



CASMAG

JULY - 2025



VOL: 1



QUARTERLY MAGAZINE

SETTING SAIL INAUGURAL EDITION



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DIRECTOR'S NOTE

From the Desk of
CAPT. VIJAY K. SINGH
CASMAG – FIRST EDITION

Dear Readers,

It gives me great pride and pleasure to present to you the inaugural edition of **CASMAG**, our company's quarterly magazine dedicated to the people, progress, and purpose that drive us forward.

The launch of **CASMAG** marks an important milestone in our journey—a journey built on the pillars of safety, integrity, and sustainable growth. In these pages, you will find not only updates from our fleet and shore offices, but also voices from our crew, insights into operational excellence, and a shared vision for a safer, stronger future.

At the heart of everything we do lies the unwavering commitment to safety. It is not just a procedure, but a mindset—one that ensures every seafarer returns home safely, every voyage is completed responsibly, and every operation reflects the highest standards of professionalism. Our growth as a company depends not just on expanding our fleet or market presence, but on continuously raising the bar for safety, compliance, and care—for both our people and the environment.

To our seafarers, I extend my deepest respect and gratitude. You are the backbone of this industry and the face of our company at sea. Your hard work, resilience, and dedication inspire us daily. As we move forward, know that your welfare, training, and career growth remain a top priority. CASMAG is your platform too—your stories, challenges, and achievements deserve to be seen and heard.

This first edition is a beginning, and like any good voyage, it carries the promise of discovery, reflection, and connection. I invite you to read, contribute, and be a part of this evolving journey.

Fair winds and following seas.

Warm regards,
Capt. Vijay K. Singh
Director



Introducing CASMAG



Bridging Desk to Deck

CASMAG is the in-house magazine of Caspia Ship Management, created to celebrate the people, spirit, and stories that define our maritime journey. More than just a publication, CASMAG is a connection — between sea and shore, crew and company, moments and memories. From inspiring stories at sea, cultural snapshots, and creative expressions to professional insights and wellness features, CASMAG reflects the heart of Caspia: united, resilient, and always evolving.

FROM DESK TO DECK

In the dynamic world of shipping, where seamless coordination between ship and shore is the backbone of safe and efficient operations, few individuals embody this balance as effectively as Capt. Kiran Kumar K.P. As Executive Manager at Caspia, Capt. Kiran plays a pivotal role in bridging the often-complex gap between seafaring realities and shoreside expectations.

With over 16 years of sailing experience with top-tier ship management companies, Capt. Kiran brings a wealth of firsthand knowledge to the table. His time at sea has granted him deep insights into the operational challenges, crew dynamics, and technical intricacies that define life onboard.

This experience has proven invaluable in his current role — where he acts as the crucial link translating shipboard challenges into actionable office strategies.

As Executive Manager, his primary focus lies in streamlining and overseeing all crewing operations — from crew management and compliance to vessel performance and emergency response coordination.

His approach is rooted in proactive problem-solving, ensuring that issues are anticipated and addressed before they escalate, thereby minimizing operational downtime and maintaining the highest standards of safety and efficiency.



“Understanding what the crew faces first hand allows me to be both empathetic and effective in decision-making,”
-says Capt. Kiran.

Capt. Kiran is also a key force in enhancing communication between ship and shore, ensuring that vessel teams feel supported, informed, and valued. By bridging the cultural and operational divide, he fosters a spirit of trust and collaboration across the organization.

His leadership style blends operational discipline with a human touch — recognizing that behind every checklist and procedure is a team of dedicated professionals working tirelessly at sea. Whether it's responding to an onboard crewing challenge, mentoring young officers, or liaising with stakeholders ashore, Capt. Kiran Kumar continues to be a guiding anchor for Caspia's maritime excellence.

Chasing Light

Sunrise and Sunset





Beyond the Compass

The Enduring Odyssey of a Merchant Mariner

In the intricate theatre of global trade — where economies pivot on the movement of millions of tons of cargo — few recognize the custodians of that movement: the merchant mariners. Among them, there are those whose careers transcend the ordinary. This is the chronicle of one such individual, who embarked as a cadet with nothing more than grit and aspiration, and ascended to command vessels under the esteemed banner of Caspia Ship Management.

Initiation: When Terra Firma Ends and True Life Commences

A career in the merchant navy is not merely a profession — it is a pact with the ocean. While most careers begin in office cubicles, the mariner's journey begins on the threshold of steel, salt, and sky. To join a shipping major like Caspia Ship Management is not simply to be hired — it is to be entrusted.

The entry-level role of a cadet is defined not by status, but by submission — to discipline, hierarchy, and the unforgiving nature of the sea. Fresh recruits are immersed in tasks that are as physically taxing as they are mentally humbling: de-rusting hulls, navigating uncharted night shifts, absorbing protocols with precision. These formative voyages are not training — they are trial by tide.

Ascension: Mastery Forged by Storm and Steel

In the merchant navy, one does not ascend by tenure alone. Each rank — from Third Officer to Second, then Chief — demands proof of mettle in high-stakes environments. Advancement is earned not through performance reviews, but through composed leadership in electrical blackouts, calm negotiation in hostile waters, and steadfast presence during medical emergencies far from the nearest port.

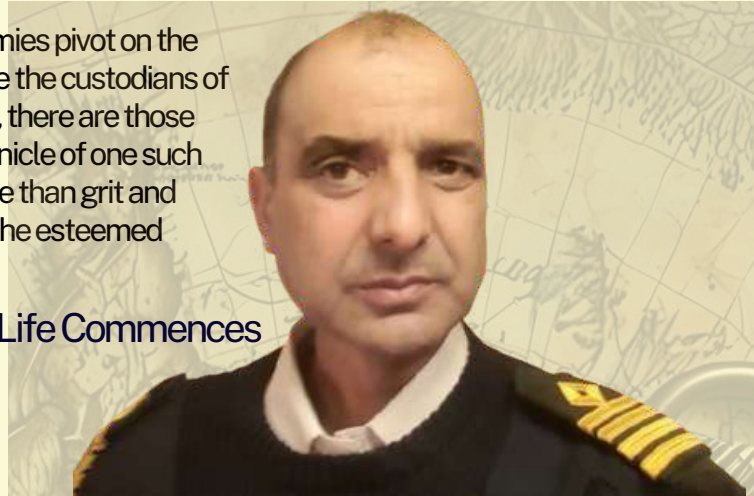
As the sailor evolves into an officer, the responsibilities shift from mechanical operation to human stewardship. Crews are often multinational, multicultural and diverse in temperament. The officer must be part diplomat, part engineer, part psychologist. Technical competence becomes table stakes. What distinguishes the exceptional mariner is situational command and emotional intelligence under duress.

Command: The Sovereignty of the Sea

To wear the stripes of a captain is to embody absolute accountability. The ship is not a workplace; it is a sovereign territory and its master the final authority. Under the ownership and charter of a global firm like DNA Tankers the captain is responsible not just for navigating waters — but navigating crises, commercial negotiations, port diplomacy and international law. There is no pause button mid-ocean. When systems fail, storms rage or morale dips, there is no one to defer to. The captain is not only the navigator but the guardian of continuity, legality and human safety. Command at sea is not a title — it is a burden borne by those who have repeatedly proven their ability to lead when no one is watching and when everything is at stake.

Return: A Legacy Beyond Charts and Coordinates

Even after the final voyage a mariner never truly disembarks. The sea lives in his cadence, his stillness and the way he processes silence. Some return to shore roles: fleet operations, port management, maritime education. Others mentor the next generation, transferring legacy in simulators and classrooms rather than wheelhouses. Yet the sailor remains indelibly shaped by his years at sea: methodical in thought, decisive in action and composed in chaos. The world may refer to him as a "retired seafarer" — but in truth, the ocean has only changed his uniform, not his essence.



Capt. Parveen Sharma



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Closing Reflection: A Life Charted in Nautical Miles

To those observing from ashore, the merchant navy may appear transactional — a job of logistics and travel. But to the mariner, it is a vocation, a crucible and an odyssey. It is a test of character in the most elemental environment known to man.

From cadet to captain, the mariner's journey is not simply vertical — it is existential. He does not merely move cargo across oceans — he evolves. He leads. He endures.

And in doing so, he becomes a legend — not in headlines, but in hushed reverence wherever the sea is respected.

Capt. Parveen Sharma

Caspia Ship Management Pvt. Ltd.

Mumbai



SEA • NEWS



The IMO's net-zero framework will allow shipowners to generate surplus units and help them recover biomethane costs beyond cargo owner premiums, Arne Maibohm told ENGINE.

Liquefied biomethane's (LBM) full potential as a bunker fuel depends on more than just cargo owner demand, Arne Maibohm, director of decarbonization at Hapag-Lloyd said.

The opportunity to generate surplus units under the IMO's net-zero framework is

“certainly attractive” as it can help shipowners recover costs and strengthen their case for investing in low-emission fuels, Maibohm said in an exclusive interview with ENGINE.

LBM was a natural choice for Hapag-Lloyd's first ZEMBA contract, given its fleet of 12 LNG-capable vessels ready to use LBM as a fuel. The last of these vessels was delivered in June, and Hapag-Lloyd plans to run most of them on LBM to cut emissions to fulfil the ZEMBA tender.

Spike in armed robbery incidents raises concerns for vital Singapore Strait trade route – ICC – Commercial Crime Services

Critical shipping route handling 30% of global trade flows sees surge in armed robbery incidents. The ICC International Maritime Bureau (IMB) Piracy Reporting Centre is urging caution following a rise in armed robbery incidents in the Singapore Straits. Globally, the crime of piracy and armed robbery reached 90 reported incidents, a 50% increase compared to the same period in 2024 and the highest number

of reported incidents for the same period since 2020, according to the newly released report by the ICC International Maritime Bureau (IMB) Piracy Reporting Centre. Of the incidents reported, 79 vessels were boarded, six attempted attacks, four hijackings and one vessel fired upon. Concern for crew wellbeing continues with 40 crew taken hostage, 16 kidnapped, five threatened and three each assaulted and injured.

Icelandic Boxship Goes Adrift in North Atlantic, Crew Reported Safe



On 9th July, Icelandic shipping company Eimskip reported that its container ship, Dettifoss, lost propulsion and became adrift in the North Atlantic while en route from Reykjavik, Iceland to Nuuk, Greenland. The vessel and its crew were not in immediate danger.

The Faroe Islands-flagged container ship experienced engine failure approximately 390 miles southwest of Iceland. In response to the situation, the Iceland Coast Guard vessel dispatched its vessel Freyja and was

expected to reach the Dettifoss on the evening of 10th July to tow it to Reykjavik. According to the Coast Guard, the tow operation is expected to take three days.

Upon arrival in Reykjavik, the containership will undergo repair and is expected to return to service next week.

Dettifoss is a 2020-built vessel that measures a length of 179.44 metres and a width of 31.01 metres.

Japan has initiated a revival of its shipbuilding industry

Japan has initiated a revival of its shipbuilding industry through the establishment of a national shipyard and the merging of its top two shipbuilding corporations. With the ongoing competition with the world's top shipbuilders, China and Korea, analyses suggest that formulating a national survival strategy is crucial. While some predict that the impact on the Korean shipbuilding industry will be minimal due to the already significant gap in

competitiveness between Korea and Japan, competition is expected in the U.S. shipbuilding and maintenance, repair, and overhaul (MRO) market. According to the shipbuilding industry on the 4th, the Japanese government and the ruling Liberal Democratic Party are pushing plans to build a national shipyard using government budget and assign its operation to private corporations. This move aims to reconstruct the shipbuilding industry in terms of economic security.

From the heart of the Sea



By Michael Arasu

Calm sometimes, I am
 With gentle waves that
 Play upon the shore, whispering the joy of life.
 Rough sometimes, I am
 With tsunami waves that
 destroy all, by crossing the shore, howling the pain of life.

Yet deep into my heart
 Where no wind dares to blow
 Lies the sacred silence and my soul untouched by tempest.
 Never ending, boundless wealth I have,
 With a gentle smile I open my arms
 Take whatever you can oh my sailors! of the rough and calm sea

Stand at the shore, I make your feet wet,
 Feel the chillness, enjoy the cold, salty wind and ponder over me
 As chaos and calm peacefully coexist within me
 Pain and peace will always challenge you
 Yes, I am the calm, I am the storm, I am the silence,
 I am the cry, I am the broken, I am the whole
 Yet deep into my heart LOVE and HOPE exist

As the waves kiss the shore and vanishes out of sight
 Oh! My sailors! You may win over me in your voyage
 But your life too is a mirage and an empty vessel
 Just fill the vessel with LOVE and HOPE and complete your voyage with a smile.

ANCHORED THOUGHTS

*A ship in harbor is safe,
but that is not
what ships are built for*


–John A. Shedd
(Salt from My Attic, 1928)

*To reach a port,
we must sail -
sail, not tie at anchor -
sail, not drift.*

–Franklin D. Roosevelt

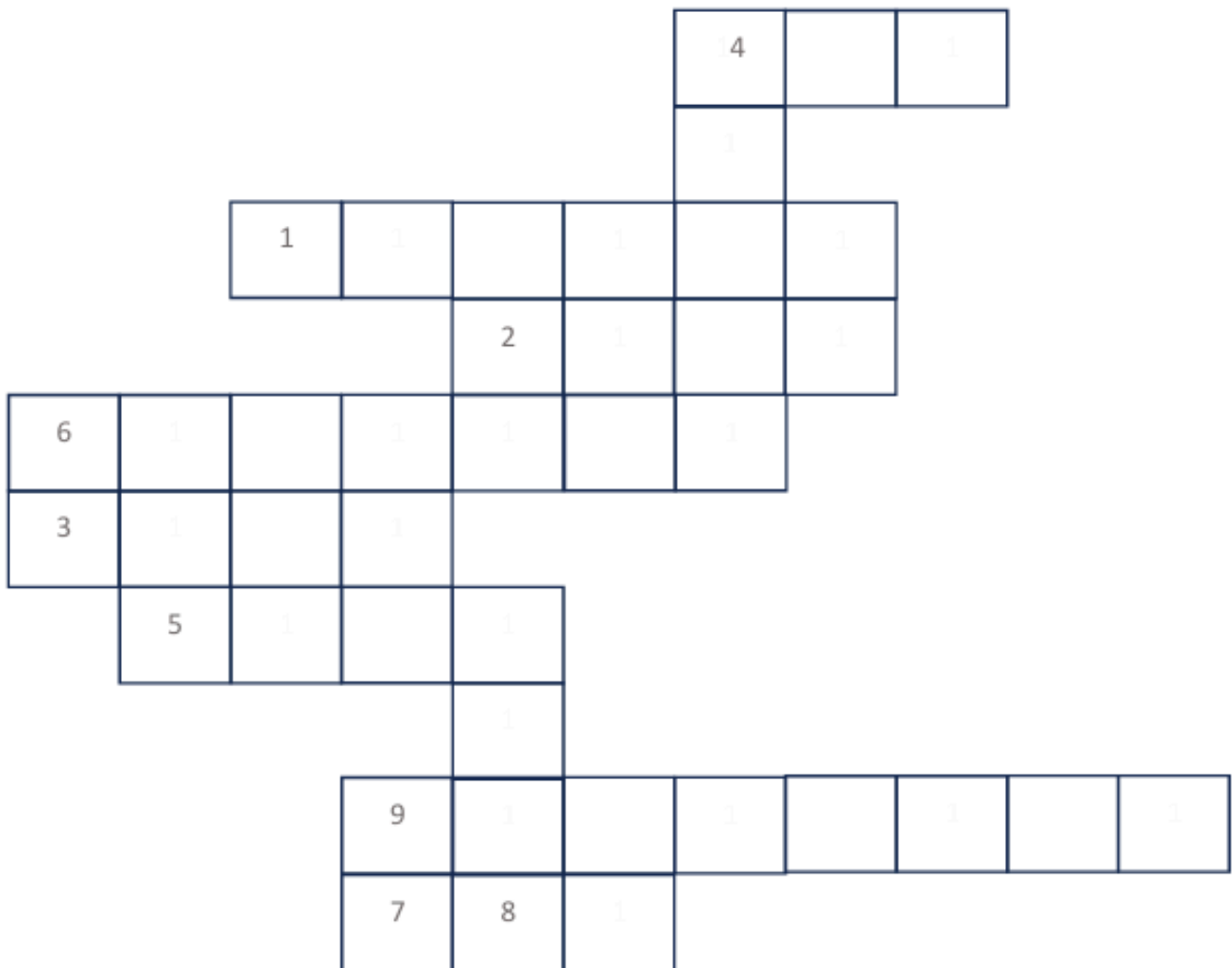
*An anchor holds
not by its weight,
but by its grip*

–Sailor's proverb



*Life's
roughest storms
prove
the strength of
our anchors*

SOLVE THE CROSSWORD PUZZLE



Across

1. Device used to steer a ship (6)
2. Left side of the ship (4)
3. A structure where ships dock (4)
4. A body of water smaller than an ocean (3)
5. Unit to measure speed at sea (4)
6. Highest-ranking officer on a ship (7)

Down

4. The back part of a ship (5)
7. Organization responsible for maritime safety (abbr., 3)
9. Document listing cargo or passengers (8)
From Down to Up
8. Vertical structure supporting sails or equipment (4)

My Voyage Through the Ranks: A Chief Engineer's Journey Since 1996

My journey in the Merchant Navy began in April 1996, when I joined the Shipping Corporation of India as a Fifth Engineer. Fresh out of college, with eyes full of dreams and a heart full of ambition, I boarded my first vessel, unaware then that this was the beginning of a lifelong voyage across the world's oceans and through the ranks of one of the most challenging and rewarding professions.

The Shipping Corporation of India provided a strong foundation. It was a place where theory met the practical world of marine engineering. As a Fifth Engineer, the tasks were often physically demanding and mentally testing, but every shift in the engine room was a lesson in resilience, teamwork, and discipline. I learned the importance of precision, the value of every bolt and bearing, and the critical nature of communication at sea.

As I progressed through the ranks, from Fourth to Third, then Second Engineer, each promotion brought new responsibilities and greater challenges. Long voyages, harsh weather, machinery breakdowns, and the sheer unpredictability of life at sea tested not only technical skills but leadership as well. It was during these years that I learned the importance of not just managing machinery but leading men, motivating and mentoring a diverse crew from different parts of the world.

Years of experience, hard work, and continuous learning eventually brought me to the role of Chief Engineer. Today, I proudly serve as Chief Engineer with Caspia Ship Management, a company that values technical excellence, environmental responsibility, and human capital.

As Chief Engineer, I'm responsible for the entire engine department, overseeing maintenance, ensuring safety compliance, managing fuel efficiency, and making critical decisions that affect both the ship's performance and the lives of those aboard. It is a role that demands technical expertise, foresight, and the ability to stay calm under pressure. Each day brings new challenges, whether it's dealing with complex machinery issues, adapting to rapidly evolving maritime regulations, or supporting younger engineers who, like I once did, are just beginning their journey.

Looking back over almost three decades, the sea has been more than just a workplace. It's been a teacher, a companion, and at times, a humbling force. The Merchant Navy has given me not just a career, but a way of life filled with adventure, discipline, and global experiences. I've seen the world from the bridge of a ship and solved engineering problems deep in the bowels of the engine room.



Kishore Raveendran
Chief Engineer

Yet, what makes this journey most meaningful is the people I've worked with—the camaraderie of shipmates, the mentorship from seniors, and the opportunity to mentor others in return.

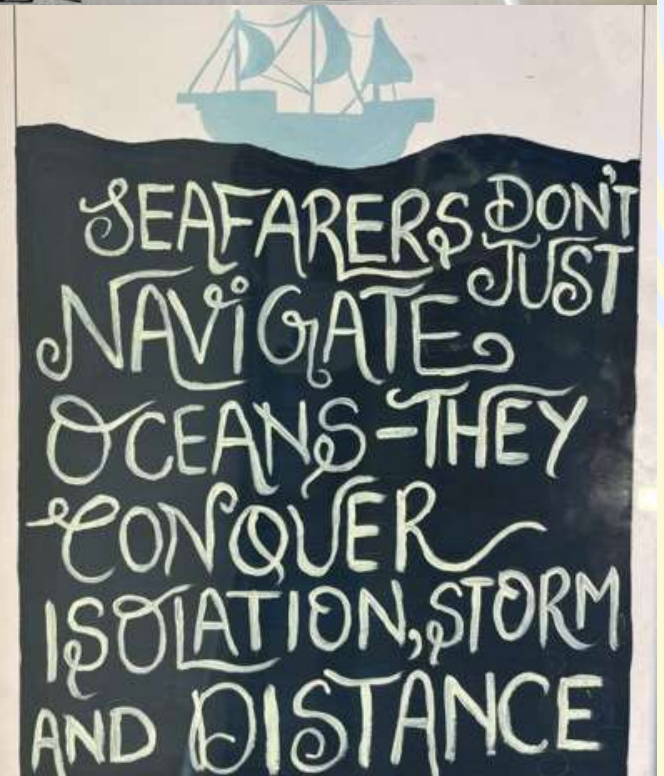
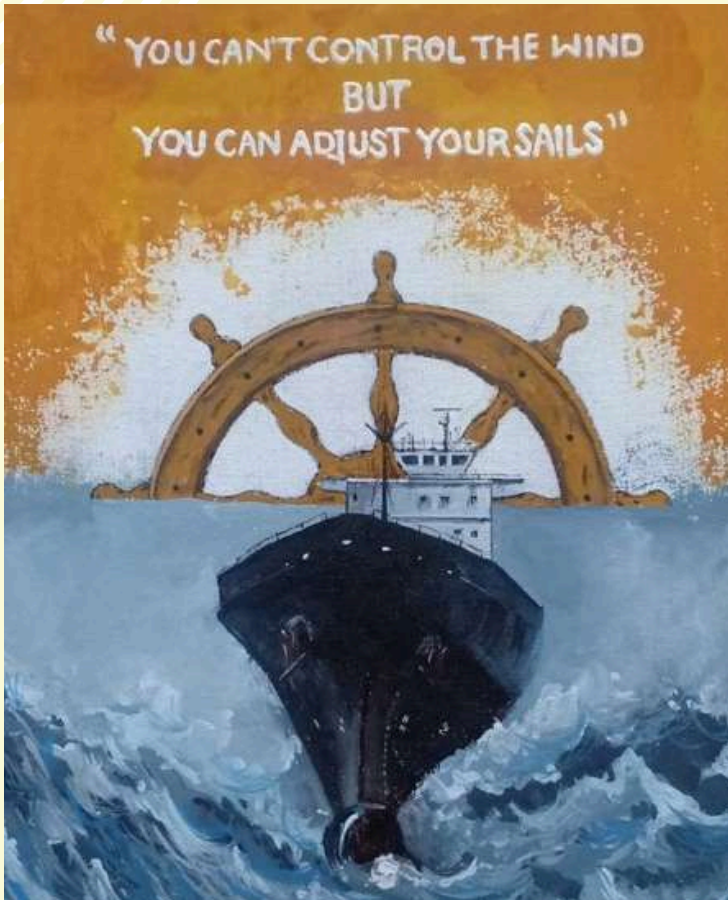
As technology continues to transform the maritime industry with digitalization, alternative fuels, and smarter ships, I remain committed to continuous learning and leading by example. Whether at sea or ashore in years to come, I hope to contribute to the industry that has shaped my life.

From a young Fifth Engineer in 1996 to a Chief Engineer navigating the complexities of today's vessels, this journey has been one of growth, resilience, and deep respect for the sea. And as every sailor knows, there's always another horizon to reach.

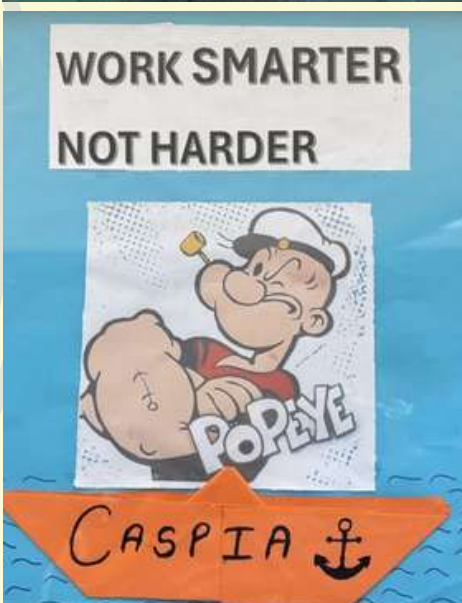
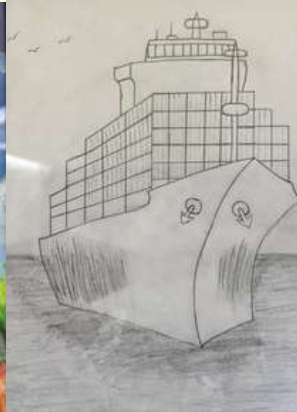
Mr. Kishore Raveendran
(Chief Engineer)

Caspia Ship Management Pvt. Ltd.
Mumbai

SHORE STAFF TALENT



SHORE STAFF TALENT



TALENTED SEAFARER'S FAMILY



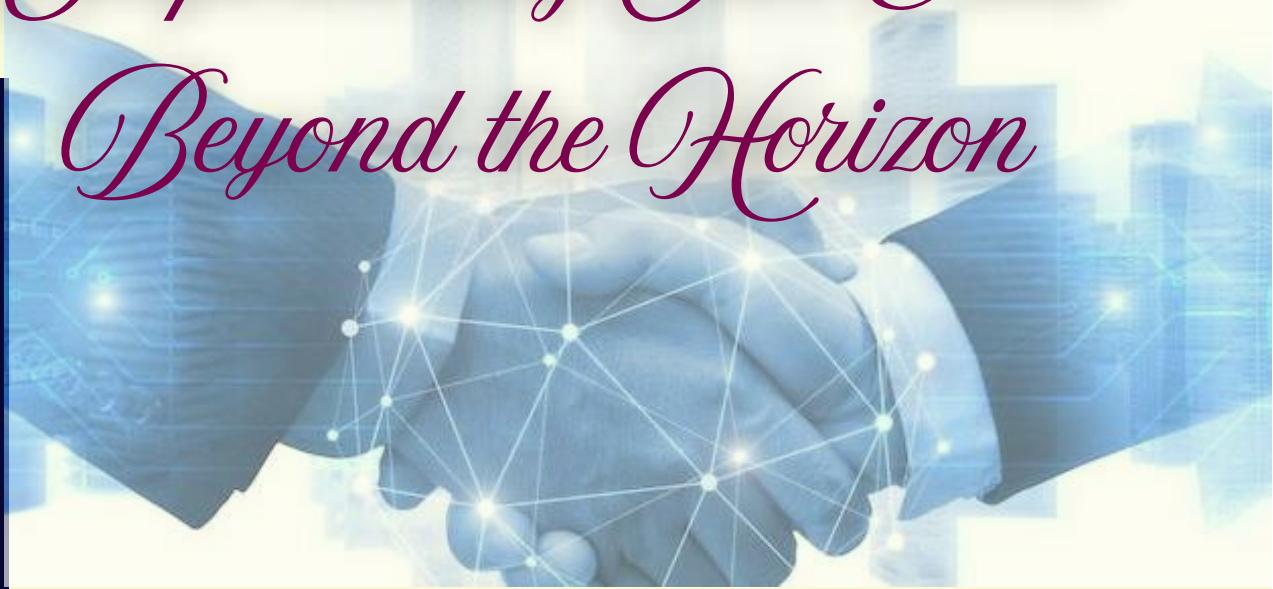
Drawing by Harshani Sharma (daughter Of Capt. Sham), Age: 8 Years



Paintings by Mrs. Dhanya Dathan (Wife of Capt. Jenin)

Introducing CASPIA CARE

Empowering Our Crew Beyond the Horizon



This Year Caspia Ship Management proudly launched a heartfelt initiative dedicated to the welfare of our seafarers and crew members. Understanding the challenges of life at sea, this program was designed to support the mental and emotional well-being of our crew.

As part of the initiative, theme-based activities have been regularly shared with vessels, encouraging participation across departments. Masters were also requested to set up motivational incentives to boost involvement—and the response has been nothing short of inspiring.

From creative tasks to collaborative engagements, our crew members have enthusiastically participated, showcasing their talent, unity, and spirit. This initiative is more than just a set of activities—it's a step towards building a more connected, resilient, and emotionally supported workforce at sea.

We thank all participating vessels and crew for making the Caspia Care Initiative a meaningful success, and we look forward to seeing it grow stronger with each passing voyage.



CASPIA CARE ACTIVITIES



Empowering Our Crew Beyond the Horizon

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