



GEIMS TRUE NORTH

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THE GREAT EASTERN INSTITUTE OF MARITIME STUDIES

A Division of The Great Eastern Shipping Company Limited

www.geinstitute.com | Tel.: 95953-12126, 7620312127, 7304312135

Dolphin Fun Facts:

Habitat:	Open oceans, coastal waters, river basins, certain inland seas, gulfs, and in channels.
Location:	All over the world, although they avoid polar regions
Lifespan:	30 – 60 Years
Size:	5 – 31 ft (1.5 o 9.5 m)
Weight:	110 – 22,000 pounds (50 – 9,980 kg)

Bottlenose dolphins have a bottle shaped snout and are highly intelligent, social marine mammals found worldwide. They swim at speeds of up to 20 mph and dive to 1000 feet. Communication with each other is by variety of clicks, whistles and body language, Dolphins can recognize themselves in mirrors, are very playful, often ride the waves and leap out of the water.

~ **Cdt Ayush Arora**

TNOC 35

CADET'S PLEDGE

On my Honour,

I promise to serve my country as a maritime professional,
exceeding the International standards of training.

I will endeavour to make this Institute proud.

I will always be responsible for the Safety and Security
of my fellow Seafarers.

I will place the ship before myself.

I will uphold the values of my Indian heritage.

Jai Hind.



1975 - 2006




Estd. 2006

*“ You are the only one student in your school of life,
and all others are your teachers ”*

 <http://facebook.com/GEIMSoofficial>

 http://instagram.com/great_eastern_institute

 <http://linkedin.com/school/the-great-eastern-institute-of-maritime-studies/>



GEIMS TRUE NORTH



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Disclaimer :

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Hi!

I am back to present the 3rd edition of the new look GEIMS six monthly magazine "True North". We need to appreciate the hard work and innovative approach of the Editor of this magazine Mr Sudhanshu Phalke who will be 70 years old in a month's time, he shows the same childlike enthusiasm while creating each edition of this magazine. He has an able team which keeps changing with batches leaving GEIMS and new cadets joining but the finished product keeps improving. The past 6 months since the previous edition has been a time when a lot has happened at GEIMS and can say with a lot of conviction, mostly all good!

We had a few new appointments at the institute. Mr Rambharose Singh who joined us as Seamanship Instructor, he comes with ample experience from on board Great Eastern vessels, Capt. Rajesh Dabral who has joined as Nautical Faculty, Mr. Brajesh Kumar Singh, who again has tons of experience as Electrical Officer joined us as Electrical Faculty. Most important of all the newly appointment Principal Capt. Subroto Khan joined from 2nd May '23. He comes with very rich experience of 20 years. The relationship of Capt. Khan and GEIMS goes a long way, as he was with us (GEIMS) as Senior Nautical Faculty and MR for 7 years. His last stint was working with IMU - Navi Mumbai as Director. I am very sure that his understanding of the

institute coupled with his previous experience as Director of the IMU campus is going to add a lot of value to GEIMS and help achieve even greater heights. We wish all the new joiners the very best and a long and fruitful tenure with GEIMS.

Talking about achievements, GEIMS was conferred the award for excellence in the maritime industry at the 60th National Maritime Day on 05th April '23 by the Ministry of Shipping (NMDC). GEIMS has been getting this award 3rd time in a row as the best pre-sea MTI. The previous two years it was as the best Institute and this time we stood 3rd. Hearty congratulations to the GEIMS family. GEIMS has continued participation in various activities by the cadets. In the last 6 months, the cadets have participated in events like Maritime Soccer League (MSL), Triathlon by INS Shivaji, Maritime Day Celebrations (NMDC), etc. Whilst participating is important and we have improved in that aspect I do firmly believe we have ample potential and scope for improvement as we should endeavor to excel in whatever they do, be it in academics, fitness or extra curriculums.

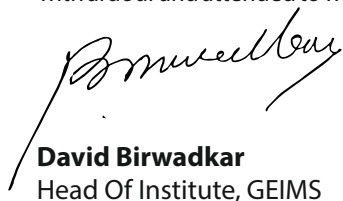
We also kickstarted our outreach activities, branding and marketing for GEIMS with participation in the "Gabit Mahotsav" for the fisherfolk community from 27th to 30th April 2023 at Sindhudurg, in Southern and coastal Maharashtra wherein we created awareness on career in merchant navy and courses and various facilities available at GEIMS. It was a good learning opportunity for us, and we see ourself paving the way for further such activities which will bring us closer to our vision of making GEIMS the best MTI in the entire maritime industry. In the near future we will be aggressively carrying out road shows in Lonavala, Pune, Goa and North East including Assam and Arunachal Pradesh amongst other areas. The GEIMS website and social media platforms are being revamped with new and professional service providers and we will see a new look to these platforms within the next couple of months.

We are always working to get the best and updated / upgraded facilities available to the cadets and staff at the campus. We recently got new equipment installed in the gymnasium and few upgradations to the IT systems. Next on the card is the Bridge and Engine simulators. In the last Board of Governor's Meeting our Managing Director and other BOG have been kind enough to encourage and approved proposed whole lot of new innovations which will be implemented soonest in a phased manner. You will be hearing details of same shortly.

In month of March '23 there was a noticeable rise in the cases of COVID-19 and necessary safety measures were in place at the institute. Fortunately this died down without any adverse situation or any positive case in the campus. Covid since is no longer of concern. The status of Covid has been downgraded by WHO recently. So hopefully we are over the terrible phase of the pandemic and we look forward to better quality life in the future.

As far as GEIMS is considered we still have a long way to go and so many things to achieve. But one thing is for sure.....each day, we are working towards getting closer to our vision! We will reach there soon in our endeavor to make GEIMS the best MTI in India and one of the best in the entire Maritime Industry. Together we shall achieve!!!

Meanwhile do enjoy life and continue to stay happy and healthy and keep learning! Learning never exhausts the mind. For the things we have to learn before we can do them, we learn by doing them. Learning is not attained by chance, it must be sought for with ardour and attended to with diligence. The beautiful thing about learning is that nobody can take it away from you.



David Birwadkar
Head Of Institute, GEIMS



Dear Cadets,

It is indeed a privilege to be a part of the prestigious institution which has contributed many leaders to the Maritime Industry .I feel honoured to be a part of the team of esteemed faculty members and staff of the institution where many of my mentors have been groomed and had started their maritime careers at. Today The Great eastern Institute of Maritime studies can boast of one the finest training institutes in the country, always striving to be the best in its class. Taking the mantle from the erstwhile Cadet Academy (T.S.Jawahar) which was founded in 1975, GEIMS has nurtured seafarers since 2006, who have gone ahead and made the country proud in all walks of the shipping industry. As Principal of the Institution, it is my privilege and pleasure to welcome all of you to be a part of the GEIMS fraternity. I believe as you graduate from here you all become ambassadors for our proud nation, when you set sail



across the seven oceans calling upon numerous countries during your seafaring career. With technology playing a big part in today's merchant vessels, ships are highly sophisticated and so are we as a training institute equipped with the state of the art simulators and infrastructure giving you all a realistic training experience so that your transition from shore to ship without much apprehensions. At GEIMS we have a student centric environment that encourages academic growth along with social and emotional wellbeing which will bring out the best in you budding seafarers. Lot of emphasis is given to the human factors element, safety first culture and respect for the environment which will prepare you towards the challenges you are likely to face out at sea. Our teaching curriculums are constantly being evolved /upgraded keeping in mind the industry trends received from floating staff of our own fleet of modern ships and feedback from our valued customers. The constant interaction with the industry to augment training, surely makes us special and extraordinary from the rest of the training institutes. This learning experience imparted by experienced and dedicated faculty will give you countless opportunities to make a magnificent career at sea. I believe cadets today are our future maritime leaders.

Our vision- "To make The Great Eastern Institute of Maritime Studies, a global front runner in the field of maritime education". We will always set courses for our voyage towards maritime excellence. GEIMS looks forward to you cadets and all other stake holders to join us to realise our vision.

I wish all the cadets "Fair winds and following seas"

Capt Subroto Khan
Principal





Dear Friends,

It gives me immense pleasure to have back on board Capt Subroto Khan for a new innings as the Principal of the Institute. Under his stewardship we are looking forward to achieving greater heights. Welcome Sir!

This year I complete 8 years in maritime education. Sometimes I lament at poor command on English of many present day Mariners. English as a language is of utmost importance for internationally travelling mariners. There are 2 billion English speakers in the world. As the most common language, English has the power to connect people from many different cultures and build relationships. If Seafarers are proficient in English they will be able to speak with about 1/5th of people in the world.

English is the official language of 67 countries. English is also the dominant language in academia, business and travel. A lot of the world is covered by just one language!

I am of the opinion that MTIs must strive for higher levels of proficiency in English than just marine vocabulary. In this context Indians will certainly increase their market share in international business environment which is presently showing a downward trend.

Some other challenges too need to be addressed by MTIs in the future. There is the inherent risk from new regulations, these often demand changes to ways of working and the use of emerging technologies.

As vessels become more reliant on increasingly complex and interdependent technology, predicting a failure can become an equally complex task. There is also the increased risk of cyber-attack that has the potential to lead to a major safety incidents.

While safety in shipping has improved over the years, on average 100 ships are still lost every year and there continues to be a high number of work-related injuries and fatalities compared to other industries. We must continue to work to assess and model the risks surrounding new technologies, with focus on the cyber threat and personal safety.

I would like to conclude on a delightful note that Mr I.N. Bose, Advisor, Great Eastern Shipping Co, from DMET my Alma Mater, was conferred the 'Sagar Samman' Award on occasion of 60th National Maritime Day Celebrations, 2023. He is truly an iconic personality in maritime circle.

BONVOYAGE

Sudhanshu Phalke
Engineering Faculty



ARTICLE FROM PRINCIPAL

Former Master and Principal of Great Eastern Institute of Maritime Studies Captain Subroto Khan shared his experiences of life at sea on crude and chemical carriers of various sizes across the globe.

In his address to more than 1,600 cadets from 21 Indian and Sri Lanka maritime colleges – attending the first of the charity's 2022 [global online wellness and mental health conference series](#) – he urged trainees to ensure they did as much as possible themselves to become mentally prepared for their life on board once graduating. That could mean embracing the routine of socialising within a multinational crew, keeping healthy with exercise, being aware of the dangers of fatigue, and learning how to recognise the tell-tale signs of stress 'creeping into your wellbeing'.

Capt Khan said some 'age old shipboard practices' now fading away, such as the 'smoke room culture' where crew met in the evenings to socialise in their leisure time, had traditionally helped to ensure mental wellbeing. They were now being replaced with more time alone as crew preferred to spend time on their electronic devices during their leisure.

'If we have a healthy culture to meet in the evenings over a card game or watch a movie together, I am quite convinced the issue of wellness will be of least concern on the ship. Yoga, meditation or spending time in the gym should [also] form an essential part of your routine at sea.

'Remember a happy ship is also a performing ship where people go out of the way to help each other beyond the call of duty, crossing boundaries of nationality and language.'

One digital initiative for socialising that Capt Khan approved of was Sailors' Society's 'peer-to-peer' support groups via WhatsApp.

'I would like to compliment the Sailors' Society on spearheading this unique initiative to start the peer-to-peer support groups on WhatsApp. This allows seafarers to share their experiences, good or bad, with friends and batch mates who may come up with simple solutions to complex problems.'

Capt Khan admitted that seafarers are now facing 'far more difficult times recently than what we faced a few decades back.

'When I joined, there were 64 people onboard. We had plenty of people to talk to or fall back on when troubled by any kind of stressful situations both personally or professionally. Today we have a handful of multi-national crew ranging between 15 to 20 persons, often not meeting each other for days. Stress of any kind, when not shared, can multiply if not dealt with [in a] timely [manner].'

Faster turnarounds and efficient ship operations might

have led to happy shareholders but at the cost of the seafarer, with studies showing the link between seafarer wellbeing and human error including the impact of fatigue, isolation and the overall maritime working environment, added Capt Khan.

'Seafarer wellbeing is a subject that has huge importance to all of us. The focus on wellbeing is as significant as any other aspect of ship operations and often has a direct impact on the safety performance of the vessel, which most companies are very sensitive about. A happy ship is very likely a safe ship.'

Spotting stress

Q: What are the tell-tale signs of stress?

Sleep disorders; lack of appetite; [over] indulgence in smoking or drinking; being temperamental and many more similar small changes can lead to something serious, Capt Khan advised.

'Ask yourself over and over again: "Am I different from my usual self"? When the answer is yes reach out for help'

Nautilus members have access to round-the-clock medical or mental health services via Health Assured. Services include a freephone 24/7 helpline, various online wellbeing resources, health checks, webinars and a counselling service. Find out more by logging in to My Nautilus with your membership number and password.

Members can also access Nautilus 24/7, the service that helps Nautilus members in emergencies round the clock.

WhatsApp with Sailors' Society

The Society says its confidential Peer-to-Peer WhatsApp groups have proved hugely popular with crews and cadets, keeping them in touch with others in the same position, wherever they are around the world. Peer-to-peer support groups are safe spaces where members can swap stories, ask for assistance or advice, and chat about their day-to-day lives and experiences. Members are also asked to comply with a set of group rules including confidentiality.

Cadets can sign up via [sailors-society.org/peer-to-peer-support](#). At this point they will be assigned to a group of no more than 20 fellow cadets and a moderator. The moderator checks in with the groups daily, posts wellness-related subject matter twice per week, as well as providing support. Advice is available for individual chats outside. Any red flags can be referred to the charity's Crisis Response Network or chaplains. Participants can also leave their group at any time.

Image: The importance of connectivity at sea was cited by 84% of cadets from Indian and Sri Lankan maritime colleges polled at the first of a series of Sailors' Society Wellness at Sea global online conferences.

Polling the horizon

Sailors' Society poll of cadets showing the priority of importance for treatment of seafarers when choosing a shipping company.



Results of a Sailors' Society poll of cadets from Indian and Sri Lankan maritime colleges make for interesting reading.

Loneliness, stress, depression and homesickness are among the biggest challenges the cadets attending the charity's Indian conference saw in their life ahead.

- **78% said that the treatment of seafarers was the most important factor when choosing a shipping company.**
- 80% said technology and the ability to connect with family back home improved their relationships.
- **58% said their overwhelming fear was not getting a job at the end of their training**
- 50% said they were in training for a life at sea for the financial benefits of their career, while nearly a third (30%) were doing this to support their families.
- **97% said wellbeing should be a mandatory element of maritime training**

“One can do anything but not everything....Anon”

Capt Subroto Khan
Principal



Five Components Of Emotional Intelligence at Work

- **Self Awareness:** ability to recognize and understand your moods, emotions and drives as well as their effect on others
- **Self regulation:** the ability to control and redirect disruptive impulses and moods.
- **Motivation:** a passion to work for reasons that go beyond money or status.
- **Empathy:** the ability to understand the emotional make up of other people.
- **Social Skill:** proficiency in managing relationships and building networks.

intelligent HQ



ROLE OF THE SHIPOWNER

A SHIPOWNER is the most important person in the shipping industry.

He has had the foresight to invest his money in Ships and he does trading with them. This decision requires a person with a lot of courage, effort, money and a business acumen to deal with

various parties like Governments, Banks, Shipyards, Charterers, Insurers, Ports, Crews, Economists,

Surveyors, and many other relevant concerned people and companies.

He has taken a big personal risk because there are many variables involved – like a market down-turn, War, Famine, Oil price fluctuation, Pandemics, Weather damages, shortage of goods to be transported,, new regulations and laws, emergencies, mistakes, accidents, claims by cargo shippers, legal disputes etc.

He has to outlay extraordinary costs like dry dockings, special surveys, crew claims, high operating costs, machinery failures, delays and losses, repayment of loans, exchange rate fluctuations, education of seafarers, family welfare etc

We, as seafarers in the shipping industry must spare a moment to think of the huge responsibilities of a Ship Owner and also understand that his profitable operation leads to our well-being as we are dependent on him for employment and welfare. All personnel employed in the shipping industry must be grateful to the Ship Owner for providing us with the job opportunities related to Ships in the marine industry. We must therefore give our best efforts to work hard and help the Ship Owner stay successful.

To this end we must work hard and contemplate the following points-

1. Our relationship with the Ship Owner
2. What services can we provide to help him run the ships diligently
3. Establish and fulfil whatever requirements he has from us to the highest standards
4. Meeting and delivering the Ship Owners expectations to his satisfaction
5. Managing to keep the operating costs within an agreed budget and avoid downtime
6. Keeping the Ship Owner fully informed by proper reporting of all aspects
7. Realize what are the consequences of failure, mistakes and incompetence
8. Appreciate the advantages of timely successful and profitable operations

- A Ship Owner may run his Ships by himself or entrust to one or more Ship Management Companies to keep costs and efficiency under control by competition
- The ship owner or manager employs experienced Marine / Fleet Superintendents and Managers to support the trained ship's staff to run the ships well within a Budget
- If he has many ships, he may have an Owners Representative to check that the Crew, Superintendents, managers, charterers and Ships are working in order and check the reporting
- Ship Owners may be in different time zones and country from you and may require at least 3 visits / per year at his office to discuss aspects of ships operations with the operator.
- A Ships Superintendent works either for a Ship Management company or directly for the Ship Owner, who places trust in him to run his very costly assets and costly cargoes, to his precise requirements
- A Ship Owner may need multiple Superintendents to run his ships
- A ship manager or operator must run his ships cost effective and efficiently to retain his trust
- This is done by following a Ship Management Agreement which covers all aspects of the relationship.
- The Agreement is in great detail, covers Crew Matters, Catering, Technical Management, Insurance, Chartering, Drydocking and Repairs, Class and flag requirements, Funds and Budgets, Reporting procedures, Security, Pollution matters, Standards to which the ships must be run and schedule of meetings.
- In case of any failures, downtime, accidents, detentions, emergencies, any calamity – there will be specific clauses for actions as required by the ship owner, insurers and cargo owner.
- Depending on the type of ship, trading area, type of cargo, type of Charterers and Insurers there may be additional clauses in the Management agreement.

A Ship Owner may need some or all of the following services-

- ✓ Sale & Purchase Management for building a new ship or buying second hand
- ✓ Pre-purchase inspection by experienced inspectors
- ✓ Ship Financing
- ✓ Commercial Management for cargoes, Chartering and Post fixture work
- ✓ Insurance placement H+M (Hull and Machinery) and P+I (Protection & Indemnity);
- ✓ Claims Management
- ✓ Crew Management and travel arrangement, crew standards and training program

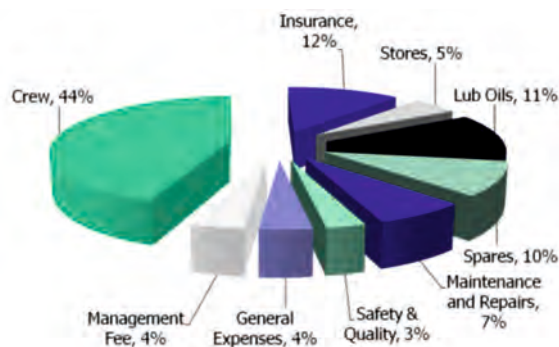


- ✓ Technical operations and Purchasing management
- ✓ Risk, Safety, Quality, Security, Class, Flag and Port requirements
- ✓ Chartering and Vetting Management – Oil Majors requirements
- ✓ Accounting Management
- ✓ Drydocking & Repairs, Special Survey and Upgrading Management
- ✓ Catering Management

To provide these services to the satisfaction of the Ship Owner, the Ship Operator must agree some important items with contracts and run the ships within the agreed parameters

1. Agreed budget for operating cost must not be overrun
2. Full compliance to Rules & Regulations must be ensured at all times
3. Clear Class, IMO, Oil Major vetting, Flag and Port State audits etc with zero defects
4. Safe Operations with no accidents – by using well trained crews
5. Avoid Breakdowns, Detentions, Off-hire downtime, Pollution, Crew problems etc by good planning and controls. What to do in case of unforeseen accidents.
6. Maintain the ship to agreed standards (i.e. scale 1-9)
7. Transparent and pro-active approach to problem solving
8. Accurate & timely reporting
9. Cash flow & Budget control
10. Good communications with ship and superintendent
11. Meeting deadlines
12. Obtain permission before any major work with hot work/gas freeing/extra cost/off hire/deviation

TYPICAL SHIP'S BUDGET:



SHIPOWNER:



What is per/day running cost?
 How does it relate to my earnings?
 If too expensive do I need to sell the Vessel?
 How does it compare to the Market?

VESSEL



- ▶ We need it/ we want it/ it is essential
- ▶ We asked & you did not give!

SUPERINTENDENT:



Tight-rope walk between the 2 above!!

Sudhanshu Phalke
 Engineering Faculty



REDUCTION OF CARBON FOOTPRINT USING VARIABLE FREQUENCY DRIVES

I. ABSTRACT:

Energy efficiency plays the most important role in CO₂ emission reductions, accounting for up to 53% of total CO₂ emission reductions. In pump and fan applications on board vessels, using Variable Frequency Drives (VFD) can cut the energy consumption for these applications by as much as 60%. The systems on existing ships are not energy efficient and have not been fully optimized for minimizing overall fuel consumption. To date, most marine installations adjust for changes in environmental conditions by inefficient methods, such as 'throttling' and 'by-pass loops'. The onboard ship systems most suitable for improving energy efficiency are systems with large pumps and fans, which are not required to run continuously and at full capacity. When applicable, electric motors could be fitted with VFD (variable frequency drive) to operate pumps and fans more efficiently in partial loads during slower sailing speeds or with reduced ventilation requirements.

II. OBJECTIVE:

To demonstrate the use of VFD to control the speed of a motor and inter-alia the pump with response to temperature changes

III. INTRODUCTION:

Co₂ is the most common GHG and the shipping industry today accounts for 3-4% of total GHG emissions. It is estimated that this figure will grow rapidly if the shipping industry does not do anything to make the vessels more energy efficient. In "business as usual" scenarios it is estimated that there would be an increase to 2.5 – 3.5 billion tons of CO₂ emissions from shipping by 2050.

Pumps and fans onboard vessels are often a vital application. If these are not working the vessel will not

sail. On board vessels there are a lot of different pump applications; sea water cooling pumps, boiler feed pumps, HVAC pumps, bilge water pumps, lubrications pumps, fire pumps, waste water pumps and many other kinds. It is common for pump applications to be over-dimensioned. This is simply because the design criteria are set to meet the extreme conditions in which the vessel may operate. For example, the sea water temperature is generally dimensioned for above normal operating conditions.

Although it is required for a ship to be able to operate in extreme cases and environments, every-day operations rarely come close to such conditions. While maximum allowed engine load is typically 75-90% of maximum, heat is always recovered from the system and seawater temperature very seldom reaches design value.

A lot of energy is easily saved by letting pumps and fans be controlled by a VFD, either standalone or with a pressure or temperature sensor loop control. Using a VFD to adjust the power demand to the operational conditions is the most effective method to optimize the shipboard systems.

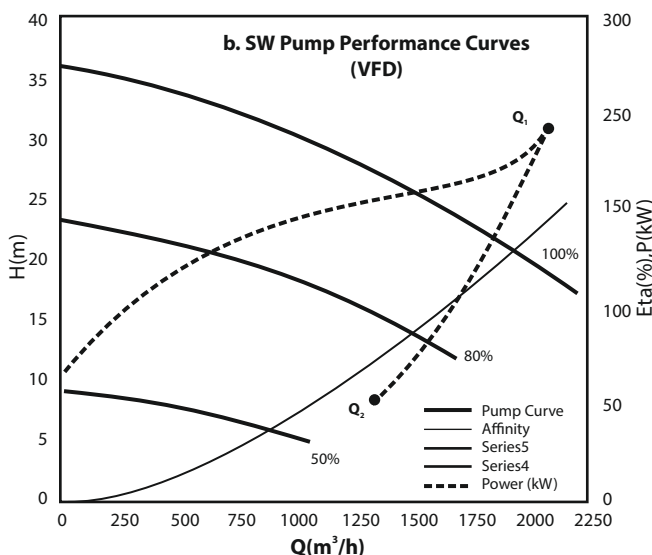
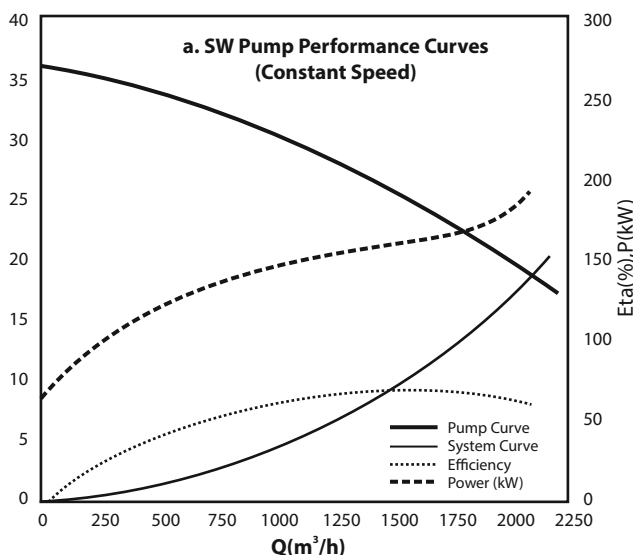
IV. CONCEPT:

A reduction in the pump speed of 10 % will save 27% of the power consumed; thus resulting in lesser fuel consumption thereby reducing the carbon footprint

WORKING PRINCIPLE:

In a conventional system, seawater is used for cooling the fresh water. The centralised cooling system of a ship is designed accordingly to obtain the required cooling effect at maximum load conditions. Therefore the sea water cooling pumps always operate at constant speed with maximum capacity irrespective of the sea water temperature.

In case of the lower seawater temperatures, the fresh water temperature control is carried out with the help of a thermostatic bypass element. The seawater flow rate is



always constant irrespective of seawater temperature resulting in constant power consumption. Reduction in energy consumption by use of a VFD to alter the speed and of pump and the sea water flow commensurate to the heat exchange provides an elegant solution in the effort to reduce the carbon footprint. A comparison between a constant speed pump vis-a-vis a VFD driven pump is illustrated below;

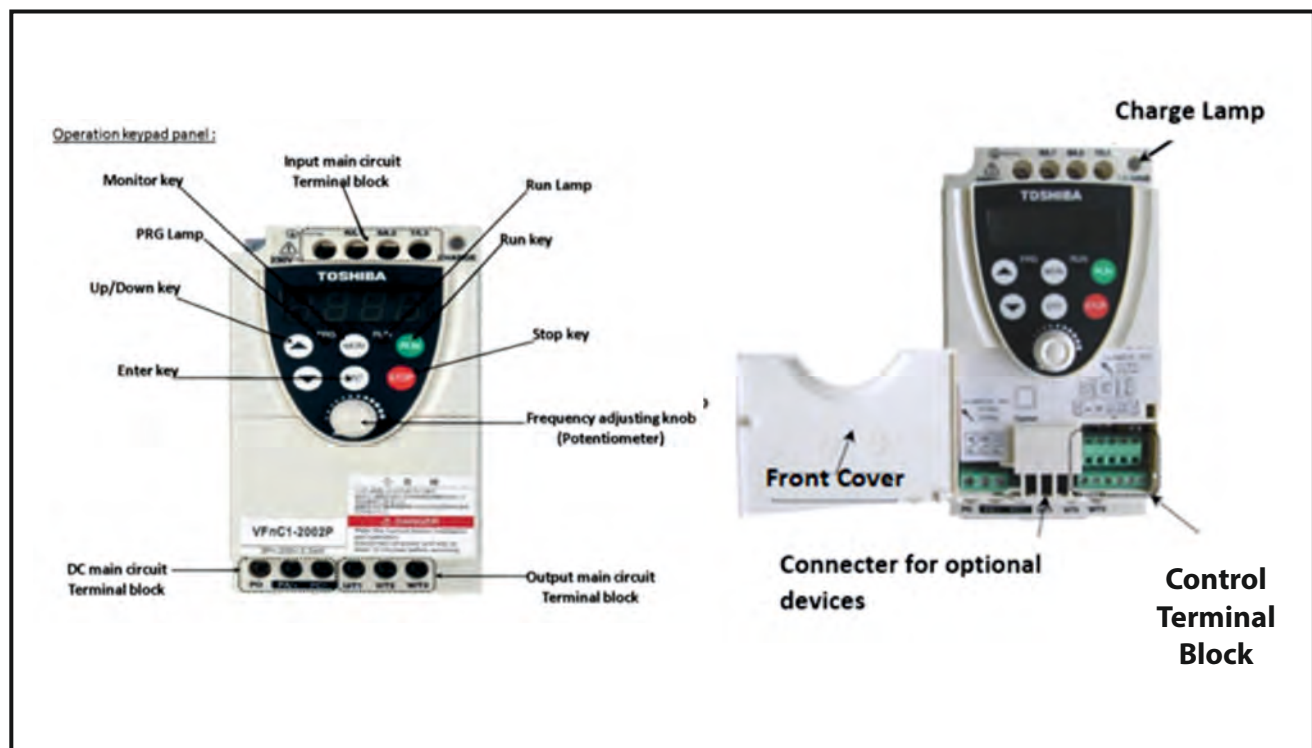
Comparing constant speed pump performance curves and VFD pump performance curves, it can be seen that there is significant savings in power at low mass flow rates.

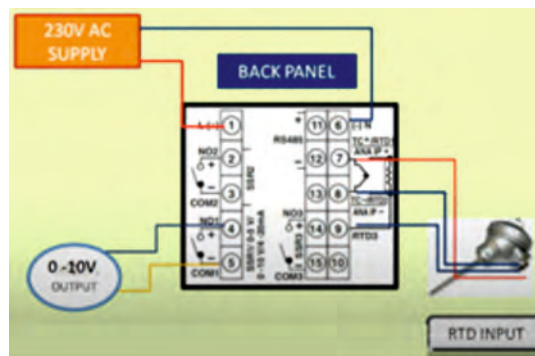
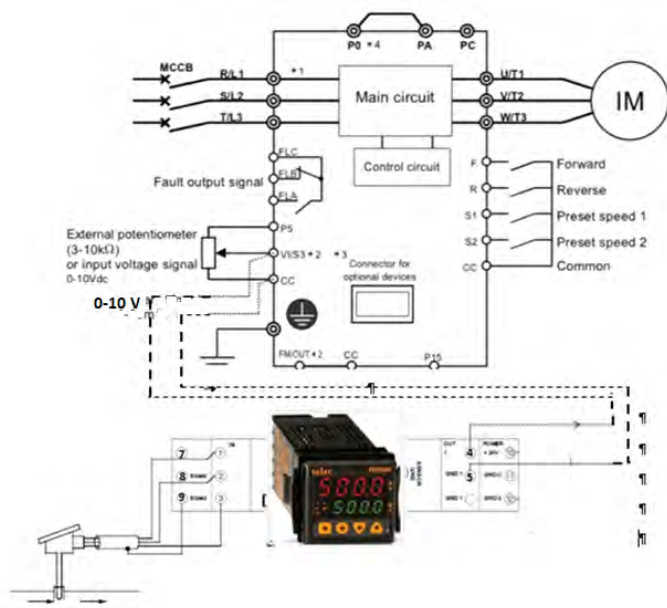
The VFD can be controlled by a 4-20 mA or 0-10 volt input signal that comes from a microprocessor controller. When the input signal for the VFD is provided from a controller, the system is considered to be a closed loop. The use of Pulse width modulation VFD is an effective method that is used to control the amount of power delivered to a load without dissipating any wasted power.

Working of a Variable frequency drive (VFD)

First stage of a VFD, is the Converter comprising of six diodes, which allow current to flow in only one direction shown by the arrow in the diode symbol. This is called a “six-pulse VFD”, which is the standard configuration has a rippling effect. By adding a capacitor we can get rid of the AC ripple into the DC bus bar and delivers a smooth dc voltage. The actual voltage will depend on the voltage level of the AC line feeding the drive, the level of voltage unbalance on the power system, the motor load, the impedance of the power system, and any reactors or harmonic filters on the drive. The converter that converts the dc back to ac is usually referred to as an “inverter”. By closing the top/bottom switches of the inverter we can make any phase on the motor become positive or negative at will and can thus generate any frequency that we want. So, we can make any phase be positive, negative, or zero. The output from the VFD is a “rectangular” wave form. VFD's do not produce a sinusoidal output which though not a good choice for a general purpose distribution system, is perfectly adequate for a motor.

V. DETAILED DIAGRAM:





PID Temperature Controller

VI. RESULTS (TABLES/GRAPHS)

SI No.	TEMPERATURE OF SEA WATER In Degree C	OUTPUT FREQUENCY (Hz)	R.P.M. OF MOTOR
1	27	50	1026
2	23	48	1020
3	20	42.5	903
4	15	32.3	738
5	10	21.8	543

VII.CONCLUSION :

When operating a centrifugal pump or a fan you can get a fairly big reduction in energy consumption by even a small reduction in rpm of the pump.

Cavitations are another important issue when talking about pumps and dimensioning of pumps. Cavitations inside a pump result in severe damage to the material, especially to the impeller which is often badly damaged. When using a VFD to decrease the pump speed you reduce the chance of cavitations, and the risk of damage to the pump

By far the most commonly used flow controls in pump applications are throttle controls and by-pass loops to control the temperature. As a consequence pumps are

running at 100% loads continuously, even though the requirement would be actually about 40% in average. Using these antiquated control methods is as ineffective as controlling a car's speed with the brakes while going at full throttle. In other words, we not only waste energy but also exacerbate the equipment wear. The majority of vessels in operation today and future newbuilds can make substantial energy and cost savings, and dramatically reduce emissions by installing variable speed drives on onboard electric motors.

Narendra Katdare
Engineering Faculty



GEIMS KICK- STARTS ITS OUTREACH ACTIVITIES

16th May 2023

We have always been giving high importance to doing marketing and outreach activities for GEIMS to achieve our vision of making GEIMS one of the best MTIs in India. We were also on lookout for various possibilities to start such activities. That is when we were invited to the 'Gabit Mahotsav' in Sindhudurg, Maharashtra. We certainly thought it will a great opportunity to go out there and meet the local fishermen community and explore the possibilities to create awareness about a career in merchant navy and provide information about GEIMS and our Pre-sea courses.

Since this was our first outreach activity, we had to start from the very beginning. From getting designs done for standees and banner, to deciding who and how to go. While other things were getting done, we were brainstorming ideas on how to reach the destination in shortest possible time or a journey where we will be comfortable. Even though Sindhudurg has an airport, the flights are less frequent. Not to forget, we were also carrying various materials with us. Train ride would have been possible; however, the local logistics would have been difficult. So, this option along with the previous were ruled out. Now we were left with only one option to consider- travel by road for 11 hours! Even though we were reluctant at first considering the strenuous nature of it, it was the most feasible option. And so, we got ready to start on the 11-hour journey to Sindhudurg.

The spirits were high and by evening we were keeping ourselves engaged and entertained. Eating batata vada serving with coconut chutney at Karad, stopping for some not so tasty Kharwas at Kamat's, the usual bio-breaks in between. Maharashtra is blessed with some very scenic and well-constructed roads that really eased us into the journey. We followed the route that took the shortest time to reach on the Maps, but little did we know, the shortest route was also the most strenuous. We soon reached the ghats and even though it is not totally unexpected to go through them, the road was full of twists and turns even after passing the usual ghat area. Not just that, it was night, and many areas were pitch dark and we also spotted one or two wild animals on the way. All the four people in the car were quiet and concentrating as it seemed like we were far away from civilization and surrounded by wild forest on both sides!

After a 4-hour long journey through the dark, sometimes through dirt roads, we finally reached highway. We had a quick dinner in a small shady restaurant (Which surprisingly tasted really good) and resumed our journey. From the time we left to the time we reached; it took us 13 ½ hours!

We set up our stall the next day at the Dandi Beach and saw a few visitors. It was our first experience with a live

audience. We explained to them the various courses available at GEIMS, why a career in merchant navy is a good one to the students, some enquired about the possibilities of doing a career guidance for aspiring students. We also had visitors who are currently serving in merchant navy and were proud to see the name of GEIMS.

In the short time that we had during the lull period, we visited the Sindhudurg Fort, built by the Great Maratha king, Chhatrapati Shivaji Maharaj. We couldn't help but notice the marvel of precise architecture and intelligence of those times.



This activity is a commencement of many more outreach activities GEIMS will conduct in future. And we take with us the lessons, experience, learnings to improve and better our standard.



Vaishnavi Narvekar
Executive- Business HR



A COMPREHENSIVE REVIEW ON SECURING SEAPORT LOGISTICS DATA USING BLOCKCHAIN

Abstract — The shipping industry is one of the most essential as well as one of the critical components for the trade and commerce of the entire world. This industry is one of the biggest contributors for international commerce and economies of large nations are dependent upon the smooth flow of cargo and shipment across the world. There are extensive shipping lines and shipping companies that transport cargo and other bulk essentials through the oceans and across to different countries. The cargo in the ships is a valuable resource and is subjected to extensive travel its destination, which goes through the shipment and then all the way to the consignee. This entire process can allow for some kind of malicious activity that can be detrimental to the cargo. Therefore, there is a need for the evaluation of the security and privacy of the cargo that is being shipped through the shipment. The paradigm of blockchain is one of the most effective mechanisms that can be utilized for the tamper free transfer of the cargo through ships. This research enables effective block initialization at the ships end with implementation of Interplanetary File System at the consignor and the blockchain formation at the end at the cargo truck operator and finally the terminal key authentication when the cargo reaches the destination at the consignee. The approach is further elaborated in the next version of this research.

PROPOSED MODEL

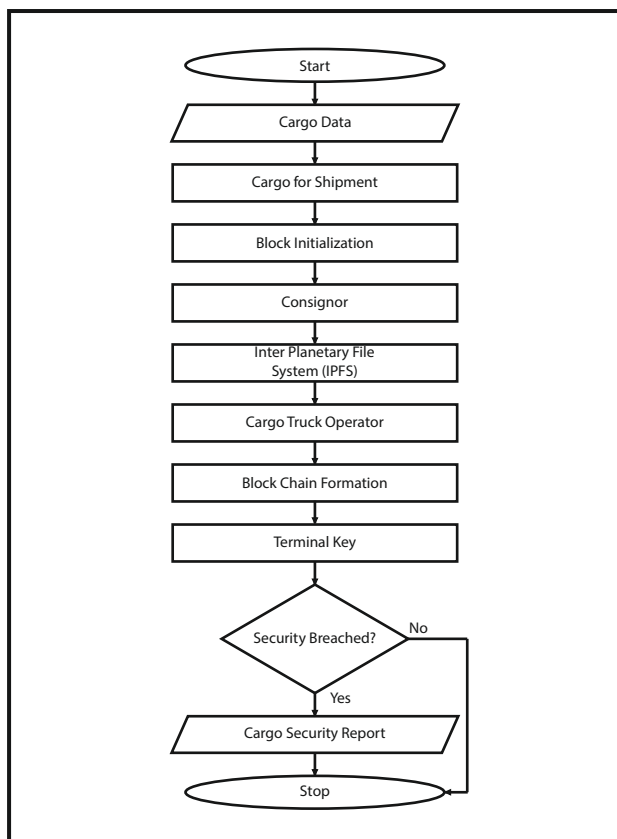
To meet the needs of international shipping companies, the seaport business is undergoing fast change. In order to meet this consumption and the associated constraints, such as increasing transportation capacities, ecological regulations, and international rivalry, digitally-enabled and operationally-efficient harbors are crucial. Affordability, technological and physical facilities which include peripheral connectivity and apparatus, physical region, away from the coast transportation facilities such as truck and rail, and protected content and interaction devices for instance, maritime organization framework, peripheral system software are all important factors to take into account when ensuring that shipping ports can meet the growing needs for processing capacity. It is also important to examine the nearby areas of the seaport in this paradigm of balanced expansion.

This article conducted extensive research into existing methods with the end goal of developing the approach shown in the flowchart below. The approach initiates with the start state where the cargo data is provided along with the cargo for shipment, this data is then utilized for the block initialization from the consignor. The interplanetary file system is being used for the purpose of achieving the data storage, the cargo truck operator also initiates the blockchain formation which results in the terminal key generation. The output is achieved as the

journey to reach its final destination, from the shipper through the carrier to the consignee. At any point throughout this chain of events, criminals may be able to do damage to the shipment. As a result, it is important to assess the safety and confidentiality of the shipment's contents. The blockchain paradigm is one of the most powerful mechanisms that can be deployed to ensure the integrity of the transfer of goods between ships. This study paves the way for efficient block initialization at the ships' end, IFS implementation at the consignor, blockchain generation at the end at the cargo truck operator, and terminal key authentication at the end at the consignee.

CONCLUSION AND FUTURE SCOPE

When it comes to global trade and business, the shipping sector is a crucial cog in the wheel. The prosperity of major economies is tied to the efficiency with which goods and services are transported throughout the globe, making this sector very important. Cargo and other bulk provisions are transported across the seas by a plethora of shipping lines and shipping businesses. A ship's cargo is a precious commodity that endures a long



journey to reach its final destination, from the shipper through the carrier to the consignee. At any point throughout this chain of events, criminals may be able to do damage to the shipment. As a result, it is important to assess the safety and confidentiality of the shipment's contents. The blockchain paradigm is one of the most powerful mechanisms that can be deployed to ensure the integrity of the transfer of goods between ships. This study paves the way for efficient block initialization at the ships' end, IFS implementation at the consignor, blockchain generation at the end at the cargo truck operator, and terminal key authentication at the end at the consignee.

Note: This is a review paper.

Shital Thakar
IT Engineer Support



1975 - GREAT MARINE ENGINEER

As a young cadet passed out with distinction and holding the certificate with appointment letter in hand was a very happy man now. As such heading with this feel of great achiever away from home towards joining a beautiful ship which would take him through a gate open to big money world around. All possible fun & frolic including major 3 Ws (ie wealth wine women) ie WOW feel to the core.

Landed up on board the ship with the introductory letter and self-introduced to the chap at around gangway who had a sarcastic smile while guiding the 5th Engr to Chief Engr's cabin. Nonetheless found the way to the cabin of the Bara Sahib with feel as if was going to be received by a sort of reception committee.

Notwithstanding knocked on the door & was called into the cabin with a deep sonorous voice COME IN. Thereafter a great 6-footer broad shouldered well built ship's Chief Engineer scrutinized me top to bottom with a look as if he has another messed up guy with all fancy ideas to be disciplined in-hand. He as such was a great chap and having a empty whisky glass on the table and dressed in a boiler suit. The young MAN now with all fancy expectations handed him the intro letter thinking it will be framed up for records. Nothing such happened; rather the Chief ordered that the as a Fifth seeing the whisky glass of his Chief must pick-up the same and also another glass so as to pour two drinks for toast ie one being for him & the other for self for his company ie service to Chief. Thus started the Fifth's career and subsequently with two drinks down at the same speed as the experienced Chief; the young MAN learnt how to handle his balance although somewhat tipsy.

After about half an hour or so the Third Engineer (in a greasy boiler suit) came in and found the Fifth ie his two years junior from college enjoying drinks with Chief. Immediately the Third Engr blasted on the Fifth asking as to what the hell is going-on. Informed the Third Engr that having come to join-up as a Fifth the utter confusion was on as towards start of great career.

Subsequently was guided to the Fifth's cabin & instructed to put on a boiler suite and come down to the Engine Room. Thus began the start of all the Book Knowledge having vanished with jungle of pipelines & machinery around. Even the stairs going down were rather slippery and maintaining balance was somewhat difficult.

Then started the true learning when a A4 size of sheet with a pen (no pencil or eraser) and instruction to trace a particular pipeline. Now began the second confusion as to "In college tracing of a drawing" was totally not permitted (although done plenty of times) here it was official to do tracing and how to proceed in the jungle from Top to Bilges and put up a line diagram on paper. Not knowing what to do & totally lost in a 3-D pipe

network to a flat paper. Luckily some helpful hands were present who guided the Fifth who took about 4-5 hours to come with a spider network pipe system on the paper. This was the first job done which under the eyes of Third Engr was hopeless and went into the waste paper basket.

Nonetheless was given off and told to go up and relax ; reporting back the next day. On the next day came the introduction to Second Engineer who sure had a smile on (sailing with his wife & as such in good mood) ordered the Fifth (now supposed to be familiar with the traced pipeline) to open up a particular valve in bilges & overhaul it. A fitter was sent with the Fifth ; not necessarily to help but ensure that the great Engr with Distinction certificates does not do any damage or may be hurt himself.

Prior to opening the valve two or three other huge valves had to be shut or opened. Question was how to do that; something never mentioned in any book. Well, the fitter rotated his index finger clockwise & crossed arms to shut & vice versa to open; if not understanding was told to recollect opening & closing of Taps at home. That was the second learning.

Then came the question of opening the valve & find the right size of spanner from the work shop which was three platforms up. Screw spanner was not permitted except one suitable size with open or ring spanner type allowed. Landed up with one larger size of spanner and with the hexagonal nut which would not budge but surely became round headed. This followed with advise to use a chisel & hammer to split open the nut. Hardly any space available and unable correct hits the Fifth managed to break the nasty nut; with the fitter smiling. Then the Fifth was advised to get the file to flatten the nut; use a punch / drill machine to drill out the stud left over and regenerate the threads using a Tapping Set if so be needed. Somehow managed to express helpless situation to the Fitter & Second Engr not being in the Engine Room for some time; the decent Fitter did the job and opened the valve in fifteen minutes. Magical performance in the Fifth's opinion.

That was the second learning on second day.

These sort of learnings with various operations ranging from stated nuts & bolts on a valve with same on the more complicated combinations ranging from small Pumps to D.G. Sets to Boilers to Main Engine overhauling provided the best of hands-on experience and learning the true Engineers function which never can be learnt elsewhere or forgotten lifelong.

Of course, major learning from a professor in college was that on a SHIP multiple types of sensors & indicators would be available but always remember that none of them is guaranteed to be functioning fool proof lifelong & can fail anytime. As such only sensors provided cost free & which can never ever fail are Ears / Eyes / Feeling / Smelling capabilities which can be groomed & put to the most skilful use. Undoubtedly these performing better to



best as the time goes on & experience teaches or rather improves the performance multifold.

As time flew our smart Fifth became a Chief himself & eventually decided to settle down and fall on various possible ventures / jobs on-shore. Some failures and some successes but basically the nut / bolt knowledge learnt on-board helped handle various situations till date.

Prior to concluding must mention another interesting happening when reached home and Father (retired Engineer from Army) was relaxing & having his cup of tea reading the newspaper. There was some plumbing pipe &

a tap leaking for which our smart Fifth (now an experienced Chief Engineer) asked Father (ie Chief at HOME) for plumbers telephone number. Well herein again Chief at HOME ordered that now being familiar with use of all tools why to call the plumber. Alternatively picked up a old leather tool box & as such once again back to repair of a pipeline & a leaky valve.

Story tells that good Marine Engineers knowledge & hands on experience obtained on SHIPS can be of greatest use & help – anytime & anywhere in life .

Sunil Bhargava
Consultant
Ex DMET-1975



“A true leader has the confidence to stand alone, the courage to make tough decisions, and the compassion to listen to the needs of others.”

- Gen Douglas MacArthur WW2



THE REAL ESTATE REGULATORY ACT (RERA) - PROTECTING CONSUMER INTEREST

CONSUMERSTAKE XYZ DEVELOPERTO COURT!

Unfortunately, these headlines have made news far too often, of reports of Customer- Developer conflicts, due to projects not being completed on time, promised amenities not being provided, etc. etc. with developers taking unit purchasers for granted, with very little regard to the rights of consumers.

A regulatory mechanism for the Real Estate industry was a much needed step which has been addressed to a large extent, with setting up of The Real Estate Regulatory Authority under the Real Estate (Regulation & Development) Act, 2016.

In a nutshell, the objective of the Act is to bring about transparency in the Real Estate Industry and fairness in dealings between Customers and Developers and reduce Developer- Customer conflict.

Even Real Estate brokers have been covered under the Act and require RERA registration.

The ACT applies to any type of property, such as apartments, commercial units, land, etc.

The key provision of the Act is that any project on land area exceeding 500 sq.m. (5382 sft.) needs to be registered with the RERA authority of their particular state (MahaRERA being the authority for Maharashtra).

Given below is a brief summary of the key advantages of the Act, from the perspective of Consumers (Purchasers):

1. No Developer can start sale of any project, till such time that it is registered under RERA. If a project already has an Occupancy Certificate before sales start, then RERA registration is not required.
2. For the registration to be granted and a RERA Number for the project generated, the Developer has to upload all sanctions and permissions pertaining to the project, on the RERA website.
All litigations pertaining to the project have also to be displayed.
3. The developer also has to upload a standard format of the unit purchase agreement, which has to show all specifications and amenities of the project and the date of completion. RERA also specifies the maximum interest a developer could charge from a purchaser for delayed payments, as also the interest a purchaser could claim in case of delay in completion of the project, which has to be mentioned in the draft agreement. Even the format of an allotment letter, laying down conditions of booking the unit, with the payment schedule, have been laid down by MahaRERA, by way of a standard format of the Allotment Letter.
4. All publicity material for the project, including brochures, hoardings, advertisements in print or social media, etc. have to display the RERA number of the project and purchasers can go to the RERA website, put in the RERA number and obtain all details of the project.
5. Another important provision is that developers have to open a separate account to receive funds from the sales

proceeds of projects, where 70% of all such funds can be deployed only for the project, to prevent diversion of funds to other projects or organizations of the developer.

Progress of the project has to be uploaded every 3 months, also indicating the number of units sold in the project, expenses incurred on the project construction, etc.

6. If a project is getting delayed, the developer has to seek a time extension from RERA, giving valid reasons for the delay, otherwise RERA has the authority to levy a penalty on the developer and giving customers the right to claim interest for the period of delay. If an extension is granted, the revised date of possession is uploaded on the RERA website.
7. The Act has several other provisions to safeguard the interest of purchasers, while at the same time laying down certain conditions that purchasers also have to adhere to, some of them being timely payment based on progress of the project, conditions under which a purchaser can claim interest from the developer, as also conditions under which he can seek cancellation of an agreement and refund of moneys paid by him, with/without interest.
8. To reduce conflicts and the number of complaints filed with the RERA authorities, MahaRERA has laid down a process for conciliation between the Developer and Consumer, with the participation of those Developers who are members of Developer organizations such as CREDAI (Confederation Of Real Estate Developer's Associations of India) and NAREDCO (National Real Estate Development Council)
9. In case the conciliation process does not lead to a satisfactory outcome, consumers could file a complaint with the RERA authority of their state. This is a simple process and the complaint could be filed online, without the necessity of engaging an advocate.
10. Going a step further, if the consumer is not satisfied with the order passed by RERA, there is an Appellate authority consumers could approach.
11. One shortcoming of the Act is that implementation of their orders have been tardy, as the Authority does not have judicial powers, but recently several state governments have given instructions to the concerned government agencies for quick implementation of orders passed RERA

Considering the safety net provided by the RERA Act, it is always advisable for consumers to only purchase property in RERA registered projects!



Sharad Goil
CEO, Magnus Realty



PORT STATE CONTROL

PORT STATE CONTROL (PSC) involves Ship's staff, Office staff, and Ship Owners.

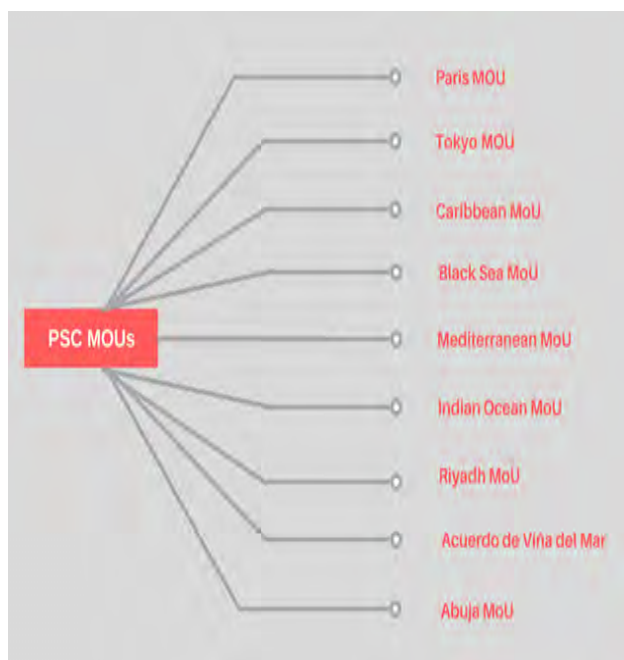
PSC inspections are intended to be a backup to Flag State implementation, a "second line of defense" against substandard shipping and experience has shown that they can be extremely effective.

Port state control (PSC) is an inspection regime for countries to inspect foreign-registered ships in port other than those of the Flag State and take action against ships that are not in compliance. Inspectors for PSC are called PSC officers (PSCOs), and are required to investigate compliance with the requirements of international conventions, such as **SOLAS, MARPOL, STCW and the MLC.**

MOU:

The countries in an area (for example Europe) come together to work as a team for inspecting the ships calling their ports. They have common documented standards and procedures for the ship inspection they have a common database for the inspected ships

At present, there are nine PSC MOUs.

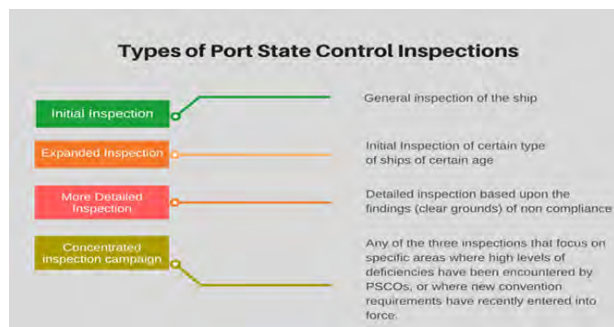


Each ship is assigned a risk profile factor based upon the

1. Type of ship
2. Age of the ship
3. Flag of the ship
4. Classification society of the ship
5. Performance of the Ship's ISM company
6. History of the ship

Type of PSC inspections

When a PSC inspector boards the vessel, he would conduct one of the four types of PSC inspections.



NEW INSPECTION REGIME

NIR in PSC

Port State Control (PSC) inspection is an important measure to improve ship safety and reduce ship accident rate. To improve the effectiveness of PSC inspections, some MoUs have begun to implement New Inspection Regime (NIR).

The change primarily incorporates the replacement of the Target Factor (25% of the individual ships calling each member state) with the Ship Risk Profile.

The Risk Profile classifies ships into Low Risk Ships (LRS) and High Risk Ships (HRS). The profiling is based on various factors including the company performance criteria which is a new parameter introduced in the PMoU.

CLEAR GROUNDS

Clear grounds exist when a Port State Control Officer finds evidence, which in his/her professional judgment warrants, a more detailed inspection of the ship, its equipment or its crew. Few examples -

- A missing mandatory certificate
- Oil record book entries that do not add up and points towards a possible MARPOL violation. PSC inspector will focus on checking MARPOL elements during the more detailed inspection.
- Crew members not aware of their duties during fire emergencies and abandon ship. In this case, PSC inspector would concentrate more on emergency preparedness of the ship during a more detailed inspection.



ROLE OF CLASSIFICATION SOCIETIES

Relevant Recognized Organization gets involved as soon as any deficiency is noted by a PSC. The Society will ensure that all appropriate actions are taken to put the ship back in good order as it existed before the deficiency was noted.

PSC INSPECTION RESULTS

Irrespective of the type of PSC inspection carried out on board, either it will result in no deficiencies or some deficiencies.

If there are no deficiencies, we just file the PSC inspection report and inform the company about the PSC inspection.

If there are deficiencies, these deficiencies can fall under one of these three categories.

1. Detainable deficiency
2. Deficiency that needs to be corrected before departure
3. Deficiency that needs to be corrected within a time range

DETAINABLE DEFICIENCY

A deficiency that presents an immediate threat to the ship, its personnel or the environment, which renders the ship unsafe to proceed to sea.

A ship can expect to be detained when in the professional judgment of a PSCO, he considered unsafe to allow a ship to proceed to sea before the deficiencies identified have been rectified.

1. Detainable deficiency under SOLAS, MARPOL, STCW, MLC, Load Line, AFS
2. Areas under the IBC code, IGC Code

WHAT PSC MEANS TO SEAFARERS

Seafarers want to sail on a safe ship. A good PSC inspection goes a long way in making the ship safer. Seafarers must provide full cooperation to PSC inspector in their own interest.

HOW TO AVOID PSC DETENTION

Ships should comply with all applicable requirements and maintain to the highest standards of safety and pollution prevention. Ships should comply with those requirements that apply to them.

GOOD GOVERNANCE BY ADMINISTRATION

Every Flag State should be concerned about their own reputation. It is important that following points are taken into account:

- a) Be a Party to all applicable International Conventions and Protocols;
- b) Well trained and competent persons in the Administration;
- c) Documented procedures for major operational matters;
- d) Conduct Flag State Inspection (FSI) and PSC with the same equal motive and goals;
- e) Maintaining highest standards of seafarers' training and certification;

MOST COMMON MARPOL DEFICIENCIES

Below are the most common MARPOL deficiencies (by number) found by PSC officers:

- Sewage treatment plant
- Oil filtering equipment
- Garbage
- 15 ppm alarm arrangements
- Other (MARPOL – Annex I)
- Incinerator
- Garbage Management Plan
- Oil discharge monitoring and control system

MOST COMMON MLC DEFICIENCIES

- Title 1: Minimum requirements for seafarers to work on a ship
- Title 2: Conditions of employment
- Title 3: Accommodation, recreational facilities, food and catering
- Title 4: Health protection, medical care, welfare and social security protection
- Title 5: Compliance and enforcement

OBJECTIVE OF THE PSC

Is to detect & discourage owners from operating substandard ships that endanger not only the ship's crew & the port, but also to the environment.

PSC inspection helps to minimize the threat to the life, property & the environment by not allowing substandard shipping.

Uday Potnis

Principal, Sakshi Institute of Maritime Foundation
Ex DMET 1975



SIRE 2.0, IT'S A HUMAN STORY¹²

***"Without a human touch, technology is soulless. We need to place the human element at the heart of our industry to truly thrive."* – Anonymous**

Gopalakrishnan and Ramalingam, childhood friends hailing from a small coastal village near Chennai, were always captivated by the sight of ships sailing in and out of the nearby port. Their shared dream was to work on those ships and travel the world. After completing their education, both of them pursued careers in the shipping industry. Ramalingam worked his way up to become the chief engineer and then the ship's superintendent, but he had been away from the industry for the past four and half years, tending to his ailing parents in their hometown. Meanwhile, Gopalakrishnan continued to work as a surveyor for a classification society, stationed in Singapore. Despite the distance and different paths, they had taken, they remained in touch over the years, sharing stories of their seafaring adventures. Now, with financial needs pressing, Ramalingam was planning to go back to ships in the same shipping company where he had started as a Junior Engineer.

As Gopalakrishnan was in the village on vacation, he and Ramalingam decided to catch up. One day, they met for coffee at Ramalingam's home, where his wife Parvathy bustled about making snacks. "So, Gopal, what's new in the shipping industry?" Ramalingam asked, his curiosity piqued. Gopalakrishnan smiled. "Well, there's always something new. But have you heard about SIRE 2.0?" Ramalingam looked intrigued. "I've heard of it, but I don't know much about it. What is it all about?"

"It's a new ship inspection program developed by the OCIMF that focuses on the human element in ship operations," Gopalakrishnan explained. "The program aims to improve safety and efficiency by identifying and addressing human factors that can contribute to incidents and accidents."

"Human factors? What do you mean by that?" Parvathy chimed in, curious about the program's implications as her husband was planning to return to working on ships.

"Well," Gopalakrishnan explained, "sometimes it's not just the equipment or the ship itself that causes accidents. Human factors like fatigue, stress, and miscommunication can also play a role. SIRE 2.0 focuses on training seafarers to better understand and manage these factors to improve safety."

Parvathy sat down at the table with them, listening intently. "And what makes SIRE 2.0 different from the previous version?" Ramalingam asked.

Gopalakrishnan nodded. "Good question, Ram. As you are aware, SIRE 1.0 was introduced in 1991 as a voluntary inspection program for ships carrying oil and chemical cargoes. It was designed to improve safety and

environmental performance by identifying and addressing deficiencies in ship operations. But SIRE 2.0 is more comprehensive. It provides tools and guidance for assessing and mitigating risks related to human factors. For example, it recommends the implementation of standardized procedures for managing fatigue and stress, improving communication between crew members and officers, and encouraging a culture of continuous learning and improvement."

Gopalakrishnan continued, "Well, SIRE 2.0 also includes a focus on cybersecurity and the use of technology to enhance safety and efficiency. It also has more detailed inspection criteria and a new online platform for reporting and sharing inspection results. It includes a more comprehensive inspection of the ship's safety and environmental management systems, as well as the crew and management. The program covers a wider range of topics, including security, emergency response, and compliance with international and flag state regulations."

Ramalingam looked impressed. "That's a lot to cover."

"Yes," Gopalakrishnan agreed, "but it's important. And the new reporting system provides more detailed information on the results of the inspections, making it easier for ships to improve their safety and environmental performance. Plus, the program encourages ships to continuously improve by allowing follow-up inspections and the possibility of achieving a higher performance level."

Parvathy looked thoughtful. "It sounds like a really important program."

Gopalakrishnan nodded. "It is. And it's great to see that the human element is being given the attention it deserves."

As the three of them finished their coffee and snacks, they felt reassured that safety and efficiency were being prioritized in the shipping industry. And who knows? Maybe soon, Ramalingam's ship would be inspected under SIRE 2.0.

Over the next few days, Gopalakrishnan researched more about the SIRE 2.0 program and spoke to other industry experts to understand its impact on the shipping industry. He learned that the program had a significant impact on improving safety and efficiency. Ships that underwent SIRE inspections showed a decrease in the number of incidents.

Gopalakrishnan met Ramalingam once again and continued, "The new reporting system also allows for a more transparent and consistent approach to inspections, with standardized criteria and a common language used by inspectors. This means that ships can more easily understand what they need to do to improve their performance and meet the requirements of the program."

Ramalingam was curious if the program had been widely adopted in the shipping industry. Gopalakrishnan





replied, "Yes, SIRE 2.0 has been well-received by the industry. Many ship operators have recognized the importance of focusing on the human element of their operations and have voluntarily participated in the program. In fact, the program has expanded beyond its original focus on oil and chemical tankers to include other types of ships as well."

Parvathy asked about the seafarers themselves, and how they were benefiting from the program. Gopalakrishnan smiled and explained, "SIRE 2.0 is designed to benefit everyone involved in the shipping industry, including seafarers. The program includes training for crew members on topics such as fatigue management, communication, and emergency response. This not only improves their safety, but also their job satisfaction and performance. Crew members who are well-trained and better equipped to manage potential hazards are more confident and efficient on the job, which ultimately benefits the entire industry." Ramalingam nodded in agreement and added, "It's good to see that the industry is taking steps to improve safety and wellbeing for everyone involved."

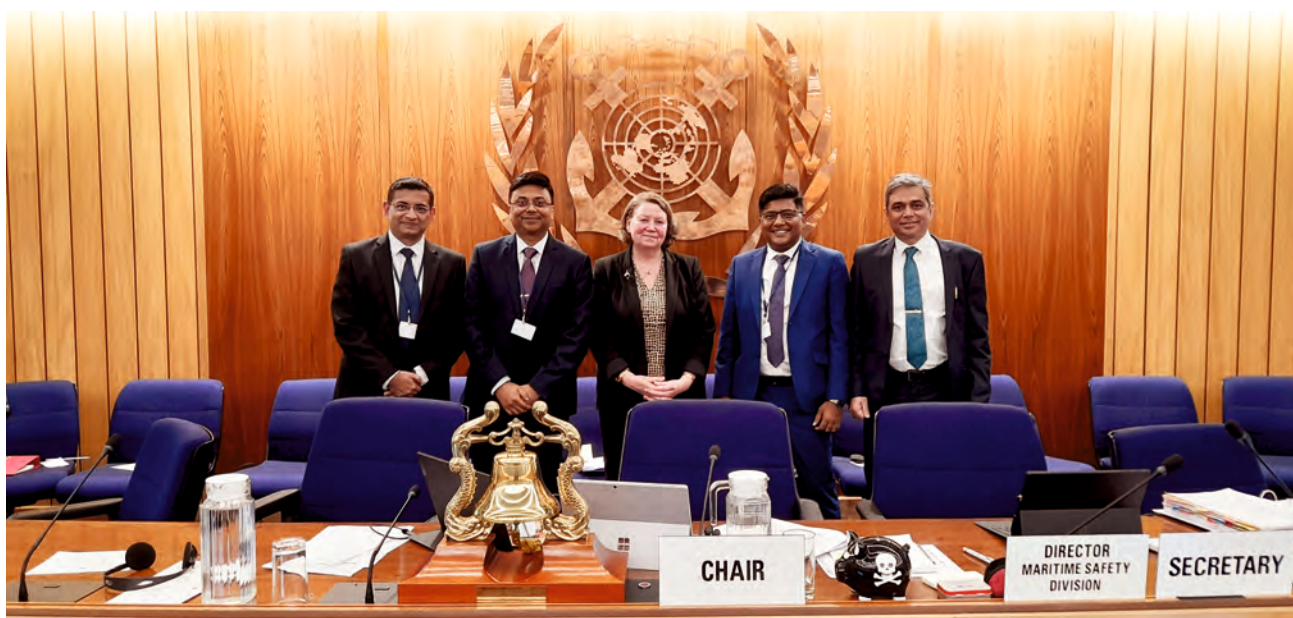
Gopalakrishnan and Ramalingam continued to discuss the impact of SIRE 2.0 on the industry, sharing their own experiences and insights. They talked late into the night, fueled by their passion for the shipping industry and their desire to see it thrive. As they said their goodbyes, Ramalingam turned to Gopalakrishnan and said, "Thanks for sharing all this with me. I feel like I've learned a lot tonight." Gopalakrishnan smiled and replied, "Anytime, macha. It's always a pleasure to catch up and share our love for the shipping industry."

As Gopalakrishnan drove home, he felt a deep sense of gratitude for his friendship with Ramalingam and for the opportunities they had had been given to pursue their dreams in the shipping industry. He also felt a renewed sense of optimism for the industry's future, knowing that initiatives like SIRE 2.0 were working towards creating a safer and more efficient environment for all stakeholders.

Sunil Kumar
Head - Training & Assessment
The Great Eastern Shipping Co. Ltd



INDIAN DELEGATION ATTENDS 107TH SESSION OF THE MSC (MARITIME SAFETY COMMITTEE) AT INTERNATIONAL MARITIME ORGANIZATION (IMO) HEADQUARTERS IN LONDON



Background & Presence at IMO Headquarters: From 31st May to 9th June 2023, a distinguished delegation from India attended the 107th Session of the MSC held at the IMO Headquarters in London. The Indian delegation actively participated in the proceedings, contributing to important discussions and initiatives aimed at enhancing maritime safety, security, and environmental sustainability. This article provides an overview of the Indian delegation's involvement and highlights the key topics discussed during the session.

During the first week of the session, the Indian delegation was led by Shri Killi Mohan Rao, the Principal Officer of the Mercantile Marine Department (MMD) in Kolkata. He was supported by Cdr. Sandeep Kumar, Principal Surveyor at the Indian Register of Shipping, and Mr. Sunil Kumar, a Fellow at the Institute of Marine Engineers (India) and Head – Training & Assessment, The Great Eastern Shipping Co Ltd. Together, they actively engaged in the proceedings, representing India's interests, and sharing their expertise on various matters.

In the second week, Shri Agrim Kaushal, the Economic Advisor from the Ministry of Ports, Shipping & Waterways, took charge of leading the Indian delegation. He was accompanied by Capt. Vikram Singh Manhas, Deputy Nautical Advisor at the Directorate General of Shipping (DGS) in Mumbai, and Shri Shrish Kumar, Engineer and Ship Surveyor from MMD Mumbai. Mr. Sunil Kumar and Cdr. Sandeep Kumar continued to provide support throughout the session, remaining present at the IMO Headquarters.

Remote Support and Active Members: The entire Indian delegation attending the IMO session was backed

by the valuable contributions of remote participants. Active members viz Mr. Rajiv Nayyar, a Fellow at the Institute of Marine Engineers, Mr. Jyotisman Dasgupta, the President of the Institute of Naval Architects, Mr. Jathesh Chandra Gopinathan from Cochin Shipyard Limited, and Capt. Philip Mathews from the Indian National Shipowners' Association (INSA), played crucial roles in the discussions. Other participants, including Mr. Rajnish Verma from Vedam Design & Technical Services, Mr. Mudit Mehrotra, Mr. L.P. Tripathy, and Capt. Kapil Kekre from INSA, as well as Mr. Ganesh Karthik from Sanmar Shipping, attended in a remote/passive mode. Shri Pradeep Sudhakar K., Deputy Chief Ship Surveyor, provided essential support to the entire team.

Key Topics Discussed: The session covered a wide range of important topics related to the maritime industry. Some of the key areas discussed by the Indian delegation and other participants included:

- Development of a goal-based instrument for Maritime Autonomous Surface Ships (MASS).
- Development of further measures to enhance the safety of ships relating to the use of fuel oil.
- Work program focused on safety measures for reducing Green House Gas emissions.
- Goal-based new ship construction standards.
- Consideration and adoption of amendments to mandatory instruments.
- Measures to enhance Maritime Security.
- Piracy and armed robbery against ships.
- Human Element, Training, and Watchkeeping.
- Navigation, Communications, and Search & Rescue.



- Carriage of Cargoes and Containers.
- Ship design and construction.
- Ship systems and equipment.
- Unsafe mixed migration by sea.

Working Groups: To address specific issues, several working groups were established during the session. Working Group 1, dedicated to the development of a goal-based instrument for Maritime Autonomous Surface Ships (MASS), had the physical presence of Cdr. Sandeep Kumar, with support from Mr. Jyotisman Dasgupta. Working Group 2, focused on enhancing the safety of ships concerning the use of fuel oil, had Mr. Sunil Kumar present, supported by Mr. Rajiv Nayyar. Working Group 3, dealing with goal-based new ship construction standards, was attended by Mr. Jyotisman Dasgupta remotely.

Conclusion: The Indian delegation's active participation in the 107th Session of the International Maritime Organization at the IMO Headquarters in London displayed India's commitment to promoting safety, security, and sustainability in the maritime industry. By engaging in important discussions and contributing to various working groups, the delegation played a



significant role in shaping future maritime policies and regulations. The collective efforts of the Indian delegation, supported by remote participants, highlight India's dedication to the global maritime community's well-being and progress.

Sunil Kumar
Head - Training & Assessment
The Great Eastern Shipping Co. Ltd



COMMANDER ABHILASH TOMY, A TESTAMENT TO GRIT AND DETERMINATION

Indian sailor Abhilash Tomy has accomplished a remarkable feat, becoming the first Asian to complete the Golden Globe Race, a nearly 30,000-mile race considered the longest endurance race on the planet. The race took him nearly eight months, with Tomy crossing the finish line at France's Les Sables d'Olonne on 29th April morning. Tomy's UAE-registered yacht Bayanat was one of just three boats out of the original sixteen that survived the ordeal to make it back to the finish.

The Golden Globe Race is known as the "voyage of madmen" due to its immense difficulty. In 1968, the first ever around-the-world solo yacht race was held, and only one person, Sir Robin Knox-Johnston, finished the race. The race was never held again until 2018, and Tomy was invited to participate. In 2018, while sailing in third position, Tomy was forced to withdraw after he fell from the mast and suffered spinal fractures, requiring his spine to be fused and strengthened with titanium.

GGR 2022: The route



Despite the setback, Tomy remained determined to return to the race and complete it. This time around, he faced torn sails, broken halyards, a faulty self-steering rudder, electrical blackouts, barnacles, lack of drinking water, and diesel leaks. However, he refused to give up and persevered until the end. His victory is a testament to his remarkable grit and determination, making it one of the greatest comebacks in India's maritime and sporting history.

Tomy's achievement is even more significant when put into perspective. While over 6,000 people have climbed Mount Everest, and 628 individuals have gone to space, only 200 individuals have sailed alone around the world without stopping, and Tomy is now one of them.

Tomy has always maintained that the most challenging part of the race is finding a sponsor for the boat, and getting his wife's permission, of course. Despite starting a crowdfunding effort and pitching his idea to Indian



business houses, nobody took him seriously. However, UAE-based geospatial AI company Bayanat supported Tomy's endeavour and played a significant role in his success.

Tomy's victory has brought tremendous joy to the UAE and Indian community. Hasan Al Hosani, the chief executive officer of Bayanat, said, "Abhilash has brought tremendous joy to the UAE and the Indian community. His legacy will undoubtedly inspire generations to come." Tomy's achievement is undoubtedly inspiring, and his story will continue to motivate and inspire individuals around the world.

Abhilash took premature retirement from the Indian Navy in January 2021 to prepare for the 2022 Golden Globe Race. Due to back injuries sustained from his previous Golden Globe attempt, Abhilash took this journey with a titanium rod inserted in his spine. He finished second in the race and became the first Asian to do so. Abhilash's sailing commenced on 4 September 2022 from Les Sables-D'Olonne, France and finished on 29 April 2023 after sailing non-stop for 238 days and 14 hours. His second attempt was no less challenging than his first, but he overcame all the obstacles to secure his place in the history books.

Cdt Dev Govind
TNOC 35



GEIMS TOWARDS SELF SUSTAINING POWER GENERATION

The amount of sunlight that strikes the earth's surface in an hour and a half is enough to handle the entire world's energy consumption for a full year. Solar technologies convert sunlight into electrical energy either through photovoltaic (PV) panels or through mirrors that concentrate solar radiation. This energy can be used to generate electricity or be stored in batteries or thermal storage.

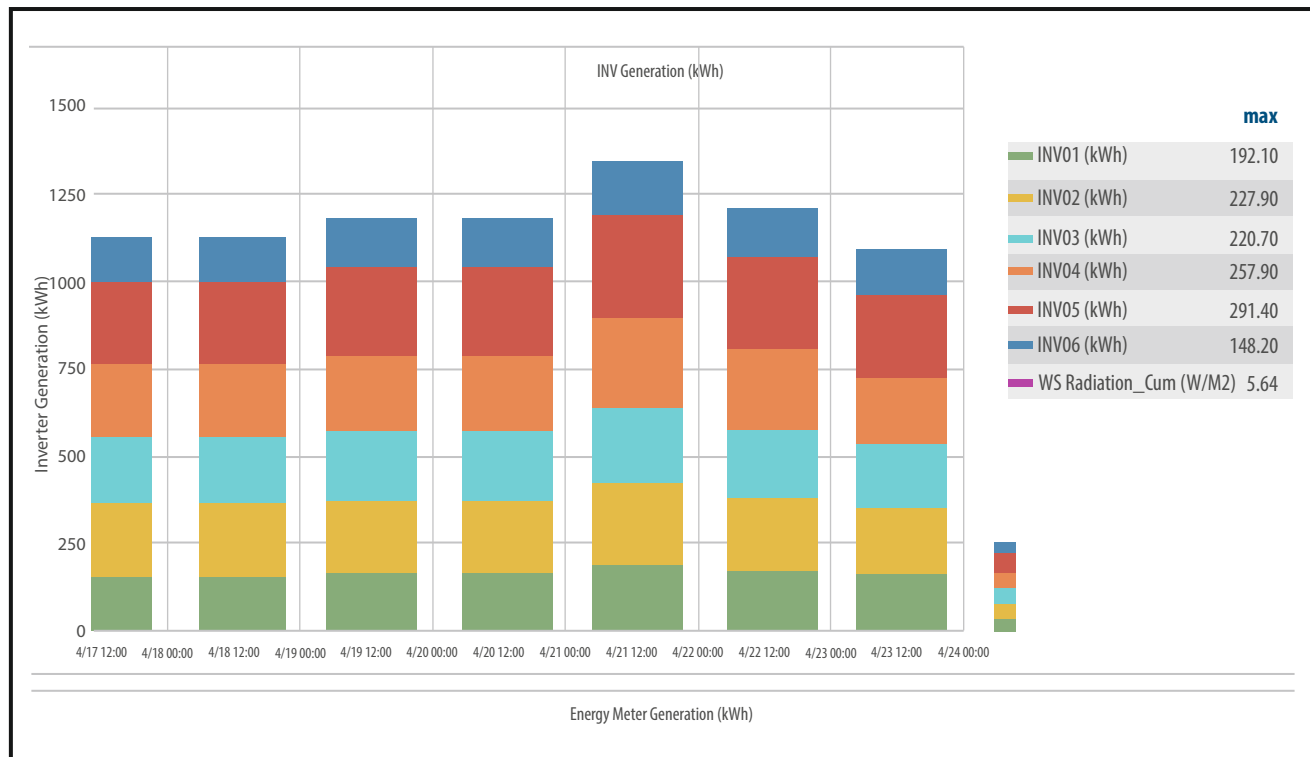
A solar panels (also known as "PV panels") is a device that converts light from the sun, which is composed of particles of energy called "photons", into electricity that can be used to power electrical loads.

Solar panels can be used for a wide variety of applications including remote power systems for cabins, telecommunications equipment, remote sensing, and of course for the production of electricity by residential and commercial solar electric systems.



Contributing it's share towards green energy, GEIMS got roof type solar installed in 2019. The total power producing capacity of the panel system is around 300KW. But it varies as per weather and season

For instance below is a sample bar-graph of power generation on a typical day of April:



The installation of solar panel has lead the institute towards self sufficient in terms of power generation besides that, we are also exporting electric power to MSEB. The total number of solar panels are 700 panels in the campus.

Cdt Sushain
GME 55



UN ASSIGNMENT...Capt Dabral



Captain Rajesh Dabral is a maritime professional, ex TS Rajendra (1982-83) and Shipping Corporation of India. He progressed to the rank of Master in 1994 with Ravenscroft Shipping, Miami, USA and came ashore as Marine Superintendent with the company in 1996.

Subsequently he moved to Emarat Shipping Co, Dubai as Head of Operations, DPA/CSO.

Captain Dabral completed a 2 year MBA program in Shipping and Logistics from TNOU in 2010.

He was selected to work with UN in 2020 in their World Food Program. He was posted in Somaliland for a duration of one year in charge food distribution to the under privileged on behalf of UN. He led a team of 25 persons to manage port logistics and distribution. He was awarded a commendation certificate by UN on behalf of Norwegian Nobel Committee. This stint was a life time experience. Presently he is on the roster of UN for such activities and hopes gets called out again.

Capt Dabral joined Great Eastern Institute of Maritime Studies in 2023 and we are proud to have him as Nautical Faculty and a Mentor for the Cadets. He is an avid sportsman, fond of outdoor activities and occasionally takes Cadets on treks.

Cdt Satyam
TNOC 35



"THE PULSE OF SUCCESS".....Mr Deodutta Kurane, Former President YES Bank



On 17 May 2023, Mr. Deodutta Kurane, Former President of Yes Bank, XLRI Gold Medalist in Labour Relations and Welfare, addressed the Cadets and Faculty at The Great Eastern Institute of Maritime Studies, Lonavala on "The Pulse of Success". His insights had a profound impact on the enthusiastic audience. He is a well-respected Industry Guide in Human Resource practices and an expert in adoption of best practices across a variety of HR functions.

"The Pulse of Success," is represented by the acronym PULSE. It stands for PASSION, UNIQUENESS, LEADERSHIP, SOCIAL SKILLS and ENTHUSIASM (ENERGY). Mr. Kurane used a straightforward yet potent activity to inspire us and apply to daily lives.

The letter "P" in PULSE, which stands for passion, it took the center stage during the interaction. He emphasized that success is driven by genuine passion. Individuals have the ability to realize their full potential and produce extraordinary results if they engage in activities that tickle their passion.

The "U" in PULSE symbolizes the significance of accepting one's individuality. He urged the Cadets to identify and highlight their uniqueness, particular gifts or qualities. Utilizing these characteristics permits people to stand out in their chosen field.

Another main point of Mr. Kurane's speech was leadership, which is represented by the letter "L." Drawing from his past experience, qualities essential for a good leader are honesty, vision, compassion, empathy and ability to inspire your team.

In PULSE, the letter "S" is represented social skills. These are essential in today's interconnected world. Good communication and team work are vital for success.

Profile

An Alumnus of XLRI, with over 40 years' experience in the HR field in manufacturing and BFSI sector. Hand on experience in IR, HR Process re-engineering, Administration, Leadership Development and implementation of Digital HR initiatives.



Enthusiasm and energy is the letter "E". One must approach any task with unwavering vigour, commitment, and optimism. One must exhibit a high degree of excitement and energy. This will permit you to overcome any adversity and reach your goal.

In conclusion Cadets were empowered to begin their journey toward success by focusing on energy and enthusiasm, setting goals, embracing passion, developing social skills, recognizing their uniqueness, and waking up each morning with gratitude.

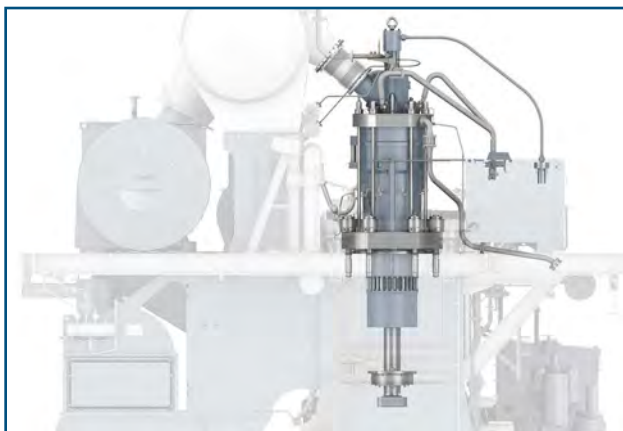
A big thank you Mr. Deodatta Kurane for your guidance.

Cdt Nitin Kumar
TNOC 35



WÄRTSILÄ INTRODUCES FIT4POWER: A RADICAL DERATING RETROFIT SOLUTION FOR EMISSIONS - COMPLIANT LIFETIME EXTENSION OF MERCHANT VESSELS

Wärtsilä, a technology group, has introduced Wärtsilä Fit4Power, a new derating retrofit solution aimed at extending the emissions-compliant lifetime of merchant vessels. The solution involves reducing the bore size of existing two-stroke engines by 25%, resulting in a significant improvement in combustion efficiency, fuel consumption and greenhouse gas emissions. Successful pilot installations of the solution on container ships showed a saving of 2,000 tonnes of fuel and a reduction of at least 6,000 tonnes of CO2 emissions annually. Fit4Power has also received certification from the American Bureau of Shipping (ABS) in 2022. Radical derating reduces ongoing maintenance costs and extends the life cycle of the main engine.



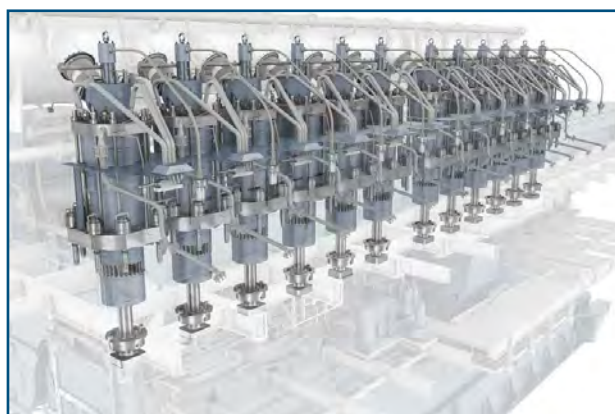
Some interesting facts about Fit4Power :

1. IMO aims to reduce greenhouse gas emissions by at least 50% by 2050.
2. Fit4Power can reduce fuel consumption by up to 10% and CO2 emissions by up to 20%.
3. Successful tests on a container ship showed a reduction of at least 6,000 tonnes of CO2 emissions annually.
4. Without modification, over 80% of the global merchant fleet could fall into the lowest CII rating by 2030.
5. Radical derating is only currently available for RT-flex96C engines.
6. Fit4Power is compatible with Wärtsilä Fit4Fuels.

7. Radical derating reduces ongoing maintenance costs and extends the life cycle of the main engine.

Wärtsilä Fit4Power is not the only solution being developed to reduce emissions from the shipping industry. There are many other retrofit solutions and new technologies being explored, such as scrubbers, hydrogen fuel cells, and wind-assisted propulsion systems. One of the challenges facing the shipping industry is the high cost of implementing these solutions, which can make them unattractive to ship owners. However, the long-term benefits, including reduced fuel costs and compliance with future regulations, may make them worthwhile investments. In addition to retrofit solutions, the industry is also exploring the use of alternative fuels, such as liquefied natural gas (LNG), methanol, and ammonia. These fuels have the potential to significantly reduce emissions compared to traditional fuels such as heavy fuel oil.

However, the adoption of alternative fuels is still in its early stages and there are many technical, logistical, and regulatory challenges that need to be addressed before they can be widely adopted. Despite these challenges, the shipping industry is making progress in reducing emissions. The International Maritime Organisation (IMO) has set a target of reducing greenhouse gas emissions by at least 50% by 2050, compared to 2008 levels. Many countries are also introducing their own regulations to reduce emissions from ships operating in their waters. Innovative solutions like Wärtsilä Fit4Power will play an important role in achieving these goals and helping the shipping industry transition to a more sustainable future.



Cdt Dev Govind
TNOC 35



TNOC 34 TREK



It was just a normal day at the institute, studying. Suddenly, there was an idea of going on a trek with the batch. We planned how to go about it, and we asked our teacher, Capt. Rajesh Dabral Sir, to lead us on the trek. He requested permission from the Vice Principal, and permission was granted by the Vice Principal, Capt. Ghanashyam Deo.

The day and the place were decided. It was a Sunday, April 13, 2023, and the place was the Tungarli Mountains. Everyone in the class was excited and couldn't sleep the day prior to the trek.

We gathered at the muster point on the parade ground at 0530 hrs. Had a head count and left for the outing. Cadets were filled with energy, walking quickly, singing songs, and enjoying themselves. We headed to the Tungarli mountains, awed by the beautiful view of Tungarli village while ascending. It took us about an hour to reach the

highest mountain in that area. The view from the top was mesmerising; we witnessed the sun rise through the clouds. Mountains surrounding us, and we could also see the Tungarli Dam. Music was played, and cadets danced their hearts out. Some of us were enjoying the fresh air and clicking pictures. It felt so lively to stand there and witness the marvellous creation of nature.

At around 8:00 a.m., we started to descend. We reached the institute well within the time limit and with a lot of memories to cherish for the rest of our lives.

We would like to thank Capt. Rajesh Dabral, sir, for taking the initiative and leading us to a wonderful experience.

Suyog Dichawalkar
TNOC 34- B



GPR 09 PASSING OUT



TNOC 33 PASSING OUT



ETO 27 PASSING OUT

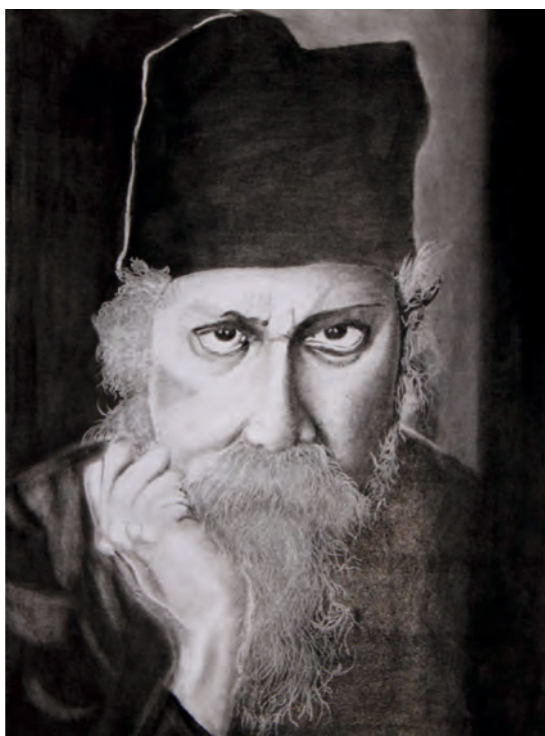


GME 54 PASSING OUT





Topic:- Mother and Child
Size :- 55 × 36 cms
Medium:- Charcoal



Rabindranath Tagore
" Noble Laureate in Literature (1913) "
Born :- 1861 - 1941
Size:- 46 × 33 cms
Medium:- Charcoal

Cadet Ayush Arora
TNOC 35



नारी

नारी ही तो सारी है ,पूरी सृष्टि ही तुम्हारी है...
जल , थल और क्या आकाश, पांचों तत्व आभारी है..

अंतरिक्ष में कल्पना तो जल में कुमुदिनी भारी है..
नारी ही तो सारी है ,पूरी सृष्टि ही तुम्हारी है...

युद्धपोतों से लगाव , सेना की शक्ति हमारी है..
रूप धरे तो अप्सरा, जरूरत पड़ने पे काली है
नारी ही तो सारी है ,पूरी सृष्टि ही तुम्हारी है...

पौरुषता से उबारती, संसार को बदलने वाली है..
कंधे से कंधा मिलाती, हमारी आधी शक्ति तुम्हारी है
नारी ही तो सारी है ,पूरी सृष्टि ही तुम्हारी है...

राधा बनकर तुमने ही प्रेम का पाठ पढ़ाया है
कान्हा की मुस्कान, तुम्हारे प्रेम की प्रतीक बन सारे
जग में छाया है
नारी ही तो सारी है ,पूरी सृष्टि ही तुम्हारी है...

बनकर सिया तुमने ही राम का मान बढ़ाया है
आशुरो को दुर्गा शक्ति बन तुमने ही मार गिराया है
नारी ही तो सारी है ,पूरी सृष्टि ही तुम्हारी है...

खेलो मे पदक जीत, तुमने हमारा मान बढ़ाया है,
विश्व मे तिरंगा फहरा, देश का शान बढ़ाया है
नारी ही तो सारी है ,पूरी सृष्टि ही तुम्हारी है...

Shashikant Singh

Yasmin Pattan
GME-53



Aishwarya Patil
ETO 27



Anuradha Mahanta
TNOC 34-B



Meghana Menon
GME - 46



Shivani Kuntal
TNOC 34-B



Simarleen Kaur
TNOC - 34-B



Shilpa Bhandurge
Ex, ETO-Faculty



MRS FARZANA DOHADWALLA

EDUCATION MENTOR



Q: I would like to ask you, after such a long successful career. What is that thing which still drives you?

I think passion is what drives me, that has been from the start and that's is what I would love to tell you all, if you are passionate about what you do; you will always find a way. Also beside passion I truly believe in bringing a change, so in any field which you pursue, I would like you to innovate and I would love to see you handling new things, let me share a personal experience with you, so when covid struck all of us, I was one of the first to say, "Ok

let us do online-training sessions" and we trained people for that, totally free, but we wanted to take everybody on that steep learning curve as fast as possible, so I think it's just passion.

Q: What is the most challenging part of your entire education career?

The most challenging part of my educational journey, is changing mind set of teachers. Teachers were filled with the attitude, "I know it all", "I don't have to hold back", "I don't have to read", "I am teaching it for too long". I love to change that "mind set" to help the students. That is what international education does since the children ask questions. I guarantee you that Indian teachers are one of the best teachers. When I started my IB journey you would get all the foreigners as Teachers. I would tell that management why do you want to take these foreign teachers? Answer was - oh they know how to teach at international level. I said why? if I have to teach English, Maths or Science or whatever subject, the content is same it's just a bit of application and analysis so why can't we train our teachers? Foreign teachers come here on a so called "Curry Tour". Currently we have a pool of excellent Indian Educators who are actually now training internationally and attached to our schools.

Q: How can we select the right skill that will help us to progress in our career?

I would suggest which ever student which ever career, you need to have a skill set that will make you future ready.

Q: What should be our priority should we strive to be good in multiple skills or rather be exceptional in one skill?

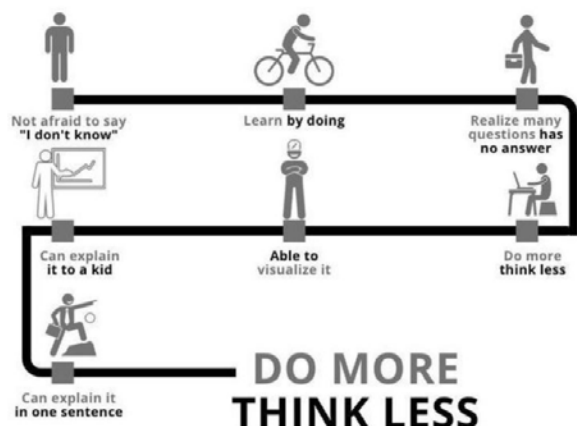
I would say it should be a multiple skills because that will help you to change gears. I was actually a lawyer but a personal setback forced me shift gears and come into Education. I had the skill set so I could do it. Sudhanshu was in merchant navy but he shifted gears now he is a teacher but you need to have the skill and focus to do your best. I was a simple teacher but also became the IB representative and looked after many schools. The reason behind my success is that whatever I did was done with full heart and commitment. Initially there were only 3 IB Schools in India, today there are 190 schools.

For me, it is giving back to the society

Q. Any piece of advice to maintain our liveliness in our career growth?

I would say you need to strike a balance between family and work for a happy life. I know in merchant navy you work for 6 months continuously then the next 4 months spend quality time with your family.

7 Signs You're A Fast Learner



DR SHILPAK AMBULE

JOINT SECRETARY, MINISTRY OF EXTERNAL AFFAIRS GOVT. OF INDIA



Firstly, we would like to know something about your childhood, school, hobbies and things like what prompted you to join the Foreign Service?

I grew up in Pune, attended secondary schooling at Abhinav Vidyalaya School, for 11 years, since that was close to our house. Then Higher Secondary Board was done at Fergusson College, Pune. Further completed my MBBS from BJ Medical College, Pune. For the post-graduation course I needed to serve in rural areas and there were not enough vacancies at that time hence I decided to sit for UPSC exams and in first attempt got selected for Foreign Service,

For your preparation for UPSC, did you attend any coaching classes?

No, I did self-studies, I had chosen Medical Science and Geography as an option. Every exam has an element of luck and I consider myself lucky that I did well.

Which was your first posting and did you do some training before joining?

Initially the entire batch of civil services went to Mussorie for the foundation course and then separated out to their respective Training Institutes. Since I was in Foreign Service I got posted at New Delhi for 1 year 6 months. It is compulsory to learn a foreign language before being confirmed in service so I opted for Chinese. I was first posted for about 2 years at the Beijing Embassy and was selected for advance learning in Chinese at Institute of International Studies, Monterey, California. I did my two year Master's program that enabled me to be a translator and interpreter. Thereafter I returned to Beijing for about four and half years. Then I transferred to New Delhi in Foreign Secretary Office as Chief of Staff handling China,

Japan and Korea. I have also spent some time as Deputy High Commissioner in Columbia. Since 2019, I am attached to Foreign Minister's office as the head of East Asia division in charge of China, Japan, South and North Korea, Mongolia.

Who is your role model?

Hard to pick a particular role model but would rather pick up certain qualities from successful person and try and inculcate it in my life style. Self-discipline, exercise, reading should be a habit in any walk of life. Good health is very important else your family will suffer too.

What were the difficult and challenging times of your service?

Job is challenging at many times. I was Deputy High Commissioner in Colombo when the Easter blasts shook Colombo in front of our Embassy that was targeted but we were saved. In fact, one of the Taj Hotel suicide bomber came in he tried to detonate bombs but failed. Scenario could have been very different at the Embassy. Tough times. At the hotel 15-16 young persons in their prime passes away. It was a warlike situation, like a ship under a pirate attack.

Kindly give some advice to our generation for success in life.

Generally, just work hard I mean there is no substitute for hard work. Build some discipline in your life I think that will serve you well. I always give the example of the 2 stars – Roger Federer, 15 - 20 Grand Slams at the age 38 and still winning, imagine the amount of hard work required. Kind of diet maintained for 15 - 20 years. Jimmy Anderson, age of 40 bowling at 150 kmph doesn't come without discipline I mean you have to have some regimen, some discipline, some passion.

You talked about the 6 virtues of discipline, please elaborate.

I think you need to have some kind of self-motivation. You need to have goals - till the time you don't achieve them you should keep trying. Watch Rafael Nadal's game, he will never let go even one volley and even if he is at baseline he will try and come back. There are a lot of these are kind of inspirational stories everywhere.

I would also like to share an acronym "2D 2P 2H".

- Dedication
- Discipline
- Perseverance
- Passion
- Health (Mental)
- Hobbies



NMDC SPORTS MEET 2023



NMDC Sports Meet 2023: College Cadets Showcase Their Athletic Skills and Sportsmanship

On April 7th, 2023, the Meet was held at TS Chanakya in Navi Mumbai. The event displayed the athletic skills and sportsman spirit of cadets from various institutions. Cadets participated in diverse categories as football, cricket, badminton, chess, volleyball and tug of war.

GEIMS Cadets participated in all these categories and excelled in all of them. They trained hard for weeks and put in long hours of practice to improve skills. This dedication and commitment paid rich dividends as evident from the results. They made their college proud.

FOOT BALL - Our cadets exhibited great teamwork and coordination, with each player contributing their skills to the game. They played with determination and spirit, never giving up even when the odds were against them. Although they did not win any medals in this category, they displayed excellent sportsmanship and played with a never-give-up attitude.

CRICKET - Played with great passion and enthusiasm. They showed great skill in all departments – batting, bowling and fielding. Gave stiff competition to all opponents.

BADMINTON and CHESS - Teams displayed much agility, quick reflexes and strategic thinking,

VOLLEY BALL – Our team consisting of eight players won the silver medal, with their excellent coordination and teamwork being the key to their success. They anticipated opponents moves and played accordingly.

The Final was a thrilling match appreciated by all spectators.

TUG of WAR - Our team consisting of nine male cadets with one girl cadet once again demonstrated their physical strength and resilience. They pulled with all their might in unison. Awarded the SILVER Medal in the ultimate clash. Competition was tough, hard training and dedication was evident, kept fighting till the end, never losing hope.

NMDC Sports Meet 2023 gave a good exposure to our Cadets giving an opportunity to make friends with cadets from other institutions.

The cadets were inspired by the presence of several renowned maritime personalities who graced the event. These interactions left a deep impact on the cadets who were motivated to work harder and achieve greater heights in their field.

In conclusion, we are proud of our GEIMS cadets who participated in the NMDC Sports Meet. They represented the Institute with honour and brought back laurels.

We also thank the organizers for putting up such a well-managed event and look forward to participating in similar events in the future.

Cdt Rohan Chandra
KC - GME 55



DATE: 30/12/22

Dr Shilpak Ambule - Joint Secretary, Ministry of External affairs Govt. of India

It was indeed a great pleasure to visit the passing out of GP 9 today. More rewarding was the tour & the campus and the institute. Wonderful work happening here. I wish everyone all the very best and look forward to wishing again.



DATE: 01/03/2023

Cmdr Mohit Goel - NM, CO INS Shivaji

It was an honour to visit the great institute. INS Shivaji would continue mutual collaboration on areas of joint interest. Thanks for the invite.

DATE: 11/04/2023

Mr Alok Mahajan - Executive Director & COO Great Ship (India) Ltd.

It was a pleasure to visit & be a part of the journey of the young cadets as they take their first steps into the real world. Beautiful institute & a well organised function.



DATE: 08/12/2022

Mr Krishna Kotak - Chairman, JM Baxi & Co.

One felt immensely proud & see the ETO 26 batch. More importantly the teachers, faculty and the principal are doing great service to our great nation. The very best wishes to GESCO and the GEIMS.



DATE: 22/12/2022

Ms Farzana Dohadwalla - Education Mentor

It was an enriching & educative visit. I am a learner and learnt many things which I was unaware of. The team is so supportive of its students that I saw students so enthusiastically cheering for their faculty. Awesome Campus! Awesome training!

Awesome curriculum! Aim higher! If you aim for the moon, you will at least be with the stars!





CREDITS

CREDITS

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