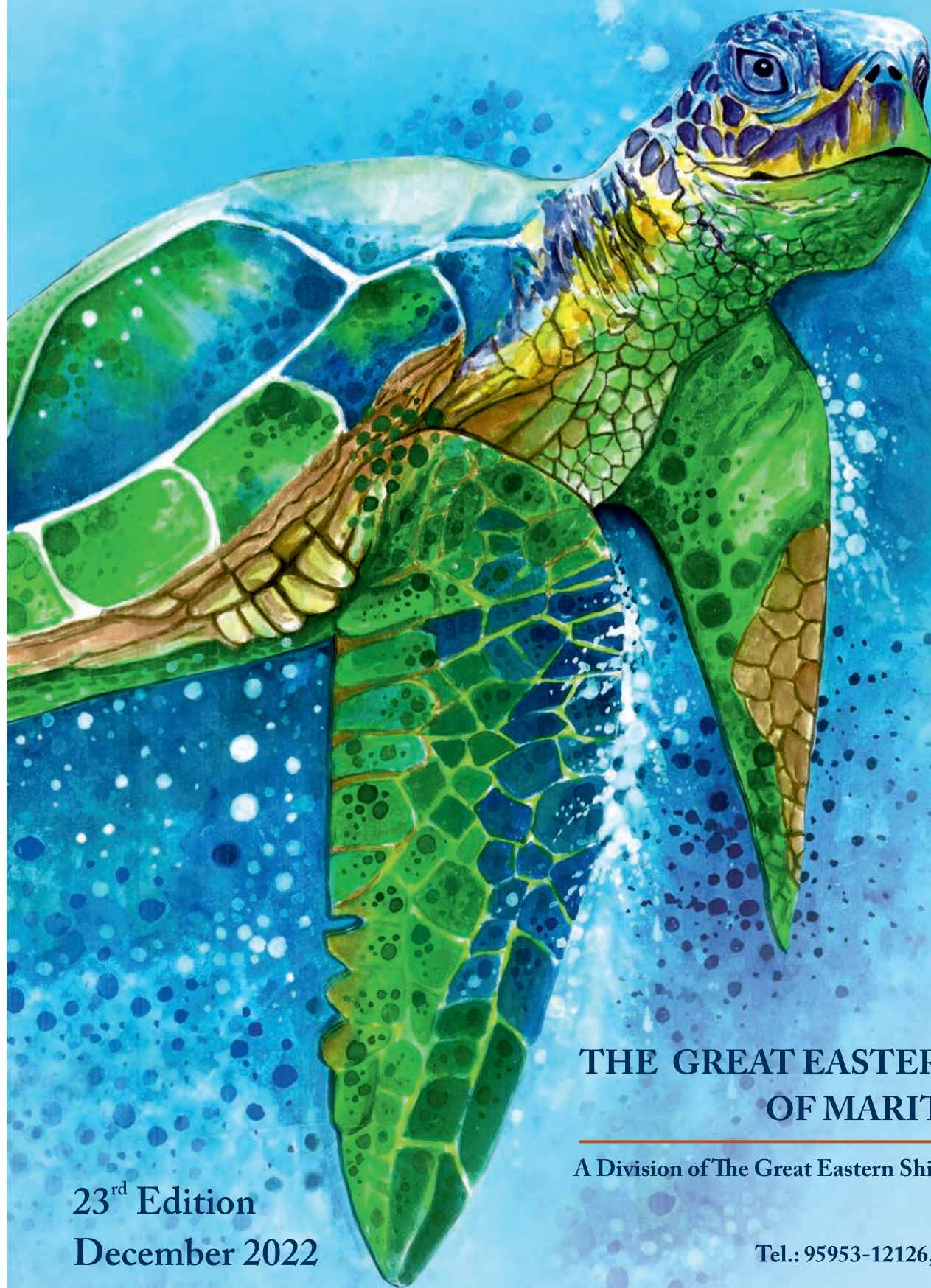




# GEIMS TRUE NORTH



**THE GREAT EASTERN INSTITUTE  
OF MARITIME STUDIES**

A Division of The Great Eastern Shipping Company Limited

[www.geinstitute.com](http://www.geinstitute.com)

Tel.: 95953-12126, 7620312127, 7304312135

23<sup>rd</sup> Edition  
December 2022

# CADET'S PLEDGE

On my honour, I promise to serve my country  
to the best of my ability at all times.

I shall be loyal to

**The Great Eastern Shipping Co. Ltd.**

and will place the ship always before myself.

I will be proud of my uniform,  
as an officer in the service of the company  
and will uphold the moral values  
based on my Indian Heritage.

**Jai Hind**

*The OLIVE RIDLEY gets its name from the olive green color of its heart-shaped shell, found worldwide and listed under the Endangered Species Act. They migrate great distances between feeding and breeding grounds, leaving the breeding and nesting grounds off the Pacific coast of Costa Rica and migrating out to the deep waters of the Pacific Ocean. Adult female sea turtles return to land to lay their eggs in the sand, they are remarkable navigators and usually return to a beach in the general area where they hatched.*



1975 - 2006



Estd. 2006

*“One child, One teacher, One pen and One book can change the world.”*

~ Cdt Aliyakott Shibil

ETO-26



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# GEIMS TRUE NORTH



Cdt Prakarsh Shukla (TNOC-33)

▶▶ Word from the Head of the Institute . . . . .	01	3. Marine Trivia . . . . .	17
▶▶ From the Vice Principal's Desk . . . . .	02	4. How to Overcome Stress and Remain Calm at Sea . . . . .	18
▶▶ The Editorial . . . . .	03	5. Art and Culture . . . . .	19
▶▶ Faculty Corner		▶▶ Extra Curricular Activities	
1. Equator Crossing Ceremony . . . . .	04	1. Table Tennis Tournament . . . . .	20
2. GEIMS: My first Home . . . . .	05	2. Valvan Lake Trek . . . . .	20
3. Crowd Control on Ships . . . . .	06	▶▶ Passing Out Ceremony	
4. Great Sea Story . . . . .	07	1. GME 53: Bon Voyage, Engine Cadets! . . . . .	21
▶▶ From the Industry		▶▶ Interviews with the Top Brass	
1. The Fuel Story! . . . . .	08	1. Mr. Arun Gupta , <i>Ex - CMD SCI</i> . . . . .	22
2. Investment Mantras . . . . .	11	2. Mr. Tapas Icot , <i>Executive Director GESCO</i> . . . . .	24
3. Spill Tech 2022: Pouring a Healthier Marine Ecosystem . . . . .	12	▶▶ Awards and Achievements	
4. Ship Ballast Water Management . . . . .	13	1. Naughtica Returns! . . . . .	25
▶▶ Cadets Corner		2. Naughtica & Sims Olympiad . . . . .	26
1. INS Tarini . . . . .	15	▶▶ Visitors . . . . .	27
2. Nautical Meet: Merchants meet the Sentinals . . . . .	16	▶▶ Credits	
		Erratum . . . . .	28

**Disclaimer :**

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Hi Friends,

I am delighted to be presenting to you the second edition of the revamped bi-annual in-house magazine of GEIMS. This is now being renamed as 'GEIMS True North' formerly known as the GEIMS CHRONICLE. True to its name True North is all about finding the true potential, the new editorial team under the guidance of the chief editor Mr. Sudhanshu Phalke, our very experienced engineering faculty member has shown great interest and keenness towards improving the quality of this magazine. And I congratulate the entire team for the efforts taken.

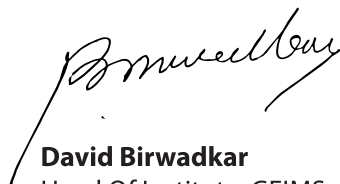
It's been about 6 months since the last edition and we have seen several changes in the institute as well. After a long wait of almost two and half years the shore leave for the cadets has been restarted. I am thankful to the cadets for cooperating though such hard times and bearing with us and being confined to the campus for the safety of all concerned. We do hope that you all continue to take good care and keep healthy. We are also encouraging trying to bridge the gap between home and "home away from home" i.e. making the GEIMS Campus feel like home. To make this happen various occasions and festivals are celebrated appropriately for the cadets and the staff alike. The Passing Out Events for the batches is now being done at the fullest scale possible with Chief Guests invited to preside over the occasion and parents of the passing out cadets also invited to witness the event.

We are also encouraging active participation by the cadets in various events such as INMARCO 2022, for which I happened to be the convener. Our cadets took part in both paper presentation and model making and were finalists in both the events. Ms Shilpa Bhandurje, our Electrical faculty presented a paper on 'Renewable energy options for the future of greener seaports' which was greatly appreciated by one and all. Coming to another event "Naughtica" where-in our cadets participated and performed exceedingly well, though the competition was tough, one of our cadet Vishal won the gold medal in nautical skills, and our ETO batch won the runner-up prize in the "Video making competition". Cadets also took part in the SIMS Olympiad and won 2nd prize in events - stage activity, Cricket and also navigational skills. Such participation in inter MTIs competition is being encouraged and ensured for all round growth of the trainees of GEIMS.

We as a family are working towards the management's vision of making GEIMS the best MTI in the entire maritime industry and I am thankful to everyone for supporting us to walk this path. We have also taken the initiative to use social media and digital marketing to attract worthy cadets. This is just the beginning of many wonderful things to come. We are willing to adapt and grow with time, and here I can clearly envision a massive growth not only in the cadets but also in the staff and institute and we will do everything in our capacity to provide the best for the best.

May I take this opportunity to wish you and your family "A Merry Christmas and A Very, Very Happy New Year 2023!!!

Until next time.... Stay safe, stay happy and all the best for the future!



**David Birwadkar**  
Head Of Institute, GEIMS



Dear Seafarers,

In this new world of shipping, where the old and the new are being integrated into one, a chasm exists between teaching methods and learning methods. Working on ships has never been just theory and can never be. The experience of the sailors, be they officers or crew, is what has made the shipping industry what it is today.

There can never be an alternative to hard work, in whichever field you may choose to work. I have always said, "Certification is knowledge; applying that knowledge correctly is competence".

At present, ships require their personnel on board to have knowledge of handling computer-based equipment; although this requires a change in teaching methods, the concepts and basic knowledge requirements remain the same. Hands-on experience on board ships and practical training on board are what require to be followed up; in this respect, there is a "Slip between the Cup and the Lip".

Training on board is one of the most important aspects of shipping. Even with Distance Learning Programs in place, it is of utmost importance that actual training is carried out on board by the Senior Officers. This enhances the knowledge and experience of juniors on board so they get trained for the higher rank.

It is expected of the juniors to take interest, be inquisitive and read manuals. Expecting to be spoon fed is a dream that cannot be fulfilled onboard today's fast turnaround vessels. We at GEIMS have inculcated these values in our own cadets.

There comes a time when all junior officers go on to be department heads. Their career paths depend on the training they have received ashore and on board. Our intention is that Indian Seafarers always remain in the forefront.

BONVOYAGE.



**Capt Ghanashyam B Deo**  
Vice Principal





Dear Friends,

I would like to take this opportunity to wish all of you a Merry Christmas and a Happy New Year in advance.

This time we are proud to have a newly designed front cover, a turtle painted by our own Cadet Shibil. This is in line with our focus on environmental awareness and clean seas.

Some thoughts that came to my mind recently were that the pandemic has highlighted the indispensable role that the maritime industry plays in the global economy. Seafarers are at the heart of shipping and are the critical element in operating today's modern and technologically sophisticated ships safely and efficiently.

Traditionally, MET Institutes cater to the requirements of the STCW regulations when developing curricula and focusing on the delivery of IMO Model Courses. Augmented reality, artificial intelligence, autonomous operations, and big data are becoming

part of maritime operations. Maritime education must evolve to keep pace with these technological advancements. Going forward, our institute needs to respond by producing relevant, industry-ready graduates with "future-ready" skill sets.

We are very pleased that Mr. Tapas Icot, Executive Director GESCO, and Mr. Arun Kumar Gupta, ex CMD of SCI, consented to meet with the Editorial Team to share their views on various matters that are in this issue.

I wish safe seas to all Cadets joining various ships soon with my thought on team work – 'Leadership is not about being in charge, it's about caring for those you are in charge of.'

Best Regards

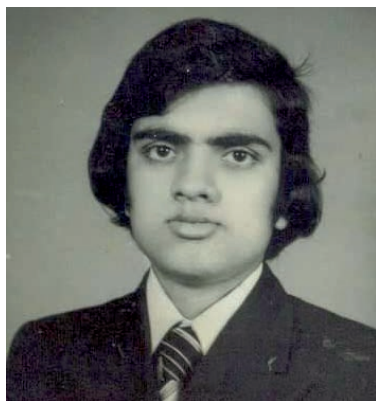
**Sudhanshu Phalke**  
Engineering Faculty



## EQUATOR CROSSING CEREMONY OF CAPT RAVI SHANKAR

### Baptism Ceremony

Crossing the Line, or Equator Crossing Ceremony, commemorates a seafarer's first crossing of the Equator and it is a very important event in any seamen's career, regardless of the type of vessel he/she is working on, Seafarers – especially when they are far from their homes and families—are full of superstitions and the need to pray or seek protection comes even stronger in the middle of the mighty ocean, with the wind blowing everything around and with no strip of land in the vicinity.



Nostalgic reminisces of Cadet Ravi Shankar's sailing days: We were on a bulk carrier, Cadet Ship, where the compliment included a group of 16 cadets. Having joined the ship in Chiba, Japan, we proceeded down south towards Australia. The senior

cadets were, as usual, making our lives miserable, but we (juniors) were still enjoying our voyage on a big ship. There was some talk about crossing the equator, but we thought it was no big deal, although we were excited about going "down under" for the first time.

The latitudes kept getting lower, and after a few days, we were told that we were about to cross the equator that day. It was announced that there would be a ceremony for those who were crossing for the first time. We all got excited about the ceremony, thinking of the accompanying fanfare, but we were due for a big surprise.

We were told to bring pots of various coloured paints and gather them on the boat deck for the afternoon ceremony; any queries were simply brushed aside. We had lunch as usual, after which we were asked to muster on the boat deck. We were asked if we had crossed the equator before one of us replied that he had done so. He was asked to produce a certificate, which he was unaware of. He was therefore asked to continue into the ceremony.

Soon we saw a figure emerge from the accommodation. He was dressed like a king, at first we did not recognise the person dressed funny with a paper crown, a cape, and a trident in his hand. Then we saw that he was our

immigration officer (trainee purser). He came and sat down on a makeshift throne and announced that he was the 'King Neptune'.

We were still overawed by the situation when suddenly a group of seniors descended on us with paint brushes and gum boots in hand. We were asked to prostrate before "King Neptune". The boots were filled with sea water and we were told to drink it, but just imagine sea water in a dirty, smelly gum boot. One boy drank some and spat it out, he was forcefully fed some more! I pretended that I had taken a mouthful and swallowed air and escaped, but I could not escape what was to follow!



The painting session started by painting our right side green and the left side red. Then all our hair and other parts were painted various colours, the chemicals in the paint were stinging us, some were shouting to be spared, but everything fell into deaf ears. We were wearing our overalls but they made sure that the paints soaked through. We were all looking like grotesque colourful aliens from another world. The so-called "King Neptune" was rollicking in laughter, and then it was our turn! We all walked together and before he could react, we hugged him with all our might, his uniform under the costume was completely ruined!

Then the ceremony ended. It took us a few hours of concentrated effort with stinging chemicals to cleanse our bodies. Then the decks where the event took place had to be cleaned. Some of the paint continued to adorn our bodies like permanent tattoos for some days. The next day, there was another ceremony where we were presented with the Equator Crossing Certificate signed by "King Neptune," which we made sure to keep preserved!

**Capt Ravi Shankar**  
Nautical Faculty



## GEIMS - My First Home

Though it's been 12 long years since my association with this glorious institute, it seems my joining The Great Eastern Institute of Maritime Studies was a yesterday affair. I still remember the first day I stepped into this campus as an Admin Assistant on August 2, 2010; even though I was born and brought up in Lonavala, I had never even heard of this institute until I applied and was called for the interview. As the clock struck six in the evening, the whole sky turned dark, and me being new to the place, I was petrified seeing everyone leave. I wasn't really a fresher per se, but I had no adequate experience either. The work culture and the administrative structure were quite different and new to me, and this has changed a lot to what we see today. Initially, I started helping and managing some aspects of accounts, administration, and estate.



As time passed, everything fell into place. The first passing out ceremony after completion of training was truly memorable, I would say, starting from the arrangements, presentations, and the ceremony itself, which is truly a memory embedded in my heart forever. It definitely was not a walk in the park; I faced difficulties learning, but I got immense support from the staff and faculty, and I am forever indebted to one person, Capt Philip John, the Vice Principal, for his support and encouragement. He took me under his wings and taught me a lot of things when I truly needed. I gave my best to the tasks assigned to me, and in the year 2015, I took over the estate work completely. I not only did the admin work but also am a part of the editorial team of the GEIMS CHRONICLE, the bi-annual magazine which was given a facelift from the last edition.

As the professional aspect of my life was picking up pace, my personal life was blooming as well. I got married in the year 2016 and moved to Pune. But that left me in a dilemma about whether to continue working here and travel every single day or to leave GEIMS for my marital life, but in the end, my love for GEIMS made me stay back and endure the long hours, including almost 3 hours of travel each day. After a short maternity break, when I came back to work in 2017, it felt like I was back home. I always say that this institute has become my first home, as I spend more time here than at my actual home.

Thinking back to those days brings back so many memories, both happy and sad... but most of them surely happy. But

they are all memorable.

One of my most unforgettable memory here was the visit of the then Honorable Minister of Shipping, Shri Nitin Gadkari, who was invited for the inauguration of the newly installed bridge simulator in the year 2018. It was overwhelming and, at the same time, a very proud moment to be given the opportunity to welcome and interact with such a knowledgeable and well-known politician. All the hard work of arranging and making sure everything was perfect paid off. Many of my family members and friends who had seen the live telecast called in to say how happy they were to see me there. Indeed, this is such a proud moment for all of us.

The 2020 COVID scare was truly the most cruel experience for all of us. With nearly 280–290 cadets in the campus and having to suddenly completely shut down on March 18, 2020, was a huge shock and left us unsure regarding our future. Working from home for nearly six months and making sure the institute runs smoothly with the training being done online, before reopening in October 2020, ensuring all the rules and safety regulations were being strictly followed. Finding work-life balance was indeed a challenge, then being asked to stay in the campus with hardly anyone there to support, and then actually staying in campus for 5 days and going home for the rest 2, just to stay in quarantine there for the safety of family. With everything happening at a fast pace, we had to shut down once again in January 2021, only to reopen in June 2021. Finally, in March 2022, the campus was at full capacity with the pandemic getting weaker. But then we had a spate of positive cases, and the arduous task of isolating them, monitoring their health, and ensuring that we do not have any more spikes were challenges we successfully overcame. I fondly remember and would like to say I feel blessed to receive the "note of appreciation" from Admin Head Mrs. Deepa, and calling me a lone warrior for all the efforts I put in for the smooth functioning of the institute and for the safety of the cadets were just rewards. And a huge thank you to Mr. David Birwadkar, sir, who himself faced the huge challenge of taking over in October 2021 in the midst of the pandemic. He showed such high confidence in me and pushed me to challenge myself in many aspects, and I found myself growing professionally as well as personally in leaps and bounds.

Through ups and downs as the roller coaster of life goes, This Institute has taught me a lot. My colleagues, the staff, faculty, cadets and my family have always been very supportive and have helped me reach to this level of my life. Words fall short to express my gratitude for this institute. I am eternally grateful for all the respect and good moral values I have received. GEIMS has my heart and is in my heart and I know it will be impossible to separate the heart from the body. I hope to continue to up my graph of the learning curve with more such great moral values which are the soul of GEIMS in the coming days and years.

**Neelam Shukla**  
Administration Assistant





## CROWD CONTROL ON SHIPS

For all seafarers, it is mandatory to do a two-day course on anti-piracy before they are assigned to work on ships. This course contains a module within it related to Crowd Control. Every deck officer to serve on a passenger ship must be certified with an elaborate training on crowd control.

So what is crowd control?

During emergencies, the people caught in a distressful situation are prone to act in abnormal ways. When many people involved act in abnormal ways then panic starts to appear, leading to a riot-like situation. There is a thin line, a small window of time, when initial distress leads to panic during an emergency.

When a full-fledged panic situation occurs, the crowd now becomes an uncontrollable mob. Here, only specially trained and properly equipped personnel can hope to bring the situation under control, often resorting to violent measures against the unheeding crowd of half-crazed beings, now only vaguely resembling human beings.

We can easily understand now why riot police have to resort to lathi charge, tear gas, water cannons, and rubber bullets. Finally, in rare incidents, firing live bullets though the mob is unarmed.

In simple words, crowd control means the person in charge does something before the distressful situation degenerates into a panic situation, and if this attempt becomes unsuccessful, then it is very difficult to resolve the degenerated situation.

During an emergency, many people appear to forget their training and normal composure and do things they would not dream of doing during normal times. For example, imagine a crowd of people within a compartment on fire that has only one exit. It is apparent that the person starts to run towards the exit. As the normal instinct of self-preservation overrides all other feelings, the persons push one another desperately to get out of the compartment, which is on fire. The pushing may lead to some people falling down and the unheeding crowd walking over their bodies. The probabilities of the fallen persons, able to get up are very slim now. The victims are generally the weakest members of the crowd, such as the elderly women, physically handicapped people, and children. These victims are the collateral victims, as they are not a direct result of the fire.

In anger, we may protest. However, in such a situation, the chances are that we may also walk over our own family members and colleagues. The reason is not a moral lapse but mainly due to 'physical circumstance.' The physical circumstance is the rise of temperature within the body of the person in distress, leading to panic. In case of a rise in temperature within the body, it is the brain, the electrical control room of the body, that is the most vulnerable.

When the bridge of the ships started to become equipped

with more and more costly electrical and electronic instruments, the bridge was equipped with air-conditioning. An air-conditioned control room also became a necessity in engine rooms on modern ships. Air conditioning was installed not because the ship owners fell in love with the seafarers but because of the need to keep electrical circuits cool.

Our own control room, the brain, also needs to be cool to



function properly. Although external factors such as fans and fresh air ambient temperature help, but it is the trained attitude of the persons in charge that helps in keeping the persons mentally cool. A macho seaman, used to rough and ready ways to maintain discipline, may abuse or even threaten violence, but such behaviour tends to further raise the temperature within the distressed person.

On passenger ships, for example, a woman attendant would defuse the situation by saying, "Would you like a glass of cold water, sir?" The words themselves tend to lower the temperature even without drinking cold water. For this reason, more women are employed on passenger ships, particularly in the hotel department, which has to deal directly with passengers.

One former police officer under the acronym SAID has summarised the key principles of crowd control:

- S** : Speed,
- A** : Aggressiveness,
- I** : Impartiality,
- D** : Decisiveness.

In conclusion, successful crowd control needs men to inculcate the values of patience, values which appear built-in within the better half of the human kingdom.

**Meena Ravi Shankar**  
English and Soft Skills Faculty



GREAT SEA STORY

**SS Warrimoo** was a passenger and refrigerated cargo liner that was launched in 1892 in England for Australian owners, was later owned by two of New Zealand's foremost shipping companies, and finally belonged to a Singaporean company.

The passenger steamer was quietly knifing its way through the waters of the mid-Pacific on its way from Vancouver to Australia. The navigator had just finished working out a star fix and brought the result to Captain John DS Phillips.

The Warrimoo's position was LAT 0° 31' N and LONG 179 30' W. The date was December 31, 1899. "Know what this means?" First Mate Payton broke in,



"We're only a few miles from the intersection of the Equator and the International Date Line." Captain Phillips was prankish enough to take full advantage of the opportunity to achieve the navigational freak of a lifetime.

He called his navigators to the bridge to check and double

check the ship's position. He changed course slightly so as to bear directly on his mark. Then he adjusted the engine speed.

The calm weather and clear night worked in his favor. At midnight, the SS Warrimoo lay on the Equator at exactly the point where it crossed the International Date Line! The consequences of this bizarre position were many:

The forward part (bow) of the ship was in the Southern Hemisphere and in the middle of summer.

The rear (stern) was in the Northern Hemisphere and in the middle of winter.

The date on the aft part of the ship was December 31, 1899. In the bow (forward) part, it was January 1, 1900.

This ship was, therefore, not only in:

Two different days,

Two different months,

Two different years,

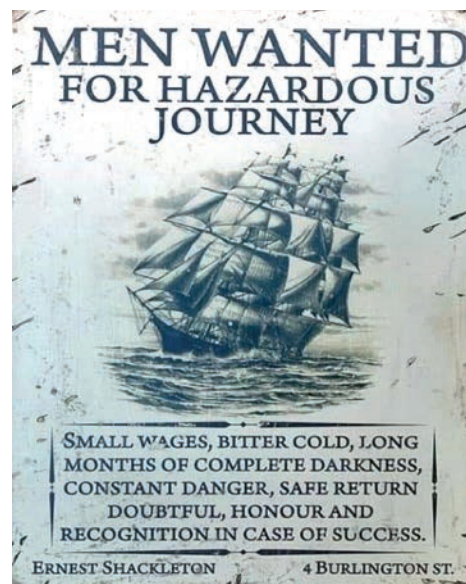
Two different seasons

But in two different centuries-all at the same time!

*Warrimoo* was a troop ship in the First World War. In 1918, the French destroyer *Catapulte* collided with *Warrimoo* in the Mediterranean. In the collision, some of *Catapulte's* depth charges broke loose and fell into the sea, where they detonated and sank both ships.

The story was still in popular print circulation in 1942, was popularised by an article in the magazine *Ships and the Sea* in 1953, and was in online circulation on social media in 2021. However, the navigational technology of the time was not accurate enough to have fixed her position so precisely. Whether *Warrimoo* ever achieved the feat claimed cannot be verified, but is indeed very interesting.

Cdt Sushant Joshi  
TNOC-33



## THE FUEL STORY!

*Mistakes don't signify an end; they represent the start of learning.*

**A real-life incident!** (Disclaimer: This incident does not relate to GESCO vessels.)

- A medium-sized bulk carrier was delivered HFO bunkers whilst at anchorage.
- Since the vessel was scheduled to sail to its destination, and to take advantage of the prevailing low fuel prices, charterers decided to bunker the vessel to almost full capacity.
- Samples were collected but the Barge Master refused to sign on the ship's samples and instead gave two sealed samples to the ship.
- Bunkered fuel samples could not be sent ashore for laboratory analysis as the vessel had to quickly unberth due to inclement weather.

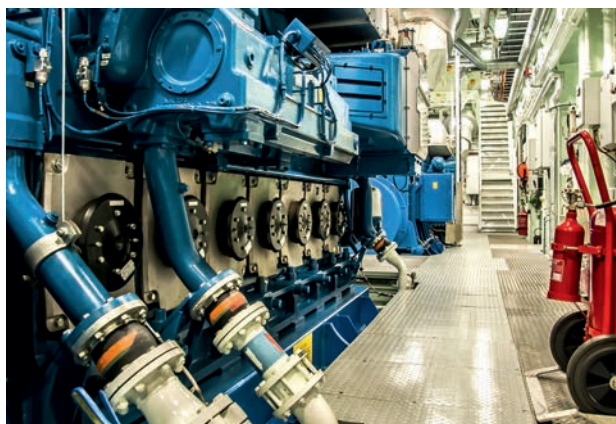


### Problems Galore!

- Soon after leaving port, the engineers started using the new bunkers.
- Shortly thereafter, they experienced abnormal sludge generation in the purifier.
- The amount of water and sludge also resulted in problems with the performance of the main engine, in the form of fluctuations in exhaust temperatures as well as a rise in the scavenge temperatures of the various units.

### The Story Continues...

- To prevent any power failure, the fuel consumption of the auxiliary engines was switched to diesel oil.
- The engine crew had no option but to consume the recently bunkered HFO for the propulsion machinery as nothing else was available.
- The vessel had to reduce speed and slow steam to the next port, which was originally 12 days away.
- They also had to stop several times each day to replace fuel valves, fuel pumps, and to clean filters and change exhaust valves and deal with turbocharger problems.
- It took several days to reach the next port whilst maintaining a reduced speed.



### Finally!

- The vessel arrived at the next port of call several days late.
- During the vessel's stay in port, various repairs were carried out to the main engine. All pistons were dismantled and overhauled. One of the cylinder liners was cracked and had to be replaced. The main engine fuel system and turbocharger had to be completely overhauled, and the settling and service tanks had to be emptied and cleaned.
- Fuel samples were taken during the vessel's stay in port and sent ashore for testing, which revealed that the fuel was off-spec.
- The owner decided to pump the off-spec bunker ashore and ordered new bunkers.
- The whole operation became very costly, time-consuming, and caused substantial delays, especially due to the absence of proper debunkering facilities.
- The insurance claim too went into a dispute.

### What went wrong?

- The crew did not ensure that there was enough tested reserve HFO on board for consumption.
- The vessel accepted barge samples without a note of protest.
- The crew could not send samples ashore for testing prior to departure.
- The engine was run on Off Spec Bunker for days.
- exceptional delays due to debunkering.
- Adequate evidence was not presented for the insurance claim.

### You have the right to protest!

- If there are aspects of the delivery that are unsatisfactory, a note of protest must be issued to the barge master.
- The note of protest should give details of the problem, and a copy should be retained on-board for reference and submission to the bunker supplier.
- An entry of Note of Protest should be made in the engine logbook.



- In some instances, the bunker barge does not sign or acknowledge the receipt of the Note of Protest; it should be issued, nevertheless.
- If the ship is not satisfied that the MARPOL sample was taken properly, then also a letter of protest should be issued.

**A sample can make all the difference!**

- In some instances, the bunker barge delivers a slug of contaminated fuel in the hope that this will not be picked up by the drip sample.
- The ship should note any abrupt stops and starts and pay particular attention to the fuel delivered in that period.
- The ship should refuse to sign sample labels submitted prior to the completion of bunkering, and if the bunker supplier offers another sample, which the ship has not witnessed, then this should only be accepted by the ship with the written qualification of "receipt only, source unknown."
- The onus is with the ship owner to establish a link between the bunker quality and the damage sustained to the machinery. Ship owner's claim will fail if the said link is not clearly established.

**Testing is the key!**



- The Gas Chromatography-Mass Spectroscopy (GC-MS) technique is regarded as the "Gold Standard" which permits the identification of individual compounds in a fuel sample.
- Gas Chromatography separates the individual molecules, after which they are analyzed, and the resulting traces are compared against a library of results to identify the individual compounds.
- For unusual contamination of fuels, GC-MS analysis is key to identifying the rogue elements.

**Debunkering—what a sheer waste of time and money!**

Debunkering remains one of the major concerns for ship owners when it comes to Off-Spec Bunkers.

- The issues that confront the vessel and barge operators are as follows:
- Can the off-spec fuel be taken off at this port?

- How long will it take to debunker?
- What to do with the Off Spec fuel?
- Who pays for the cost of debunkering?
- Debunkering can only take place with the permission of the concerned port authorities.
- Only licenced contractors are permitted to deal with the debunkering process.
- Customs may view debunkered fuel as an imported cargo and expect duty to be paid on it, although it may have been supplied duty free.
- In many ports, the difficulties with customs and taxation are a major reason not to choose that port for debunkering.
- Ships use their fuel oil transfer pump to debunker, which is usually of small capacity and designed for internal fuel oil transfer. Hence, considerable time is wasted for debunkering using a ship's fuel oil transfer pump.

**Challenges of Off Spec Bunkers' Claim**

- If a ship uses the fuel knowing it is off spec, then the ship may be considered to be defaulting and the damage claim may be lost.
- Claims arising from these problems are complicated due to inadequate evidence, viz.
  - ▶ improper sampling
  - ▶ insufficient documentation
  - ▶ fuel analysis reports.
- In some cases, the fuel quality appears to have met the relevant fuel specifications, but further extensive testing reveals the presence of unusual contaminants.
- Linking these to engine damage can prove difficult and involves metallurgical examination of damaged components to determine the cause.
- Preservation of damaged parts is as crucial as preserving representative fuel samples.

**Back it up with clinching evidence!**

A successful off-spec bunker claim depends on the quality of the evidence.

- Maintain detailed records: logbook entries, oil record book, maintenance records, pre-arrival checklists, bunker start-up and completion times, bunker tank content records, consumption records, bunker delivery notes, invoices, historic sample results, and representative samples.
- Photographs of damaged parts and excessive sludge, survey reports, class records, statements of engineers, invoices for spare parts and other costs and relevant correspondence.
- Involve club in good time to allow statements to be taken and conduct proper investigation.



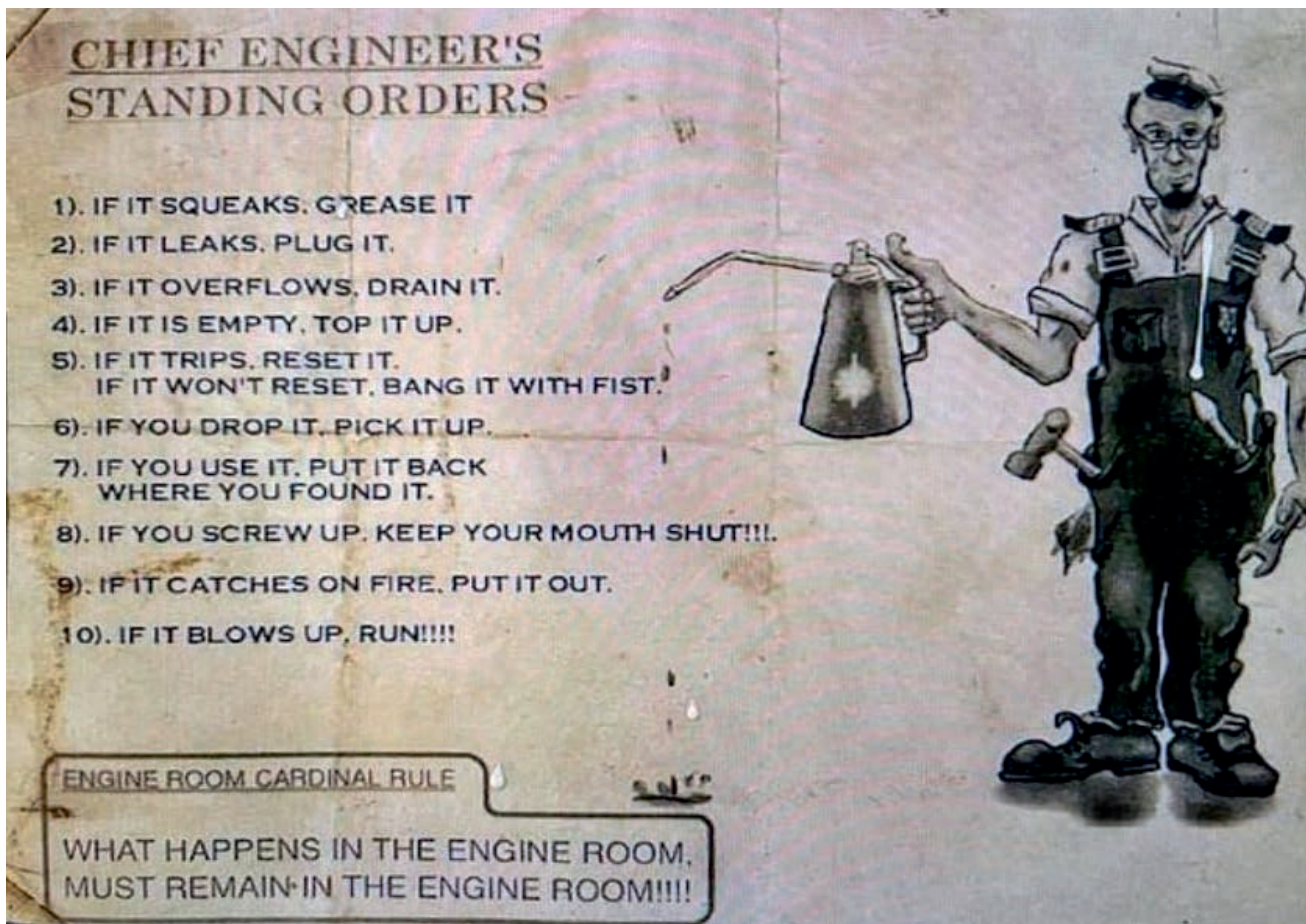
- The prompt appointment of the right expert is important.
- Take appropriate action to secure vital evidence.

**Let's Recap!**

- The Bunker Supply contract should be carefully reviewed and drafted.
- Order to standard marine fuel oil supplying contract.
- Specifications must be complied with the engine maker's recommendations.
- Have sufficient bunker reserves onboard to cover the time taken for the laboratory test results to arrive.
- Proper sampling is extremely essential.
- Bunker may be refused if in doubt regarding specifications.
- When necessary, a letter of protest must be issued.
- Try not to mix bunkers from different origins.
- Store in a tank having no oil remains.
- Evidence is the key should a bunker quality claim occur.



**Sunil Kumar**  
Head – Training & Assessment GESCO



## INVESTMENT MANTRAS

At the outset, we wish you all the best in pursuing your career and future endeavours.

If you can begin saving at an early age, the power of compounding will do wonders. Albert Einstein once said, "Compounding is the eighth wonder of the world. He who understands it earns it; he who doesn't, pays it". A smart person learns from their own mistakes, but a wise investor will learn from others' mistakes. Investing and achieving your financial goals are about eliminating errors and mistakes. Here are the investment mantras before and during investments.



### Avoid loans:

A loan is best when it's avoided. It can help you attain your goals in life if you are at the beginning of your career, but if you prolong it, it can sabotage your wealth. EMIs, like worms, nibble into your savings considering the monthly instalment you are obliged to pay. This simply delays your investment plan for long-term wealth creation. Also, remember that loans add up to the overall cost of your asset purchase. Prepayment/foreclosing of loans can be done either by reducing the tenure of the EMI and increasing your instalment amount or by paying lumpsum amounts intermittently towards prepayment.

### Beware of bankers:

An online survey conducted by the Economic Times showed that three out of five customers were mis-sold investment products by banks. This is due to sales pressure that makes relationship managers mis-sell products. Always get a second or third opinion before investing with the bank. Banks commonly offer high-commission products like insurance-linked investment plans (ULIP, endowment plans, etc.); please avoid them. Banks are only suitable for fixed deposits and banking services. Relationship managers keep changing in banks, and customers eventually get stranded. For long-term investments, please consult an independent financial advisor or a professional. Your ignorance is the biggest weapon that bank relationship managers use against you.

### Mediclaime and life cover:

Even if your company provides you with medi-claim and life cover, please get a personal one since the day you leave the organization, it will discontinue extending these benefits. Also, the older one gets, the more difficult it is to get insurance coverage. Pure life insurance is required if anyone has a liability (loans) and wants to protect the dependents in their family if the bread earner is no more. Medi-claim

protects you from all hospitalisation expenses. You can easily get it online (the premium is less) from private insurance companies like ICICI Lombard, Bajaj Allianz, HDFC Life, etc. Provide all information about your lifestyle habits (smoking, drinking) and health correctly while taking the policy, or else the claim could be rejected.

### Research the investment product:

To put your hard-earned money to work, you must first understand the product before investing. There is nothing like a free lunch; all products bear a cost. Find out the hidden details involved in these products and understand whether they match your risk appetite.

### Mutual funds:

This is the first and most crucial initiative a first-time investor must take. The Monthly Systematic Investment plan is the best approach for long-term savings. A SIP (Systematic Investment Plan) allows you to invest at regular intervals into mutual funds without committing a sizeable lumpsum amount. As a result, if the market rises, you will get fewer units; conversely, if the market falls, you will get more units and hence average your purchase cost. This approach ensures investors don't time the market and invites a win-win situation. If the market rises, your past purchase value will appreciate; if the market tanks, you will average out because of the lower price.

Now, to illustrate the power of compounding, let me explain with real examples. An investment of Rs 5,000 per month into the HDFC Top 100 fund since its inception (20 years ago) would generate an eye-popping corpus of Rs 1.37 CRORES today. 21% average yearly return with a total investment of just Rs. 11,95,000. Certain funds have delivered returns at par or even better. This is better than even the best properties in India. You can even invest a lumpsum into mutual funds. Mutual funds are volatile, and one must have a minimum of 8 to 10 years. SIP can be stopped at anytime.

### NRE Fixed Deposits:

An NRI is someone who has resided outside India for more than 183 days. Then, you need to open an NRE and an NRO account. The NRE is for overseas income, and local deposits cannot be made into this account. Also, the transfer can be made from one NRE to another NRE account. NRE fixed deposits are tax-free and safe.

### Shares/Stocks:

Here you can invest in the stock market to generate higher returns. However, this avenue is risky and volatile unless one has knowledge of the shares.

To invest, kindly avoid online platforms and fintech apps to save some costs. You need to consult a professional financial advisor. It's like a patient directly going to the chemist instead of a doctor to save costs. The result would most likely be a disaster. If you don't have the expertise, please avoid managing your portfolio yourself. Investing with negligence is like going to war with a knife.

Happy investing.

### Mehran Felfeli

Financial Consultant

Founder of investment and consultancy firm - 'Ethix' is open to answering any relevant queries on handling your finances.  
Email: [mehran@ethix.net.in](mailto:mehran@ethix.net.in) | website: [www.ethix.net.in](http://www.ethix.net.in)



**SPILLTECH 2022: POURING A HEALTHIER MARINE ECOSYSTEM**



**23<sup>rd</sup> September 2022, Goa :**

Stalwarts in the maritime industry and stakeholders witnessed an event in Goa organised by the Society of Health, Environment, Safety & Sustainability Professionals, or "ShesPro" and managed by iCONEX. It began countless efforts towards preserving and safeguarding the marine ecosystem. "SPILLTECH" is an event that is aimed towards bringing in ideas and innovations throughout the industry. It hopes to help towards a more sustainable and green use of the maritime resources. The theme for SPILLTECH 2022, "Conserving Environment by Sustainable Use of Marine Resources" exactly embodied what the organisers had in mind while creating this event.

Mr. David Birwadkar, Head of The Great Eastern Institute of Maritime Studies, Lonavala, led the Advisory and Technical Committee and also played the role of Convenor. The event saw an enormous response from shipping companies, oil industry professionals, NGOs, attorneys, and environmental organisations to showcase their ideas and innovations. The conference and exhibition was inaugurated by the Hon'ble Chief Minister of the State of Goa, Dr. Pramod Sawant. The event lasted over 3 days from September 21st, 2022 to September 23rd, 2022, with prominent figures in the industry sharing their wisdom with fellow attendees at the event. Some of the notable figures included Mr. VP Mahawar, former Director of OnShore and current ShesPRO President; Capt. James Braganza, Capt. Ports Department, Govt. of Goa.

A lot of ideas were exchanged by various panellists relevant to the industry.

- Marine Pollution monitoring and clean up.
- Solid waste management.

- Oil spill response
- Sustainable development
- Training of personnel

The conference turned out to be a huge success and all attendees left satisfied after having added a considerable amount of value and knowledge for a better future.

In the picture from right: Hon'ble Chief Minister of Goa,



Dr. Pramod Sawant; VP Mahawar, ONGC; DS Nanaware, Director – Indian Oil Corporation (Pipelines); Dr. Shaikh Mohamed Bin Khalifa Al-Khalifa; CEO - Banagas, Bahrain and Mr. David Birwadkar, Head - The Great Eastern Institute of Maritime Studies

**Cdt Atharv Bhonsle**  
GME-54



## SHIP BALLAST WATER MANAGEMENT

**Introduction:**

The Ballast Water Management Convention finally reached 35% of the world GT from the signatory states when Finland ratified the Convention in September 2016. The BWM Convention entered into force on 8 September 2017.

**The Regulations:**

Regulation D-2 "Ballast Water Performance Standard" concerns water quality for discharge, related to specified maximum concentrations of micro-organisms.

**IMO 'D2' standards for discharged ballast water. [1]**

Micro organism	Category	Regulation
Plankton	size >50 µm	< 10viable cells / m3
Plankton	size 10-50 µm	< 10 viable cells / mL
Toxicogenic Vibrio Cholerae		< 10 Colony Forming Unit / 100m L
Escherichia Coli		< 250 Colony Forming Unit / 100 mL
Intestinal Enterococci		< 100 Colony Forming Unit / 100 mL

**Some Types of IMO Approved Technologies [2]**

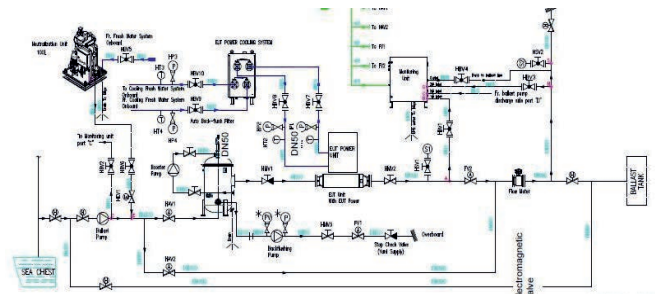
Type	Process	Effect
Disinfection technology	Electrolysis an electrical current is applied directly to seawater generating free chlorine, sodium products like Hypo bromous acid, and a highly effective biocide.	Destruction of organisms or altering their DNA, so that they cannot reproduce.
Disinfection Technology	Ozone treatment - ozone decomposes forms free radicals, strong oxidants for destruction of organisms. In seawater, chemical reactions similar to chlorination that result in the formation of the highly effective biocide/germicide of Hypobromous acid.	Destruction of organisms
Ultra violet Radiation	Radiation breaks down cell membranes of organisms.	Destruction of organisms outright or destroying its ability to reproduce.



There are two types of IMO approved Ballast Water Treatment plants. Ocean Guard system is being implemented on a Bulk carrier.

**Ocean Guard Ballast Water Management System – Electro-catalysis Process[3]**

Operating Principle : Electro-catalysis collaborative oxidation Process (AEOP) technology is an on-line treatment. Electro-catalysis kills micro-organisms like microbes, bacteria, viruses and dormant ovum in water by using special semiconductor materials under electron excitation and the hydroxyl radicals (·OH) formed by water molecules. It has fast reaction rate and strong negative charge electron affinities. The end products of







reaction are CO<sub>2</sub>, H<sub>2</sub>O and traces of inorganic salt without any hazardous residuals. The treated water can be safely discharged over board without any pollution. The chemical reaction involves hydroxyl radical, is a free radical reaction. These radicals have high sterilization efficiency, which kill different bacteria, viruses, algae and dormant ovum in ballast water effectively. The sterilization process is completed within EUT Unit.

There are no corrosion effects to Ship's hull due to Hydroxyl radicals produced, which disappear after few nanoseconds. The system adopts full auto-back flushing filter, which simultaneously filter sand and back flushes. The filtration precision is 50µm. The ultra Sound Unit cleans the surface of Electro- catalysis Unit to keep the long-term treatment effective. The treated ballast water into the tank contains an amount of incomplete degraded oxidants, which usually degrades to 0mg/l within 24 hours.

**Wartsila Ballast Water Treatment – Ultra Violet Type [4]**

**Function:**

Ballast Water first passes through an automatic back-washing filter with a 40 micron screen to remove particulates, sediments, zoo plankton and phyto

plankton, after filtration Ballast water passes through an UV chamber disinfecting the water prior to entering the ballast tank. Upon discharge, water from the ballast tanks passes through the UV chamber a second time, bypassing the filter. Automatic filter cleaning ensures and maintains filtration efficiency. Filtered ballast water is directed into a disinfection chamber where ultraviolet lamps, set up in a cross flow arrangement, deliver UV irradiation to achieve disinfection. Treated ballast water is then directed to the ballast tanks.

UV light intensity is continuously monitored during system operation, to ensure intensity is maintained and the desired dose for maximum treatment efficiency is achieved. During discharge ballast water is pumped from the ballast tanks back through the UV disinfection chamber for final treatment before being discharged overboard.

Pressure Drop Normal Operation: 0.3 bar Backwash Set Point: 0.8 bar.

**Kishore Bedekar**  
Maritime Consultant



*References:*

1. <https://www.dnvgl.com/news/ballastwatermanagementconvention>
2. *Convention of International Ship's Ballast Water and Sediment Control & Management established in 2004 by IMO (International Maritime Organization).*
3. *Headway Technologies – China, Consilium Dubai, Noah Ship Management Dubai.-2015*
4. *Wartsila Ballast Water Management - Website*

## INS TARINI

**Introduction:** The Indian Naval Sailing Vessel Tarini is the second sailboat of the Indian Navy which was built at the Goa-based Aquarius Shipyard. She underwent rigorous sea trials before being commissioned to the Indian Navy on February 18, 2017.



**Design and Description:** INSV Tarini is a cruising sloop built at the Aquarius Shipyard in Divar, Goa. On February 18, 2017, the boat was handed over to the Indian Navy and given the name INSV Tarini in honour of the "Tara Tarini" temple (located in the Ganjam district of Odisha). The mainsail, genoa, stay, downwind, and storm sails are among the six sails on the boat. She is capable of sailing in extreme conditions. The boat has a length of 56 feet and is built of wood and fibreglass.

**The Team and Expedition:** "Navika Sagar Parikrama" is the name of the expedition to circumnavigate the globe on INSV Tarini by the Indian Navy's Women Naval Officers. The six-person, all-female crew, led by Lt. Cdr Vartika Joshi, included Lt. Cdr Pratibha Jamwal, Lt. Cdr Swati P, Lt. Aishwarya Boddapati, Lt. S Vijaya Devi, and Lt. Payal Gupta. They managed the entire operation during this historic first-ever global voyage. On September 10, 2017, the crew set off on a circumnavigational adventure, which they completed on May 21, 2018. The women had to contend with fierce gusts, gusting over 60 knots and seas as high as 7 metres. The INSV Tarini crew braved extreme weather conditions on their journey, from rough seas to extremely cold climates and stormy weather conditions. They had created history with an adventure of a lifetime. The expedition, which lasted 254 days and traversed 21,600 miles, covered three oceans, three great capes and five ports before sailing back to Goa. Ports included Fremantle, Australia; Lyttelton, New Zealand; Port Stanley, Falkland Islands; Cape Town, South Africa; and Mauritius.

**The Achievement:** "Tarini" did not just chart a new course into history but also conquered their own fears and learned to rise above petty issues to steer towards a common goal as a well-oiled team within 254 days. They



had covered around 22,000 nautical miles, facing rough seas, scorching sun, biting cold and freezing winds with an unrelenting spirit. The journey of 'Tarini' has been showcased in a documentary jointly made by National Geographic and the Indian Navy.

**The Conclusion:** While all of this sounds like a fascinating adventure, Lt. Cdr. Vartika Joshi hopes their journey can send a message and inspire other Indians. The crew have already lined up a series of lectures and presentations about their journey, hoping to motivate others to take a chance on unconventional voyages.

**Cdt Anuradha**  
TNOC-34 B



**Cdt Shivani**  
TNOC-34 B



**Cdt Simarleen**  
TNOC-34 B



## NAUTICAL MEET 2022: THE MERCHANTS MEET THE SENTINELS

*INS Shivaji welcomes their professional partners.*

**26th of August, 2022; Lonavala:** The skies were overcast interspersed with sharp rays of sunlight as Mr Milind Kulkarni, Head of Department (Engineering) led 38 Cadets of The Great Eastern Institute of Maritime Studies on a visit INS Shivaji, Lonavala. It is a premier Engineers Training Centre for the Indian Navy. The establishment is situated on the foothills of the famous Duke's Nose rock formation, covering almost 900 acres.

Lt Cdr Tarachand received us at the Main Gate at 0930. After the initial introductions and greetings we set off for our first destination, Engineering Pre-Commissioning Training (EPCT) School that trains graduates from the Indian Naval Academy, Ezhimala. The EPCT School has facilities for academic training and hands on training. The workshop has a diverse array of equipment for maneuvering, propelling and controlling Indian Naval Ships. This includes cut section models of -

1. Gas turbine
2. Propellers
3. Steering gear systems
4. Fire safety systems,
5. Numerous simulators of different classes of ships

The EPCT also has a Land-Based Training Facility (LBTF) for Shivalik class ships. This helps train Commanding Officers, Executive Officers and Engineering Officers. Equipment includes

1. BURYA Simulator for Talwar Class ships
2. MCS-5 Simulators
3. 1241 Reversible Engine (RE) Simulators

Next on the itinerary was the Diesel and Gas Turbine Engine Wing containing full-fledged models of the heart of any seagoing vessel. The extensive variety of models that included jet propulsion system. This facility has a live engine section where the trainee cadets and officers familiarize themselves with the watch keeping and maintenance on live engines.

Next stop was Centre of Excellence for Marine Engineering Training (CMET). We were welcomed with much enthusiasm by Capt Sudhakar and other officers. The COE is the focal point of all the technological strides in the Navy. Currently research is on-going for developing a CO2 based refrigeration system.

We had a good interaction with Capt Sudhakar, Head of COE, over a cup of tea. His wisdom and experience with the hardships that all seamen face opened our eyes, hardened our minds and filled our hearts with pride for this noble profession.

Then came one of the standout spectacle of simulation training, Damage Control Training Facility (DCTF), named 'AKSHAT', commissioned by the Goa Shipyard in 2001. This massive simulator gives trainees and officers invaluable experience in damage control situations on board ships during wartime.

The Fire Fighting and Training Facility (FFTF) was another block where simulation and theoretical training went hand in hand and gave the cadets invaluable lessons towards managing, securing, and salvaging during a fire hazard operation on ships and submarines.



*The visiting students, along with their faculty, meet with Capt. Sudhakar at the Centre of Excellence, INS Shivaji.*



Then came the best part of the tour, Ace of all the learning centres. The Nuclear Biological Chemical Disaster Training School (NBCD School), named 'ABHEDYA', it is a specialised training school for cadets across the Indian Armed Forces in the event of an NBC warfare. The school had live radiation zones caused by the cobalt-60 isotopes kept to facilitate training and to prepare the officers for the worst conditions. The safety suits, along with chemical detection technologies, ensure that the men on the frontlines are safeguarded to defend the nation against all odds.

We were then ushered to "Oasis", the Officers' Lounge, where we had a hearty meal.

After lunch, our final checkpoint on the itinerary was Steam Machinery Wing. The live bay of the SMW simulated the environment of the boiler room of a steam ship. There is a Y-160 boiler, with auxiliaries and turbo alternators that are typical of the ones used on frigates. This wing also has the prototype of the boilers used to propel the INS Vikramaditya, aircraft carrier.

We returned to the Centre of Excellence to extend our

gratitude to Capt Sudhakar and the Administration of INS Shivaji for welcoming us with open arms and giving us this opportunity. All the Cadets cherish the experience and are willing to adapt to the lessons learnt in our training.

We, the students of the 54th batch of Graduate Marine Engineers studying at the Great Eastern Institute of Maritime Studies, were enlightened and enthralled throughout the whole visit. From the charisma of the Naval representatives to the sheer prowess of the technologies. Our curious engineering brains were enriched with knowledge.

This visit would have been possible due to much encouragement from Rear Admiral Sanjay Vadgaonkar (Retd), Ace Helicopter Pilot who made inroads for GEIMS management to INS Shivaji. We look forward more of such inspiring visits.

Cdt Atharv Bhonsle  
GME-54



## MARINE TRIVIA

- 1) **Abyssal or abysmal** - Relating to the greatest depths of the ocean (literally, without bottom).
- 2) **Bell-buoy** - A buoy fitted with a bell which may be actuated automatically or by wave motion
- 3) **Cable** - A nautical unit of measurement, being one tenth of a sea mile. Also, a term often used to refer to the chain cable by which a vessel is secured to her anchor. Also used to refer to submarine, or overhead, power or telephone cables.
- 4) **Dollie** - A very small bollard for the use of barges and harbour craft.
- 5) **Eddy** - A circular motion in water; a horizontal movement in a different direction from that of the general direction of the tidal stream in the vicinity, caused by obstructions such as islands, rocks, etc, or by the frictional effects of beaches, banks, breakwaters, etc.
- 6) **Gird** - To gird a ship is to prevent her from swinging to wind and tide. Of a tug, to be towed broadside on through the water by her tow-rope.
- 7) **Isobathic** - Of equal depth.
- 8) **Landfall** - The first sight of radar indication of land at the end of a passage.
- 9) **MEHRA** - Marine Environmental High Risk Area. An area in UK waters established to inform ship's masters that they need to exercise even more caution than usual.
- 10) **Neap tide** - A tide of relatively small range occurring near the time of the Moon's first and last quarters.
- 11) **Ooze** - Very soft mud, slime; especially on the bed of a river or
- 12) **Plankton** - Collective name for the microscopic floating and drifting plant and animal life found throughout the world's oceans. A distinction can be made between neretic (coastal) and oceanic (deep-water) plankton
- 13) **Roll** - The angular motion of a ship in the athwart-ship plane. surging. The horizontal movement of a ship alongside due to waves or swell.
- 14) **Sheer** - A ship is said to take a sheer if, usually due to some external influence, her bows unexpectedly deviate from her course.
- 15) **Thalweg** - Deepest part of a channel.
- 16) **Veer** - The wind is said to veer when it changes direction clockwise
- 17) **Waterborne** - Floating; particularly of a ship afloat after being aground, or on being launched.
- 18) **Yard** - A waterside area constructed and fitted-out for a specific purpose usually indicated by a prefix, eg. boat yard, dockyard, shipyard, etc. yard craft.

Cdt Tarun Singh N  
TNOC-33



## HOW TO OVERCOME STRESS AND REMAIN MOTIVATED AT SEA



It could be due to multiple machinery breakdowns, or it could be due to the vessel's demanding schedule, which leaves no time for anything other than work. Such feelings can be triggered by missing family members or feeling homesick.

Let's look at some of the most common ways you can combat stress and stay focused on board ships:

- **Exercise:** The best way to combat stress and stay motivated is to exercise. We clarify that by exercising, we do not mean spending hours at the ship's gym building 18-inch biceps. Outside of work, exercise can be anything that makes you sweat. Even a quick push-up workout of 10 minutes can have a significant impact.
- **Listen to music.** Listening to music can help you relax. There is music for every mood, and it has been described as the elixir of life. Metallica for metalheads, Eminem for hip hop fans, Pink Floyd for psychedelic fans, or even Phil Collins for pop fans, any music you enjoy should be played as often as possible. According to research, listening to music has a positive impact on the mind and body and is an excellent way to stay motivated and relaxed.
- **Write a journal.** For some people, writing down their thoughts can be a great way to unwind and relax. It also serves as a good archive of all previous work and could be used for future reference.

- **Make friends onboard.** It is to your greatest advantage to maintain cordial relationships with everyone on board. You simply cannot avoid your coworkers at sea. A civil relationship with everyone on board is essential. However, it would be advantageous if you could connect with and be very good friends with at least one person on board. Having someone to share your ups and downs with can help you relax. Talking about your inner feelings is always beneficial, whether it is the birth of your first child or venting frustration about your superiors. Having someone to discuss your ideas and thoughts with can help you stay motivated.
- **Eat Healthy Food:** Being on junk and unhealthy food makes your mind and body less capable of handling stress at work. Maintain a healthy diet while on board. Take it easy on the beers and soft drinks. Unwanted calories should be avoided. Those extra calories will not only make you unfit, but they may also jeopardize your ability to survive on board during emergencies.

Stay fit and always Stay Motivated  
BON VOYAGE AMIGOS!

Cdt Dhruv Bisht  
TNOC - 33





**Swing through life as fearlessly as you did when you were a kid.**

**Poster Paints** (Dimensions - 27x37.5 cm)

**Cdt Suyog Dichawalkar**  
TNO 34B

Dark night, only bullets are whistling in the steppe,  
Only the wind is wailing through the telephone wires,  
stars are faintly flickering  
In the dark night, my love, I know you are not sleeping,  
And, near a child's crib, you secretly wipe away a tear.  
How I love the depths of your gentle eyes,  
How I want to press my lips to them!  
This dark night separates us, my love,  
And the dark, troubled steppe has come to lie between us.  
I have faith in you, in you, my sweetheart.  
That faith has shielded me from bullets in this dark night  
I am glad, I am calm in deadly battle:  
I know you will meet me with love, no matter what happens.  
Death is not terrible, we've met with it more than once in the steppe,  
And now here it looms over me once again,  
You await my return, sitting sleepless near a cradle,  
And so I know that nothing will happen to me!

**Bhavya Wankhede**  
TNO 34A

पथिक राही सागर का

निकल चला हूँ नए पथ पर,  
कुछ नया पाने की चाह लेकर,  
अटूट विश्वास की डोर संग,  
उज्वल भविष्य की कामना कर,  
निकल चला हूँ नए पथ पर।

मां के अश्रु याद आए,  
पिता के सपने उम्मीद जगाए,  
भाई-बहिन का प्यार समेटे,  
गुरुजनों का आशीर्वाद लेकर,  
निकल चला हूँ नए पथ पर।

लक्ष्य का मिलना आसान नहीं,  
कठिन परिश्रम नींद जगाए,  
थक कर हार जाना स्वीकार नहीं,  
आत्मविश्वास मजबूत बनाकर,  
निकल चला हूँ नए पथ पर।

**Cdt Suraj Thapliyal**  
GME-54



**Poster Paints** (Dimensions - 42cm x 30 cm)

**Cdt Aliyakott Shibil**  
ETO 26

## TABLE TENNIS TOURNAMENT



The weekend of October 16th saw the usually dull "Recreation Room", buzzing with chatter and excitement as cadets from all the maritime streams lined up to take part in a mini table-tennis tournament hosted by Mr Sudhanshu Phalke along with Cadets Aditya Kurup and Ashvani Saini. They hosted a successful and rather grand for its small scale event, that saw about 25 cadets participating with Cadet Sairam of ETO26 winning the coveted first place and Cadet Nivranshu Chirkute of GME54 grabbing the second spot. The cadets enjoyed tremendously and fought fiercely in the tournament held over 2 days and the laureates were awarded cash prizes by Mr Phalke.

The tournament will go down the history books as one in which everyone participated with great zeal and fervour.

**Cdt Aditya Kurup**  
GME-54



## VALVAN LAKE TREK



On the morning of October 5th, TNOC 33, along with Capt S Gokhale and Capt Ravi Shankar embarked on a hike into the Lonavala mountains.

We started at 0800 hours, the weather was pleasant with little heat. We first travelled to Tungarli Lake, spent some time there, then continued uphill to Valvan Lake, which had a breathtaking view, and then we went to Balumama Temple, a well-known local temple. We sat there for a while; it was a really tranquil and satisfying experience. Then we walked to the top of the hill, where Capt. Ravi Shankar discussed the orographic lifting of clouds. Then we descended and visited Tungarli Dam on our way back to the institute. We returned by 1100 hrs.

It was a beautiful day; we enjoyed a lot with our batchmates, saw some of the city's famous sights, and had a wonderful experience.

**Cdt Prakarsh Shukla**  
TNOC-33



## BON VOYAGE, ENGINE CADETS!

*GEIMS propels another batch of Marine Engineers on their journey.*



**20th September 2022, Lonavala :** Excitement filled the auditorium as the year long song of hard work, discipline, and pedagogy in marine engineering came to fruition, and happiness took over, making the minds of yet another cadre of marine engineers, namely the 53rd, feel the exhilaration of taking a sturdy step toward achieving their dreams. The cadets prepared to bid adieu to the institute the same way they first entered, only this time with an ocean of knowledge and with a sound understanding of what's been given to them, and anticipation of what lies ahead as they looked forward to being tested for their worth by the sea. Some felt a multitude of emotions and, as rightly worded by Cadet Allan Luis, "No more pen, No more books, No more teachers' angry looks."

The students felt nostalgic for the day they first entered the institute, on January 7th, when they entered as 37 graduates and were walking out as 37 marine engineering cadets. How their troop of misfits and oddballs were guided, trained, and forged into compatible and competent seafaring officers will remain a mystery to these cadets. As one of them has rightly penned how they felt, "From strangers to family, through hardships and punishment, our bonds hardened."

As their Batch in-charge, Chief Engineer Mr. Sudhanshu Phalke in his opening notes quoted: "Perfection isn't attainable, but if you strive for it, you'll reach excellence." The shift in mindset could be clearly seen as the cadets transformed from ordinaries to stoics, ready to tend to their lady, the sea, who demands accountability and expects responsibility. Mr. Phalke recalled his stellar and fulfilling career to motivate cadets and those attending, and he wished them the best for what's ahead. Principal Sethi then took the podium and addressed the attending

parents, imploring them to see for themselves "the children they left behind and the men they'd walk back with." He reminded them that what they hold within themselves is what would give them opportunities and would be key to having a vast career spanning a few decades, as he provided the departing batch with some time-tested and character-worthy advice. "Don't test your luck; abide the laws"; "The future keeps on changing; upgrade yourself"; along with a few other congratulatory lines, these were the quotes he impressed on the minds of the students.

Head of the Institute, Mr. David Birwadkar, was next to give his blessings and opened his address with, "You are all brand ambassadors of the nation and of GEIMS; make sure you don't let either of them down for entrusting you." He is a man of few words, who stated what would be useful to the cadets while reinforcing the ideals of undertaking responsibility and being cautious while on board, imparting to them the idea that every effort counts and that it's the compound work that leads to better results. "Keep flying high and sailing far" were his parting words as he assured them that their alma mater was always behind them, an omnipresent supporting pillar.

The honorary Chief Guest of the occasion, Mr. Arun Gupta, the chairperson of SCI, concluded the passing out parade with his esteemed and enriching words. The valedictorian of the ceremony, Cadet Allan Luis, then delivered the vote of thanks and brought an end to a very eventful morning for the batch of GME 53.

**Cdt Bhavya Wankhede**  
TNOC-34A





## MR ARUN KUMAR GUPTA

FORMER CHAIRMAN AND MANAGING DIRECTOR, SCI



**Q. Could we know a bit about your childhood? How were you groomed as a child? How were your school days? What were your hobbies?**

**Ans:** I am from Dehradun. I had my schooling at St Joseph's Academy which is one of the prestigious schools there. The school ran a tight ship as far as academics were concerned. There were a lot of extracurricular activities which focused on physical and personality development. As a result of this grooming, our school students have done well in their careers. Some have risen to the ranks of General in the Indian army; some others have held the top position in the Indian Air Force. Quite a few are sitting at the helm in the corporate world too. Capt. Sethi, who is also from the same institution, will vouch for this.

Dehradun is a lovely city located in a valley. Mussoorie, the queen of hills is just 22 kms away. I grew up enjoying the pristine beauty of the Shivalik hills. Whenever there was snowfall, we used to trek up to Mussoorie. It would take us 3-4 hours for the climb! Rs 5-10 given by our parents were spent mostly on eating. It would be evening by the time we got back.

I like playing outdoor games. I started playing Hockey and Football while in school and continued to play in DMET. As Sudhanshu is aware, at DMET I was known to be

a goalkeeper both in Hockey and Football, and a wicket keeper in Cricket. One game I really loved from my childhood was Badminton which I inherited from my father.

**Q. And what made you join DMET?**

**Ans:** After completing school, I was desperate to get into a professional college. I appeared for quite a few entrance exams. I did qualify for some regional engineering colleges, but my father was adamant. If I wanted to do Engineering, it had to be from IIT. Joining the merchant navy was another option which he agreed to. So, I qualified the entrance exam and joined DMET Bombay.

My first day in DMET Bombay was on 12th September 1972. I recollect that the Ganapati Visarjan processions were underway, and we the first years were being "trained" to be inducted into the College band. Yes, I used to play the flute!

**Q. And if not for this side (Nautical/ Marine Field), what would you have chosen?**

**Ans:** My father wanted me to be a doctor, but I was good at maths and never had an affinity for Biology, so engineering was the obvious choice. Unfortunately, at that time I never knew about the IAS. Had I known about this, it could have been an option too.



**Q. Which Shipping company were you with?**

**Ans:** I was with The Shipping Corporation of India (SCI) throughout my career, i.e, for almost 40 years. From 1976 to 2015! In 1988, I stopped sailing as then I was offered the post of a Superintendent at the shore establishment., SCI also had a diversified fleet, with all kinds of ships available. I would say we got good training and I'm really indebted to my company.

**Q. Did you sail with your wife all the time? And when were you married?!**

**Ans:** I got married in 1980. I was a 4th engineer then and was not permitted to carry my family on board. My wife started to sail with me once I was a second engineer 2 years later. SCI was always considerate as far as family carrying was concerned. On one of the ships, we were together for one whole year! And those were the days of cargo ships, port stays were long!

**Q. Now Sir, you've been into sailing as well the management side, what would you prefer if given a choice?**

**Ans:** In life, priorities change with circumstances and time. As a young marine engineer, sailing was a necessity to enhance my career. However, with the passage of time, once I had learnt the ropes and a shore job was offered to me, that appeared to be the preferred option. A shore job meant that I would return home to my family every evening and see my daughter grow. It would also open new avenues for me for my growth, career wise. It was not a big switch from sailing to shore as I was to continue in the same organisation and in the same city. God has been kind and elevations came steadily and ultimately; I could reach to the topmost position. When I was sailing, I enjoyed that life, shore and management side had it's own challenges and that was fulfilling too.

**Q. Who was your mentor in life? Or an ideal if you'd like to call it?**

**Ans:** While sailing on ships at junior level, I was lucky to get very good Second Engineer and Chief Engineer who took personal interest in teaching and guiding me. As a fresh Superintendent ashore, I can say that my Group in-charge, later on General Manager and Director, Mr KM Joseph really mentored me. He had faith in me and entrusted me with challenging assignments. He rotated me in various Divisions so that I got adequate exposure. I

would also like to mention about Mr Sudhir Rangnekar, Director, who groomed me for higher positions. I learnt a lot from both my seniors.

**Q. Our fraternity is proud of you! Overcoming difficulties, I think you have reached one of the highest points that one can?!**

**Ans:** Thank you! See normally, the chairman of any commercial entity is either a Finance person or an MBA. I was a technical man with no fancy degrees. It was quite a task for me.

**Q. You all have degrees; we don't have them?!**

**Ans:** The person at the helm must have a good understanding about management of resources and finance. Management of resources can be done by putting your own experience to good use by applying your common sense. But basics of finance is a must! How to read and interpret the financial statements. How revenue / expense budgets are prepared is important. In what business, must you invest and if with your own capital or loan from a bank, what is finance costs, financial returns, how to raise ship finance etc. All these things you must pick up to survive!

**Q. You learnt this all by yourself?!**

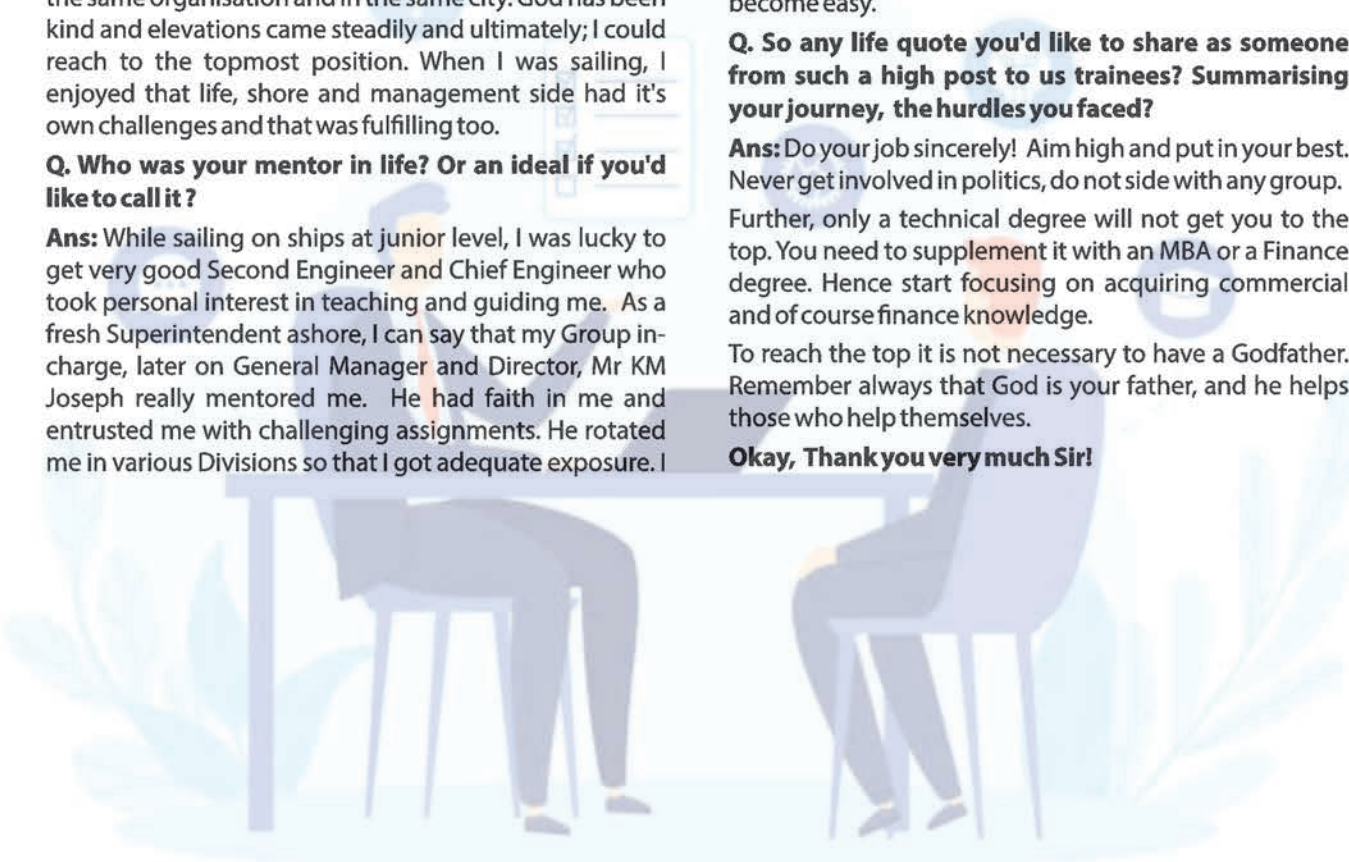
**Ans:** Yes, I picked this up on my own! It was also on job learning. I started by reading Class 12 finance and accounts books, did a course named "Finance for non-finance people". Finance literate colleagues also came and pitched in big time. See, ultimately everything is common sense but if someone guides you things become easy.

**Q. So any life quote you'd like to share as someone from such a high post to us trainees? Summarising your journey, the hurdles you faced?**

**Ans:** Do your job sincerely! Aim high and put in your best. Never get involved in politics, do not side with any group. Further, only a technical degree will not get you to the top. You need to supplement it with an MBA or a Finance degree. Hence start focusing on acquiring commercial and of course finance knowledge.

To reach the top it is not necessary to have a Godfather. Remember always that God is your father, and he helps those who help themselves.

**Okay, Thank you very much Sir!**



## MR TAPAS ICOT

EXECUTIVE DIRECTOR, GESCO



Mr. Tapas Icot, Executive Director, Great Eastern Shipping Co. Ltd., spoke to the Editorial Team on October 25, 2022.

He is a commerce graduate and holds a Master's degree in Financial Management. He is also an Associate of the Insurance Institute of India and a Fellow of the Indian Council of Arbitration.

The meeting commenced after the preliminary introductions.

**1. Hello Sir, good afternoon, Our team will be very happy if you kindly share your memories from student days.**

I was born in the northern part of West Bengal, which is at the border of Bhutan. I spent my childhood there until the completion of my schooling. Then came to Kolkata and completed B.Com in college under at the Calcutta University. On completion, I secured employment at a cement factory in Bhutan. I soon realised that living in Bhutan was not taking my career anywhere, so I returned to Kolkata and worked at the employment exchange for about one year, then moved on to United Assurance Company. In those days, insurance and banking jobs were preferred for their stability and relatively higher pay. By chance I applied for the post of Management Trainee at India Steam Ship Co and was selected by the iconic CEO Capt JC Anand. ISS wanted trainees to have an insurance background; hence, I was placed in the two-year program. That is how I got a foothold in shipping. Whilst at ISS, I did an insurance functional level course called 'Associateship'.

For better career growth I moved to Bombay from Kolkata and joined Essar Shipping Co. of the ESSAR Group and worked there for little over one year before moving to Great Eastern. This goes beyond my student days, but I consider my entire life to be so.

**2. What were your strong points in college? What were your hobbies?**

After my Higher Secondary (11 years those days) I shifted from Science to Commerce and felt comfortable in economics and accounting.

My friends and I always enjoyed watching football and cricket. We would often go in big groups to watch matches whenever possible.

**3. Sir, we are curious about your joining GESCO. Can you please tell us something about that?**

I joined Great Eastern Shipping in my thirties in the Claims Dept in early nineties from Essar Shipping of ESSAR GROUP. The atmosphere was open, and I got the opportunity to review the knowledge I had acquired in other areas of shipping during my Management Trainee period. It gave me the opportunity to get involved with other areas of shipping like Budgets, S&P documentation, etc. Finally, I got the position of heading S&P under the guidance of Managing Director.

The company set up a Research Team for supporting decision-making. Bright talent was moved to this setup from within the company, and some recruitments were done. The atmosphere was of learning. While we made our share of mistakes, a lot of opportunities were taken in the big shipping boom that followed. It gives me great pleasure and satisfaction when I see almost all of them are in leadership positions, heading some functional area or other within the group. The urge for learning remained. I was motivated to complete the Master's programme in Financial Management when I was in my mid-fifties.

After a working life of over 40 years, I am in Great Eastern where I have spent over 30 years.

**4. What is the company's vision on container trade?**

The company has looked into the container trade, but bulk carriers, tankers, and gas carriers have proved more profitable. These have given us enough opportunities to invest our capital successfully and get a good return on investment for the shareholders. They have permitted us to achieve our targets. However, we are looking positively, and maybe at our next opportunity we will get into it.

In shipping, it is important to get into business at the right time. You must invest at the right time at the lower price level. Our basis for investment is our financial and business model. At some point in time, we may get an opportunity to invest in containers. GESCO doesn't invest money seeing others; we have our own data that dictates our business decisions.

The opportunity should be able to compete with the other areas of shipping, i.e., bulk carriers, tankers, and gas carriers.

**5. Sir, what message would you give to the trainee cadets?**

We need an institute of adequate size to train youngsters into fine cadets to man our ships and few other companies. Our stake holders are cadets, company as customer, teachers and other staff and the companies who recruit some of our cadets. Our vision is to make the institute a most preferred one for all stake holders and the shipping world a most preferred Institute. We still have a long way to go, and everybody must play their role. I urge all of you to always do your best. Bon Voyage.

Sir, we highly appreciate you spending some of your valuable time with us. We hope to meet you again on campus at Lonavala.

Thank you too.



# NAUGHTICA RETURNS!

Indian Maritime Community's biggest cultural extravaganza completes its 4th edition!



**8th October 2022, Mumbai:** The island city of India witnessed a mega event that brought together the next generation of maritime talent from across the nation to tug it out over a myriad of contests. Naughtica, an initiative by the Offing Group, with open arms, welcomed the 570+ cadets and representative members from 25 MTIs across India to the Sheila Gopal Raheja Auditorium, located in the modern suburbs of Mumbai. The largest ever cultural fiesta of the Indian maritime community, Naughtica, marked the return to normalcy after a harrowing 2 years in the pandemic. Marked in the "Limca Book of Records." This event opens a variety of avenues for cadets. From fun, frolic, and contests to recruitment and networking opportunities.

The Great Eastern Institute of Maritime Studies, represented by 27 participating cadets across all available contests, marched with its head held high in this year's edition. Led by their Faculty In-Charge, Shilpa

Bhandurge and assisted by Mr. Nilesh Supe, the cadets participated with all their strength and vigour. The flag of GEIMS furlled high as the students managed an all-time high rank of 4th, bagging two medals, one gold and one silver, in Knotty-Skills and Film Making, respectively.

The event, being one of its kind, opened many doors of realisation for us cadets, as esteemed dignitaries presided over the function with their words of experience, as well as bridged the gap between different cadets and future seafarers sailing under the same flag. It was an enriching experience, one that taught us valuable lessons, the most important being, talent may win games, but teamwork wins championships!

**Cdt Kunwar Singh**  
GME-54





**DATE:** 02 Aug 2022

**Capt Ankush Gupta** - Head of Operations and HSEQ, Assistant VP GESCO.

Thanks for inviting me for the passing out parade of DNS Batch 32. It was indeed a wonderful experience. The drill was impeccable. The function perfectly organised. Thanks for all the hospitality.



**DATE:** 20 Sept 2022

**Mr Arun Kumar Gupta** - EX CMD SCI

Impressive campus including the associated infrastructure. It was a pleasure to be invited. I wish GEIMS to scale even greater heights in years to come. Thanks for the excellent hospitality.



**DATE:** 19 Oct 2022

**Cmde KD Joshi** - (Retd) COE, HQ, IMU, Chennai

A very fruitful interaction with the faculty and the principal. A well-kept institute, my compliments to the principal and his team. Best Wishes.





# CREDITS

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### Erratum -

With reference to the previous edition of GEIMS Chronicle (July-2022) now named as **TRUE NORTH\***, the gentleman in the photograph on page no. 36 is Mr Pramod Sawant. The Editorial Team will take measures to ensure content accuracy. Error deeply regretted.

# GEIMS TRUE NORTH



Upright Honourable Righteous



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