GEIMS CHRONICLE

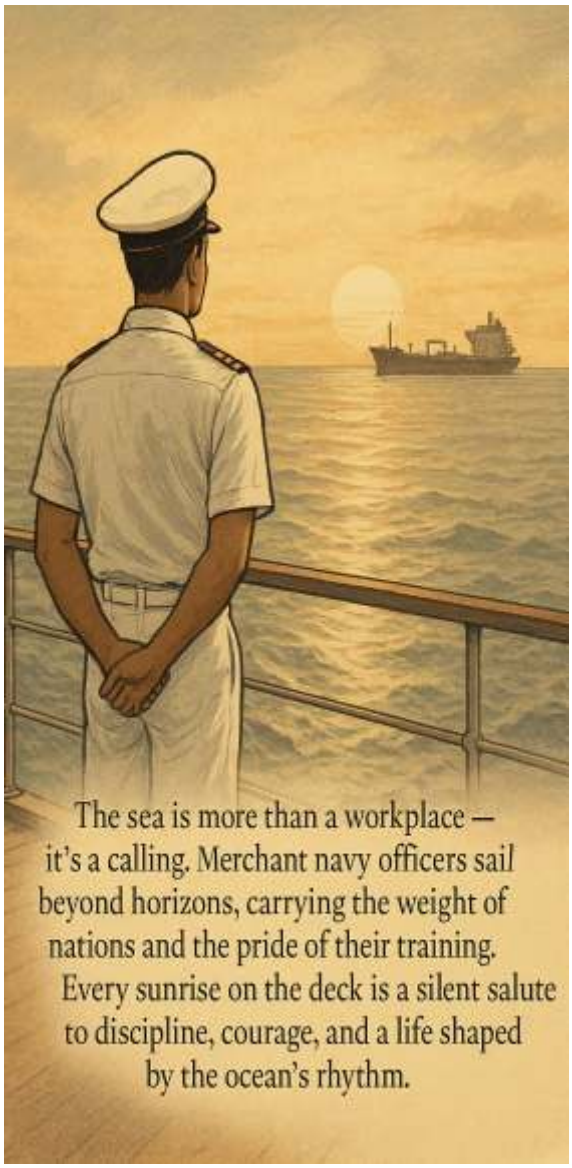
28th Edition, July 2025

THE GREAT EASTERN INSTITUTE OF MARITIME STUDIES

A Division of The Great Eastern Shipping Company Limited

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

CADET'S OATH



As I embark on my journey as a maritime professional,
I will strive to bring honour to GEIMS.
I will strictly follow the ISM code and all regulations.
I solemnly undertake to ensure safety and security of my fellow seafarers on board.
I will strive to do my best at all times
I will always uphold the values of India.
Jai Hind!

Estd. 1975-2005

Estd. 2006

The end product of education should be a free creative man, who can battle against historical circumstances and adversities of nature.

- By Dr. Sarvepalli Radhakrishnan

http://facebook.com/GEIMSofficial

http://instagram.com/great_eastern_institute

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

GEIMS
CHRONICLE

Dear Cadets,

Connecting with you youngsters through the chronicle has always been a defining moment for me. The articles written by faculty, present cadets and alumni are woven together to give a snapshot about GEIMS.

This year a grand event was celebrated to felicitate our successful alumni on the occasion of our Foundation day on 3rd Jan .The 20th Foundation day was celebrated with the presence of the Vice Chancellor of the IMU,Dr. Malini V Shankar, IAS as Chief Guest and Capt. Nikunj Parasher –MD Sagar Defence as Guest of Honour, whose career path is an inspiration . Our Alumni are our brand ambassadors and their presence on stage was an extraordinary moment for all of us, especially some of the faculty members and instructors who have mentored them during their formative days as cadets.

GEIMS and CMMI NM conducted a unique session - “Career Progression of Cadets” “A conference on cadet development- for the cadets by the cadets held at GEIMS on 26th April, 2025. The event aimed to bridge the gap between maritime education and industry expectations, a significant initiative towards grooming future Mariners. The session started by Dr Deepti Mankad talking about the critical concerns about cadets being “Safe and Secure Seafarer – A Human Aspect” largely defining the reality of a career at sea. The spotlight turned towards the cadets themselves with session on “Expectations from cadets “ led by industry luminaries, along with a few senior sailing Staff and senior cadets completing their apprenticeship. The event was attended by Industry leaders, Principals of MTIs and young cadets from –SCI MTI, SIMTI,T.S. Rahman, TMI, BP marine and GEIMS. Capt. Viraf Chichgar in his usual exuberance updated us on “Upcoming Technology-Staying Ahead of the Curve”

Capt. Savraj Mehta, Chief Commercial Officer, The North of England P&I Association Limited interacted with our cadets and inspired our young trainees, giving them valuable insights into a successful career at sea. Capt. Deepti Singh an alumna from GEIMS- DNS 04 was felicitated for being the “first Girl cadet” from the institute to be promoted as Master. Her inspiring talk highlighted her determination and focus on career goals. It was a proud moment for me to have my shipmate Mr Kaushik Seal deliver a guest lecture on future trends in the Maritime Industry .This gave an overview into the expected changes in the next decade in our industry.

To conclude, I wish to share this mantra from a famous football player -*"Success is no accident. It is hard work, perseverance, learning, studying, sacrifice and most of all, love of what you are doing or learning to do."*—Pelé.”

Dear Cadets work hard and make a brilliant career for your selves making us all proud.

Capt. Subroto Khan
Principal

Editorial | At the Helm

As we celebrate the 20th Foundation Day of GEIMS, this magazine edition is more than just a collection of events. It is a reflection of our shared journey, the growth we have achieved and the pride we carry as part of the GEIMS family.

This year's celebrations were special—full of meaningful moments and active participation from our alumni and their families. It was heartening to see how deeply connected our ex-cadets still feel towards their alma mater. To strengthen this bond even more, we have introduced an “Alumni Corner” in the magazine. I hope it grows in the years to come, like a banyan tree—deep-rooted, ever-expanding and offering shelter to all who have been part of this institute.

GEIMS continues to receive strong support from its parent company, The Great Eastern Shipping Company. This year, we took an important step by introducing basic Augmented Reality (AR) training for our cadets. The aim is to ignite their imagination and give them a mental picture of shipboard life, especially for those who have not yet sailed. Looking ahead, GEIMS plans to explore the use of Artificial Intelligence (AI) tools to further enrich the cadets' learning experience.

As faculty, we make it a point to stay updated with the latest developments and incidents in the maritime industry. Shipping is now moving swiftly toward AI-powered systems and we are ensuring our cadets are trained and ready to meet these changes head-on.

As the editor, what impressed me most was the honesty and creativity shown in each submission—whether an article, a sketch, or a photograph. These contributions are more than just content—they are glimpses into the passion and aspirations of the next generation of seafarers.

As you read this edition, I invite you to also look forward—to a future of strong training, evolving technology and continued excellence in maritime education.

Fair winds and following seas,

Mr. Sandip Kulkarni
Engineering Faculty

GEIMS Celebrates 20 Years of Maritime Excellence

On 3rd January 2025, The Great Eastern Institute of Maritime Studies celebrated its 20th Foundation Day with a grand ceremony that reflected two decades of maritime excellence, discipline, and growth.

The event was graced by Mrs. Malini Shankar, Vice Chancellor of the Indian Maritime University, as the Chief Guest, and Capt. Nikunj Parashar, Founder of Sagar Defense Engineering Pvt. Ltd., as the Guest of Honour. Their presence, along with many distinguished leaders from the maritime industry and key representatives from The Great Eastern Shipping Company, elevated the significance and prestige of the occasion.

Adding to the celebration, this year GEIMS warmly welcomed its alumni along with their families. Many former cadets returned to their alma mater with pride, taking the opportunity to showcase the transformed and modernised new GEIMS campus to their loved ones. It was a heartwarming sight as ex-cadets shared memories, reconnected with mentors, and introduced their families to the institute that shaped their maritime careers.

The celebrations began with a disciplined and ceremonial march past by the institute's cadets - an inspiring display of unity, commitment, and pride in their maritime journey. The audience then moved to the auditorium for the formal proceedings.

The event was inaugurated with the lighting of the ceremonial lamp, accompanied by the soulful notes of Saraswati Vandana. Present on stage were the Chief Guest, Guest of Honour, Capt. Subroto Khan (Principal, GEIMS), senior faculty members including the Vice Principal and Head of Engineering. Capt. Khan formally welcomed the dignitaries and introduced them to the audience

A major highlight of the event was the launch of the 27th edition of "The GEIMS Chronicle", the institute's newly revamped biannual in-house magazine. The editorial team - Mr. Sandip Kulkarni (Editor), Mr. Pramod Pai (Sub Editor), and cadet contributors - were recognized for their efforts in bringing out this vibrant publication that captures life and learning at GEIMS.

As a gesture of gratitude, the Chief Guest and Guest of Honour were presented with mementos, acknowledging their inspiring presence and contribution to the maritime sector.

The celebration reached its crescendo with a vibrant cultural program, where cadets and staff showcased their talents through music, dance, and a soulful song rendered by Mr. Dhirendra Sengar, a graceful member of the faculty. The overall spirit of grace, enthusiasm, and creativity added a wave of emotion and energy to the event, leaving a lasting impression on all present.

The ceremony concluded with a vote of thanks delivered by Mr. Milind Kulkarni, Vice Principal of GEIMS, who expressed heartfelt appreciation to all attendees, participants, and organisers for making the day a resounding success.

As part of the celebration, Mrs. Malini Shankar also participated in a tree plantation ceremony, adding to the institute's ongoing green initiative. Over the years, several esteemed guests visiting GEIMS have contributed to this effort by planting saplings across the campus. Today, many of these trees have grown into flourishing, flowering additions - enhancing the natural beauty of the GEIMS grounds and reflecting the institute's commitment to sustainability.

The Alumni were fascinated by the special GEIMS memento presented on the occasion, a thoughtful keepsake that brought back memories and pride.

It was widely acknowledged that the event was exceptionally well-coordinated—a fitting tribute to GEIMS' legacy and a proud reflection of the values upheld by The Great Eastern Shipping Company. The 20th Foundation Day will be remembered as a momentous milestone, celebrating the past while looking ahead to the bright future of maritime education at GEIMS.

Seminar on Career Growth from Cadet to Command

CMMI NM and GEIMS, Lonavala came together to conduct an exclusive seminar-"Career Progression of Cadets" " A conference on cadet development- for the cadets by the cadets held at GEIMS on 26th April, 2025 . The event aimed at bridging the gap between maritime education and industry expectations, a significant initiative towards grooming future maritime leaders .The spotlight turned towards the cadets themselves with sessions lead by stalwarts of the maritime industry. The event was not only attended by industry leaders, Principals of MTI's but also young cadets from – Shipping Corporation of India MTI, Seven Islands Maritime Training Institute (SIMTI), T S Rahman, Tolani Maritime Institute, BP marine and GEIMS, who were the real beneficiaries of this unique seminar. This event brought together students from seven MTI's, experienced professionals and industry leaders to exchange thoughts, foster mentorships and counsel young seafarers to confidently step into the Maritime profession

The conference commenced with a formal welcome address by the Principal of GEIMS, Capt. Subroto Khan, who emphasized the importance of aligning academic training with the dynamic needs of the global shipping industry. This was followed by the introduction of the CMMI members by Capt. S. Sudarshan who highlighted the purpose of the seminar for career development of the cadets. The Welcome address was given by Capt. Nand K. Sah, Chairperson CMMI (Navi Mumbai), highlighted the purpose of the seminar - to ensure the cadets feel safe, secure on board ships and be ready to be able to navigate the challenges of the industry.

Capt. M. P Bhasin, Chairman of CMMI, in his inspiring keynote address urged cadets to rise up to the requirements of the industry and be "Numero Uno" in all aspects. He emphasized the need to be adaptable, leverage technology, and take pride in the profession.

Wellness at sea mentor, Dr. Deepti Mankad in her own innovative manner had done a survey of the participating cadets to know the pulse of the next generation seafarers. She conducted the first session on "Safe and Secure Seafarers – Human Aspect". The survey voiced 36% of the cadets stating dealing with seniors as their main anxiety and 22% expected mutual respect from their seniors. The outcome of the survey lead to an inspiring session which updated the cadets with the reality of the seafaring career verses their perception. An eye-opener for the future seafarer!!!.***Takeaway of the session:*** *Young cadets often dream of the sea—but the truth is, seafaring is a demanding lifestyle. Those who thrive are the ones who adapt, learn constantly, stay humble, and care for their wellbeing*

The next session was the much awaited panel discussion where senior cadets, sailing senior officers and the senior shipping company representatives came together to discuss the expectations and the challenges of onboard training – each group having their own diverse opinion all having one goal of developing

competence and skill for the trainees. Capt. Dilip Ojha, Capt. Ranjeet Kumar Singh, and Mr. Paramveer Singh Ahuja represented the sailing staffs, Ms. Sakshi Kushwaha, Mr. Atharva Dhuri and Mr. Vedant Bhosle were the cadets who shared their experience, Capt (Dr.) Shashank Jahagirdar, (MTM Ship Mgmnt) Capt. Vinod Suryavanshi (Fleet Mgmnt) and Capt. Rohan Sabnis (founder Seahub) had wonderful insights representing their organization. The session was moderated by Capt. Subroto Khan where the panelist of young trainees were able to interact professional of the industry to discuss their personal experiences on board ships highlighting the importance of mutual respect and open communications. Panel member and the audience actively engaged in Q&A sessions gaining valuable clarity on career progression, industry expectations and onboard responsibilities. The key take away from the session was to overcome the fear of seniors on board, the need to communicate well was found to be effective. The seniors on board should allow the younger cadets to express their views without inhibitions and encourage them to be a part of discussions as a single team.

Capt. Viraf Chichgar in his next session gave the cadets an interesting update on "Upcoming Technology-Staying Ahead of the Curve," which focused on upcoming technology that will soon alter the way we work. His talk about Maritime innovation was a revelation to all of us highlighting the need of the times to adapt and be tech savvy to be abreast with the technical transformations in the maritime Industry. A breath taking musical performance by the cadets of GEIMS lead by Cdt Uday Soni from the DNS batch, relaxed the moods after the engaging intense career focused discussions.

The seminar concluded on a high note with a vote of thanks delivered by Capt. B. P. Singh who summed up the event precisely. Capt. S. Sudarshan, as emcee was exceptional in his own guile to keep the audience glued to the panel discussions.

The event encouraged the cadets to be confident before they embark on the journey of " Cadetship on board ". The positive energy, enthusiasm and valuable takeaways from the seminar are expected to have a lasting impact on all attendees from various institutions, marking a successful step towards their professional development as Maritime leaders of the future. Overall the morning ended with a positive note, with attendees expressing satisfaction with the sessions and networking opportunities.

Edited by Cdt.Soraj Mohapatra

DNS Batch 38, GEIMS

MARITIME TRAINING – then and now

It was November'1983, when we joined T. S. Rajendra, Bombay as new entry cadets with a total of 99 cadets, including 15 foreign national cadets against sanctioned strength of 125.

T. S. Rajendra was a training Ship, owned and managed by D. G. Shipping, Govt. of India.

Entry to T. S. Rajendra was through Joint Entrance Examination (JEE) of IITs.

Unfortunately, those days T. S. Rajendra was not awarding any B.Sc / B.Tech degree.

There was marine recession at that time and getting apprenticeship to complete our sea time was very difficult. As such few of our batch mates left the training. They completed their Graduation degree from outside and excelled in other profession. Few of them became Civil Servants also.

In 1987, T. S. Rajendra, Mumbai got affiliated to University of Mumbai and D.M.E.T. Kolkata got affiliated to Jadavpur University. Around that time D.M.E.T. name was renamed to M.E.R.I. (Marine Engineering & Research Institute).

T. S. Rajendra started 3yrs B.SC. Nautical Science programme for deck cadets in 1987.

Towards late eighties, Indian officers were in great demand worldwide. During that time 3 ½ months pre sea training programme for deck cadets was introduced by G.O.I.

By this time, T. S. Rajendra became quite old for training purpose and also accommodation strength was not enough to meet increasing demand for cadet's training.

In 1993, D. G. Shipping , Govt. of India started a shore based training Academy " T. S. Chanakya " at Navi Mumbai with a sanctioned strength of 80 cadets per year for B.Sc. programme and 120 cadets every 4 months for 3 ½ months pre sea deck cadet training, replacing training on T. S. Rajendra.

Since the demand for Indian Officers were increasing worldwide, Govt of India permitted opening of several private maritime training institutes all over India.

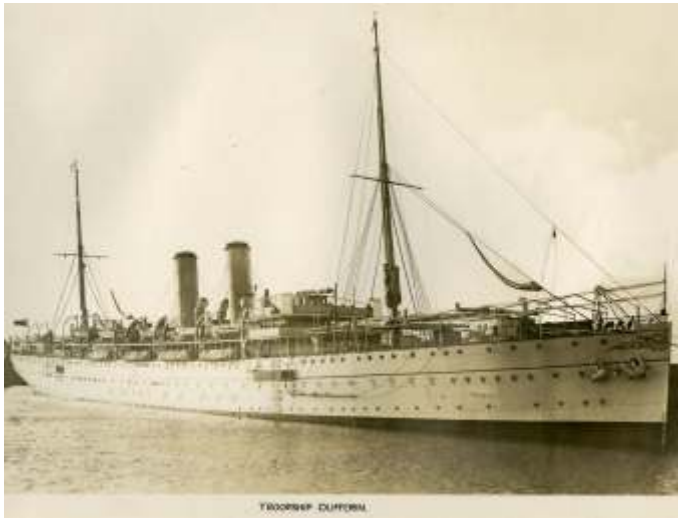
In the year 2004, D. G. Shipping in collaboration with IGNOU (Indira Gandhi National Open University), introduced 1 year Diploma in Nautical Science (DNS Programme) leading to B.Sc. (Nautical Science) degree . This became compulsory in lieu of 3 ½ months Pre sea deck cadet course . Thus 3 ½ months Pre Sea deck cadet training was discontinued.

As quality of Maritime training Institutes and Pre sea training, remained a challenge, D. G. Shipping came up with benchmarking of training Institutes by Grading Agencies – ICRA / CRYSIL etc.

All these years, Mariners were dreaming for their own University.

It was 14th November' 2008, our own University "Indian Maritime University" a central University was born by an Act of Parliament, with headquarter at Chennai. premier govt. training Institutions – L.B.S. CAMSAR, T. S. Chanakya, M.E.R.I. Kolkata & M.E.R.I. Mumbai came under the umbrella of Indian Maritime University. All Maritime training Institutes conducting deck cadet training had to affiliate themselves with I.M.U. IGNOU was thus discontinued.

In 2010, IMU introduced C.E.T. (Common Entrance Test) for all new entry cadets.



Quality control for Maritime training Institutes was still a problem with opening of several Institutes all over India. *D. G. Shipping introduced* Comprehensive Inspection Programme (CIP) for maritime training Institutes. Many private maritime training Institutes died down as they could not cope up with maintaining Quality Education & Training.

Govt of India had started training mercantile officers on T. S. Dufferin since 1927.

Marine Engineering training shifted from DUFFERIN to D.M.E.T Kolkata in 1948 and T.S. Dufferin continued training deck officers only. It was decommissioned, when T. S. Rajendra was acquired from Hindustan Shipyard Ltd, Vishakhapatnam in 1972. Indian Officers have always been acknowledged well, worldwide. Maritime training in India were always known for good and thus Indian officers were in demand globally.

Those days there was no Maritime University in India. We had acquired skill based knowledge, obtained competency certificates to sail on Ships worldwide. Though, competency certificates were respected by the shipping companies and fraternity, yet we never had academic degree.

Younger generation, should make best use of their degree, as Maritime University is in place today. Apart from competency certificate, younger generation will have academic degree, which should be thoughtfully utilized .

I sum up with my best wishes to all cadets of present generation.

At the Helm:- Capt. S. B. Sinha joined our Institute in March 2025 after serving with the Indian Maritime University (IMU) until 2024. An alumnus of T. S. Rajendra , he sailed with the Shipping Corporation of India for 15 years. He played a key role in integrating T.S. Chanakya into IMU, shaping its modern identity. A passionate teacher, Capt. S. B. Sinha now mentors GEIMS cadets with dedication and vision.

NO_x- Reducing devices

NO_x is the collective term for nitric oxide (NO) and nitrogen dioxide (NO_2) emissions. The major component of NO_x on exit from the ship is Nitric oxide which is a precursor for nitrogen dioxide; approximately 5% NO is oxidized to NO_2 in the exhaust after leaving the cylinder. Nitric oxide is formed in the cylinder during combustion by two main mechanisms.

- Thermal $NO_{(x)}$
- Fuel $NO_{(x)}$

Thermal $NO_{(x)}$ is primarily formed in high temperature reactions between nitrogen and oxygen in the charge air. Formation is dependent on temperature, exposure time of the combustion gases to high temperature, and available oxygen.

Fuel $NO_{(x)}$ is formed from the oxidation of the nitrogen compounds predominantly contained in residual fuel oils and biofuels. The process is dependent on the air fuel ratio and the quantity of fuel bound nitrogen and, to a lesser extent, combustion temperature and the nature of the nitrogen compounds.

As the largest component of NO_x is formed through the Thermal $NO_{(x)}$ mechanism, it is not possible to effectively reduce NO_x emissions by controlling the fuel consumed. NO_x reduction is therefore achieved by reducing thermal $NO_{(x)}$ by one of the following:

Primary NOx control, which reduces the formation of thermal $NO_{(x)}$; and

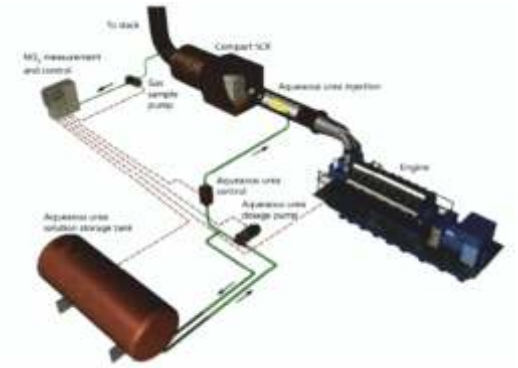
Post-combustion abatement in which the exhaust gas is treated to remove NO_x.

Primary NO_x control aims to reduce the formation of nitric oxide at source (i.e , in the engine's cylinders). This can be achieved through engine design and by operational adjustments of parameters and components such as fuel injection (pressure, timing, rate, and nozzle configuration), valve timing, charge air (temperature, pressure) and compression ratio. Using primary controls results in a trade-off between fuel consumption and NO_x emission performance. Other measures can enable further reductions of NO include various 'wet' technologies, such as: water-in-fuel; fuel water emulsion; direct water injection to the combustion space; water sprays into the charge air.

Selective catalytic reduction (SCR): SCR can reduce No_x emissions by 80-90% to below 2g/KWh. The SCR system converts nitrogen oxides into nitrogen and water, by means of a reducing agent injected into the engine exhaust stream before a catalyst. Urea is the reductant typically used for marine applications. It decomposes to form ammonia in a mixing duct before adsorption onto the catalyst that facilitates the reduction process.

An SCR system comprises the following main components:

- a pumping unit for transfer of urea solution from storage
- a urea dosing unit
- a mixing duct with urea injection point
- a reactor housing containing replaceable catalyst blocks
- a control system
- a soot/ash cleaning system.

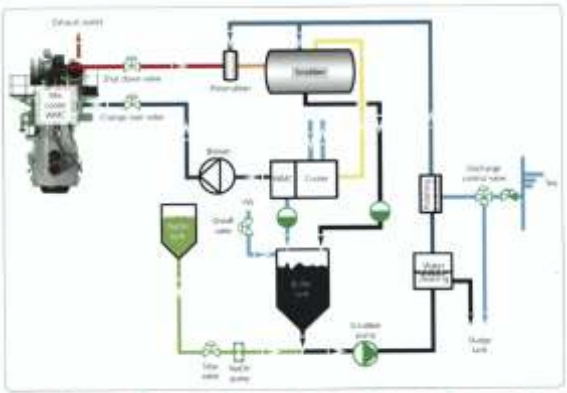


Marine SCR arrangement - four-stroke medium-speed engine

Figure -SCR arrangement - two-stroke low speed engine

Typically, a 40% urea solution injected as a fine spray exhaust stream is critical to efficient SCR performance. The urea converts to ammonia before entering the reactor. Increased urea feed to obtain the required NOx reduction indicates a loss of catalyst efficiency, as does an increase in un-reacted ammonia at the catalyst outlet.

Exhaust gas recirculation (EGR): A proportion of the exhaust from before the turbocharger is reintroduced to the cylinders with the charge air. This lowers the oxygen content of the mixture and increases its heat capacity. This results in a reduction of peak combustion temperatures and hence the formation of thermal NO(x) is suppressed. As such, EGR is a method of primary NOx control rather than a true exhaust gas treatment system.



An EGR system arrangement - two-stroke low-speed engine

Graphic of the second-generation EGR system

The main components of an exhaust gas recirculation system are shown in figure above comprise:

- a high pressure exhaust gas scrubber fitted before the engine turbocharger
- a cooler to further reduce the temperature of the recirculated gas
- a water mist catcher (WMC) to remove entrained water droplets
- a high-pressure blower to increase recirculated gas pressure before reintroduction to the engine scavenge air
- Automated valves for isolation of the system.

The main wash water components are typical of a closed loop system using fresh water with sodium hydroxide treatment and comprise:

- a buffer tank with fresh water make-up
- a sodium hydroxide dosing device
- a circulating pump
- a water treatment plant with sludge collection.

When using high-Sulphur fuel, EGR systems can result in increased CO and particulate emissions, which may be controlled using additional techniques such as water in fuel to achieve an optimum balance between NOx, CO and PM.

Mr Narendra Katdare
Engg. Faculty

HUMAN FACTORS PROBLEMS IN THE MARINE INDUSTRY

Tiredness is a top concern for seafarers. It leads to serious mistakes and injuries. Rest and proper work schedules are essential.

Misunderstandings between crew, pilots, and ships cause many accidents. BRM and training improve coordination.

Many crew members don't fully understand nav aids like radar or ECDIS. Caution and better training are needed.

Working on different ships with unfamiliar setups confuses crew. Proper ship-specific training is important. Badly designed equipment leads to errors. Gear must be easy to use and human-friendly.

Decisions based on limited data or over-reliance on one tool cause errors. All aids must be used carefully.

Unclear procedures and pressure to meet deadlines increase risk. Safety must come first.

Lack of upkeep leads to failures, fires, and crew stress. Regular checks and maintenance matter.

Conclusion

Most accidents are due to human errors—but better training, equipment, and systems can prevent them.

Capt . Kiran Mohite
Nautical Faculty

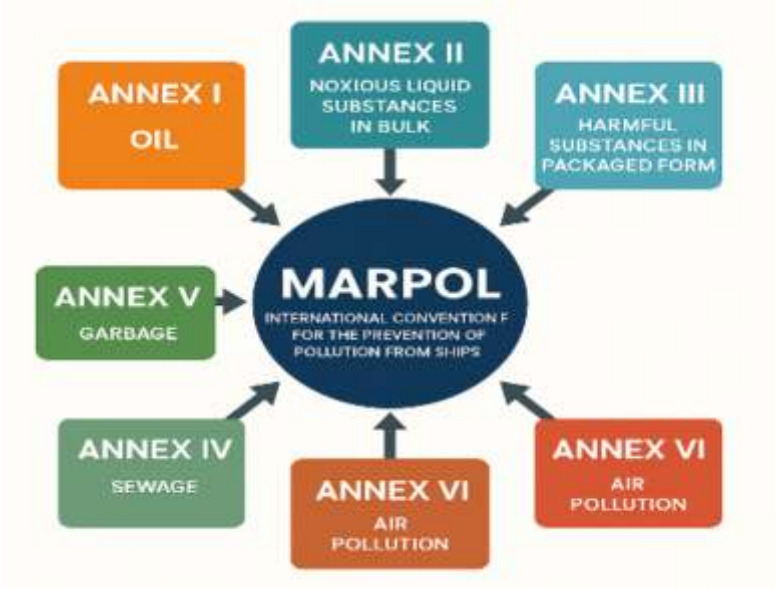
The MARPOL

MARPOL or international convention for prevention of pollution from ships but, it's better if we call it marine pollution , saving some words!. The MARPOL convention has a lengthy and ongoing adoption process by the International Maritime Organization (IMO), spanning several years and multiple protocols

The International Convention for the Prevention of Pollution from Ships (MARPOL), adopted in 1973 by the International Maritime Organization (IMO), was indeed a response to the perceived shortcomings of the earlier International Convention for the Prevention of Pollution of the Sea by Oil, according to the IMO and the IMO International Maritime Law Institute. MARPOL expanded the scope of pollution prevention beyond just oil, encompassing other harmful substances.

The 1954 OILPOL convention, while a significant first step, proved insufficient to address the growing problem of marine oil pollution due to several factors, including the rapid increase in tanker size and the limited scope of the regulations. The convention was also hampered by the lack of effective enforcement and the limited availability of reception facilities for oily residues. These shortcomings led to its eventual supersession by ***MARPOL*** in 1973 adopted by the International Maritime Organization (IMO), but was subsequently amended in 1978 with a protocol , resulting in the current convention known as ***MARPOL*** 73/78. The 1978 Protocol, added due to tanker accidents, further strengthened ***MARPOL,*** and the combined ***MARPOL*** 73/78 became the primary international treaty for preventing marine pollution

There are 6 annexes in ***MARPOL*** 73/78 each having their own importance and functioning.



There have been lot of incidences that violated the ***MARPOL*** regulations, most of them happened due to human ignorance and irresponsibility. Following are the accidents that happened in the history of Marpol

Under ***MARPOL*** 73/78 – Annex 1

1. **Torrey canyon (1967):** - Grounding off the coast of Cornwall, UK, 120,000 tons of crude oil spill

2. **Amoco Cadiz (1978)**: - Grounding off the coast of Brittany, France, 223,000 tons of oil spill

3. **Exxon Valdez (1989)**: - Grounding in prince William sound, Alaska, 37,000 tons of crude oil spill

4. **Braer (1993)**: - Grounding off the coast of Shetland Islands, UK, 85,000 tons of oil was spilled

5. **Prestige (2002)**: - sank of the coast of Galicia, Spain (structural failure), 63,000 tons of oil spilled

Under ***MARPOL*** 73/78 – Annex-2

1. **Cavtat (1974)**: - collision in Adriatic Sea, acrylonitrile released into atmosphere leading to fire and toxic fumes.

2. **Bouchard barge no, 120 (2003)**: - Grounding in buzzards bay, USA

Under ***MARPOL*** 73/78 – Annex-3

1. **MSC Napoli(2007)**: - Structural failure in English channel, many containers but the contents in the container was not made public

2. **MV x-press Pearl (2021)**: - Caught fire and sank, large number of containers were lost, on the coast of shri Lanka, containers containing nitric acid, lead compounds, methanol, sodium hydroxide were lost in the sea

3. **ONE Apus (2020)**: - Severe weather in pacific ocean leading to loss of 2000 containers

Under ***MARPOL*** 73/78 – Annex-4

1. **Illegal discharge of untreated sewage**

2. **Malfunction of sewage**

Under ***MARPOL*** 73/78 – Annex – 5

1. **Loss of large quantities of fishing gear** (nets, lines) overboard, which can entangle marine life and persist in the environment for long periods.

2. **Accidental loss of plastic debris** from ships due to improper storage or handling, contributing to the widespread problem of marine plastic pollution.

Under ***Marpol*** 73/78 – Annex -6

1. Ships operating with **fuel exceeding sulfur content** limits in Emission Control Areas (ECAs) due to fuel switching errors or intentional violation.

2. Equipment **failures in NOx reduction systems** leading to excessive emissions.

We have only discussed a few cases that had taken place, while there are more than 2500 accidents that took place in the history of ***MARPOL***

I personally feel that the regulations are like path that every shipping company needs to follow because if you slip from this path, you'll fall into a deep trench of depth and penalties and career may be marked as over for some. While the International Convention for the Prevention of Pollution from Ships ***(MARPOL)*** regulations are important, ultimate responsibility for strict implementation and avoiding marine damage rests with ship-owning companies.

The main reason for so many ***MARPOL*** regulations is to protect our oceans and ensure a sustainable future for both living organisms and human societies. They also aim to minimize pollution from ships, prevent habitat damage and promote responsible resource management for generations to come.

MARPOL regulations are indeed vital for protecting both the marine and terrestrial environment because shipping, despite being a major global industry, is generally considered the least environmentally damaging mode of transport per ton of cargo shipped.

While accident prevention is crucial, unavoidable damage requires a clear and efficient system for removal and resolution.

Laxman V
DNS- 38

Divyanshu D.
DNS -38

Pollution in the Marine Environment: The Role of the Shipping Industry

At the prestigious Multi-Disciplinary International Research Conference "Viksit Bharat," hosted by NKE Society's SVIMS Business School on April 4th and 5th, 2025, an important discussion unfolded around a critical issue: pollution in the marine environment caused by the shipping industry. The oceans, covering nearly 75% of the Earth's surface, are the lifeline for biodiversity, climate regulation, and international trade. However, while shipping facilitates approximately 80-90% of global commerce, it has also emerged as a significant contributor to marine pollution.

This research, led by Dr. Meena Ravi Shankar and a team of GME 61 Batch cadets—Cdt.Raj Santosh Pardeshi, Cdt.Vivek Kumar Sondhiya,Cdt. Mohit Gautam, Cdt.Nikhil Tandel, and Cdt.Swapnil Ghawat, —provides a comprehensive analysis of how shipping operations impact marine ecosystems. It highlights both the visible and invisible dangers and suggests ways forward to mitigate the environmental risks.

Marine pollution from shipping arises in two primary ways: accidental and operational. Accidental pollution includes oil spills from cargo losses, ship collisions, and groundings, while operational pollution stems from routine discharges of bilge water, hazardous substances, sewage, garbage, and air emissions. Oil spills, notably, account for 67% of incidents impacting the oceans, and shipping activities contribute significantly to chemical leaks and garbage dumping.

Various types of pollution were discussed in detail, including hazardous and noxious substances (HNS), which involve the transport of over 2,000 types of chemicals by sea. Sewage discharge from ships, with each crew member producing nearly 140 litres of wastewater daily, also severely threatens water quality. Additionally, improper disposal of garbage and cargo residues, emissions of greenhouse gases like sulphur oxides and nitrogen oxides, ballast water discharges carrying invasive species, and the use of toxic antifouling paints such as tributyltin (TBT) were highlighted as major concerns.

Historical incidents, such as the Exxon Valdez Oil Spill in Alaska (1989), the Deepwater Horizon disaster in the Gulf of Mexico (2010), and the X-Press Pearl Chemical Spill near Sri Lanka (2021), were studied as case examples of the catastrophic impact of shipping-related pollution. These disasters not only devastated marine biodiversity but also led to significant economic losses and regulatory reforms.

The research team employed a qualitative methodology, incorporating real-world case studies, expert interviews with maritime environmental specialists, and a thorough review of academic literature. Their analysis revealed that while international regulations like MARPOL, the Ballast Water Management Convention, and the AFS Convention have made strides in controlling pollution, enforcement remains inconsistent, and technological advancements are urgently needed.

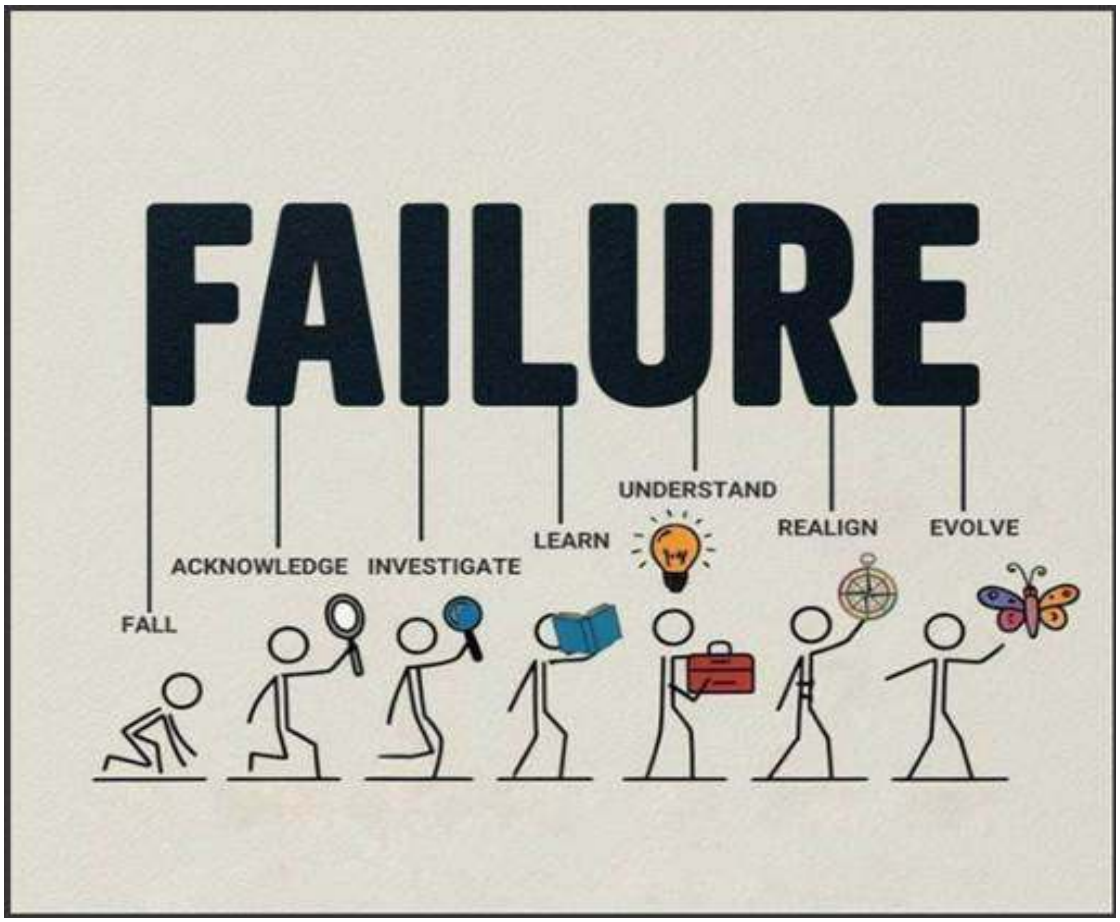
To tackle the ongoing issues, the authors recommend stricter compliance with international regulations, adoption of cleaner fuels such as hydrogen and biofuels, investment in carbon capture systems, improved oil spill response mechanisms using drone and satellite technologies, enhanced waste management systems on-board ships, and green ship designs with energy-efficient hulls and eco-friendly coatings. Additionally, they stress the importance of environmental training for maritime personnel and greater collaboration between shipping companies, research institutes, and regulatory authorities.

In conclusion, the shipping industry, while vital for the world economy, must address its environmental responsibilities more aggressively. This research emphasizes the need for a united global effort combining policy reforms, technological innovation, and industry-wide changes to safeguard marine ecosystems.

Cdt Raj Santosh
GME 61

Editorial Note :-

International Conference was held on 4th & 5th April 2025 , where a "Research Paper on Pollution In The Marine Environment: The Role Of The Shipping Industry", was presented online by Cdt. Raj Santosh



Cdt. M M Khan

DNS 38

डर

मैं एक दिन ईश्वर को दीया दिखाना भूल गया,
मुझे डर था कि मेरे ईश्वर नाराज न हो जाये।

पिता को बताये हुए तय समय से देर पहुंचा,
तो मुझे पिता के गुस्सा होने का डर सताने लगा।

गणित की परीक्षा में पहली बार एक प्रश्न गलत करके आया,
तो मुझे स्कूल जाने से डर लगने लगा कि टीचर मुझे डाटेंगे।

हर रोज लोगो को यूँ ही असमय मरते देख,
मुझे भी मर जाने का डर हो गया ।

ट्रेन में सफर करते हुए अपनी जेब में टिकट रख कर भी,
मैं टीटी से डरता रहा कि क्या होगा अगर टिकट न निकला तो ?

मैंने टीवी पर भीष्मपितामह को बेबस देखा था,
मुझे जीने से भी ज्यादा कभी न मरने का डर हो गया ।

मैं जिससे प्यार करता था उससे इजहार भी नहीं कर पाया,
अस्वीकार्य होने का डर था कि वर्षों की दोस्ती न टूट जाये।

मैंने देखा है लोगो को डर है अपने अस्तित्व, अपनी सत्ता का,

मैंने सुन रखा है कि डरना सबसे बड़ा पाप है,
मैं इस पाप को सोच कर और डरता जा रहा हूँ।

तुम्हारी सोच

जब तुम हसँती हो
मैं बहुत खुश हो जाता हूँ ख
मुझे तुम्हारे हसने का कारण नहीं पता होता
मैं जानना भी नहीं चाहता
मैं बस देखता हूँ तुम्हे हंसते हुए
और मैं खुद भी तुम्हारे साथ मुस्कुरा देता हूँ।

अचरज भरी तुम्हारी निक्षाहें
जब चारो तरफ देखती है
तो मैं सोचता हूँ,
कि काश मैं तुम्हारा मन पढ़ पाता,
और तुम्हे बता पाता कि
ये तुम्हारी दुनिया से परे की सोच
मुझे तुम्हारी इन बड़ी-बड़ी आंखो में दिखती हैं।

सृष्टि की रचना मैंने नहीं की
पर रचा हैं मैंने अपने आप को,
शारीरिक तौर पर नहीं,
क्योकि वो माँ की ममता रही।
पर आंतरिक रूप से,
मैंने मुक्त कर लिया खुद को ।
अब दुनिया की नजरो से दुनिया देखता हूँ,
पर मैं ईश्वर नहीं।
ये मुक्त होने का ढोंग कब तक चलेगा
गलतियों पर दार्शनिक व्याखान कब तक पर्दा डाल सकती है ?
और कब तक तारीफो के मार तले खुद को
आगे बढ़ने से रोका जा सकता है
कब तक भला बार-बार जागृत होते आत्मबोध को सुलाया जा सकता है
और कब तक बचा जा सकता है इस बात से की,
मैं मनुष्य हूँ।
मुक्त होने से अच्छा है स्वीकारना।

नितिश मौर्य
जीपीआर-१४

Breaking the Waves: A Woman's Journey in the Merchant Navy

I was a shy child growing up—quiet, reserved, and not particularly outspoken. But deep down, I always knew that I didn't want to remain in that shell forever. There was something inside me that longed for more—more independence, more adventure, and more courage.

My parents played a crucial role in helping me step out of that shell. They were my first cheerleaders, always encouraging me to face my fears, be bold, and dream beyond what others thought was possible. I knew early on that I wanted to carve my own path, to stand on my own feet, and to pursue something unconventional—something not typically expected from a girl.

Back in 2006, the idea of a woman joining the merchant navy was almost unheard of. The maritime world seemed like a space reserved only for men. But that perception changed for me during a visit to the Great Eastern Institute of Maritime Studies (GEIMS), where my father worked as a workshop supervisor. While walking through the campus with him, I noticed something that would shape the rest of my life: amidst a sea of male cadets, there was one girl.

Just one.

But that one girl sparked something powerful in me. I remember thinking, *"If she can do it, why can't I?"* That moment planted a seed of ambition in my heart.

When I told my father that I wanted to join the merchant navy, he didn't sugarcoat anything. He talked openly about the challenges—the isolation, the physical demands, and the harshness of life at sea. But he also saw the determination in my eyes. And once he realized how serious I was, he stood by me with complete support. His belief in me became my biggest strength.

In 2007, I joined the Diploma in Nautical Science (DNS) program at GEIMS, filled with a mix of excitement and nerves. It was the first time I was living away from home, and everything - from the routine to the responsibilities - was a brand new experience. But that was part of the journey. I quickly learned that stepping outside your comfort zone is where real growth begins.

GEIMS soon became like a second home. The instructors were firm yet supportive, and the environment instilled in me a deep sense of discipline and resilience. The pre-sea training not only sharpened my skills but also prepared me mentally and emotionally for what was to come.

After completing my training, I joined my first ship. I still remember that night vividly. It was late when I boarded, and I was hoping to get some rest. But within minutes, I was told to get into my boiler suit and report to deck. That was my first lesson: ship life doesn't wait for anyone. The moment you step on board, your responsibilities begin.

Life at sea taught me invaluable lessons - teamwork, leadership, time management, and the importance of thinking on your feet. But as a woman in an overwhelmingly male environment, I faced additional challenges. There were people who doubted my capabilities simply because of my gender. During my cadetship, I was often given less technical tasks - like painting and chipping - while my male counterparts handled machinery and navigation. It was frustrating and, at times, demoralizing.

But I chose not to give up.

Instead of complaining, I stayed curious. I asked questions. I observed every operation carefully. Gradually, I earned the trust of my seniors. They began to assign me more significant responsibilities, and slowly but surely, I proved that I belonged.

Finding a company that was willing to support a woman officer wasn't easy in those days. I had to

change companies more than once, go through rigorous interviews, and constantly prove myself. There were moments when I felt exhausted—but never defeated. I reminded myself why I had started this journey in the first place, and that kept me going.

Eventually, I rose through the ranks to become a chief Officer. It was a proud moment—not just because of the promotion, but because I made the switch from a tanker background to working on a geared bulk carrier. It was a challenging transition, but I trusted in my training and my ability to adapt.

Then came the most defining moment of my career: I was appointed as the first female Master in the fleet of Fleet Management Ltd. Standing on the bridge for the first time as a Captain—with the sea stretching endlessly before me—I felt a wave of emotions. Pride, gratitude, fulfillment. It was a moment that made all the struggle worthwhile.

Commanding a ship isn't just about giving orders. It's about taking complete responsibility—for the crew, the cargo, the vessel, and the company's reputation. It requires not only skill but integrity, clear communication, and strong leadership.

Through all my years at sea, I've learned one essential truth: Ships aren't run by men or women. They're run by capable people. It's not about gender—it's about professionalism, competence, and teamwork.

Today, I am heartened to see the tides changing. More women are joining the maritime industry and thriving. They're not just participating—they're leading, innovating, and transforming the space. And every time I meet a young woman cadet brimming with ambition, it gives me hope for a more inclusive future.

To those aspiring to take the helm, I say: Stay determined. Stay honest. Support each other. Because when women support women, especially in fields where they are underrepresented, it leads to powerful change.

Let's continue to break stereotypes, shatter glass ceilings, and create a world where women don't just sail—but command—with confidence, competence, and pride.

Editorial Note :

We are proud to feature Captain Deepti Singh, an accomplished alumna of GEIMS and a trailblazer in the maritime industry. As one of the first women cadets from our institute to rise to the prestigious rank of Master, Capt. Deepti has broken barriers and set a shining example for future generations of women seafarers.

Currently sailing with pride and distinction, she continues to demonstrate excellence, leadership and resilience at sea. We were honoured to welcome her as the Chief Guest at the recent GEIMS Maritime Women Empowerment Day, where she inspired cadets and faculty alike with her remarkable journey.

Capt. Deepti Singh
TNOC- 05 batch

"The Ship That Breathed: How I Found Strength in Embracing My Vessel Like a Living Soul"

When I first stepped onto the ship, I didn't see just a structure of steel, wires, and machinery. I saw a living being—flawed, tired, breathing through the creaks in her hull and the hum of her engines. In every vibration of her decks and every sigh of her vents, I heard a voice. She wasn't perfect, but she was alive in her own way. And I felt, deeply, that she needed love just like any of us.

There were days when her faults overwhelmed me—rusted bolts, failing alarms, broken systems that cried out silently for attention. I tried to stay strong, holding my tools in one hand and my resolve in the other. But inside, I was breaking.

One evening, after a long, draining day at sea, I called my partner. I couldn't hold it in anymore. As soon as I heard his voice, the dam broke.

“I can't do this,” I said, crying. “I want to give up. I don't think I'm strong enough.”

There was a pause, then something that stayed with me forever.

“The ship needs you,” he said gently. “It's not fighting you—it's asking for your knowledge, your care. You're the one who can help her heal.”

That moment changed everything.

I began to work with the ship, not just on her. I sensed her rhythms, respected her silences, and appreciated her effort to keep going, just like I was trying to. She held me through storms, both outside and within. In her quiet spaces, I found my own reflection: imperfect, but enduring.

To love a ship like a living being is to understand that even metal has a soul when you offer your heart. I didn't just keep her running—I let her teach me grace, patience, and the sacred strength of gentleness.

She needed me. And through her, I discovered that I had more to give than I ever imagined.

She needed me and somehow, I needed her too.

Ms. Aishwarya Patil
ETO 27 batch

Bridging Civil Service and Maritime Excellence: The Inspiring Journey of Dr. Malini V Shankar, Hon'ble Vice Chancellor I.M.U.

Q: Could you tell us about your academic journey and what inspired you to join the civil services?

A: I was always a strong student, particularly in clearing exams, which worked well in the Indian education system. Initially, I wanted to study Geography but my father encouraged me to pursue science. I chose to study Chemistry because I found it to be a visual science , unlike physics, which I felt was more abstract.

In high school, a classmate's father, who was in the Indian Administrative Service (IAS), inspired me. Later, I earned a National Merit Scholarship for my master's degree and then a fully funded PhD opportunity in the United States. However, I knew there was an upper age limit for the civil services exam. Remembering my childhood dream, I took a two-year leave of absence from my PhD and attempted the civil services exam. I cleared it on my first try and decided not to return to the US, even though I had a substantial scholarship.

Later in life, I pursued a PhD in international economics at IIT Madras. This was a way to honor my father's dreams and complete what I had once set aside. My journey has been a mix of determination, timing and fulfilling personal aspirations.

Q: When did you start your civil services career and how did you manage other commitments?

A: I joined the civil services in 1984 and later started the PhD program in 2004. Completing my PhD while serving as Principal Secretary to the Government of Maharashtra was a challenge. IIT required full-time attendance for a semester, so I took study leave. Balancing work and studies taught me invaluable time management skills.

At one point, I had to choose between a possible assignment as Secretary to the Chief Minister—a 24/7 role—and continuing my PhD. I opted for the PhD because, as a Secretary, I still had some control over my time, despite dealing with crises like floods, droughts and water supply issues.

Q: How did you transition into the maritime industry?

A: It was not exactly a choice. In the administrative service, the government assigns postings and you don't always get to decide. Sometimes, even if you express a preference, you may be assigned something different—it's a way of managing expectations.

Interestingly, my career followed a natural progression. I moved from being Secretary of Water Supply and Sanitation (drinking water) to Irrigation and Water Resources (river water) and then to Environment (lake water). So, I joked that the next step had to be seawater!!

I was interested in the Director General Shipping (DG) position but I was quite settled in Maharashtra. Then, one day, I received an unexpected call asking if I would accept the role. I

had to decide quickly, so I agreed. Ironically, years earlier, I had mentioned in a casual conversation that DG Shipping was my "dream job." The thought came from a vacation to the Andaman and Nicobar Islands, where I saw how vital DG Shipping was to the region. Once I joined, I found the maritime industry to be entirely different but deeply rewarding.

Q: What are some of the most memorable moments of your career?

A: There have been many memorable moments. One of them was receiving the National Merit Scholarship. Unlike scholarships that you apply for, this one simply arrived in my mailbox because I ranked among the top rankers in Madras University. The entire cost of my post graduate education was covered, which was a significant milestone.

Another defining moment was when I received a full scholarship for my PhD in the US. My father told me that if I secured funding, he would support my decision to go abroad. Although sending a girl alone for higher studies was uncommon back then, my family valued education highly. I also applied for a KC Mahindra scholarship for additional expenses. During the interview, I explained that I needed support for travel, not tuition. The panel was impressed and I secured the funding. That experience shaped my belief in seizing opportunities with confidence.

Q: What are your thoughts on leadership in the maritime industry?

A: I believe we need more visionary leadership in the maritime sector. If you look at history, figures like K.P. Srivastava stand out. He became the Secretary-General of the International Maritime Organization (IMO) and helped establish the World Maritime University (WMU). He linked DG Shipping's recruitment rules to WMU courses, ensuring professional growth through structured education. His leadership extended beyond personal success—he shaped the future of the industry.

Another example is Mr. Kapil Subramaniam, whose books and dedication to mentoring continue to influence the sector. Leadership isn't just about holding power; it's about contributing, having a vision and fostering growth at an individual and industry-wide level.

Many sectors in India, including maritime, lack such leadership. I strongly believe that cadets should see themselves not just as future seafarers but as potential industry leaders. Career progression should not be solely about financial gain; it should be about meaningful contribution. Money is important but it should never be the only driving force. The real question should be, "Have I made a difference?"

Q: What is your vision for the maritime industry's future?

A: The maritime industry needs to evolve with a stronger leadership pipeline, increased investment in technology and better integration with global standards. We must create an ecosystem where professionals do not just work at sea but transition into strategic leadership roles that shape policies and industry advancements.

For this, we need to cultivate long-term visionaries—leaders who look beyond immediate gains and focus on sustainable growth. I hope to see more young professionals stepping up, bringing innovation and contributing meaningfully to the sector's progress.

Q: Thank you for sharing your insights with us.

A: Thank you. It was a pleasure speaking with you.

From Ship Decks to Boardrooms: Pioneering Autonomous Shipping in India

The transition from a ship-based career to becoming a leading entrepreneur was anything but easy. It took 21 years of self-discovery before finding the right path. The dream of running a business emerged early, with a strong desire to quit even as a second mate. However, family expectations played a pivotal role—his father insisted on seeing four stripes on his shoulders before stepping into the entrepreneurial world. Despite initial hesitation, sailing turned out to be an enjoyable and enriching experience.

After becoming a Master Mariner and spending two years at sea, the long-awaited approval from his father finally arrived—he was allowed to quit and join the family business. However, the transition was far from smooth. The business faced significant financial struggles, bringing tough times and making survival difficult. It was not just about monetary losses; it was about lacking passion and fulfillment. The realization dawned that true success comes from pursuing what excites and motivates.

A breakthrough came in 2012 with a promising project that reignited the entrepreneurial spirit. From that moment, there was no looking back. The maritime industry, long overlooked in India despite its vast coastline, presented untapped opportunities. Innovation in shipbuilding and technology had lagged behind, with limited government support and hesitant investors. Nevertheless, great visions start with small steps.

With a naval background in the family, the fascination with ships and defense technology was ever-present. The journey began with a simple radio-controlled target boat—seemingly insignificant at the time but ultimately a gateway to much larger innovations. Between 2015 and 2019, financial struggles continued, leading to a zero-turnover period. The family faced immense pressure, especially with debts amounting to ₹17 crores. At the brink of being declared a Non-Performing Asset (NPA), resilience was the only way forward. As his father often said, “Sleep now; we'll figure it out tomorrow.”

Then came an unexpected turning point—COVID-19. While many saw it as a crisis, it became an opportunity for reinvention. With the world slowing down, there was time to refocus and build. From a modest 1,200 sq. ft. office, operations expanded to a sprawling 25,000 sq. ft. facility in Pune. By 2021, the first factory was established and today, a second factory stands ready for launch. The company's turnover skyrocketed from ₹0 to ₹200 crores in just a few years, with a projected target of ₹500 crores next year.

The goal has always been to revolutionize autonomous shipping. By March, the company will have surpassed 300 autonomous vessels, marking a major milestone—not just for India but also for the global maritime industry. Historically,

Europe has dominated this space but India now has the potential to set its own standards.

Government support played a crucial role in scaling up. Initially, funding was scarce and shipyards were not recognized as essential infrastructure. However, initiatives like IDEX (Innovations for Defense Excellence) by the Ministry of Defense proved to be game-changers. Securing government-backed prototype funding paved the way for projects worth over ₹700 crores. The journey was far from smooth, bringing immense stress and health challenges but persistence paid off. Today, the Indian Navy, Army and Air Force stand as strong allies, fostering a collaborative growth environment.

Advice for Future Maritime Leaders

For aspiring maritime professionals and entrepreneurs, the message is clear: dream big but set realistic milestones. It is essential to have a clear vision while remaining adaptable. Success does not come overnight and sometimes the path requires pivoting to different strategies.

A prime example was how the company initially relied on drone technology, using its profits to fund research and development for autonomous shipping. Strategic decisions like these are critical for long-term success. More importantly, success is never an individual effort—it has built on teamwork and a shared vision.

A major milestone was achieved on October 29, with the launch of India's first fully autonomous vessel, which completed a 1,000-nautical-mile journey from Mumbai to Karwar and Tuticorin. This achievement wasn't just about technological advancement—it was a statement to the world that India is capable of leading in maritime innovation.

Autonomous shipping is not about replacing jobs but about creating new skill sets and improving the quality of life for sailors. It aims to reduce hardships, bring seafarers back home sooner and modernize an industry that has remained largely unchanged for decades.

A Message to Young Seafarers

To all the cadets and maritime professionals stepping into this field, remember: “One who commands the sea, commands everything.” This industry is more than just a career—it's a legacy that demands discipline, resilience and constant learning.

The maritime profession offers something unique—a sense of pride and unparalleled responsibility. Many young professionals, like his own brother, have risen through the ranks with sheer determination, becoming captains at an early age. Leadership in this field is earned through competency, not entitlement.

As technology continues to reshape the industry, the need for adaptable and skilled professionals is greater than ever. Automation, sustainable practices and smart shipping will drive the future. To stay relevant, seafarers must continuously upgrade their skills and embrace innovation. But at the core of it all, the essence of seafaring remains the same—it's about endurance, vision and making a lasting impact.

For those entering this field, success is not about luxury—it's about capability. True growth comes from developing skills, making meaningful contributions and pushing boundaries. The sea is not just a workplace; it is a responsibility and a privilege.

As the maritime sector evolves, it is up to the next generation to lead with vision, passion and purpose. The journey ahead is vast and the opportunities are limitless. Fair winds and following seas to all aspiring seafarers.

Dr. MALINI V SHANKAR

Vice Chancellor Indian Maritime University

03 January 2025

A pleasure to be back at GEIMS after 5 – 6 years and to be the part of the 20th Foundation Day Celebration. It is heartening to see the enthusiastic cadets, their talent and commitment. The campus is so well planned and maintained. My facilitations to the achievers and his team. Best wishes to the faculty and the future seafarers.

Capt. NIKUNJ PARASHAR

Sagar Defence Engineering Pvt. Ltd.

03 January 2025

After 27 years coming back to your institute where she is celebrating its 20 years of foundation is something different. Life is always different give it your best and the best will come to you. This is what I learnt from GESCO cadet Academy.

Charis Katsibiris

Delos Navigation Ltd and Akrotiri Tankers Ltd.

27 March 2025

This day will remain a milestone for our cadetship program. Wish to continue the high end training scheme and furtherer. All the best.

Capt. Mohan Naik

Director– Dynacom Tankers Management Pvt. Ltd.

27 March 2025

Diverse and honored to be here. A state of art temple and learning. As an Ex- Cadet of GESCO Cadet academy glad to see the legacy of commodore mania being maintained with modern and contemporary standards of higher learning. Wishing all the best to principal Capt. S. Khan and team.

PASSING OUT CEREMONY OF 61 Batch of GME

PASSING OUT CEREMONY OF ETO 32 Batch

CREDITS

A Bi-annual In-house magazine published by :
THE GREAT EASTERN INSTITUTE OF MARITIME STUDIES (GEIMS), LONAVLA
Email : editorialchronicle@geims.in

Edited & Published on behalf of GEIMS by :

Mr. Subroto Khan
(Advisor)

Mr. Sandip Kulkarni
(Editor)

Mr. Pramod Pai
(Sub Editor)

Special acknowledgement
Capt. Anand Moghe
(HoD Nautical)

Cadets Editorial support

Cdt Sarthak Singar

Cdt Rachana Kadam

Cdt. Soniyal Bavigar

Cdt. D. Nandgaonkar

Upright Honorable Righteous

THE GREAT EASTERN INSTITUTE OF MARITIME STUDIES (GEIMS), LONAVALA

56, OPP. THE LAGOONA RESORT, TUNGARLI,
LONAVALA - 410 403. Phone: +91 95953 12126
Email faculty@geims.in
Web: http://www.geinstitute.com