

NAUTILUS SHIPPING

Over

30%

of the global fleet is more
than 15 years old

Are We Using Their
Full Potential?

Old Ships,
New Tricks—

Can They Keep Up With
Modern Demands?

Sailing Strong
on Miles of Experience

Redefining Potential

Turning Decades of Experience into Future Growth

“ To know the old and to understand the new,
that is the mark of one who is educated ”
— Confucius



Ajay Krishnamani
Co-Founder & Managing Director

This profound quote from Confucius perfectly sets the tone for our newsletter and underscores our approach to ship management. It reminds us of the value of understanding the past while embracing the future, a philosophy we embody in every aspect of our operations.

With over 15 years of experience in the shipping industry, managing vessels ranging from barges to LNG carriers, we have observed an intriguing trend: many top-tier managers focus exclusively on the newest vessels, leaving older tonnage underrepresented and often neglected. We see this not as a challenge but as an opportunity to showcase our expertise.

Our team, comprising young, tech-savvy professionals, is well-versed in the latest technologies while grounded in sound, time-tested principles. This unique combination allows us to deliver exceptional management services, particularly for aging vessels, which represent over 60% of the world's tonnage.

A Strategy Rooted in Experience and Technology

Our approach is simple but effective:

- We combine **technology** with **solid foundational practices** to ensure the professional, systematic management of aging vessels.
- This strategy has led to an **efficiency improvement of at least 10%** on these vessels since we began managing them.
- We also bring the same rigor and efficiency to newer vessels, ensuring they meet and exceed operational benchmarks.

Matching the Right Crew to the Right Vessel

A critical component of our success lies in aligning crew experience with vessel needs. Crews familiar with older tonnage often excel in managing the challenges of these ships, while newer vessel crews tend to perform best in modern environments. Interestingly, older ship crews adapt more readily to newer tonnage than the reverse, providing further insight into the depth of their expertise.

Changing Perceptions and Creating Value

One of the myths we consistently debunk is the notion that aging vessels lack value. Hence spending on aging vessel maintenance is often seen as an expense rather than an investment which is the case when the vessel is new. Through prudent spending and operational improvements, we have demonstrated that owners can achieve significant returns on investment, even with older tonnage. With new software and analytics tools, we monitor vessel performance and optimise operations, delivering clear commercial benefits to stakeholders.

We leverage cutting-edge solutions to enhance efficiency and reliability. These tools not only optimize vessel operations but also provide valuable insights that inform decision-making and long-term planning.

In conclusion, we pride ourselves on being able to manage tough, aging ships as efficiently as we handle modern vessels. By combining technology with experience, placing the right people on the right ships, and engaging stakeholders effectively, we continue to deliver exceptional results in the maritime industry.

The Edge We Offer

Managing aging vessels demands more effort and expertise compared to newer ones, which typically have fewer issues. By consistently handling the challenges of aging vessels, our team has developed the agility and problem-solving skills needed to excel with all vessel types. Our edge lies in the following:

- Proactive **customer engagement**.
- Transparent communication and **stakeholder education**.

These principles foster trust and lead to better outcomes for all parties involved.

Incorporating technology into our operations has been a game-changer. From advanced performance monitoring tools to predictive maintenance software, we leverage cutting-edge solutions to enhance efficiency and reliability. These tools not only optimize vessel operations but also provide valuable insights that inform decision-making and long-term planning.

In conclusion, we pride ourselves on being able to manage tough, aging ships as efficiently as we handle modern vessels. By combining technology with experience, placing the right people on the right ships, and engaging stakeholders effectively, we continue to deliver exceptional results in the maritime industry.

While newer models with cutting-edge features dominate conversations on maritime growth, aging vessels continue to play a vital role in global trade. At Nautilus, we understand that utilizing these older assets effectively is not about resisting change but about combining experience, adaptability, and innovation to deliver optimal results. By embracing innovation and balancing it with our legacy of excellence, we ensure that aging fleets continue to deliver value in a modern world.

This dual approach allows us to embrace innovation while capitalizing on decades of operational knowledge. The skills honed in optimizing older fleets such as meticulous maintenance and operational efficiency are equally applied to every vessel we manage. This is how Nautilus Shipping creates value across fleets of all ages, ensuring smooth operations, reliability, and excellence.

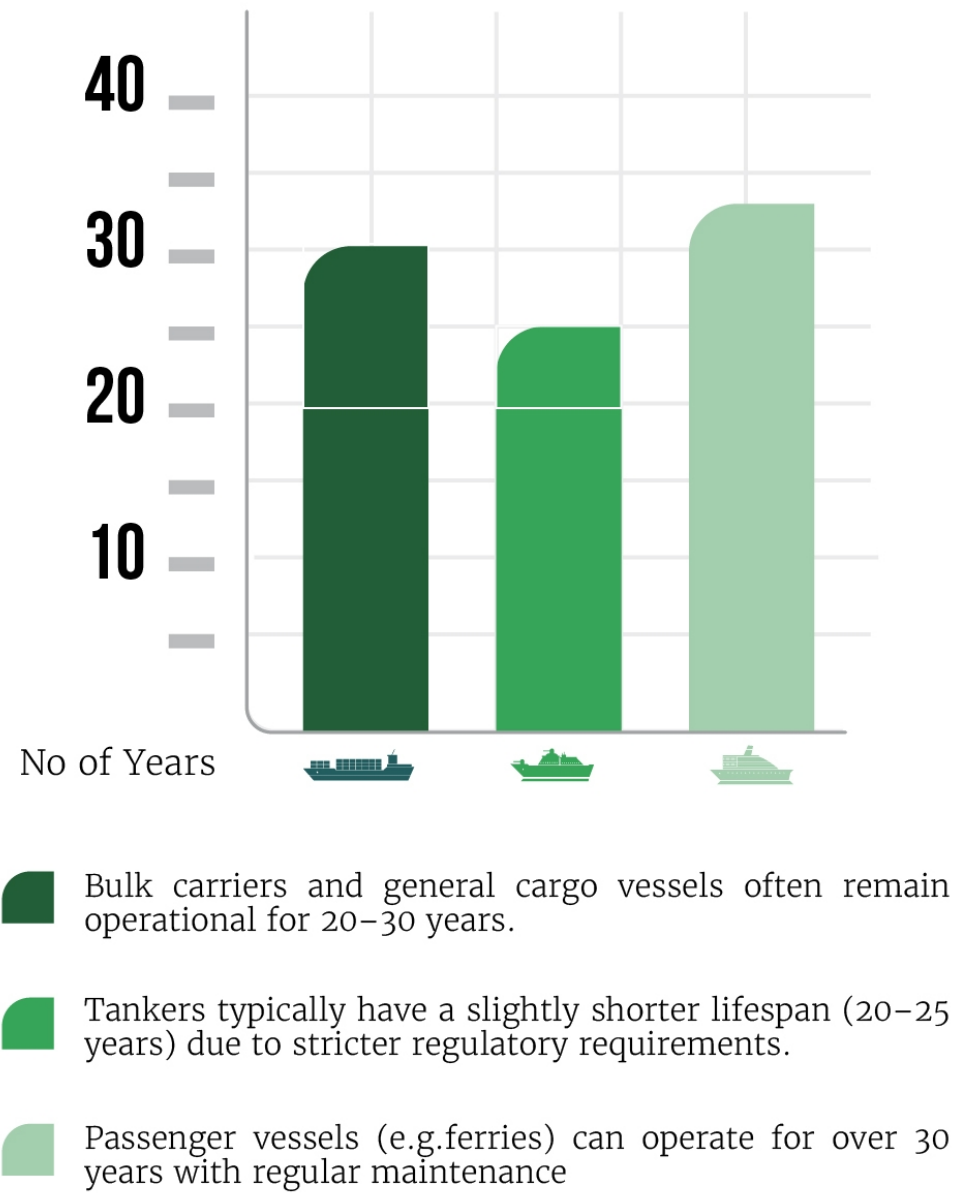
Aging Vessels: Still Relevant in a Modern World

As of 2024, the average age of commercial vessels has risen, with over half now older than 15 years. (Source: Immarsat) with many vessels continuing to operate well beyond their design lifespan of 20–25 years. These vessels are indispensable for serving niche markets, regional trade routes, and ports with unique requirements.

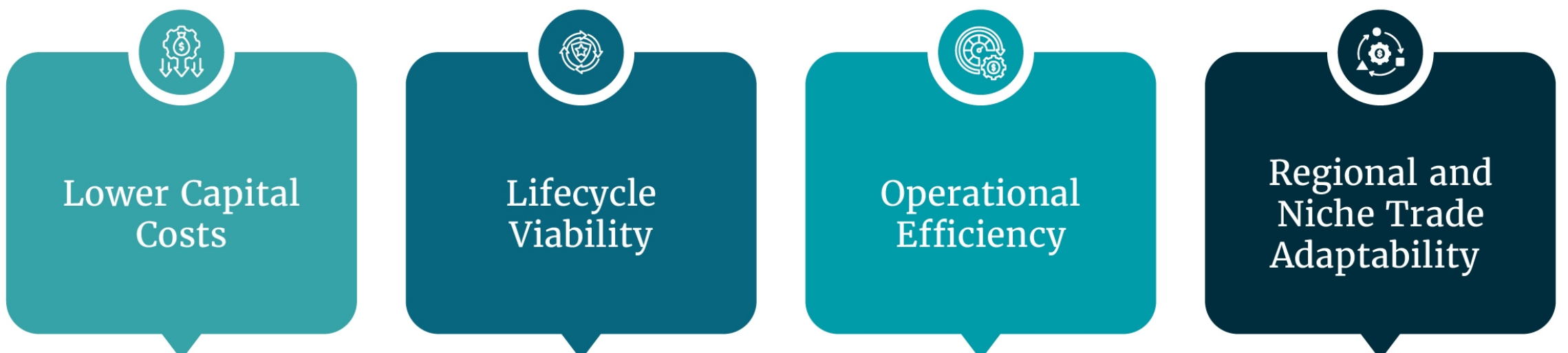
Aging vessels, particularly those aged 15–22 years, play a significant role in global trade due to their cost-effectiveness and adaptability. These ships make up 30–40% of the global fleet, with bulk carriers, tankers, and container ships being the most common. Aging vessels offer substantial savings, often valued at 50–70% less than their new-build counterparts. For example, a 15-year-old Panamax bulk carrier costs \$10–15 million, compared to \$30–40 million for a new build. Similarly, a 15–20-year-old Handysize bulk carrier costs \$8–12 million, making them ideal for niche markets and shorter payback periods. Their lower acquisition costs make them an efficient choice for regional routes or trades where newer, larger ships may not be practical. Despite higher maintenance costs

as they age, these vessels remain competitive with proper management. Many in this age range are nearing their second or third special survey, a critical period for decisions on upgrades, repairs, or scrapping. Steel prices also provide a safety net by influencing scrap values, ensuring financial flexibility if operations become unprofitable. Additionally, aging vessels are often tailored to specific routes, smaller ports, or unique trade requirements, making them an essential part of global shipping networks.

Older Vessel Dominance in Certain Segments



Economic Advantages and Market Opportunities





Manikandan M
CEO & Managing Director

A Message from the CEO: Reflections and Vision for 2025

Dear Colleagues and Esteemed Seafarers,

As we welcome 2025, I extend my heartfelt wishes to all our seafarers, shore staff, and stakeholders. I would like to express my deepest gratitude to each of you for your dedication and resilience throughout 2024. Your contributions have been instrumental in shaping our company's success and positioning us for an even brighter future.

The past year has been a landmark for our organization, firmly establishing us as a key player ready to meet the evolving demands of the maritime industry. One of the highlights was the successful implementation of E-Manager, a critical step in our digital transformation journey. This innovation has enhanced operational efficiency, positioning us as a technologically advanced and globally competitive company.

We are proud to have sustained a RightShip score of 4/5, reflecting our unwavering commitment to operational excellence and safety. Additionally, our stellar record in Port State Control inspections highlights the competence and diligence of our sea and shore teams.

Sustainability has remained a core focus, aligning with the IMO's 2050 decarbonization goals. We advanced our compliance with EEXI norms and promoted the installation of Energy Saving Devices (ESDs) across our fleet. These measures underscore our commitment to environmental stewardship while enhancing fleet performance.

Equally important has been our emphasis on crew welfare. We refined our processes for selecting and assessing sea and shore staff to ensure alignment with the company's vision. Additionally, redefining the shore organogram has fostered greater efficiency, accountability, and seamless communication across the organization.

Several key milestones defined 2024. Successfully completing four dry dock projects demonstrated our technical expertise and ability to deliver on critical timelines. We also launched ferry services between Kankesanthurai (KKs) and Nagapattinam (NGPT), an initiative that highlights our versatility and commitment to regional connectivity.

As we look ahead, I am confident that 2025 will be another year of remarkable achievements. We aim to expand our fleet to 20 /25 net vessels by the end of the year, further solidifying our position as a leader in the maritime industry. This ambitious target is achievable through our collective efforts and unwavering commitment to excellence.

I would like to thank each member of our organization for their invaluable contributions. Together, we have set the foundation for sustainable growth and success. Let us continue to navigate these waters with determination, innovation, and unity.

Here's to a
Prosperous and Rewarding 2025!

Vessels Manned by Nautilus

Year of Built (1997 - 2017)



FUN FACTS!

Some Old Vessels are Hollywood Stars

Older ships often find a second life in the movies! The RMS Queen Mary, retired in 1967, became a filming location for classics like The Poseidon Adventure. The ship also has many movies made about it, with the vessel being known as the most haunted ship in history.



Nautilus Shipping: Expertise that Adapts

At Nautilus Shipping, our expertise extends across the entire spectrum of fleet management. From aging vessels to cutting-edge new builds, we apply the same meticulous approach to ensure operational efficiency, regulatory compliance, and optimal performance. What sets us apart is our ability to translate the insights and strategies honed on aging fleets into practices that deliver success everywhere else.

1 Proactive Maintenance:

Whether it's a seasoned cargo ship or a state-of-the-art tanker, Nautilus minimizes downtime and extends its operational lifespan through condition monitoring and timely interventions.

2 Regulatory Compliance

We specialize in ensuring vessels—old and new—meet IMO and environmental standards through targeted retrofits and upgrades.

3 Lifecycle Optimisation

For newer vessels, we apply the insights gained from managing older fleets to streamline operations from the outset, maximizing efficiency and return on investment.

Our dual expertise creates a seamless operational approach that benefits the entire fleet, ensuring both legacy and innovation contribute to our clients' success

Green Shipping: A Step Forward for Aging Vessels

Aging vessels are adapting to the needs of modern maritime trade. With discussions regarding climate change highlighting the need for sustainable actions, adapting to green shipping is critical. This includes modern sustainability standards:

IMO Compliance

Retrofitting aging vessels with scrubbers and ballast water treatment systems enables compliance with International Maritime Organization (IMO) regulations.

Energy Efficiency

Upgrades such as hull optimization, Mewis ducts, and high-performance coatings can reduce fuel consumption by 5–15%, helping aging ships close the efficiency gap with newer models.

Adaptation Through Retrofitting

Strategic retrofits ensure aging vessels align with global green shipping goals, extending their operational lifespan while maintaining economic viability.

Aging vessels, when managed with foresight, demonstrate that experience combined with innovation can create significant value in a sustainable maritime future. With the right interventions, these ships continue to play a vital role in navigating the challenges of green shipping.

At Nautilus Shipping, we view aging vessels not as a limitation but as an opportunity. With strategic management, these ships are more than capable of navigating the demands of a modern maritime world. Additionally, they provide the expertise that experience, when paired with innovation, remains a powerful asset.

Case Study

SCL Mercury - Upgrading for a Greener Future

The SCL Mercury, a Liberian-flagged heavy lift carrier, was upgraded in early 2024 with the SHAPOLI System. This system limits engine power to improve fuel efficiency and meet the IMO's EEXI standards for energy efficiency.

The SHAPOLI System works alongside the ship's existing engine controls, making it easier to run the vessel efficiently while reducing emissions. This upgrade shows how aging ships can meet modern environmental goals and continue to operate effectively and economically.

At Nautilus Shipping, we understand that every vessel—whether brand new or decades old—deserves an operational strategy that maximizes its potential. By leveraging our deep expertise in managing older fleets, we've developed a framework of excellence that benefits newer vessels just as effectively. This holistic approach ensures that Nautilus remains a trusted partner, delivering value, efficiency, and sustainability across generations of fleets. In a fast-changing industry, our ability to combine tradition and innovation sets us apart.

Expert Speaks: A Balanced View



Capt. N. Subbiah
Head of Marine, Safety & Quality

A Master Mariner with extensive experience in tanker operations, Capt. Subbiah has over 15 years of sailing experience complemented by extensive shore-based expertise in ship management. His proficiency includes HSE, ship operations, manning, and training, with specialized knowledge in FSOs and FPSO safety management. Capt. Subbiah is also skilled in change management, incident investigation, and is a qualified trainer.

Aging vessels remain an important part of the shipping industry, bringing both benefits and challenges. Managing them effectively requires careful planning and commitment across different areas of operations.

Older vessels demand more frequent inspections, repairs, and preventive maintenance to ensure they remain safe and reliable. Ignoring these needs can lead to safety risks, unexpected delays, and increased costs. Additionally, keeping up with international regulations like SOLAS and MARPOL is more demanding for aging ships, requiring regular upgrades and audits. Retrofitting older vessels with newer technologies can help improve fuel efficiency, reduce emissions, and ensure compliance with environmental standards.

Balancing Sustainability and Viability

At the same time, scrapping ships too early has its own environmental impact. Extending the life of a vessel, when done responsibly, aligns with sustainability goals by reducing the carbon footprint associated with building new ships.

Shipowners and operators must carefully weigh the costs of retrofitting and regulatory compliance against the remaining operational lifespan of a vessel. While older vessels may have lower purchase costs, their operational expenses often rise due to higher fuel consumption and ongoing maintenance needs.

Building Expertise for Seafarers

For seafarers, working on older vessels provides valuable hands-on experience in maintenance, repairs, and manual operations. This helps them develop problem-solving skills and a deeper understanding of mechanical systems. However, the increased maintenance workload and reliance on manual systems can lead to higher fatigue and reduced comfort. These challenges need to be addressed through increased manpower, better crew welfare measures, regular maintenance, and proactive management. Additionally, seafarers working on older vessels might miss opportunities to gain experience with newer technologies, such as automated systems and electronic engines. Bridging this gap will require extra training and exposure to modern vessels.

In times of high demand, older vessels often step up to meet capacity shortages, offering flexibility in volatile markets. They also remain economically viable in certain trades and regions where their operating costs are balanced by market demands.

Aging vessels are neither inherently good nor bad—they are tools that need to be evaluated based on their condition, maintenance history, and operational suitability. With proper care, compliance with regulations, and thoughtful planning, older vessels can continue to serve effectively, providing commercial value, environmental responsibility, and opportunities for skill development within the maritime industry.

Participate and Win

The Cleanliness Challenge is Here!



Attention Seafarers!

Are you ready to show off your hygiene and cleanliness skills? Participate in our Cleanliness Challenge and stand a chance to win an Amazon Echo Dot!

What You'll Win:

Grand Prize:

An Amazon Echo Dot

Recognition:

The cleanest seafarer and their cabin will be proudly featured in next month's newsletter.

Don't miss out on this exciting opportunity! Let's make our vessel the cleanest on the seas

News & Insights

Nautilus in the News

Another Milestone Reached

Nautilus Shipping has reached a significant milestone with the successful launch of its ferry service, Sivagangai, operating between Nagapattinam and Sri Lanka. Since August 2024, the ferry has maintained consistent operations four days a week, overcoming challenges that had previously hindered similar initiatives. This achievement reflects our commitment to creating reliable connections and fostering trust within the maritime community.

On December 8, Nautilus celebrated this achievement with seafarers and the local community, strengthening relationships for collaborative growth.

Acknowledging Our Heroes

This success would not have been possible without the dedication of the Sivagangai team, whose contributions ensure seamless daily operations.



Captain Baskar Jayabal and Chief Engineer Mirza Riyasat Baig, for their expertise and leadership.

The crew members, whose teamwork ensures passenger safety and comfort.

Special thanks to the crewing team—RK Singh, Divakar, Hari, Muttu, and Shreyas—for organizing a remarkable event on short notice, making it a memorable celebration of this achievement.



Latest News

1. Euroseas Spins Off Older Vessels into a New Company

Euroseas Ltd. has announced a strategic time charter for its older containership, the M/V Aegean Express, and plans to spin off three vintage vessels into a separate company. This move aims to optimize fleet operations while monetizing aging assets. The initiative highlights how shipowners can creatively leverage aging vessels to maximize economic value and operational efficiency.



2. Evergreen Marine Sells 28-Year-Old Vintage Container Ship for \$30M

Evergreen Marine has sold its 28-year-old Panamax container ship, earning \$30 million in the process. This sale reflects the robust demand for aging vessels in the second-hand market, driven by their economic viability in niche trades. The deal underscores the financial opportunities available for shipowners willing to monetize aging but functional assets.

3. A 93-Year-Old Italian Ship Becomes A Floating Embassy

The 93-year-old Italian training ship, Amerigo Vespucci, has made waves as it journeys across 30 ports, representing Italy's rich maritime heritage. Dubbed a "floating embassy," the ship combines tradition and diplomacy, fostering cultural ties during its stopovers, including its recent visit to Mumbai last November. Its enduring legacy showcases the longevity and adaptability of aging vessels in promoting global relations.

4. Average Tanker Age Reaches Highest Level Since 2003

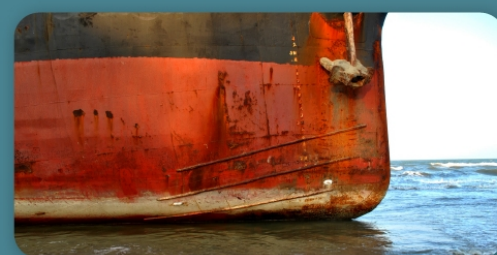
The average age of tankers in 2024 reached 13.2 years, the highest since 2003, according to Teekay Tankers. This marks an increase of one year compared to 2023, as highlighted in a report by Riviera Maritime. The global tanker fleet now includes 70% more vessels aged 20 years or older since 2022. While interest in new-build tankers is gaining momentum, this ongoing trend underscores the current reliance on aging vessels within the shipping industry.

Blog



1. The Green Energy Transition in Maritime Trade: A Path to Net Zero by 2050

Explore the future of sustainable shipping with insights into the industry's efforts to achieve net-zero emissions by 2050. Our blog dives deep into alternative fuels, energy-efficient technologies, and regulatory frameworks driving the transition.



2. How Do Aging Vessels Drive Strategic Success in Nautilus Shipping's Fleet Management?

Discover how Nautilus Shipping leverages the unique advantages of aging vessels to achieve strategic fleet success. Learn about the role of experience, adaptability, and innovation in maintaining operational excellence across older fleets.



3. With Older Vessels Making Up Over 30% of the Marine Industry, How Do We Make the Best of It?

Explore the opportunities presented by aging vessels, which comprise over 30% of the global fleet. This blog highlights cost-efficiency, adaptability, and the steps needed to optimize their role in modern maritime trade.

Scan to read more



Maritime Leader Insights



Capt. Dinesh Gautama
Senior President
Sarjak Container Lines

1. In the evolving global trade landscape, what is your outlook on the heavy-lift vessel market amid emerging market growth?

When we scan the horizon, we see changes relating to infrastructure. Either the infrastructure is being demolished and remade, or being modified and constructed to improve the lives of the citizens in that area. This change cannot be ignored because it requires the movement of goods in large quantities or the movement of large goods in numerous quantities. We see this change as an opportunity that does not escape our eyes. While we cannot predict a huge take-off on growth, there is bound to be a significant upthrust in movement of project cargoes in the coming decade.

2. With the increasing growth of AI in shipping, what opportunities do you think it brings for seafarers, and how can they adapt?

Adaptation to AI is the key to employability. At every stage, technology is needed. Responses are needed – and fast. It is here that AI comes into the picture as it helps in giving responses to varying situations that are a result of the changing operational environment.

3. In your view, what skills should seafarers focus on to stay competitive in a tech-driven maritime industry?

Seafarers should delve deeper into their own functioning and bring in greater multiskilling in what they do. While AI is there to help, it is upgrading oneself with more skills that will go a long way in giving value to what you do.

4. What is your company’s growth strategy in volatile markets, balancing innovation, risk, and adaptability?

We look more into the future, and keeping an eye on that, we start adapting from the present moment. This is the key to handling the volatile markets. Volatility can arise at any moment and it is important to keep an eagle eye on the areas that we are operating in so that we have the precautions in place before plunging into uncharted waters which are usually created in volatile market conditions.

5. With geopolitical tensions continuing to reshape trade routes and economic partnerships, how are you planning to position your company to navigate these challenges and leverage potential opportunities?

International Shipping has weathered all storms. Historically, sea routes WERE modified due to closure of canals, conflicts or local tensions and when these were absent, the sizes of ships kept increasing, needing sea routes to be modified. Cargo ships increased in size and could no longer use the Corinth Canal. They further increased in size and could not use the Kiel Canal. Container ships increased in capacity and could not use the Panama Canal. VLCCs and ULCCs increased so much in size that they could not use the Suez Canal. So, we can see that international shipping has gone through various crises but taken everything in its stride. We will attempt the same.

6. As a leader in the maritime industry, where do you believe companies should focus their efforts to remain resilient and sustainable while driving growth?

Operating in an environment of flux and witnessing a continually changing ambience, our efforts are first and foremost, to remain vigilant and adopt an approach that will have the least negative effect. Growth is needed in every organization and for that one should be malleable and move ahead.

7. The IMO’s 2050 decarbonization goals remain a significant challenge for the shipping industry. Where do you think the global maritime sector currently stands in achieving these targets, and what more can be done to accelerate progress?

I think everyone is playing their part in improving the environment. Every entity, whether an individual or a corporate organization, is now aware that assisting in improving the quality of living by focusing on the environment is crucial. The maritime sector is already deeply committed to following the norms that have been set up by international bodies for facing the challenges of decarbonization goals. We are confident that it will achieve the intended progress.

FUN FACTS!

Steel That Keeps Building

When ships are scrapped, their steel doesn't go to waste. It's often recycled into skyscrapers and bridges. So next time you're in a city, that building you admire might have once been part of a ship!



Stories From the Sea



Technical Incident

Can Quick Action Turn an Incident into a Success Story?

Capt. Y. Dev Misra
General Manager - Marine

After departing the Port (DOP 07:42), the vessel began its passage steering a course of 187° through the departure channel. At 08:25 hours, the vessel suddenly experienced a total power failure, resulting in a blackout. This caused the loss of all navigational equipment, steering, and communication systems momentarily.

At 08:28 hours, the main engine (ME) stopped while the vessel maintained a course of 187° and a speed of 9.0 knots. With no steering or propulsion, the vessel began drifting rapidly toward the portside anchorage area. The Master promptly instructed the forward station's team to prepare the anchors for deployment. Meanwhile, bridge communication systems switched to battery power, and the vessel informed the Port Control about the loss of power, steering, and ME failure.

As the vessel drifted, its position, speed, and direction were assessed, and the decision was made to delay anchor deployment until conditions were safe. When power was restored, the Electronic Chart Display and Information System (ECDIS) came back online, and the main engine started at approximately 10:00 hours. The vessel then resumed its original course of 187° and informed the Port Control of the restored ME and steering. The voyage continued without further incident.

Immediate Direct Cause:

An incorrect marking on the Main Switchboard (MSB) caused the 2nd Engineer to misidentify the Shaft Generator ACB unit as the Bow Thruster unit. This led to the unintended disengagement of the Shaft Generator after the pilot disembarked.

Basic/Root Causes:

Incorrect labeling and markings in the engine room. Insufficient familiarization of the 2nd Engineer, who had recently joined the vessel. The failure to cross-check and verify panel markings contributed to the incident.

Corrective Actions:

The incorrect marking of the Shaft Generator ACB unit has been corrected. Engine room officers and crew have been briefed on the importance of accurate labeling and thorough familiarization. The Chief Engineer has inspected all Main Switchboard and control panel labels to ensure accuracy and consistency.

FUN FACTS!

The Oldest Ship Still Sailing

The **USS Constitution**, aka "Old Ironsides," launched in 1797, is over 225 years old and still sails for ceremonial events. The Ship's legacy is as strong as ever!



Seafarer Stories



Mirza Riyasat
Chief Engineer
 Age - 37 years

Chief Engineer's Perspective: Embracing Challenges on the 27-Year-Old Sivagangai

A Journey with Sivagangai:

Sivagangai, a 27-year-old passenger vessel, began its current operations in 2024 under the management of Nautilus Shipping as part of a government project. For the past seven months, the vessel has been in operation, navigating the challenging waters between Nagapattinam, India, and KKS Port, Sri Lanka. The Chief Engineer shares his insights on managing an older vessel, reflecting on both its challenges and the invaluable lessons it offers.

The Role of a Chief Engineer on an Old Vessel:

"Being the Chief Engineer on an old vessel like Sivagangai is undoubtedly demanding," he explains. "Every detail requires attention, and even the smallest components must be meticulously maintained. There are times when I personally purchase minute parts to ensure the vessel operates smoothly."

Constant maintenance and vigilance over the engine are integral to the job. Despite the added challenges of working on an older vessel compared to newer ones, his perspective remains positive:

"Problems exist everywhere, but how you tackle them is what matters. A prompt response to any issue is key."

A Day in the Life at Sea:

The Chief Engineer describes his daily routine when the vessel is active:

- 5:00 AM: His day begins early, with personal preparations.
- 5:30 AM: He and his team are aboard the vessel, conducting immigration formalities for both crew and passengers.
- 6:00 AM - 7:00 AM: The engine checklist is completed, ensuring everything is in order. The luggage is loaded, and passengers embark.
- 7:30 AM: Sivagangai departs Nagapattinam for the 60-mile journey to KKS Port, arriving around 12:30 PM.

A Message for Aspiring Seafarers:

From Chief Engineer Mirza

"Whether you're working on a new vessel or an old one, each comes with its own set of experiences."

Old Vessels: These often have frequent breakdowns and complexities, providing hands-on experience with machinery. This practical knowledge is invaluable for developing technical skills and problem-solving abilities.

New Vessels: While operational processes are streamlined, opportunities for deep technical learning are limited.

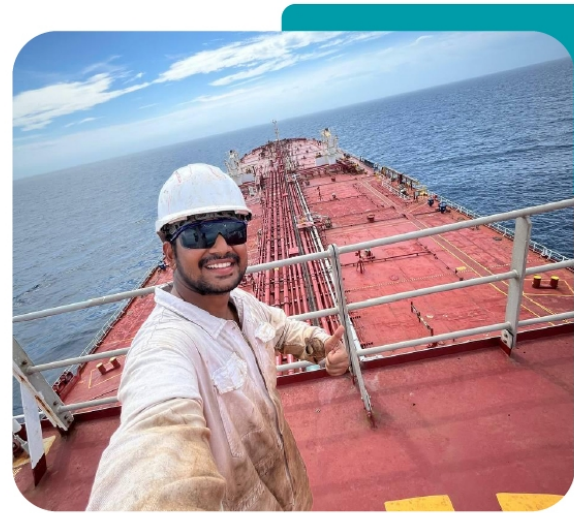
"To become a skilled engineer, I strongly recommend gaining substantial experience on aging vessels. The challenges you face there are unparalleled and will shape you into a better professional."

His Take on Old vs. New Vessels:

When asked if he would prefer transitioning to newer vessels, he responds with unwavering dedication:

"I never think of a vessel as old or new. Once I'm onboard, it's my vessel and my machinery. I enjoy the challenges that come with it."

The Chief Engineer's account underscores the value of older vessels not just in operations, but as platforms for learning and growth. His commitment and adaptability exemplify the resilience and expertise required to navigate the unique challenges of modern shipping. For those entering the field, his journey serves as both an inspiration and a reminder of the rewards of perseverance.



Pranet W
Deck Cadet
 Age - 24 years

As a trainee seafarer with four years of experience across four vessels aged between 15 and 22 years, my recent assignment on MT Yangtze was incredibly insightful. My typical work hours were 8 AM to 6 PM, though as a trainee, the schedule varied based on work demands and navigational watches. I reported to the Chief Officer, who assigned daily tasks, with pending work carried over to the next day.

Working on an older vessel gave me ample opportunities to develop practical skills. I was able to develop critical skills such as hands-on problem-solving and teamwork and the importance of collaboration with an experienced crew.

Major Learning :

Dry Dock Experience: One of the highlights of my time on the vessel was completing a dry dock in China for almost 40 days. During this period, the entire vessel underwent maintenance, and I was deeply involved in the process. This experience provided me with invaluable knowledge about vessel upkeep, systems, and repairs. I learned the importance of attention to detail and gained insights into the challenges of maintaining an older vessel.

Key tasks included:

- Inspecting ballast tank plates with the surveyor, which was a first for me.
- Overhauling cargo valves and stripping valves.
- Inspecting cargo tanks and preparing detailed reports.
- Personally Assisting senior officers in maintaining deck pipelines and preparing day-to-day updates.

While I faced challenges such as maintenance hurdles and limited resources, there was a lot to learn from aging vessels.

A Message to Seafarers

From Deck Cadet Pranet

Gaining hands-on experience is the key to mastering your craft. While new vessels are definitely easier compared to old vessels, there is no exposure to the challenges. Being a trainee, working on old ships gives you much more experience practically and makes you the best at what you do, and every day there is something new to learn

Stories From the Sea



Compliance Incident

Why is Every Tiny Detail Important?

Santhosh M
Sr. Executive - HSEQ

Incident Overview:

Date and Time of Initial Discovery:
04.05.2024, 1730 Hrs LT

During the discharging operation of Cargo Hold 2 Tween Deck, damage to several big bags containing cargo was discovered. The damaged bags were primarily located beneath the hatch pocket in the aft section of the tween deck, near the engine room (E/R) bulkhead.

The damaged bags were immediately transferred to the forward section of the Cargo Hold 2 Tween Deck. The discovery was made in the presence of the ship's crew, receivers' tally clerks, and stevedores. The Master and crew were unable to conceal the damage from other parties.

What Happened?

The damaged bags showed wet patches and signs of water ingress. Silver nitrate tests confirmed water leakage from the port side structure. Wetness was also found under the bags and traced to water flowing through the access ladder opening, which lacked proper sealing.

Why Did It Happen?

The main causes were water ingress from the ship's structure, rain during loading at Tekirdag, Turkey, and water running from the tween deck to the lower hold through the open access ladder.

Tests and Findings:

Silver Nitrate Testing:

Positive results were obtained on suspected areas of the ship's structure, including the port side ship's side, indicating possible water ingress.

Tests on the bulkhead without visible stains also yielded positive results.

Inspection Observations:

Signs of rust were noted on bags located near the aft access ladder.

Bags in the portside corner appeared more damaged compared to other areas.

Most of the damage was limited to the bottom of the big bags, with no visible side damage.

How Was It Fixed?

The crew acted quickly by sealing hatch covers with tape and tarpaulin to stop further water entry. Damaged areas were inspected, and the root causes were recorded to prevent similar incidents.

What Did We Learn?

This incident highlighted the importance of water ingress prevention, proper hatch sealing, and thorough checks during loading to protect cargo and maintain operational efficiency.

Stories From the Sea

Crewing Perspective

Insights from the Crewing Team: Balancing Legacy & Innovation

The Nautilus crewing team shares how experience gained on aging vessels equips seafarers to adapt seamlessly to the advanced systems of newer fleets. Alongside this, they answer popular questions from the maritime community and share real-life stories, offering valuable insights into the evolving dynamics of the industry and the critical role skilled seafarers play in driving success.

What are the challenges you face while recruiting for old vessels

1. Compliance with safety standards
2. Qualified crew
3. High Operational cost
4. aging vessels and outdated Machinery
5. Working conditions
6. Crew training

What are your learnings on handling aging vessels?

While most of our fleet consists of older ships, we remain committed to the challenge and don't give up. The key is to strategize effectively and target the right candidates for each position. We often look for individuals with more experience, as they may be more open to accepting roles on aging vessels.

It's crucial to conduct a thorough briefing about the vessel's condition before candidates join. We ensure they are fully informed about the vessel's current state and any potential challenges they may face. This transparency helps to prepare them mentally and set realistic expectations.

One of the situations we encountered involved a crew change on Ship A, which had berthed earlier than expected. Unfortunately, the relieving crew member's flight was delayed, and he was running late. To avoid any delay in the vessel's departure, we decided to transfer a third engineer from Ship B, which had also recently berthed, to Ship A. This required obtaining quick approvals from the relevant authorities, including the owners and customs, all within a very short timeframe. The task was challenging but rewarding, and we successfully managed the transfer without any delays.

We were able to complete the crew change by transferring the third engineer from Ship B to Ship A and then ensuring the relieving crew member was connected to Ship B as soon as he arrived in Mumbai. The process of shuffling crew between two vessels in port was an interesting and efficient solution to an unexpected situation.

In another instance, our second engineer was hospitalized after suffering a stroke. I visited the hospital personally to support his wife, who had flown in from Chennai, and assist her in shifting him to another hospital. Given that Mumbai was a new city for her, I stayed with her for moral support and helped with logistics. The family was deeply appreciative of the support from our team. After a stay of 20 days in Mumbai, the engineer was eventually transferred to his hometown. We closely coordinated with the P&I club to ensure proper compensation, as he was permanently disabled due to the stroke.

These experiences highlighted the importance of effective planning, quick decision-making, and the personal commitment to supporting crew members and their families in times of crisis.



Esa Thevar

General Manager - Crewing & Operations

What is your message to the fellow recruiters?

Crewing is often a thankless job, but it's one that requires dedication and perseverance. Patience, adaptability, and foresight are essential qualities in our line of work. Whether we're managing the challenges of aging vessels or handling unexpected crew changes, our ability to respond effectively to each situation makes a significant difference. It's crucial to target the right candidates, be open about the vessel's condition, and approach each challenge with creativity. These are skills we can continue to develop and refine as a team.

What is your message to the fellow seafarers?

Your commitment, resilience, and teamwork are the heart of the maritime industry. The challenges you face at sea can be tough, but it's your ability to persevere and overcome obstacles that truly drives the industry forward. Please know that we are committed to supporting you in every way we can, ensuring that your journey is as smooth and fulfilling as possible, both professionally and personally. Together, we will face any challenges head-on and continue to sail toward success.

FUN FACTS!

Old Ships Are Storytellers

Did you know famous novels like Moby-Dick and Treasure Island were inspired by historic ships? aging vessels are the ultimate muses for art, photography, and literature. They've been sparking imaginations for centuries—talk about legendary storytellers!



Nautilus Wishes You Happy Birthday

TENISTON	AB	14-01-2001
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KARNAN	AB	01-01-1986
VICKY	AB	06-01-1988

ANKIT	2ND OFFICER	15-01-1989
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MOHAMMAD	AB	01-01-1999
SHETTY	2ND ENGINEER	05-01-1983
KUMAR	2ND ENGINEER	12-01-1986

PANKAJ	NAVIGATION HANDLER	02-01-2000
SIVAKUMAR	MASTER	05-01-1958

MOHAMMAD ASHIF	MTM/OILER	01-01-2001
SAURAB	MTM/OILER	01-01-2003
ASHIS	NAVIGATION HANDLER	05-01-1982
JOBANJEET	2ND OFFICER	15-01-1996
AJAY	DECK CADET	15-01-2000
SANDEEP KUMAR	2ND OFFICER	20-01-1996
PANKAJ	NCV CHIEF OFFICER	25-01-1984
JEROLD	OS	25-01-2006
VIKASH	AB	26-01-2001
VINAYAK SHANKAR	NCV 2ND ENGINEER	28-01-1976
RAHUL	NAVIGATION HANDLER	31-01-1994

MOHAMMAD	AB	01-01-1999
SHETTY	2ND ENGINEER	05-01-1983
KUMAR	2ND ENGINEER	12-01-1986

LALLU KUMAR	FITTER	02-01-1997
ROHIT	MTM/OILER	04-01-1992

ROMAN	ELECTRICAL OFFICER	05-01-1993
BOLKVADZE	OS	09-01-1998
SKREBKOV	ELECTRICAL OFFICER	10-01-1976
SHIRSHOV	2ND OFFICER	25-01-1982
IURI	CHIEF ENGINEER	29-01-1988
SANDEEP KUMAR	2ND OFFICER	20-01-1996
GIORGI	AB	30-01-1990

BINOD KUMAR	ELECTRICAL OFFICER	03-01-1972
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KARAMBEER	AB	01-01-1997
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SARAVANAN	ELECTRICAL OFFICER	20-01-1980
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RASHEED	WIPER	17-01-199
SANATAN	MSM/GS	26-01-1987

DHARMBEER	2ND OFFICER	01-01-1992
NELBOIE SUIISO	OS	17-01-1991
RAMBABU	FITTER	20-01-1983
JUSTINIANO III	MASTER	25-01-1982

RAJASEKARAN	OS	09-01-1996
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Menosh	2ND OFFICER	08-01-1980
EKNATH PRANAV	MECHANIC	17-01-1989

AFROZ	CHIEF COOK	01-01-1986
SANKARA RAO	MTM/OILER	01-01-1998
SANDIP KUMAR	AB	07-01-1993
SHINE	CHIEF OFFICER	14-01-1991
Asjad	AB	23-01-1998



Happy Work Anniversary!



Selin Kala - 3 years



Aravindh S - 2 years

Your dedication and hard work have been instrumental to our success. Thank you for being an integral part of our journey. Here's to celebrating your achievements and looking forward to many more milestones together!



UNTIL NEXT MONTH KEEP SAILING FORWARD

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