the emerging reality of the Viksit Bharat, where entrenched glass ceilings will be broken. "But they did not make it in the top 3" – never mind. That dawn will also appear. We have 5 more years to go. Well done MMS – may the flag continue to fly high.



# CADET TO CAPTAIN: MY DREAM VOYAGE IN AN ATMANIRBHAR BHARAT

*The horizon always looked like freedom. An endless line that promised something more. When I first heard the word "seafarer," it sounded magical.*

Good morning to one and all present here... Respected dignitaries, esteemed faculty, and my dear fellow cadets. I am Riddhi Poojary, a deck cadet in training and today, I stand before you not just as a student, but as a dreamer, a believer, and above all, a proud daughter of India's maritime future. My story is not of arrival, but of a voyage in progress. A voyage I call... "From Cadet to Captain, My Dream Voyage in an Atmanirbhar Maritime India." The Dream Begins Ever since I was a little girl, I've been drawn to the sea. While others spoke of mountains and skies, my heart would leap at the sound of crashing waves. The horizon always looked like freedom, an endless line that promised something more. When I first heard the word "seafarer," it sounded magical. I imagined myself standing on the bridge, wind in my hair, eyes on the compass, heart anchored in courage. But soon, reality reminded me that the sea is not all sunsets and calm waters. It is discipline, it is danger, and it is determination. And that's when I realized, to chase this dream meant learning to befriend the storm itself. Facing Stereotypes When I told people I wanted to become a deck officer, the reactions were... mixed. Some smiled politely and said, "That's ambitious." Others asked, "Why not something safer?" And a few laughed softly, "A girl... on a ship? Are you serious?" I've learned something important: doubt is often louder than encouragement. But it only has power if you listen to it. And I chose to listen to my heart instead. Because the sea does not discriminate. The waves don't ask, "Are you strong enough?" The storms don't check, "Are you male or female?" They simply come and they test

who stands tall when they do. And I've promised myself I will stand tall. The Hardship Behind the Dream Being a female cadet means you don't just carry your gear, you carry expectations. You carry the pressure to prove yourself every single day. Sometimes, you feel invisible. Sometimes, you feel underestimated. But every time you rise again, you make a small crack in that invisible wall of doubt, not just for yourself, but for every girl who will follow. There will be moments when my hands ache from pulling ropes, when saltwater stings my eyes, when fatigue tries to weigh me down.

But I'll remind myself that pain is temporary, pride is permanent. Atmanirbhar Bharat's Connection To me is quite important, because Atmanirbhar Maritime India is not just about building ships and ports, it's about building people who can stand, sail, and dream on their own. Because a self-reliant India cannot sail ahead if half its talent is left behind on the shore. We don't want special treatment; we want equal opportunity. We want to prove that the sea belongs to anyone brave enough to sail it. When I look around today, I see a new India rising. Building ships, training officers, and giving its daughters the same deck to stand on. This is the India I'm proud to serve. This is the India that believes a girl from a small town can one day captain a ship flying the Indian flag across the world. The Emotional Core There will be times when I'll stand alone on deck, with miles of ocean around me and no land in sight. I'll look up at the sky, see a thousand stars, and think of my parents, my mentors, and my homeland. Their love will be my compass, their blessings my North Star. Because a seafarer may leave her home behind, but home never leaves her.

And in those quiet moments, I'll whisper, "You're not just Riddhi. You're India's daughter. sailing with purpose."

The Vision: One day, I will climb that gangway, not as a cadet, but as an officer. And one day, I will stand on the bridge ... not as a dreamer, but as a leader. The ocean will stretch endlessly before me, and I will look at the horizon and say, "You made it. From cadet to captain. You made it." But that moment will not belong only to me. It will belong to my teachers, my batchmates, and every woman who dared to dream differently. Closing Because an Atmanirbhar India does not sail forward on one person's dream ...it sails forward on the strength of every Indian sailor's heart. So here I am... still a cadet, still learning, still dreaming, but ready. Ready to take on the storms. Ready to steer my course. Ready to rise and sail toward the sunrise of opportunity.

From Cadet to Captain, this is my dream, this is my voyage, and this is my humble contribution to an Atmanirbhar Maritime India. Thank you.



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*Mr Vijay Arora, Retired Managing Director IRS, Director & CEO Shinrai Texsar Pvt Ltd, with 30+ years maritime experience*

## **A GLIMPSE INTO THE TALENT AND POTENTIAL OF INDIA'S MARITIME YOUTH**

Serving as a judge at the recent “Voices of Tomorrow’s Maritime Leaders” event offered me a powerful window into the passion, capability, and forward-looking mindset of India’s maritime youth. What stood out most was not just their knowledge of the industry, but the clarity with which they articulated its challenges and the creativity with which they envisioned its future.

From confident analyses of emerging technologies to thoughtful reflections on sustainability, safety, and global competitiveness, the participants displayed a maturity that belied their age. Their presentations revealed a generation that is not only technically sound but also deeply aware of the social, environmental, and economic dimensions shaping the maritime sector.

Equally inspiring was their spirit of collaboration

and curiosity—qualities essential for navigating an industry undergoing rapid transformation due to challenging environmental regulations. Whether speaking about Zero or near zero GHG Fuels, technologies, and ships being operated using alternative fuels, autonomous shipping, green ports, digital navigation, or workforce diversity, the young speakers demonstrated both ownership and optimism, suggesting that India’s maritime future is in capable hands.

This experience reaffirmed a significant truth: India’s maritime youth are not merely preparing to enter the industry—they are ready to shape it. Their talent, perspective, and resolve offer tremendous promise, and with the right mentorship and opportunities, they will undoubtedly chart bold new courses for the nation’s maritime growth.



# CADET TO CAPTAIN: MY DREAM VOYAGE IN AN ATMANIRBHAR BHARAT

*We, the future mariners of India, have to take a pledge today, a pledge to dedicate every drop of our sweat for the vision of Atmanirbhar Bharat.*

Woke up from a deep dream of peace, I opened my eyes, saw the pretty skies. My heart always experiences a storm, Imagining myself one day in a captain's uniform. Good morning to one and all present here. I am, Mukta Purandare, representing T.S. Rahaman. Today I am going to speak on the topic, "Cadet to Captain: My Dream Voyage in Atmanirbhar Bharat."

## The Cadet – Learning the Ropes.

When I imagine myself joining the ship as a cadet someday, everything feels larger than life – the vast ocean, the towering superstructure, the machinery, and the huge responsibility behind even the simplest tasks. I picture my first day clearly – standing on the deck with a spotless uniform, hiding my nervousness... The tasks are small – cleaning, painting, learning navigation basics

— but my dreams are big. As a cadet, I learn the foundations of seamanship — not just tying knots, but tying together discipline, humility, and perseverance. I imagine myself learning to listen more than I speak, to observe before acting, and to respect every rank. That is where leadership would begin — with service. Sailing further, my shoulders were decorated with a golden diamond.

## The Third Officer – Where Responsibility Begins

I dream of the day I become a Third Officer — a moment filled with pride and fear together. That day, I will not only follow orders; I will have to give them. I will be responsible for safety equipment, life-saving appliances, and navigation watches. I imagine standing alone on the bridge at 12 AM, with only the stars and my family picture for company. That is when I will

understand what trust staying away from your family truly means.

The captain, peacefully resting in his cabin, will be assured that the 3/o standing on the bridge will pass every swell that will hit the ship, but she won't let the ship capsize.

This is the true spirit of Atmanirbhar Bharat — having no one to hold your hand, relying only on your training, instincts, and integrity.

Then the responsibilities took a forward gear, and I got my license as a second officer.

### **The Second Officer – Mastering the Craft**

I dream of becoming a Second Officer — the ship's navigator.

Planning voyages, charting courses, and making sure that the ship reaches its destination safely. This phase will teach me precision and foresight. It will show me that leadership isn't about control — it's about clarity. Clarity of thought and clarity of command.

You can't control the sea, but you can chart your path through it.

And that is exactly what Atmanirbhar Bharat stands for — a nation that charts its own course confidently.

As I grew with every watch as a 2/o, the sea gently guided me towards my next role- C/o.

### **The Chief Officer – Leading the Deck**

In my dreams, I also see myself as a Chief Officer — the second-in-command.

Managing the crew, cargo, safety, and operations will be my responsibility.

I imagine younger officers looking up to me for guidance. I remember my imagined cadet days and try to be the mentor I once needed. With this, I will feel that I am contributing in my own way in nation

building.

I realize that being "self-reliant" doesn't mean being "alone."

It means lifting others while standing strong yourself.

This reflects India's maritime vision — developing Indian ships, Indian officers, and Indian leadership ready to stand tall anywhere in the world.

And then the moment will come; the deck I once led will become the ship I will command.

### **The Captain – Command and Commitment**

And finally, I dream of that day —

The day I stand on the bridge as a Captain for the first time.

I see the Indian flag fluttering at the stern, and inside me, waves of responsibility rise higher than the calm sea outside.

Being a Captain doesn't mean commanding a ship — it means commanding trust.

Every soul onboard, every decision, every mile — all will be my responsibility.

A teacher once said, "Your journey will not be easy, but it will be worth it." I know there will be tough moments, breakdowns, and challenges. But my mind always whispers — "Bear it till you make it." "And one day, when I look back at the Journey, I imagine myself proudly saying — "Yes, I made it."

### **A Dream Aligned with Atmanirbhar Bharat**

Just as India moves forward with the vision of Atmanirbhar Bharat — building our own ships, managing our ports, designing simulators, training world-class officers — I too dream of growing with the same self-belief.

We, the future mariners of India, have to take a pledge today, a pledge to dedicate every drop of our sweat to the vision of Atmanirbhar Bharat.

### Conclusion

My imagined journey from cadet to captain is a voyage of transformation — from following to leading, from learning to deciding, from dependence to self-reliance. The sea rewards those who respect it, and life rewards those who persist.

To every young cadet dreaming of command — the waves will test you, but they will also shape you. Keep your course steady, your faith strong, and your heart anchored in India.

And remember to always stay dedicated to the vision of today's India because "atmanirbhar bharat, aparat Bharat."

Jai Hind.



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**Mr Kaushik Seal, President of  
INSTITUTE OF MARINE  
ENGINEERS (INDIA)**

## WHY THE MARITIME INDUSTRY NEEDS MORE PLATFORMS FOR YOUNG VOICES

End of November, I had the privilege to attend an Elocution Competition titled "Voices of Tomorrow's Maritime Leaders" organized by the MMS Group as part of their Founders Day Celebrations. It was so heartening to listen to the young Boys and Girls from the various Maritime Institutions express their aspirations for the future of our Maritime Industry. I wish to express some of my own thoughts on the pathway forward for our Leaders of Tomorrow.

India's maritime industry is at a pivotal moment. With ambitious port-led development, expanding coastal shipping, green transition goals, and rapid digitalization, the sector is evolving faster than ever. Yet one critical ingredient for sustainable growth remains underutilized: the voices of young professionals, cadets, researchers, and maritime entrepreneurs. Thus, creating more platforms for young voices is not

just about inclusion; it is about future-proofing the industry.

### 1. A Demographic Advantage Waiting to Be Used

India has one of the world's youngest workforces, and the maritime sector reflects this reality. Thousands of cadets graduate each year from maritime institutes, while young professionals enter ports, shipping companies, logistics firms, and maritime start-ups.

However, most industry panel conversations, panels, policy discussions, conferences, and publications are still dominated by senior leadership. While experience is invaluable, the absence of structured platforms for younger professionals means fresh perspectives are often lost before they are heard.

### 2. Young Professionals See Problems Differently

Those at the early stages of their careers often experience operational

- gaps most directly, whether it's outdated training methods, inefficient documentation, safety culture issues onboard vessels, or poor adoption of digital tools.
- Young voices tend to ask uncomfortable but necessary questions:
- Why are certain procedures still manual?
- Why is technology adoption slow despite clear benefits?
- Why does the Maritime Industry struggle to attract talent compared to other industries?
- Platforms that encourage such questions can surface blind spots that senior leadership, removed from day-to-day execution, may no longer see clearly.

### 3. Driving Innovation and Digital Transformation

India's maritime future depends heavily on automation, data-driven decision-making, green fuels, and smart ports. Young professionals are often more comfortable with emerging technologies, data analytics, AI tools, and sustainability frameworks.

By giving them space through forums, blogs, innovation labs, student-led panels, and industry publications, the sector gains access to ideas that align naturally with modern global shipping trends. Innovation rarely flows top-down alone; it thrives when young

talent feels empowered to contribute, experiment, and challenge convention.

### 4. Building Leadership for Tomorrow

Today's Cadet is tomorrow's Master Mariner and Chief Engineer. Today's junior Port Officer is tomorrow's Port Director. Leadership pipelines do not form overnight.

When young professionals are invited to speak, write, debate, and contribute early in their careers, they develop confidence, strategic thinking, and a sense of ownership toward the industry. Platforms for expression are, in effect, leadership incubators.

An industry that listens early builds leaders who are more engaged, ethical, and committed long-term.

### 5. Improving Retention and Industry Image

The maritime industry often struggles with talent retention, especially among younger generations who seek purpose, recognition, and growth. When voices are consistently ignored,

disengagement follows. Providing platforms, whether through youth maritime councils, digital media, mentorship-driven panels, or open policy consultations, signals that the industry values its young workforce. This improves morale, reduces attrition, and enhances the sector's image as progressive rather than rigid or hierarchical.

### 6. Strengthening Policy and Regulation

Many maritime policies directly affect young seafarers and professionals, training standards, certification processes, mental health support, shore leave policies, and career mobility.

Yet policy discussions rarely include those most affected. Incorporating young voices leads to more grounded, implementable, and humane regulations. It

also builds trust between regulators and the next generation of maritime professionals.

### 7. A Global Imperative

Globally, maritime nations are investing in youth engagement through maritime youth forums, student research grants, and young professional networks. If India aims to position itself as a global maritime leader, it must match this emphasis internally.

Young Indian maritime professionals are already making significant contributions to the global shipping industry. Giving them platforms at home ensures their insights strengthen India's maritime ecosystem, not just international ones.

### Conclusion

The Indian maritime industry does not lack

talent; what it lacks is a proper listening structure. Creating more platforms for young voices is not a symbolic gesture; it is a strategic necessity.

By amplifying young perspectives, the industry gains innovation, resilience, stronger leadership pipelines, and policies that reflect real-world realities. Most importantly, it builds a maritime future that young professionals do not just work in but truly believe in.

The question is no longer whether young voices matter, but how long the industry can afford to ignore them. It is time we wake up and traverse the arduous path, as there are still miles to go before we sleep!!



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## SAILING INTO 2030; MARITIME POWERING VIKSIT BHARAT

**“ जहां डाल-डाल पर सोने की चिड़िया करती है बसेरा, वो भारत देश है मेरा..वो भारत देश है मेरा ”**

Good evening respected judges, dignitaries and all my fellow mates present over here. Standing before you is Atif from TSR. Today, the topic I've chosen to speak upon is - Sailing into 2030: Maritime Viksit Bharat. When we speak about our motherland and its great stature. I recall a very renowned phrase which goes this way." जहां डाल-डाल पर सोने की चिड़िया करती है बसेरा, वो भारत देश है मेरा..वो भारत देश है मेरा "

It has been rightly said that India is a land of great culture and heritage. Be it our ethics, our traditions, our beliefs, our cultures or our history, we boast of a rich heritage in all the major aspects. One such aspect I'd like to highlight today is the Maritime sector.

Let me remind you ladies and gentlemen,

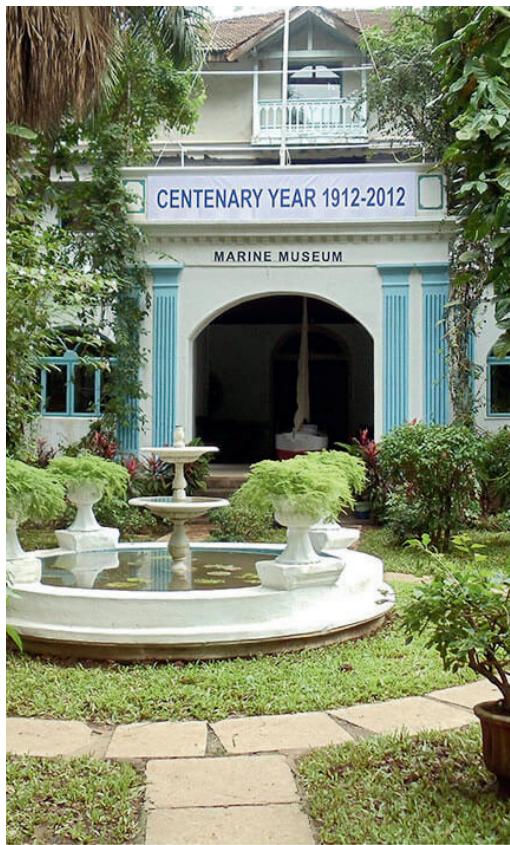
India's maritime journey started back in 3000 BC with the Indus valley civilization and from then on... we've only steamed ahead!

From the very first dry dock built in Lothal at around 2400 BC to the current Maritime advancements... India has always been a major entity in the world Maritime industry.

India flaunts a large coastline of 11,098.81 km as per the new measurements taken up as recently as in 2024. This in turn provides our nation with a very favorable ground to carry out world trade via the waterways. Today, 95% of India's trade volume is handled by sea, supported by over 200 ports, including 12 major ones. The Indian Navy also has a significant global role, with a submarine fleet that includes both leased and indigenously built nuclear-powered submarines, making it the only nation in the world to do so!

Let us return to a time when India shone as a great maritime nation.

Our ancestors mastered the monsoon winds, building trade routes that reached Southeast Asia, Africa, and the Mediterranean—carrying with them the courage and



spirit of India.

Chhatrapati Shivaji Maharaj, the "Father of the Indian Navy," strengthened this legacy by building a powerful native naval force and reminding us that the seas, too, are our pride.

Then came colonial rule—a period that dimmed our maritime strength.

But India never gave up. Like the rising tide, we fought back and reclaimed our place on the world's oceans.

As a cadet, I feel immense pride in speaking of my own institute.

TS Rahaman, founded in 1910 by Sir Mohammed Yusuf, grew from an

orphanage into South Asia's first institution dedicated to training Indian merchant navy officers.

From the above timeline...it is clear that India proved its might to the world and posed a great authority in the world Maritime sector. But with the onset of the new generation, India is ready to announce its dominance once again! The Maritime India Vision (MIV) 2030 is a comprehensive strategic blueprint launched in 2021 to transform India's maritime sector, with over 150 initiatives aimed at modernizing ports, expanding shipping, and strengthening inland waterways. The vision seeks to propel India to global maritime leadership by boosting trade, creating employment, and promoting sustainable practices, backed by projected investments of approximately ₹3–3.5 lakh crore.

It emphasizes on modernizing ports, expanding shipping And waterways, boosting employment, Enhancing logistics, Promoting sustainability and fostering innovation.

The Government of India recently hosted the Indian Maritime Week 2025 which featured significant investments totaling ₹12 Lakh Crores, the launch of the "Bharat Container Shipping Line," and major plans for fleet expansion by the Shipping Corporation of India. Other highlights included the "Green Tug Programme" for eco-friendly tugs, a Memorandum of Understanding (MoU) with the Netherlands for a "Green and Digital Sea Corridor," and the development of a digital twin blueprint called "Digi Bander" for ports. When we speak of Maritime India Vision 2030, we're not just talking about a policy... we're talking about a transformation already taking shape around us.

Our ports are becoming faster, smarter, and more efficient than ever before. Ships that once waited for days now leave within hours.

Trade is moving more smoothly, logistics costs are dropping, and India is stepping into global markets with new strength.

Our shipyards are coming alive again—building more vessels, creating more opportunities, and strengthening 'Make in India'.

Our rivers and waterways, once forgotten, are now buzzing with movement, carrying cargo and easing the load on our roads and railways.

Most importantly, this vision is creating lakhs of jobs and giving our youth new pathways towards progress.

And through green ports, clean fuels, and sustainable practices, India is proving that economic growth and environmental care can go hand in hand.

Our Prime Minister Shri Narendra Modiji's vision to evolve from "Sagar to Mahasagar" (sea to ocean), with a focus on security, stability, and self-reliance in the maritime domain, will help us achieve maritime dominance yet again.

The Indian government has refabricated the old colonial shipping laws and has replaced them with new ones complying with the current standards and regulations.

All these events are significant milestone to India's maritime progress. We, together, can recapture the throne of the world Maritime leadership with our sheer determination and relentless efforts and announce our arrival in the international game yet again.

- a new dawn rising over the Indian Ocean.
- And now, when I look ahead — when I imagine

myself standing in the year 2030. I see an India that's no longer just sailing with the world — it's leading the fleet.

- Our ports? They no longer wait for ships — ships wait to dock at our ports.

In the end, I would like to conclude with the words...

" From the land of Indus, Ganga, and Brahmaputra we belong,  
Our will and drive to prosper is yet prolonged.

We are the new generation, ready to conquer the seas, the world will witness the tides turning, and India achieving its dreams.!!! "

Jai Hind

Jai Naavik

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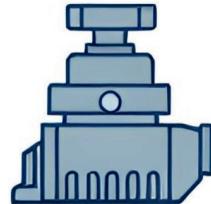
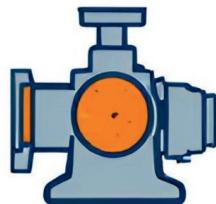
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## **THE IDEA BEHIND 'VOICES OF TOMORROW: EMPOWERING MARINE CADETS TO THINK, SPEAK, AND LEAD**

At the heart of 'Voices of Tomorrow' lies a simple yet powerful belief: the future of India's maritime strength depends not only on skilled professionals, but on young leaders who can think independently, articulate their vision with confidence, and lead with purpose. Empowering marine cadets to think, speak, and lead is therefore not merely an initiative—it is a responsibility towards nation building.

For the MMS Group, this belief is deeply rooted in the philosophy of its Founder, Late Shri Suresh Godbole. Over five decades ago, he demonstrated that innovation begins with thinking beyond convention, leadership emerges through clear communication, and progress is sustained by principled action. A pioneer of the "Flying Squads" concept for at-sea repairs, Mr. Godbole combined technical excellence with sharp

problem-solving skills, professionalism, patriotism, and strong human values. More importantly, he trusted young minds, encouraged curiosity, and empowered individuals to take ownership—qualities that define true leadership. Late Shri Suresh Godbole was not merely building a maritime enterprise; he was nurturing people. His patience, mentorship, and belief in human potential enabled countless rural and urban youth to dream boldly and pursue meaningful careers at sea. Many of today's accomplished marine professionals and successful maritime ventures owe their foundations to the confidence, direction, and values instilled by him through the MMS Group. Inspired by this enduring legacy, the MMS Group conceptualized 'Voices of Tomorrow' as a platform that goes beyond technical competence. Instituted as a part of the

annual Founder's Day celebrations held on 28th November, the initiative aims to give marine cadets a voice—to reflect, articulate their aspirations, and engage with the future of India's maritime sector. The Pan-India elocution competition, titled "The Voices of Tomorrow's Maritime Leaders", was hosted in collaboration with Sailors Hub, an online maritime platform.

The chosen themes—"Sailing into 2023: Maritime Powering Viksit Bharat" and "Cadet to Captain/Chief Engineer: My Dream Voyage in an Atmanirbhar Maritime India"—were deliberately designed to provoke thought, encourage self-expression, and ignite leadership thinking. Cadets were challenged not only to speak well, but to think critically about their role in nation-building and communicate their vision with clarity and conviction.

The response was inspiring. Seventeen maritime institutes from across India participated, with fifty enthusiastic cadets competing in the initial round. From these, ten finalists—seven boys and three girls—were selected to present their perspectives at the Founder's Day programme held at the Orchid Hotel, Mumbai.

Each finalist exemplified the very essence of Voices of Tomorrow. Their speeches reflected informed thinking, confident articulation, and an emerging leadership mindset—anchored in maritime knowledge and aligned with the vision of an Atmanirbhar and Viksit Bharat. As they shared their dream voyages, it became evident that these cadets already viewed themselves not just as seafarers, but as future leaders of India's maritime sector.

Every participant took a meaningful first step in understanding their potential contribution to a modern, resilient, and future-ready maritime India. Their pride in the profession and conviction in the nation's maritime journey reaffirmed the power of giving young minds a platform to be heard.

As MMS Group carries forward the legacy of Late Shri Suresh Godbole, Voices of Tomorrow stands as a commitment to empowering marine cadets to think boldly, speak confidently, and lead responsibly, shaping the leaders who will steer India's maritime future on the global stage.



## **SAILING INTO 2030; MARITIME POWERING VIKSIT BHARAT**

*Become Top Seafaring Nation with World Class Education, Research & Training*

The Maritime India Vision (MIV) 2030 is a comprehensive blueprint launched in March 2021 to transform India's maritime sector—including ports, shipping, and inland waterways—and position the nation as a global maritime leader. The vision outlines over 150 initiatives with projected investments of ₹3–3.5 lakh crore to modernize infrastructure, improve efficiency, and embed sustainability.

Why the maritime sector matters?

~95% of India's trade by volume and ~70% by value moves through sea routes — making ports and shipping central to national competitiveness. Maritime India Vision 2030 lays out >150 initiatives and large investments to modernize ports, logistics and coastal industries.

The “blue economy” is explicitly flagged as a core growth area (targeting large-scale value creation

by 2030 through fisheries, aquaculture, deep-sea resources and marine biotech.

**Key Objectives and Initiatives**

MIV 2030 is built on ten interconnected themes aimed at holistic development:

**Develop best-in-class Port infrastructure development:** Developing world-class mega ports and transshipment hubs to accommodate ultra-large vessels and reduce dependence on foreign ports for cargo transshipment.

**Drive E2E Logistics Efficiency and Cost Competitiveness:** Sagar-Mala has outlined 200+ port connectivity projects to improve access to ports via road, rail, coastal & inland routes. Report outlines key interventions such as operational efficiency improvement, better evacuation, cost reduction, coastal Enhance Global Share in Ship Building, Repair, and Recycling: Increasing India's global share in shipbuilding,

repair, and recycling by providing financial assistance and developing greenfield clusters and ship repair hubs. Promoting waste to wealth through increased scrap usage in the steel industry as a key intervention to enhance the country's market share.

**Become Top Seafaring Nation with World-Class Education, Research & Training:** India currently contributes to 10-12% of world seafarers but is facing rising competition from other countries in South East Asia, such as the Philippines.

Since its launch in March 2021, the Maritime India Vision (MIV) 2030 has driven significant improvements in the country's maritime sector:

- enhanced logistics efficiency
- increased cargo handling capacity
- a substantial reduction in vessel turnaround time.

- India's ranking in the World Bank's International Shipment Logistics Performance Index (LPI) improved from 44th in 2018 to 22nd in 2023.

-Vessel turnaround time also decreased, improving global competitiveness. The average vessel turnaround time at major ports has decreased from 53 hours in FY 2022 to 48 hours in FY 2024, bringing it closer to global best practices.

The progress under MIV 2030 is contributing to the broader Maritime Amrit Kaal Vision 2047, which aims to make India a global maritime leader through investment in future infrastructure and sustainable practices.



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# MY DREAM VOYAGE: FROM CADET TO CHIEF ENGINEER IN AN ATMANIRBHAR MARITIME INDIA

*By 2030, every cadet stepping aboard should feel pride knowing: "This vessel was born in Bharati yards, nurtured by Indian hands."*

"We cannot direct the wind, but we can adjust the sails." Picture this: It's 2030. A cargo vessel glides into Mumbai Port, its engines running on green hydrogen. The captain monitoring operations isn't just tracking coordinates she's overseeing AI powered navigation systems that communicate with satellites built in India, for India. The steel hulls? Forged in Indian shipyards. The crew? Trained at our very own maritime institutes. This isn't a distant dream this is the horizon we're sailing toward.

**The Current Reality:** Now, let me share something that might surprise you. We stand at a fascinating crossroads. India has 7,500 kilometers of coastline, handles 95% of its trade by volume through sea routes, yet we import our maritime dominance rather than export it. Our seafarers are among the world's finest we contribute 12.8% of the

global maritime workforce but here's the paradox: we're excellent crew members on vessels we didn't build, carrying cargo in ships we don't own, often powered by technology we didn't develop. But 2030 is calling for something different. Viksit Bharat a developed India demands that we transform from maritime participants to maritime powerhouses.

## Three Pillars of Transformation

**First:** Building, Not Just Boarding When we think "Atmanirbhar," shipbuilding must anchor our strategy. South Korea builds a ship in 8 months. China in 6. India? We're still finding our rhythm. But imagine our potential: with the Sagarmala Project connecting ports to prosperity, with dedicated shipbuilding financial incentives, with our engineering talent we could become the shipyard of the South Asian seas.



By 2030, every cadet stepping aboard should feel pride knowing: "This vessel was born in Bharati yards, nurtured by Indian hands."

**Second:** Green Waves, Not Just Blue Waters. Here's an uncomfortable truth: shipping contributes 3% of global carbon emissions. That's more than the entire aviation industry. As we sail into 2030, we can't just chase tonnage; we must champion sustainability. India is uniquely positioned. We have abundant solar energy. We're pioneering hydrogen fuel technology. We have the longest coastline among emerging economies. The question isn't whether

maritime will go green it's whether India will lead that green revolution or follow it. Imagine Indian ports powered by renewable energy. Imagine training modules where we learn not just navigation, but sustainable navigation. Where every voyage calculation includes a carbon footprint analysis.

**Third:** Digital Decks, Smart Seas Walk into any modern maritime academy today, and you'll see something revolutionary: simulators that replicate storm conditions, VR training that puts cadets on virtual decks before they touch real ones. But 2030 demands more. We need Indian-developed maritime AI that predicts weather with hyperlocal accuracy for Indian Ocean conditions. We need blockchain-secured cargo tracking developed in Bangalore and Hyderabad. We need cybersecurity protocols designed by Indian maritime cyber experts because

tomorrow's pirates won't board with cutlasses; they'll attack with keyboards.

The maritime leaders of tomorrow won't just command vessels; they'll command technology. But here's what excites me most: amid all this steel, silicon, and sustainability, the soul of Indian maritime remains unchanged. Our people. In every officer who trains tirelessly. In every engineer who innovates quietly. In every rating who serves diligently. We carry forward a legacy from the ancient mariners who navigated by stars to today's professionals who navigate by satellites. From the merchants of Malabar who connected continents to today's container carriers connecting markets. Viksit Bharat in maritime isn't just about GDP percentages or tonnage statistics. It's about a young girl in a coastal village seeing a woman captain and thinking,

"That could be me." It's about a farmer's son from inland Madhya Pradesh choosing maritime engineering and transforming his family's fortunes. It's about respecting global respect for the tricolor flying on vessels that don't just pass through international waters but command them. As I stand here today, five years from that imagined 2030 vessel, I see the journey ahead clearly. It won't be a smooth sailing transformation, rarely is. We'll face bureaucratic headwinds, infrastructure challenges, and global

competition. But we're maritime professionals, we're trained to navigate storms, not avoid them. So, let me leave you with this: When that 2030 ship docks, built in India, powered sustainably, operated by Indian talent, managed through Indian innovation, it won't just be carrying cargo. It'll be carrying a message: India doesn't just participate in global maritime. India powers it. The anchor is up. The tide is favorable. Our course is set for Viksit Bharat. Are we ready to sail?






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## SAILING INTO 2030; MARITIME POWERING VIKSIT BHARAT

*Can we truly do it?  
Can a nation that once gazed at the oceans from its shores now command them — to propel its prosperity, its security, and its global standing?*

Can we truly do it? Can a nation that once gazed at the oceans from its shores now command them — to propel its prosperity, its security, and its global standing?

Because between vision and victory lies a storm of reality.

Our shipbuilding industry is struggling; we build less than 1% of the world's ships while others dominate the oceans. Our ports grow, but our logistics crawl — roads choke, paperwork piles, and efficiency sinks.

Nearly 80% of our trade sails under foreign flags, draining wealth and control from our own shores.

Our laws are outdated and our innovation too dependent on others. And worst of all, our mindset still looks at the sea as a boundary, not a frontier.

But today's reality was once a far fetch a dream. So, the waves holding us back today are the ones

we must conquer. So the question was asked to us during Mangalyaan mission also. Can India do it?

And today we are the first nation to reach Mars in first attempt and to reach the South pole of moon as well.

And if history is our witness, India has never bowed before the scale of its ambitions.

We have mapped the space, protected our land now we are ready to venture into our oceans.

So what does "Maritime Powering Viksit Bharat" truly mean?

It means using the power of the seas to fuel the progress of our nation.

It means transforming India into a global maritime hub.

It means unlocking the potential of the Blue Economy generating jobs, boosting trade, and advancing technology, all while protecting the marine environment.

It means that every ship built, every port



expanded, brings us closer to the dream of a Viksit Bharat.

India's geography gives us this calling.

With over 7,500 kilometers of coastline, 9 coastal states, and 1,200 islands, we are a natural maritime power at the heart of the Indian Ocean.

India is already transforming this potential into progress:

The Sagarmala Programme is driving more than 600 projects to modernize ports and develop coastal industries.

Sagarmala has achieved some amazing milestones, 272 projects completed across India. 9 Indian ports now rank among the world's top 100 ports.

118% growth in coastal shipping cargo movement in

the past decade.

700% surge in inland waterways cargo traffic, easing pressure on roads and rail.

Nearly 10,000 direct jobs were created in the initial years

Also, the Maritime India Vision 2030 sets goals to position India among the top 25 nations in global shipping efficiency.

And well, let's be very honest, how many of us have actually started working without a deadline?

You may ask me, Arshita, if the benefit only lies in economical sector? global maritime hub.

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No, though the economy does thrive the most, according to the data, by 2030, the blue economy could contribute over USD 400 billion to India's GDP, while shipbuilding and repair could exceed USD 23 billion.

Socially, it creates opportunity. From seafarers to engineers, from fishermen to logistics managers, millions will find dignified work along our coasts.

Environmentally, it leads the way to sustainability. With green ports, clean fuels, and renewable ocean energy.

So what will India's maritime vision look like by 2030?

By 2030, India will be a global maritime leader, home to world-class ports powered by renewable energy, connected by smart logistics, and supported by advanced shipbuilding and repair facilities.

Our coastal cities will thrive as hubs of innovation, tourism, and trade.

Our oceans will be cleaner, safer, and richer in biodiversity.

And India will stand at the forefront of global ocean governance.

So what do we do? We muster up our courage, take up our responsibilities, and work hard till this perfect utopian world is our reality!

So I ask again, can we do it?

Yes, we will.

Because the winds of change are behind us.

Our direction is clear.

Our sails are strong.

Together, let us sail into 2030: confident, capable, and united —

for Maritime Powering *Viksit Bharat* as

The tides do not wait, and neither will India!



**Dr Deepti Mankad - Founder  
Mindspeak - Professional  
Development Trainer,  
Maritime Wellness & Life  
Coach**

## WHY COMMUNICATION SKILLS MATTER IN THE NEXT GENERATION OF MARITIME LEADERS

As the maritime industry transforms at an unprecedented pace, one leadership skill is becoming more valuable than ever: effective communication. Whether at sea or ashore, the next generation of maritime leaders will need to communicate with clarity, empathy, and cultural awareness. This is no longer a "nice-to-have"—it is a core competency that influences safety, efficiency, mental well-being, and team performance.

Here's why communication skills matter so deeply, with real maritime examples to bring the point home.

### 1. A More Diverse Crew Demands Clear Communication

Ships today often have crew members from 5–10 nationalities on a single vessel. Different languages, cultural norms, and communication styles can easily lead to misunderstandings.

**Example:**

A chief officer gave the instruction, "Clean the deck and make it ready for inspection." In his mind, "ready" meant fully dried, hazards removed, and equipment stored. The rating, from another cultural background, interpreted "ready" as "cleaned only." The inspection failed—not due to incompetence, but because the instruction wasn't precise.

Future leaders must learn to use simple, unambiguous language, verify understanding, and adapt their communication style to multicultural teams.

### 2. Safety Heavily Depends on Communication

Research shows that many maritime accidents occur due to communication breakdowns—misheard commands, unclear reports, or failure to speak up in time.

**Example:** During maneuvering, a junior officer noticed a deviation

In the vessel's course, but hesitated to speak because the captain looked stressed. That silence led to a near miss. After the investigation, the company implemented training on assertive communication and bridge resource management.

Next-generation leaders must foster an environment where everyone feels comfortable speaking up—essential for a robust safety culture.

### 3. Technology Is Advancing, But People Still Make the Decisions

Digitalisation, AI-assisted navigation, predictive maintenance tools, and electronic documentation are transforming maritime operations. However, even with advanced systems, their effectiveness hinges on human communication.

#### Example:

A new ECDIS update was installed on board, but only the second officer fully understood its features. Because he didn't communicate the changes clearly to the rest of the team, a navigational alarm was misunderstood during a busy traffic situation. No incident occurred, but the confusion highlighted the need for technical communication training.

Leaders of the future must be able to explain new technologies, train others, and ensure everyone is aligned.

### 4. Mental Health and Well-being Require Leaders Who Listen

Isolation, long contracts, and operational stress affect seafarers' mental health. Leaders who communicate with empathy make a significant difference.

#### Example:

A bosun noticed a usually cheerful AB becoming withdrawn. Instead of ignoring it, he initiated a simple check-in conversation. This opened the door for the seafarer to share that he was struggling with anxiety about his family. Early communication helped him receive timely support from the ship's welfare contact.

A small conversation prevented a possible mental health crisis.

### 5. Conflict Resolution Starts With Good Communication

Life at sea means shared space, long working hours, and high pressure. Conflicts will arise—but leaders with strong communication skills can prevent them from escalating.

**Example:** Two engine crew members argued about tool usage, which affected their teamwork. The second

engineer held a quick mediation meeting, letting both express their perspectives, clarifying expectations, and establishing a shared tool schedule. The issue was resolved in minutes. Without that conversation, the conflict may have affected operations for weeks.

### 6. Leaders Must Communicate With Shore Stakeholders Too

Modern maritime leaders regularly interact with port authorities, surveyors, owners, charterers, and even families of seafarers. Professional communication maintains trust and smooth operational flow.

#### Example:

A chief engineer who regularly updated the superintendent with clear, structured reports received faster support and spare parts compared to another vessel with vague

reporting. Efficiency improved simply because communication improved.

## 7. Great Leadership Is Built on Influence, Not Rank

Influence is earned through communication—through how a leader motivates, explains, supports, and guides.

### Example:

A young third officer who regularly shared navigational tips with junior watch keepers, encouraged questions, and gave constructive feedback quickly became one of the most respected officers on board—not because of seniority, but because of communication.

## In Conclusion

As the maritime landscape becomes more digital, more diverse, and more complex, communication skills will be the anchor that keeps teams connected and operations safe. The leaders who thrive will be those who can communicate across cultures, listen with empathy, give clear instructions, manage conflicts, and inspire others—even in the middle of the ocean.

In the next generation of maritime leadership, communication is not just a skill—it's a superpower.

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## SAILING INTO 2030; MARITIME POWERING VIKSIT BHARAT

*It is undeniable that India's journey to become a fully developed nation, the Viksит Bharat mission, is being led by the Indian maritime industry and making history.*

What is a developed nation? A developed nation is a nation which has a mature and sophisticated economy, showing noticeable progress and rapid growth. They possess advanced technological infrastructure with diverse industrial and service sectors made by its people, for its people and from its people. To put it together a developed nation can be compared to a bee hive, where each and every member of the nation has a hand on its development and growth. Where the nation is built with precision and clarity to serve for the better, making it a place where the people face no difficulty in accessing quality health care and higher education. "India has to be transformed into a developed nation, a prosperous nation and a healthy nation, with a value system" these are the words of our respectful former Indian President and aerospace

scientist, A.P.J Abdul Kalam. This quote of just two lines shows the importance of creating a developed India which would makes its stand for centuries to come. Viksит Bharat is one such remarkable mile stone ready to be set with this vision of creating a Developed India by 2047, that is, a century after our Independence in 1947. On 3rd of March Prime Minister Modi chaired the council of ministers meeting. It was in this meeting when the spark for a great blaze was kindled, PM Modi introduced the Viksит Bharat mission. The Viksит Bharat aims to make India a developed nation by 2047 with many sustainable goals for the ease of living, ease of doing business, social welfare and many more. The key for making this historical mission successful lies on the hands of its citizens as it aims to enable its citizens to participate in

the economy. When we talk about the economy, one should never fail to address the tremendous contribution of the shipping industry. The Indian Maritime history dates back to the 3rd millennium BCE. If trade is the heart of the Indian economy, then the maritime industry is the blood that keeps the heart pumping. Due to its strategic location and geographical protrusion into the Indian Ocean, India was able to extend its trade relations with various regions such as Mesopotamia, Egypt, Persia, Rome, Southeast Asia, and China. These sea routes established in ancient India were not just meant for trade; they were the catalyst for the spread of ideas, culture, tradition, and power. They played a vital role in increasing wealth and prosperity, fostering urbanization and cultural exchanges.

Not just then, till date, the Indian Maritime industry has a significant role to play in the development of our nation. India's exports, when compared to imports has increased to 86 percent in the time period 2001 to 2002 compared to 75 percent in the time period 1990 to 1991. According to a report from the WTO, India has achieved a 15 percent increase in the exports of merchandise and goods, which made it the second highest in the world. Now India is preparing for its sail into the future, in the recent Sagarmathan summit in New Delhi, India unveiled an ambitious plan across all verticals in the maritime logistics, from port operations to cargo handling, ship ownership, ship building, ship repair, recycling, and technology. Which sets India on its sail for a brighter future and a full-fledged development by 2047, making Viksit Bharat more and more prominent. When we say a

developed nation, India is on its way to becoming a shipbuilding capital by the year 2047, investing about 80 lakh crore rupees. India's shipbuilding industry value is said to reach 8 billion dollars by 2033.

Pushing India to become the 3rd largest economy by 2030 and projected to touch 30 trillion dollars by 2050. In spite of lagging behind all these years, India has all the makings of a maritime hub, from a vast coastline to skilled workers. (A great example is the INS Vikrant built by the Cochin Shipyard). Another step was put forward in the development of our nation. A nation attains complete development not just by self-development but by various collaborations. India is ready to collaborate with South Korea, Greece, and Japan for the purpose of enhancing shipbuilding. The shipping industry is about to set up a maritime development fund with a corpus of rupees 25 thousand crore to aid the financial requirements.

About 800 projects are laid under the Sagarmala initiative, which is a great leap in the development of inland trade. With many projects and initiatives, such as the Amrit Kaal vision and Sagarmala

being laid by the government, India is now rewriting history and geopolitics. Under the visionary leadership of PM Modi, India charts an ambitious course, the Amrit Kaal Vision 2047, featuring 11 revolutionary themes. Starting with the Net Zero strategy, making major ports carbon neutral, promoting the cruise sector, inland waterways, and becoming a global player in shipbuilding, strengthening

global maritime presence, and providing world-class education, training, and many more. I would like to conclude with a quote by our honorable PM Modi – "History bears witness that whenever India's maritime has been strong, the country and the world have benefited greatly from it." It is undeniable that India's journey to become a fully

developed nation, the Viksit Bharat mission, is being led by the Indian maritime industry and making history. As one of the aspiring mariners of tomorrow, I strongly believe that India will not just sail into the ocean but will lead the nation and the world towards innovation, sustainability, and unity. JAI HIND!!!





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*Capt. Sanjay Prashar and  
Mrs. Sonika Prashar*

## **ANCHORED IN HUMANITY: THE LEADERSHIP JOURNEY OF CAPT. SANJAY PRASHAR**

Capt. Sanjay Prashar—this is no longer just a name; it has become a prestigious and trusted brand within the maritime industry. For Indian seafarers, his presence is synonymous with hope, guidance, and unwavering support.

Day or night, 24x7, whenever a seafarer faces a challenge, Capt. Sanjay is just a call away. In moments of crisis—whether a seafarer is in distress, trapped in legal complications, abandoned, or treated unjustly—the first name

that comes to mind is Capt. Sanjay Prashar. Even when the system fails or appears unfair, he stands firm, offering the right advice, practical solutions, and moral courage to those in need. His deep understanding of maritime operations, laws, and human values enables him to bridge the gap between authority and empathy.

Behind this remarkable journey stands a pillar of strength—Mrs. Sonika

Prashar. As his life partner, she has been a constant source of encouragement and inspiration.

Her wholehearted support has played a vital role in empowering Capt. Sanjay to continue his mission for the welfare of seafarers. Together, they represent compassion, commitment, and service beyond self. VR Maritime Private Services Private Limited was conceived together, way back in year 2010, with a goal of giving back to seafarers.

The following case studies highlight just a few examples of how Capt. Sanjay Prashar has transformed lives and reinforced faith in humanity within the maritime fraternity—proving time and again that he is truly “A Man in Action”.

**Case -1 : A Testament to  
Compassion: Capt. Sanjay  
Prashar's Continued  
Support to Seafarers'  
Families**



Capt. Sanjay Prashar, widely known for his benevolence and compassionate leadership, has once again demonstrated his unwavering commitment to the welfare of seafarers and their families. Over the years, he has consistently extended support to seafarers in every possible manner—be it through providing employment opportunities, guiding them professionally, or offering financial assistance during times of distress. As part of the welfare initiatives undertaken with the support of the SWFS scheme, timely assistance was recently extended to a bereaved family

of a Chief Engineer who had signed off from his vessel and, tragically, passed away due to cardiac arrest just two months later. He left behind his wife and two young children, aged 13 and 8, placing the family in an extremely vulnerable situation. Upon learning of the incident, the family was contacted on 16th September 2025, and immediate steps were taken to support them and initiate the necessary formalities. With the dedicated intervention and persistent efforts of Capt. Sanjay Prashar, the case was successfully pursued under the SWFS scheme.

As a result, last week the family was granted a Survival Benefit of ₹4,00,000/-, providing much-needed financial relief during a profoundly difficult phase of their lives. This act of support stands as yet another example of Capt. Prashar's deep sense of

responsibility toward the seafaring community and his commitment to standing by them not only in times of employment, but also in moments of loss and hardship.

### **Case-2 - : Standing Up for Fair Employment: A Story of Courage and Leadership**

There was once a leading shipping company in India that entered into an agreement with one of the country's reputed maritime institutes. As per this arrangement, all trainees passing out from the institute were to be hired by the company. However, the agreement came with a strict and controversial condition.

The trainees were required to sign a bond stating that they must work for the company for five years at a fixed salary, during which they would not be allowed to join any other company. This condition placed severe restrictions on the trainees' professional growth, freedom of employment, and career progression.

Concerned about the fairness and legality of this bond, one of the trainees approached Capt. Sanjay Prashar listened to the trainee, understood the gravity of the situation, and held a detailed discussion to assess the implications of such an agreement.

Recognizing that the bond was unjust and exploitative in nature, Capt. Prashar took decisive and compassionate action. He personally arranged for an advocate to review the matter and ensured that a legal notice was sent to the shipping company. Notably, all legal assistance was provided free of cost, solely with the intention of protecting the rights and future of the young seafarers.

As a result of this timely intervention, the bond conditions were challenged effectively. Eventually, all the affected trainees were able to join other companies without any legal or professional hurdles, reclaiming their right to choose their own career paths. This incident stands as a powerful example of ethical leadership, courage, and responsibility toward the maritime fraternity. Capt. Sanjay Prashar's actions not only safeguarded the careers of many young professionals but also sent a strong message across the industry—that exploitation in any form has no place in shipping.

Such leaders do not just manage organizations; they shape lives and uphold the true spirit of mentorship and integrity.

### **Case 3 - A Crisis at Sea, A Leader Ashore**

Capt. Sanjay Prashar's Stand for Stranded Fishermen. In 2019, Indian fishermen travelled from India, via Dubai, to Iran in search of fishing work to support their families. Within weeks of their arrival, the COVID-19

pandemic spread rapidly across the world. International travel was suspended, borders were closed, and the fishermen were suddenly left stranded far from home.

Nearly 58 fishermen remained stranded for close to six months. While basic shelter was provided, they were compelled to continue fishing under difficult conditions. Proper wages were not paid, as expenses for food and accommodation were deducted from their earnings. Repeated efforts to return home were delayed. Although ships and flights were initially arranged, only elderly fishermen—around 35 individuals—were brought back, leaving the remaining men behind despite repeated assurances.

As time passed, conditions deteriorated further. On one occasion, the fishermen went without food for two to three days after reaching the harbour. Agents demanded additional payments for visas, tickets, and documentation, resulting in financial losses of nearly ₹1 lakh per person. Meanwhile, families in India lived in constant anxiety, uncertain about the safety and return of their loved ones.

When hope was fading, videos showing the fishermen's situation began circulating on social media. These videos reached Capt. Sanjay Prashar, who immediately took notice. Without delay, he intervened by approaching senior officials and persistently following up with the concerned authorities to ensure the issue was addressed.

Through his sustained efforts and deep concern for the welfare of the fishermen, all

58 men were eventually brought back safely to India in July 2020. The gesture that left a lasting impact was his personal presence—Capt. Sanjay Prashar and Mrs. Sonika Prashar came to Tuticorin to meet the returning fishermen, offering reassurance and dignity at a moment they would never forget.

This case reflects leadership driven by empathy and responsibility. At a time when systems failed and voices went unheard, one individual's intervention restored faith, dignity, and hope to families who had nearly lost all expectation of a safe return.

#### Case – 4: MV STAR 96 – When Authority Failed, and Humanity Stepped In

The case of MV STAR 96 stands as a stark reminder of how seafarers can suffer when corporate authority is misused. The vessel was diverted from Taiwan to Dalian, China, without valid port clearance, and on company instructions, frozen meat cargo was discharged mid-sea in Chinese waters.

During its voyage, the vessel was intercepted by the Chinese Coast Guard. Five senior officers — the Master, Chief Officer, Second Officer, Third Officer, and Chief Engineer — were arrested and charged with smuggling. The officers were stunned to learn that the port clearance documents provided by the company were fake.

What followed were four long years of trial and detention in China. Although all officers were eventually acquitted, the Master was sentenced to six years of imprisonment. The ordeal caused immense mental trauma, financial hardship, and irreversible damage to their careers and social standing. Their families endured years of uncertainty, stigma, and emotional suffering.

Throughout this prolonged crisis, Capt. Sanjay Prashar remained a steadfast voice for the protection of seafarers' rights. He consistently highlighted how shipboard personnel often become victims of decisions taken ashore and stressed that innocent officers must not be made scapegoats for corporate failures. His advocacy brought much-needed attention to the human cost behind such incidents.

MV STAR 96 case underscores a harsh reality of maritime operations: while instructions originate ashore, legal accountability often rests with those at sea. It reinforces the urgent need for strict verification of port clearances, transparent documentation, and a culture that empowers crew members to question doubtful instructions.

Capt. Sanjay Prashar is not just a leader—he is a lifeline for seafarers in need. His relentless efforts have restored hope, dignity, and opportunity for countless seafarers and their families, setting a benchmark for ethical leadership in the industry. As he continues to stand by those in need, his vision of a fair, compassionate, and supportive maritime fraternity inspires confidence in all who encounter him. The legacy of Capt. Sanjay Prashar reassures us that no challenge is insurmountable when guided by integrity and humanity—and that in the future, countless more lives will benefit from his guidance, advocacy, and unwavering support.



**Capt Rohan Abhay Sabnis,  
Director & Co-Founder SEARS  
Maritime Pvt. Ltd / SailorsHUB**

## **THE FUTURE OF MARITIME EDUCATION - WHY PLATFORMS LIKE SAILORSHUB ARE ESSENTIAL IN AN ATMANIRBHAR MARITIME INDIA**

Maritime education in India has long been recognized for its strong foundations in discipline, seamanship, technical training, and professional preparedness. Our maritime institutes have produced generations of officers and engineers who have served the global shipping industry with competence and distinction.

However, the maritime landscape is evolving rapidly. The increasing digitalization, automation, smart port operations, data-driven decision-making, and emerging technologies, such as AI, are reshaping operational environments both at sea and ashore. As expectations from future maritime professionals change, the scope of maritime education must evolve accordingly.

Today, the industry seeks officers who are not only technically proficient but also adaptable, communicative, emotionally aware, and

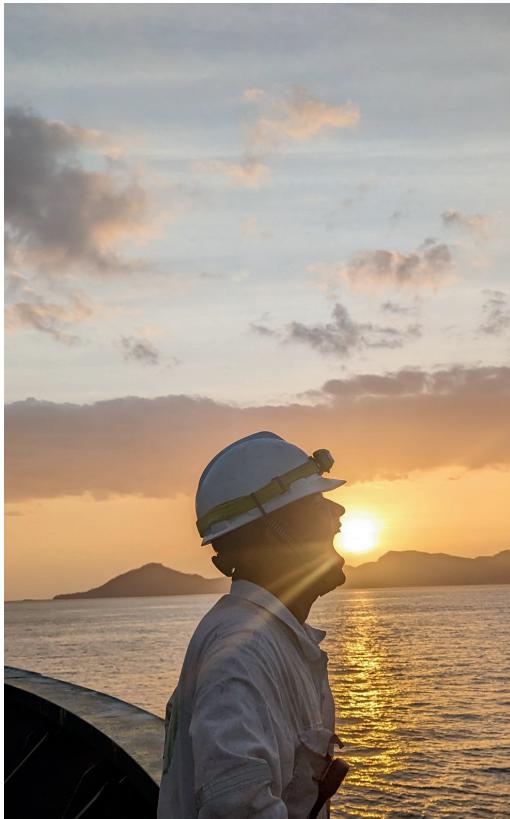
capable of critical thinking and leadership. This creates a larger ecosystem need — one that extends beyond curriculum and classroom learning — and this is where platforms such as SailorsHUB are emerging as meaningful enablers in the maritime learning journey.

### **A Platform That Encourages Confidence, Expression, and Thought Leadership**

In collaboration with MMS Group, SailorsHUB recently organized the national-level "Voices of Tomorrow's Maritime Leaders" Elocution Competition. The initiative brought together cadets from 17 maritime institutes across India, with more than 50 shortlisted participants.

The competition provided cadets an opportunity to present original perspectives on themes such as:

- Atmanirbhar Bharat and Viksit Bharat



- The Cadet-to-Captain and Cadet-to-Chief Engineer journey
- Evolving maritime leadership roles
- Technology and future maritime operations

For many participants, this was their first opportunity to speak at a national forum outside an academic or examination-led setting. What emerged through their speeches was not only subject knowledge, but also clarity of thought, articulation, confidence, and emotional maturity.

The experience reinforced an important learning: communication is not peripheral to maritime competence; it is integral to leadership development.

The distinguished judging panel, comprising maritime educators and industry professionals, echoed similar observations — the young maritime cohort is thoughtful, aware and capable; what they require are platforms that encourage their voices and perspectives.

### **Complementing Formal Maritime Education**

Maritime institutes continue to remain the primary foundation for technical and professional training. However, the modern maritime environment increasingly demands qualities such as:

- Exposure to real-world industry perspectives
- Digital awareness and systems understanding
- Interdisciplinary learning across logistics, ports, and operations
- Emotional resilience and personal confidence
- Collaboration, presentation, and communication skills

Traditional training prepares cadets to perform effectively on board. Contemporary industry expectations require

them to function confidently within global operational ecosystems.

Platforms like SailorsHUB aim to complement formal education by creating opportunities for:

- Thought sharing and reflection
- Industry-academia dialogue
- Student participation beyond assessment-based learning
- Development of confidence and leadership attributes

In doing so, such platforms do not replace institutional learning — rather, they extend its relevance.

### **SailorsHUB as a Collaborative Maritime Learning Ecosystem**

SailorsHUB has been conceptualized as a community-driven platform that connects cadets, maritime institutes, professionals, and industry organizations. The

objective is to create a space where:

- Knowledge, opportunities, and initiatives can be shared
- Young maritime talent gains visibility and exposure
- Collaboration replaces isolation between learning environments

The Elocution Competition, conducted as part of MMS Group's Founder's Day initiative, represents one example of this collaborative approach — bringing together education, mentorship and industry engagement on a common platform.

The experience demonstrated that when cadets are provided access to platforms for expression, they develop not only confidence but also a deeper connection with their professional identity.

#### Towards the Future of Maritime Education

The future direction of maritime education will not be defined by infrastructure development alone, but by how effectively we:

- Nurture confidence and curiosity
- Strengthen communication and leadership orientation
- Encourage industry-aligned thought development

- Promote participation, collaboration, and expression among students

As India moves toward its long-term development vision, the maritime sector will continue to play a significant role in trade, logistics and national growth. The youth currently pursuing maritime education will become the officers, leaders and decision-makers of this future ecosystem.

It is therefore essential that we collectively support initiatives that help them develop as confident, informed and purpose-driven professionals.

Platforms like SailorsHUB represent a step in this direction — acting as a bridge between education and industry, learning and exposure, aspiration and opportunity. They help ensure that every cadet not only receives technical training but also finds a voice, platform, and environment to grow as a leader.



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