



GEIMS

30th Edition, June 2026

CHRONICLE

20 Years of Excellence - Setting the Course for the Future



THE GREAT EASTERN INSTITUTE OF MARITIME STUDIES

A Division of The Great Eastern Shipping Company Limited

www.geinstitute.com | Tel.: 02114-350130

CADET'S OATH

As I embark on my journey as a maritime professional,

I will strive to bring honour to GEIMS.

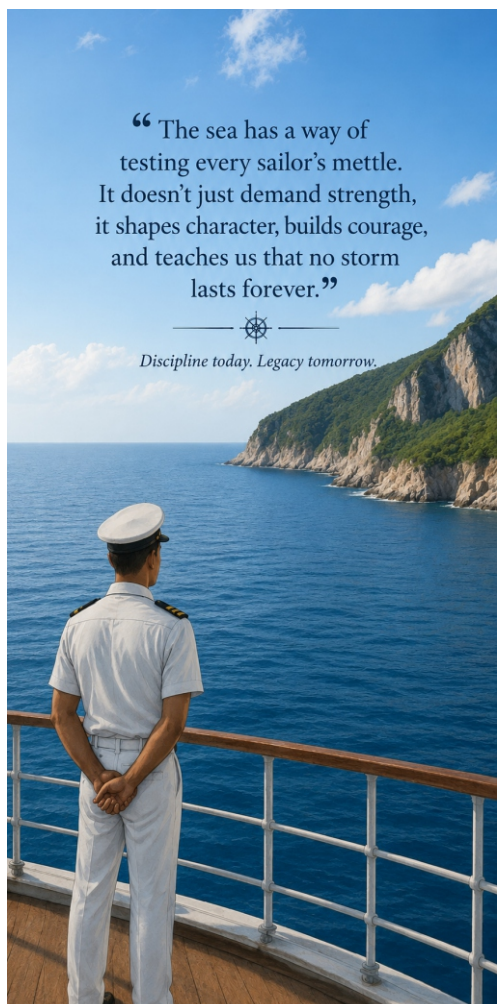
I will strictly follow the ISM code and all regulations.

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

"Take up one idea. Make that one idea your life; think of it, dream of it, live on that idea."

- Swami Vivekananda

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



GEIMS CHRONICLE



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Dear Cadets,

The year 2026 started with the foundation day celebrations where a grand event was celebrated to felicitate our successful alumni and our esteemed placement partners. The 21st Foundation day was celebrated on 3rd Jan in the presence of Capt. (Dr.) Rajesh Tandon, President of FOSMA as Chief Guest and Olympian and former Captain of Indian Hockey team, Shri Viren Rasquinha MD and CEO at Olympic Gold Quest as Guest of Honour, whose career path and his motivational session was an inspiration to our cadets and staff members. Capt. Tandon motivated the cadets with his inspiring talk on the Maritime career and the future of our young cadets. Mr Virens's presentation on his association with OGQ was extremely exciting and had most of us spell bound to see the achievement of his mentees who overcame several challenges to win laurels for the country in different international sporting events. Our Alumni are our brand ambassadors and their presence was an encouraging moment for all of us. One of the highlights of GEIMS is our impeccable placement record. We have strived to train the best in

the industry and our records tell a story of the hard work put in by our Faculty, Instructors and above all the support from the Industry. The day would be incomplete if we did not reach out to all the industry leaders who have always encouraged us and had confidence in our cadets. Placement of over 5000 cadets over the years is not an easy task without the continuous support from all our industry partners. We were proud to felicitate our placement partners this year which was a warm gesture towards all the companies who have been associated with us for over a decade giving several opportunities to our cadets to make a successful career at sea.

As we complete 20 years serving the maritime industry, training one of the best seafarers in the country for two decades, we have made several new developments in our campus in the recent past. Our simulators have had a major upgrade to cater for recent requirements for of Electronic Engine and dual Fuel Engine. Further new additions have been in a demo Refrigeration plant and Framo Cargo pumping system. Work is in progress to install a Fast rescue Boat training arrangement and other equipment upgrades in the workshop to enhance our training facilities.

Recently we were proud to host a delegation from the World Maritime University which was headed by their senior Associate Professor Dr. Anish Arvind along with WMU students from 12 countries including Japan, Italy, Argentina, South Africa, Ghana, Vietnam, Nigeria etc. Capt. Mahadev Dhandhiya Nautical Surveyor-cum-DDG (Tech.) was a part of the delegation as representative from DGMA. WMU has been instrumental in building global capacity, advancing sustainable development, and shaping policies that drive innovation in the maritime industry. Several interactions were held with the Faculty and exchange of ideas with GEIMS cadets. These interaction were culminated with a cultural programme where the students from both institution performed on the stage and were greeted with a round of applause by dignitaries present.

We are also proud to announce an MOU has been signed by IMEI and GEIMS for closer cooperation between the premier Marine Engineering organisation and our institute to take up programmes to benefit our cadets and contribute to the scientific development of Marine engineering by providing students with programmes, projects, activities and webinars developed by IMEI, enhancing academic interest and research between IMEI and GEIMS. We thanks Mr. Kaushik Seal, president IMEI to propel this association where GEIMS will benefit from the immense knowledge base of IMEI.

The industry and the Administration recognised us by bestowing the prestigious "Sagar Samman Award" for being the second runner for Pre Sea institute category on the occasion of the National Maritime day celebrated on 5th April 2026. Thank you to all our Faculty and staff to make this happen and off course, we aim to better in the future.

I conclude with a word of caution to you young seafarers. Recent cases of accidents in the industry sends a message that Safety is of paramount importance in our profession. Please imbibe a safety culture from day one in your careers and prioritise safe practices to pursue an exciting career at sea.

Safety First and Safety Always - "Safety has to be everyone's responsibility"

Capt. Subroto Khan
Principal





As another edition of the GEIMS Chronicle reaches our readers, it gives me great pleasure to reflect on the progress of our institute and the exciting changes taking place in the maritime industry.

The world of shipping is evolving at a remarkable pace. Digitalisation, artificial intelligence, automation, alternative fuels and stricter environmental regulations are shaping the future of maritime operations. The International Maritime Organization (IMO) has also adopted regulations for Maritime Autonomous Surface Ships (MASS), with implementation planned in the coming years. While technology continues to advance, the importance of human expertise, sound judgement and professional competence will remain at the heart of safe ship operations.

At the same time the industry is placing greater emphasis on cybersecurity, navigational safety, fire protection, environmental stewardship and crew welfare. The ongoing developments in the Strait of Hormuz and other sensitive regions remind us that the safety and well-being of seafarers continue to be of paramount importance. The future maritime professional must therefore be technically competent, safety conscious and adaptable to change.

At GEIMS, our mission extends beyond preparing cadets for their first assignment at sea. We strive to equip them with the knowledge, confidence and leadership qualities that will support them throughout their careers, whether at sea or ashore. Many of today's cadets will become tomorrow's Masters, Chief Engineers, superintendents, surveyors, and maritime leaders.

Exposure to the wider maritime community plays an important role in this development. Recently, GEIMS had the privilege of hosting a group of international students associated with IMO programs. The interaction between these students and our cadets was both enriching and inspiring, providing valuable global perspectives and reinforcing the truly international nature of our profession.

We have also continued to strengthen our training facilities. The introduction of a Dual Fuel Simulator and a working FRAMO pump model provides cadets with practical exposure to modern shipboard systems and emerging technologies. Such initiatives help bridge the gap between classroom learning and real-life ship operations.

This year's Foundation Day celebration was particularly memorable with the enthusiastic participation of our alumni. Their achievements continue to inspire our present cadets and their return to campus strengthens the bond between generations of GEIMS graduates.

As educators, we remain committed to nurturing competent maritime professionals with strong values, integrity, discipline and a passion for continuous learning.

I hope you enjoy this edition of the GEIMS Chronicle and find inspiration in the experiences, achievements and aspirations of the GEIMS family.

Fair Winds and Following Seas.

Mr. Sandip Kulkarni
Engineering Faculty



The Vasant J. Sheth Memorial Foundation: Nurturing Maritime Excellence

The Vasant J. Sheth Memorial Foundation was established by The Great Eastern Shipping Company Limited in 1993 as a tribute to its founder-director, **Mr. Vasant J. Sheth**, who founded the company in 1948 and served as its Chairman until his untimely demise in 1992.

Mr. Vasant Sheth's remarkable foresight, leadership, and vision propelled the company to great heights, transforming it into India's largest private-sector shipping enterprise. It is therefore not surprising that he is widely regarded as the "Doyen of Indian Shipping."

Many milestones marked his distinguished 44-year career. At the age of just 29, he became the youngest-ever President of the Indian National Ship owners' Association. In recognition of his contribution to global maritime trade, he was conferred a **Norwegian Knighthood** in 1988 and was posthumously awarded India's prestigious **Varuna-Award** in 1993. His legacy continues to inspire generations of maritime professionals across the country.



Late Shri Vasant Sheth

The Vasant J. Sheth Memorial Foundation was created with the aim of promoting maritime education and addressing social and environmental concerns connected with the

maritime sector. The Foundation actively works to raise awareness about the role and significance of India's maritime industry through various short- and long-term initiatives. Its areas of focus include:

- Promotion of maritime conservation and education
- Welfare and upliftment of coastal communities in India
- Preservation and awareness of India's rich maritime history

Through its sustained efforts, the Foundation has played a meaningful role in encouraging young seafarers and supporting maritime institutions.

Scholarships and Awards

Since 2006, the Foundation has awarded approximately 396 scholarships, gold medals, and academic books to the following three Maritime Institutes on need-cum-merit basis

- The Great Eastern Institute of Maritime Studies (GEIMS)
- Sri Venkateswara College of Engineering (SVCE)
- Tolani Maritime Institute (TMI)

The Great Eastern Institute of Maritime Studies (GEIMS), Lonavala has been a regular beneficiary of this generous support. Recent awards to GEIMS cadets include:

2021–22: Scholarships awarded to seven engineering (GME) cadets and nine navigation (TNO) cadets.



- 2022–23: Scholarships awarded to seven engineering cadets and four navigation cadets, along with two gold medals.



GME Cadets



DNS cadets

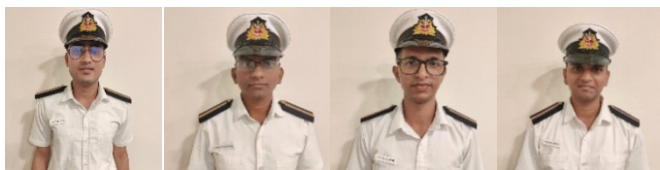


GPR Cadets

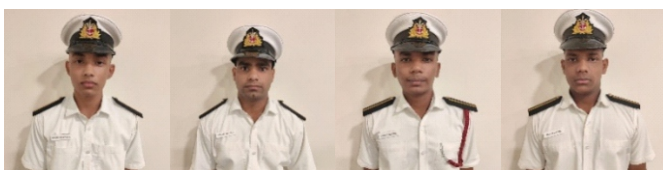


- 2023–24: Eight scholarships and two gold medals awarded to GEIMS scholars.

GME cadets



DNS cadets



- 2024–25: Twelve scholarships awarded to deserving cadets.

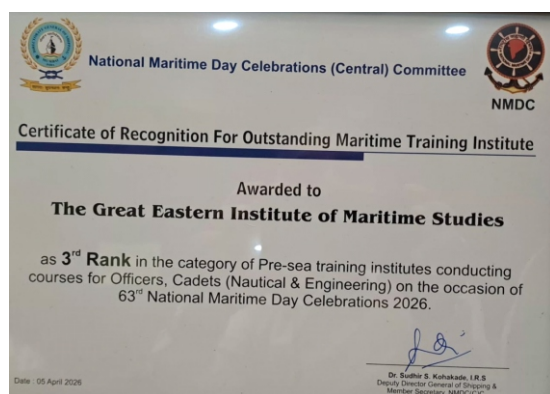
These scholarships and recognitions not only support meritorious students financially but also serve as a powerful source of motivation for young cadets preparing to join the maritime profession. The Foundation has continued association with The Great Eastern Institute of Maritime Studies (GEIMS) reflecting its commitment to nurturing talent and strengthening India's maritime future.

"The Great Eastern Institute of Maritime Studies" expresses its sincere gratitude to the Vasant J. Sheth Memorial Foundation for its continued encouragement and support to cadets. Such initiatives play a vital role in shaping confident, competent, and responsible maritime professionals who will carry forward India's proud seafaring tradition.



From the Bridge of GEIMS

63rd National Maritime Day Celebration



April 5, 2026, marked a momentous milestone in our nation's nautical journey-the 63rd National Maritime Day. It was on this day in 1919 that the SS Loyalty set sail from Mumbai to London, unfurling the Indian flag on international waters for the first time. Today, as we reflect on this legacy at GEIMS, we recognize that we aren't just students of navigation and engineering; we are the torchbearers of a century-old tradition of excellence. This year's celebrations underscored India's surging role in the global blue economy and reaffirmed our commitment to 'Sustainable Shipping,' ensuring that as we conquer the waves, we also protect the oceans that sustain us.

One of the core pillars of the 63rd National Maritime Day was the urgent transition toward Sustainable Shipping. In an era where the maritime industry is under the global spotlight for its carbon footprint, this year's milestone

emphasized India's proactive role in the 'Green Transition.' From the promotion of shore-to-ship power to the exploration of ammonia and hydrogen as alternative fuels, the 63rd anniversary showcased a maritime sector that is evolving to be in harmony with nature. For the students at GEIMS, this provides a clear roadmap: the future of navigation and engineering is green. Our training today is the foundation for a cleaner, more responsible maritime legacy tomorrow.

“World Maritime University” (IMO) student Visit



In a landmark event for our institute, the Directorate General of Maritime Administration and a delegation from the World Maritime University (Sweden) visited the GEIMS campus. This visit was particularly unique as it brought together a diverse cohort of students representing multiple nationalities, turning our campus into a vibrant hub of global maritime discourse. The interaction bridged the gap between national regulatory excellence and international academic research.



Discussions centered on the future of seafaring, the transition to green fuels, and the importance of standardized global training. For GEIMS, hosting such an esteemed international group reaffirms our position as a premier center for maritime education on the world map.

In a year defined by the industry's shift towards 'Green Shipping,' the visit of the WMU and DGMA delegation provided a timely platform for technical exchange. The visiting group, comprising future maritime administrators from around the world, took a keen interest in GEIMS's simulation facilities and our commitment to the Maritime Vision 2030. The discussions, which involved students of various nationalities, focused on the decarbonization of the global fleet and the implementation of the newest IMO regulations. For GEIMS cadets, it was a rare opportunity to see how international policy, crafted at the WMU level, is translated into operational excellence by the Directorate General of Maritime Administration. It was truly a day where global vision met local precision.

Blood Donation Camp



There is a unique bond that forms when a teacher and a student sit side-by-side, not over a textbook, but in a donor's chair. Our recent blood donation camp highlighted the unity of the GEIMS family. Seeing instructors lead by example—donating alongside the very cadets they train—created an atmosphere of mutual respect and Social duty. The camp was not just about the medical act of donation; it was a lesson in humility and civic responsibility. It served as a powerful reminder that while we prepare ourselves to navigate the world's oceans, we must never lose

sight of the needs of the community we leave behind on shore.

Beyond the medical units collected, the camp served as a vital educational platform, dispelling common myths about blood donation and emphasizing the constant need for a diverse blood supply in emergency medicine. It was a day where the GEIMS community stepped away from the workshops and simulators to prove that our commitment to safety extends far beyond the hull of a ship—it is a commitment to the very lifeblood of our society.



Anglothon 2026

In the high-stakes world of international shipping, clarity of communication is as vital as a steady compass. This was the driving force behind Anglothon 2026, the premier Maritime English competition hosted by IMU Navi Mumbai Campus. Representing the GEIMS spirit, our contingent dove headfirst into the rigorous linguistic challenge. The event served as a critical arena for validating the specialized vocabulary and communication frameworks that underpin global maritime safety. By systematically testing core competencies through Syntax Symphony, Verbal Marathon, JAM, and the Quiz, the competition meticulously isolated the exact linguistic pressures encountered on the bridge and in the engine room. Rather than a mere academic exercise, the rigorous four-stage framework highlighted how the IMO Standard Marine Communication Phrases (SMCP) function as an operational lifeline in high-stress, multi-lingual environments. Ultimately, the forum



underscored a vital industry truth: that structural command over the English language is not just an asset, but a fundamental pillar of modern navigation, risk mitigation, and international maritime excellence.



The competition's structure was meticulously designed to mirror the multi-faceted communication challenges faced on the bridge and in the engine room. By isolating specific competencies such as technical grammar, spontaneous reasoning, and rapid-fire knowledge retrieval, the event serves as a vital pedagogical tool. It reinforces the standard that maritime institutes must prioritize the IMO Standard Marine Communication Phrases (SMCP) not merely as a curriculum requirement, but as an operational life-line. Events of this caliber foster institutional synergy and ensure that the standards of maritime English are consistently elevated across the nation's premier training centers.

Naughtica 2026

Naughtica 2026 provided a massive national platform for maritime training institutes to showcase their talent under the contemporary gaze of 'Industry 4.0' and digital transformation. True to our legacy, the GEIMS delegation approached the 14 multi-disciplinary events with a profound blend of disciplined precision and fierce dedication. In the technical and problem-solving rounds, our cadets demonstrated the sharp, analytical edge cultivated in our campus

labs and simulators. Meanwhile, events like the Battle of the Acoustic Bands and the Personality Contest saw our students channel their entire creative energy, showing the world that a GEIMS mariner is a thoroughly well-rounded individual. The sheer devotion, sleepless prep nights, and relentless teamwork displayed by the team highlighted the very essence of seafaring: absolute commitment to the crew and the mission.

This fierce dedication reached its absolute peak during the closing ceremony, where the collective grit of the GEIMS powerhouse transformed into a moment of pure triumph. As the final results were announced under the flashing lights of the Mumbai stage, the roar from our contingent solidified what everyone in the arena already knew: GEIMS had left an indelible mark on Naughtica 2026. The trophies and accolades hoisted high by our cadets were not just victories in individual events, but a validation of the rigorous, relentless training imparted at the institute. Walking away from the festival, the cadets carried something far greater than medals- an unbreakable sense of pride and a proven realization that when GEIMS cadets anchor their hearts and souls to a singular goal, they are a force to be reckoned with.



The Great Wall of India

Imagine a fort built on a hill with walls as long as 36 km. Built in such a way that despite being located on a hill, you can't find the fort's exact location until you are under a range of 500 m, and the fort is protected with seven fortified gates. These qualities are enough to make a fort invincible, and the name of that fort is Kumbhalgarh Fort, also known as the "Great Wall of India."

This Kumbhalgarh Fort is located on the western range of Aravalli Hills in Kumbhalgarh, Rajsamand district, Rajasthan, India. This fort was built by Rana Kumbha, the ruler of Mewar, in the 15th century (from 1443 to 1458). It took 15 years to build this fort. There is a very interesting story behind the construction of this fort.

When Mandan selected the Aravalli hills to build this fort, it was very difficult to build as walls were continuously falling. Then inquiries were made among the local villagers. They told them about a medh baba named Bhairav Muni. Bhairav Muni lived on these hills and meditated there. He knew the most about these mountains.

After that, Maharana Kumbha and Mandan went to Muni to find a solution to their problem. Bhairav Muni told them about a divine presence on this hill that was making it difficult to build a fort there. Maharana Kumbha requested Muni for a solution so that he could build a fort there.

Muni told him that the only solution could be a human sacrifice by his own will. But at that time, no one was ready for the sacrifice. Eventually, Bhairav Muni, who presented the solution, got ready to sacrifice himself.

Another interesting fact about this fort is that the gates were made in such a way that you can't see another gate from the one you are standing at.

This fort is also known as Vijay durg despite the fact that 17 attacks had taken place on this fort.

The major attack among these was the Haldighati battle between Maharana Pratap and Akbar, which ended in a draw. After that, Akbar had appointed a new military commander named Shahbaz Khan. He was sent to capture this fort along with Maharana Pratap. But Shahbaz Khan got lost in these mountains on his way to the fort. He tortured three Malans (fruit/vegetable sellers) to know the way. This incident shows the excellence of Mandan in his work.

After 575–580 years, Kumbhalgarh is still standing tall on the hills of Aravalli, telling the stories of great warriors, the tales of furious battles, and the art and devotion of Mandan towards his work.

AAKASH CHAUDHARY

DNS41-B



A Lesson from the Great Wall

Built brick by brick over centuries, the Great Wall reminds us that great achievements are the result of patience, perseverance, and teamwork.



From Maritime Traditions to Modern Training

Introduction: The Maritime Sector and Its Importance

Shipping forms the backbone of world trade, carrying millions of tons of essential goods each day—from food and medicine to industrial machinery. The sector goes beyond cargo transport, extending into offshore energy, environmental stewardship, and naval defense, making it one of the most dynamic global industries.

Because seafaring involves high risks and complex operations, it demands officers who are well-trained, disciplined, and capable of safeguarding both people and the environment. To meet this need, maritime academies prepare cadets through a combination of advanced technology, hands-on practice, and respect for traditions that have shaped sailors for centuries.

Maritime Traditions and Myths: The Culture Behind the Sea

Although modern ships rely on advanced navigation and strict safety systems, the maritime world is still enriched by traditions, superstitions, and customs handed down through generations. Sailors once relied on these beliefs to explain the dangers of the sea and to strengthen unity among crews.

For cadets, learning about these traditions is more than cultural interest—it builds a sense of connection to the long history of seafaring and reminds them that, beyond technical expertise, humility and respect for the ocean are vital.

Popular Maritime Myths and Superstitions

- Whistling on Board – Once thought to invite storms, reminding sailors of the ocean's power.
- Women on Ships – Old beliefs labeled them unlucky, though today women are valued leaders at sea.

- The Albatross – Seen as a good omen; harming one was feared to bring misfortune.
- Red Paint Below the Waterline – Avoided due to superstition, though scientifically unfounded.
- Launching on Fridays – Considered unlucky, tied to old religious and cultural views.
- Coins Under the Mast – Placed during construction for good luck and protection.
- Cats on Board – Welcomed for pest control and as symbols of calm seas.

The Cadet's Journey: Training Tomorrow's Seafarers

The path to becoming a maritime officer is rigorous but rewarding. Cadets study navigation, ship construction, safety laws, environmental regulations, and seamanship. Training is not confined to classrooms—simulators, drills, and ship visits give them real-world exposure, while teamwork and leadership exercises prepare them for the human side of ship management. This well-rounded approach ensures that future officers are confident, capable, and adaptable.

A Day in the Life of a Cadet

Early Morning – Fitness and Discipline

The day begins at 0530 hours with physical training, building stamina, discipline, and mental strength. After PT, cadets prepare quickly for breakfast to energize themselves for the long day ahead.

Parade and Muster

By 0745 hours, cadets line up in uniform for parade. At 0800 hours, the national anthem is observed, instilling unity, pride, and focus for the day's activities.



Academic and Practical Training

From 0830 to 1745 hours, cadets attend lectures, simulations, and drills, covering topics like navigation, safety, law, and engineering. Breaks are short, reflecting the demanding lifestyle of seafarers. Group work sharpens leadership and teamwork.

Evening – Rest and Reflection

After classes, cadets balance relaxation, sports, and personal study. They also prepare uniforms and notes for the following day. Despite the fatigue, this time reinforces resilience and self-discipline.

Beyond Routine – Lifelong Lessons

Life as a cadet goes far beyond schedules. It cultivates leadership, adaptability, and responsibility—skills that shape character both on and off the sea. As the saying goes, “A smooth sea never made a skilled sailor.” The challenges

cadets face are what transform them into competent officers.

Conclusion

The maritime profession is both demanding and rewarding, blending modern technology with centuries-old traditions. By respecting seafaring customs and enduring rigorous training, cadets grow into capable officers ready to navigate unpredictable oceans with skill, resilience, and responsibility.

Anshu Yadav

DNS 39



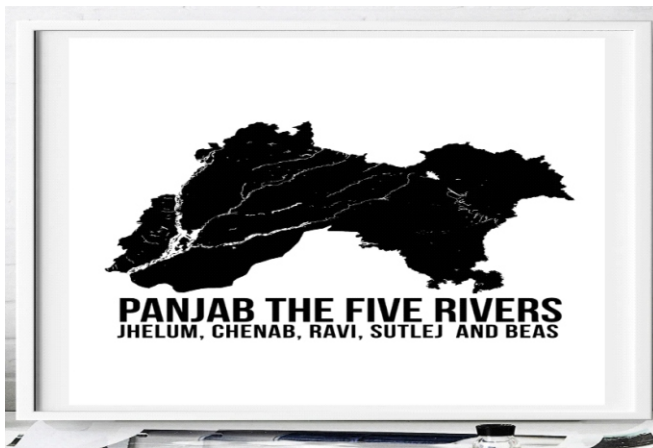
Pushpendra Bhati

DNS 39



Exploring the Culture of Punjab

Introduction – Punjab named from Persian words panj(five) and aab (water) called as land of five rivers that are Jhelum, Ravi, Chenab, Satluj, Beas and it is more than a geographical term. It represents a vibrant, resilient and a deeply rooted culture, it embodies unparalleled hospitality, strength, rich traditions and profound enduring history. It is the land of Gurus, Spirituality, Bravery.



Punjab has historically been the main gateway to Delhi for invaders. Whenever foreign rulers, including the Mughals, enter with bad intentions, Punjab suffered first. Yet the people of Punjab repeatedly stood up against injustice and fought bravely to defend their rights and their homeland.

Punjab's main occupation has traditionally been agriculture. The farmers of Punjab grow different kinds of grains in their fields, which are supplied to many parts of the world. Because of their hard work and fertile land, Punjab has become one of the most important agricultural regions. However, nowadays Punjabis are involved in many other fields as well. They are working in businesses, government jobs, and the private sector. With their dedication and skills, Punjabis are contributing to the growth and development of many industries across the world.



The main festival of Punjab is Baisakhi, which marks the harvest season. During this time, farmers harvest their wheat crops and celebrate their hard work and prosperity. Many fairs, known as melas, are organized in different places where people gather to enjoy food, music, and traditional activities. The culture of Punjab is very rich and vibrant. People perform the energetic traditional dance called Bhangra to express their joy and gratitude. They also thank God for a good harvest and for their blessings. Apart from Baisakhi, festivals like Diwali and many others are also celebrated with great enthusiasm, bringing families and communities together in happiness and devotion.



The Harmandir Sahib, also known as the Golden Temple, is one of the most sacred places of worship for Sikhs. It is located in the city of Amritsar in Punjab, India. The temple is famous for its beautiful golden structure and peaceful surroundings. It was founded by Guru Arjan, the fifth Sikh Guru. Every day, thousands of devotees from around the world visit Harmandir Sahib to pray and seek blessings. The temple also runs a community kitchen called langar, where free meals are served to everyone regardless of religion, caste, or background. This holy place represents equality, faith, and service to humanity.

Many people from Punjab serve the country by working in the Indian Navy, Indian air force, Indian Armed Forces, and the Merchant Navy. They are known for their bravery, strength, and dedication. Punjabi people often choose these careers because they like to serve the nation and travel across the seas. In the Navy and defence services, they protect the country and keep the seas safe. In the Merchant Navy, they work on ships that carry goods and passengers to different parts of the world. Their hard work and courage make the people of Punjab proud, and they play an important role in serving and protecting the nation.

I have also chosen the profession of the Merchant Navy because I am inspired by my brother, who is an officer. He always motivates me and supports me in my goals. My brother is like a second father to me because he guides me and helps me make the right decisions in life. I always pray to God that everyone gets a brother like mine.

The Merchant Navy is a respected job all over the world, and it also gives the opportunity to travel and see many countries. I want to work hard in this profession, explore the world, experience new adventures, and make my parents proud. My dream is to keep my family happy and also serve my nation with honesty and dedication.

Punjab has faced many hardships throughout its history, including challenges during the Mughal era, the period of British rule, and several natural disasters. Despite these difficulties, the people of Punjab have always shown great courage and resilience. Every time they faced hardship, they fought through it, rebuilt their lives, and rose again from nothing with hope and determination. What truly defines the spirit of Punjab is the kindness and generosity of its people. Punjabis are known for helping others without always step forward to help others around the world. This selfless nature, strength, and compassion truly thinking only about themselves. They serve free food to anyone in need, support people emotionally and morally, and represent the real bloodline of Punjab.

Lovejot Singh

ETO 36



PANJAB



The Ocean That Never Speaks

If the sea builds character, why does it also erase the sound of a human voice for months? We romanticize this life. Adventure. Global exposure. Merciless waters. But beyond the surface? A turbulent reality exists. Here is the reality of a seafarer: between restless waters and boundless sky, he sails forward. Carrying solitude. Yet anchored by purpose.

The silence between horizons? It becomes a mirror. It reflects your own inner thoughts. Robin Sharma once said, "solitude can be the soil where the seeds of greatness grow." For seafarers charting their life across the sea, those words become a compass. Toward resilience. Discipline. Mental endurance. But let's be honest – fighting loneliness at sea takes work. Intentional discipline. Emotional awareness. You learn to engage. Real communication. Constructive hobbies. Physical endurance. And most importantly – strong companionship with your crewmates. That turns the loneliness of the open ocean into something else. A bond. Unity. Trust. Shared resilience.

Here is a truth no one talks about: according to the International Maritime Organization, over 1.5 million seafarers are on ships at any given moment. Most of them will go over 90 days without stepping on land. Some will cross 200 days. And in all that time, no counsellor visits. No HR checks in. Just the engine and the waves. The industry moves 90% of global trade, but it moves almost nothing to protect the minds moving it. That is not just loneliness. That is systemic silence.

Out there, the horizon stretches endlessly. The rhythm of the waves becomes your only constant companion. And then something strange happens: the simplest moments start to matter. A small chit-chat during night watch. Aligned teamwork. A burst of laughter in the galley after a long day. These things lift the weight of solitude.

Small acts. Powerful anchors. They steady a seafarer's spirit when nothing else can. Research from the World Maritime University shows that seafarers with strong onboard social bonds report 60% lower rates of severe depression. Think about that. A single conversation. One genuine laugh. It can cut suffering by more than half. Yet no policy measures that. No award celebrates it. But every sailor knows it.

Franklin D. Roosevelt got it right: "A smooth sea never makes a skilled sailor." You cannot command the winds of loneliness. But you can always adjust the sail of your mind. There is a quiet dignity in that. India sends over 2.5 lakh seafarers to the world – the third largest maritime workforce on the planet. They keep supply chains moving. They bring home billions in foreign exchange. But when was the last time anyone asked them not about their salary – but about their sleep? About the nights they cried and no one heard?

After weathering the loneliness of the sea and relentless duties, a seafarer emerges with a mind as steady as the helm and spirit as vast as the ocean. But who asks him what that silence cost?

AKSHIT SAINI

DNS 41 B



Always a Good Day to Set Sail

Ready to set sail on this brand new day?
How about some sea breeze right to your face.
"Can't do it on an empty stomach", you'd say.
So hurry to breakfast - no pause in this race.
Also remember to greet others along the way,
Good manners help sailors to keep a good pace.

Finished with breakfast, you look up at the skies,
Only to notice black clouds have suddenly arise.
The ocean starts to rise and fall like an abyss,
There's no good seafarer who wouldn't know this.
Back at home, you will call this time to go and hide,
Not possible, or this would become a sinking ride.

Change the clothes first, soon place will change,
Likely in a location where your tools are at range.
Go fix this, go fetch that, and repeat it over again,
Keep your focus sharp, or else you will bear pain.
Do not let your heart wander, or any panic to set,
A calm mind will keep you away from any upset.

Finally after many days passed, the sea is calm,
So you spend your first break inside sleep's palm.
Alas, the time of rest will also have to pass away,
Then as you get up you are asked in the same way.

Ready to set sail on this brand new day?
Before sea breeze comes you say, "Yes, always."

ABHIJEET RANA

GME-64



The Cadet's Voyage

Eyes wide open as the alarm hit,
A chance to build the dreams, you once knit.

Sitting eight hours in lectures uptight,
Destiny can be changed when you choose to fight.

Endless PT, parade, class, and workshop,
You are the main character - time to give your best, & not a flop.

Long days, exhausted body, and sleep-deprived nights,
To change your destiny, you must battle these fights.

Prepare yourself well before you embrace the sea,
For voyages have more depth than the horizon you see.

Stand steady when the tides grow wild,
Let courage guide the once-doubting child.

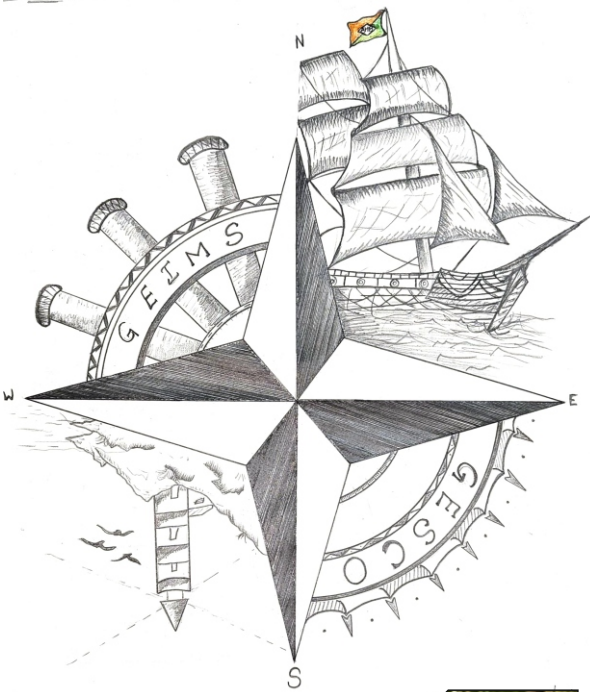
The sky won't always be sunny and blue,
Dark nights are fought — together as a crew.

Getting yourself ready to face the sea tide,
Manoeuvring your career path to the starboard side.

HARSH AWASTHI

GME 64

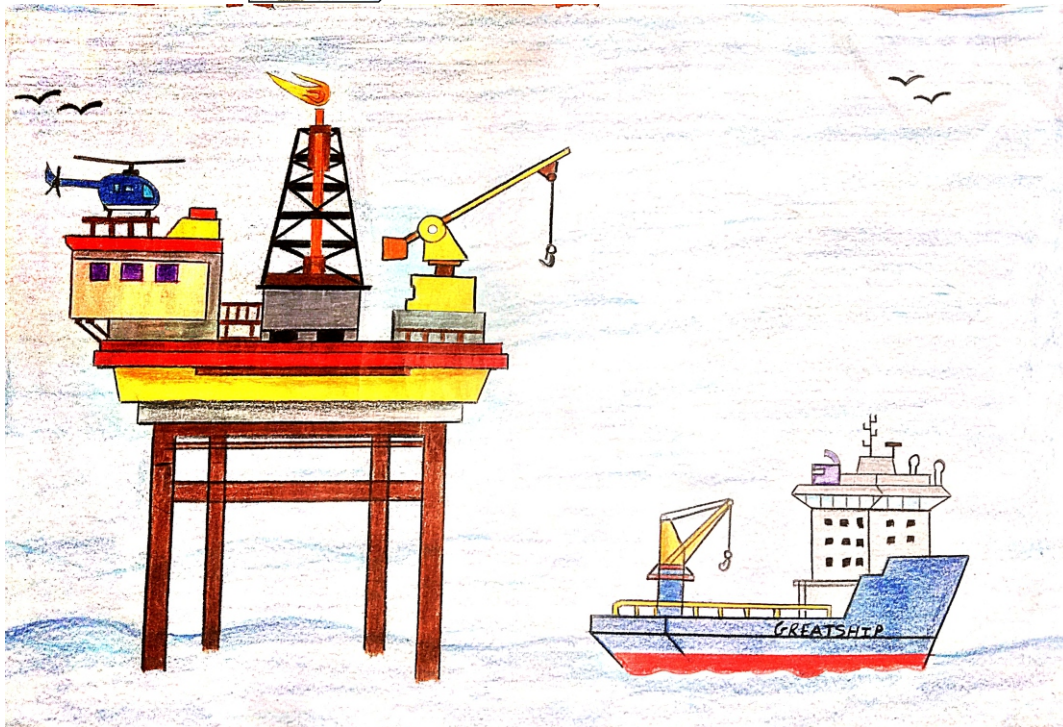




SAAGAR NAIDU
GME 64



PRASHANT K JAGLAN
GPR 15



PARTH KUMAR PATEL
GPR 15



Woman - A Pride

Yes, I am a woman,
I don't accept defeat,
I keep moving ahead.

I have dreams,
So I face every fight,

Troubles come daily,
But I don't step aside.

They call me helpless—
That's their small mind.
I know my power
Better than their own mind.

Yes, I am a woman,
I don't lose,
I rise and prove .

They question my place,
They question my name,
But I wake up ready to answer again.

I fall apart sometimes,
But I fix my own cracks.
I drop my fear ,
I don't look back.

Yes, I am a woman—
Not weak, not small,
I don't lose,
I stand tall.

NITU KUMARI

DNS 40-B



WOMEN IN MARITIME INDUSTRY

Stepping into the maritime world as a female cadet pursuing my pre-sea course has been both exciting and transformative. At my academy, guided by frameworks inspired by the International Maritime Organization, I am learning not only the technical aspects of navigation, seamanship, and safety but also the discipline and resilience required at sea.

Each day brings new challenges—from mastering knots and chart work to understanding engine systems and emergency procedures. Being one of the few women in my batch sometimes feels intimidating, yet it motivates me to prove that competence has no gender. The support from my instructors and peers reassures me that the maritime industry is gradually becoming more inclusive.

Life at sea demands mental strength, adaptability, and teamwork. Through this pre-sea training, I am building the confidence to face long voyages, harsh weather, and responsibilities onboard. I aspire to rise through the ranks and one day become a Captain, inspiring more young women to join this field.

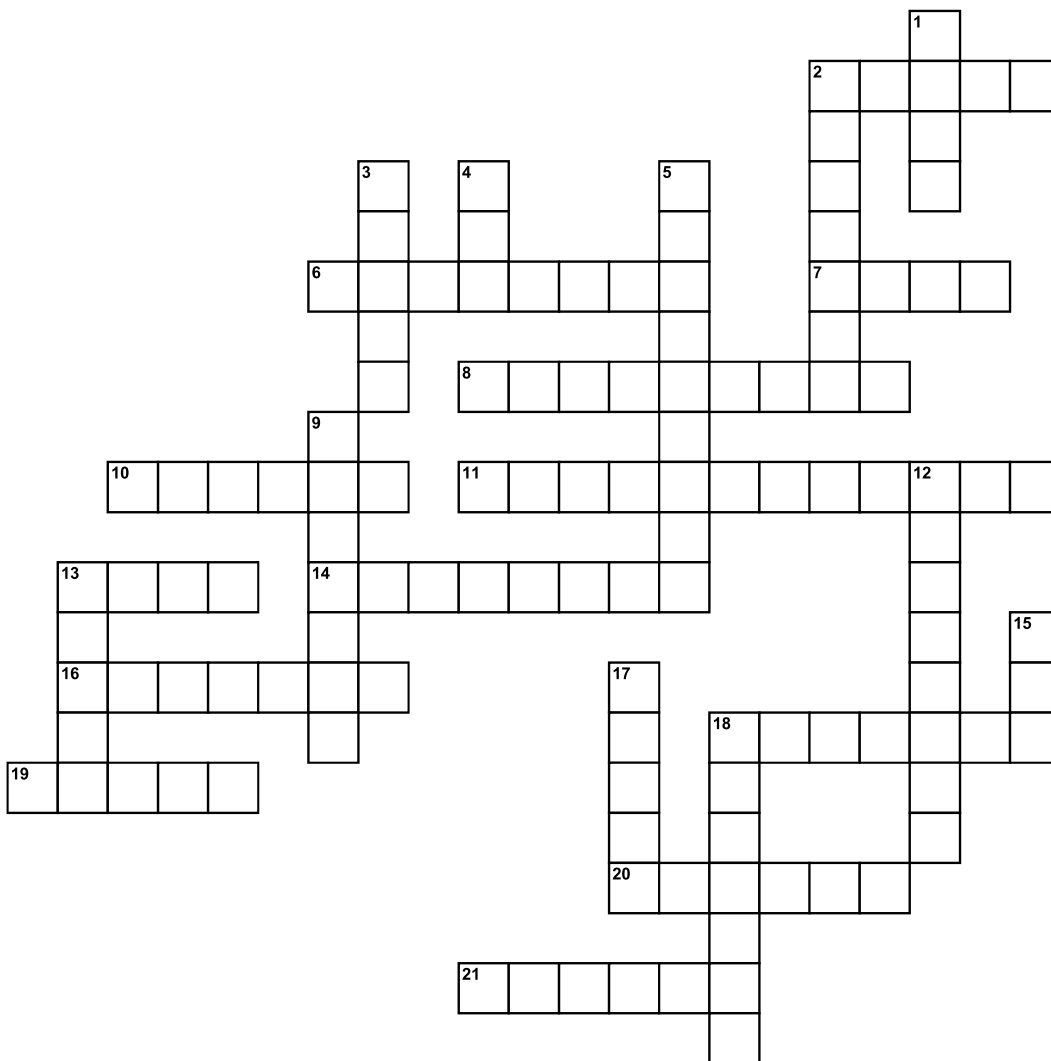
This journey is not just about career; it is about breaking stereotypes and charting a new course for women in maritime.

SAKSHI GUPTA

DNS 41 (B)



Familiar Nautical Terms



Across

- [2] Rear of a ship
- [6] Upper edge of the side of a ship
- [7] Left side of ship when facing toward the bow
- [8] Right side of ship when facing toward the bow
- [10] Small flag used for ID
- [11] Stairs from upper deck to lower deck
- [13] Width of ship
- [14] Direction that wind is blowing
- [16] Line for fastening something in a ship
- [18] Adds weight to a ship for stability
- [19] To secure a line by winding on a cleat
- [20] Handle or lever for turning a ship's rudder
- [21] Large rope for towing or mooring a ship

Down

- [1] Ship's steering wheel
- [2] Hole allowing water to drain from ship's deck
- [3] Part of an anchor that fastens in the ground
- [4] Front of a ship
- [5] Distance between waterline and main deck of a ship
- [9] Side or direction away from the wind
- [12] Winch used to raise a ship's anchor
- [13] Lower point of inner hull
- [15] Stern of a ship
- [17] Device for raising and lowering a boat
- [18] Short post on a ship that a line is tied onto



Why are cargo ships not usually fast? By fast I mean around 20-25 knots.

Speed costs fuel. Fuel costs money. There is a cube relationship between ship speed and the power; put simply, for double the speed you need eight times the power. At low speed you need very little power, a warship can loiter at say 8 knots with its engines producing a thousand horse power, a couple of truck engines worth. At a fairly typical 30 to 32 knot top speed it needs 60 to 70,000 horse power.

The same rules apply for a cargo ship, they typically cruise in the 12 to 15 knot range but if you want to offer double the speed, you will need eight times bigger engines and your fuel bills sky rocket.

At low speeds the main component of resistance that the ship has to overcome is the friction between the hull and the water. In this range the power demand of the ship increases with the cube of an increase in speed. At high speeds the main component of resistance is the wave resistance, i.e. the wave pattern that the ship creates by sailing. In this range the power demand increases exponentially with an increase in speed. Thus cargo ships try to keep their speed range below the threshold in which wave resistance becomes dominant.

time sensitive cargo, so is maximised for cargo capacity over ship speed. Such a vessel will have an average transit speed of just 9.5 to 11 knots, and even the famously speedy vehicle carriers average just 15 knots.

There's no rush to get 50,000 tons of red winter wheat from Louisiana to Sri Lanka so bulkers typically travel at 11 or 12 knots, their most economical speed. Some goods need to get where they are going at a less leisurely pace. These goods are carried by container ships which can make 20 knots plus. Of course they charge considerably higher freight rates than those slow bulkers.

In most cases the benefits to operating at the lowest and therefore most fuel efficient speeds outweigh the benefits of an early delivery. Turns out, they all decide to get their stuff a couple of days later at half the price.

Capt. Ravi Shankar



Credit: Thanks to Erica Fernandes : knows about shipping

The difference between 18 knots and 25 knots is about twice the fuel consumption per nautical mile. A bulk carrier or oil tanker doesn't carry a



ON BOARD – BRIDGE WING

Today, let's talk about the Marine Risk Assessment Process. It's all about keeping our people, ship, and environment safe.

Yes, Sir! I'm ready to learn.

WHAT IS THE MARINE RISK ASSESSMENT PROCESS?

The risk assessment process involves:

- 1 Identification of hazards
- 2 Assessment of the risks concerned
- 3 Application of controls to reduce the risks
- 4 Monitoring of the effectiveness of the controls

1. IDENTIFICATION OF HAZARDS

Identification of hazards is the most important step. It determines the course of actions to be followed thereafter.

We must observe activities systematically for accuracy and completeness.

Remember—hazards are not incidents, and incidents are not consequences.

2. ASSESSMENT OF THE RISKS

We evaluate each hazard in terms of the likelihood of harm and its potential aftermath.

This helps the company set priorities and use its resources where they will have the greatest effect.

	Low	Med	High
LIKELIHOOD			
CONSEQUENCE			
High			
Med			
Low			

3. APPLICATION OF CONTROLS

When applying controls, we must consider the frequency of the activity.

A potential moderate risk that happens frequently may be more important to address than a rare but substantial risk.

EXAMPLES OF CONTROLS

- ✓ Elimination or substitution
- ✓ Engineering controls
- ✓ Administrative controls
- ✓ Personal protective equipment (PPE)
- ✓ Training and procedures

4. MONITORING OF CONTROLS

We must monitor the effectiveness of the controls regularly to ensure they remain suitable and working as intended.

Risk assessment for ships should be continual, flexible, and reviewed regularly to adapt to changes in operations, equipment, people, or the environment.

WHAT RISKS ARE MOST RELEVANT TO MONITOR?

- Health and safety issues of individuals involved directly or indirectly in the activity, or those who may be otherwise affected.
- Property of the company and others.
- The environment.

Since 'risk' is never a constant or concrete entity, differences in perception and anticipation of danger are resolved by experience, training, and disposition.

Human behaviour, general awareness, and constant vigilance play a vital role in our decision-making in ship operations.

ACKNOWLEDGEMENT

Thank you, Sir! I understand the Marine Risk Assessment Process and its importance.

I will apply this knowledge, remain vigilant, and contribute to safe ship operations for our people, our ship, and the environment.

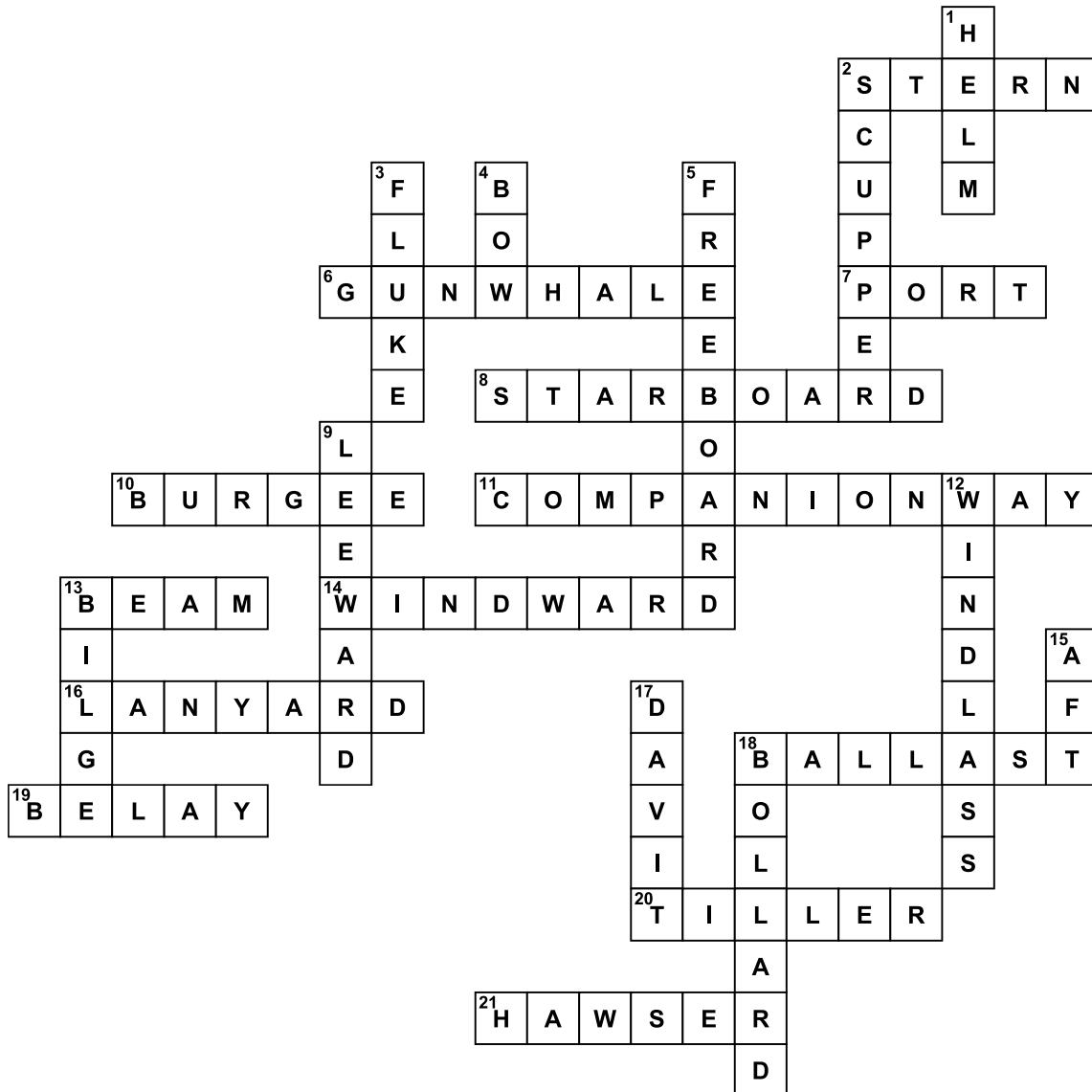
Aye, Aye, Sir!

SAFE OPERATIONS TODAY – SAFE VOYAGES TOMORROW

Capt. Kiran Mohite



Solution



Capt. Ravi Shankar



My First Experience On a Gas Carrier

My first experience on a gas carrier as a cadet was a massive turning point in my life at sea. Before joining this vessel, I had only worked on a bulk carrier. On that ship, things felt very traditional and easy to understand. But when I received my orders for a gas carrier, I knew I was stepping into a completely different world. I had heard that gas ships were like floating high-tech factories, and I was both excited and nervous to see how they actually worked.

When I first stepped onto the gangway of the gas carrier, I felt completely overwhelmed. The deck was nothing like my previous ship. On the bulk carrier, the deck was mostly open and clear, but here, it was a giant maze of steel. There were pipelines everywhere—some were very large, some were small, and others were painted in bright colors to show what they carried. There were pumps, compressors, and massive manifolds that I had never seen before. For the first few days, I felt very confused. I remember standing on the main walkway, looking at all the valves, and wondering how I would ever be able to manage my duties. It felt like I was starting my cadetship all over again from day one.

However, I have always been a curious person. I didn't want to just stand around; I wanted to understand the "why" and "how" behind everything on that deck. I started carrying a small notebook in my pocket at all times. Every time I saw a piece of machinery or a pipe I didn't recognize, I would make a drawing or a note of it. My curiosity eventually led me to spend a lot of time in the ship's office and the engine room, where I started reading the technical manuals and looking at the complex piping diagrams.

The most important thing I had to learn was the reliquefaction system. This was a brand-new concept for me because, on my last ship, the cargo just sat in the hold. On a gas carrier, the cargo is kept at very low temperatures to keep it in

liquid form. Because of the heat from the sun and the sea, some of the liquid cargo starts to turn back into gas, which we call "boil-off gas." To keep the pressure in the tanks from getting too high and dangerous, we have to handle this vapour.

I spent hours with the gas engineer and the deck officers learning how the system works. They showed me how the huge compressors take this vapour, squeeze it, and then pass it through a condenser to cool it down. Once it turns back into liquid, it is sprayed back into the cargo tanks. Once I understood this cycle, the "mess" of pipes on the deck suddenly started to make sense. Each pipe had a specific job, whether it was for carrying liquid, moving vapor, or supplying nitrogen for safety.

The crew on this ship made the experience even better. It was a mixed-nationality crew, and I loved learning from people with different backgrounds. Our Chief Officer was Ukrainian. He was a very serious and hardworking man who was very strict about safety on deck, which I really respected. But what I remember most was his love for cooking. Whenever he had some free time, he would go to the galley and prepare traditional Ukrainian food for the crew. It was his way of relaxing and making us all feel like a family.

Then there was our Captain, who was Korean. He was in his 60s, but you would never have guessed it by looking at him. He was incredibly fit and very disciplined. No matter how busy we were or how rough the weather was, he went to the gym every single day without fail. He told me that staying physically fit helped him stay mentally sharp to handle the huge responsibility of commanding such a dangerous ship. Seeing his dedication at that age was very motivating for me. It taught me that discipline is the most important trait for a successful sailor.

This contract also gave me the chance to see parts of the world I had never visited. It was my



first time going to a port in the USA and then to China. Arriving in the USA was a big experience because the safety rules and the Coast Guard inspections were very intense. I learned very quickly that on a gas carrier, there is no room for "maybe." Everything must be perfect, and every piece of safety equipment must be tested. Later, when we went to China, I saw how busy the shipping world can be. The ports were huge, and there were hundreds of ships moving around us. Navigating through those crowded waters required a lot of focus and teamwork between the bridge and the engine room.

Throughout the voyage, I made it a habit to ask about everything I didn't know. I realized that the officers, engineers, and crew were always happy to help as long as I showed that I really wanted to learn. I spent a lot of time shadowing the Second Officer during cargo operations and helping the bosun with maintenance. By listening to their advice and following their guidance, I started to

gain confidence. I wasn't just a confused cadet anymore; I was becoming a useful part of the team.

Looking back, that first contract on the gas carrier was the most challenging but rewarding time of my life. I went from being scared of a bunch of pipes to understanding the science of gas cargo. I learned that while a gas carrier is much more complicated than a bulk carrier, it is also much more interesting. The combination of technical learning, the friendship of my Ukrainian and Korean seniors, and the experience of visiting world-class ports made me realize that I had chosen the right career. I left the ship with a lot of new knowledge and a much better understanding of what it means to be a professional mariner.

ANSHUMAN SAINI

TNOC 33



A Journey Back to My Roots

Returning to Great Eastern Institute of Maritime Studies after fourteen years was a deeply emotional and unforgettable experience for me. The institution where my maritime journey began welcomed me once again this time not as a cadet filled with dreams, but as a Chief Officer who once walked these very corridors with hope, determination, and ambition.

Walking through the campus brought back countless memories of my training days the discipline, the challenges, the friendships, and the lessons that shaped me both professionally and personally. Those formative years built the strong foundation that prepared me for the responsibilities I would later carry onboard, navigating the vast oceans and the realities of life at sea.

Being felicitated by my alma mater in 2026 was truly a proud and humbling moment. What made it even more special was sharing this milestone with the important women in my life my mother, my sister, and my wife. Seeing them experience the institution that played such a significant role in my journey meant a lot to me.

Meeting the teachers who once guided and trained me was perhaps the most emotional part of the day. Speaking with them again after so many years reminded me how their guidance, discipline, and encouragement helped shape the officer I am today. Their lessons extended far beyond the classroom and continue to guide me throughout my maritime voyage.

I was deeply touched by the warm welcome and wonderful hospitality extended to us. The cadets who guided us around the campus reminded me of my own days as a young trainee, full of curiosity, determination, and dreams of sailing across the world's oceans.

To the cadets of today, I would like to share this message: the sea rewards those who are disciplined, patient, and committed to learning. The training you receive here will not only prepare you for a profession but will also shape your character. Stay focused, respect your mentors, value teamwork, remain humble, and never stop learning. The voyage ahead may be challenging, but it will also be filled with opportunities, experiences, and destinations you once only dreamed of.

Standing there once again made me realize that every officer's journey begins with a dream and for many of us, that dream first took shape right here at this institute.

With sincere gratitude to all the teachers and mentors who shaped my journey.

Capt. Shubert Sequeira

TNOC – 11



Steering Talk with Chief Guest



Mr. Mudit Mehrotra

Asst. Vice President. (Technical) GESCO

About the Author: - He is an alumnus of DMET, one of India's most prestigious Marine Engineering Institutes. Mr. M Mehrotra is also a member of the Indian delegation representing the country at the International Maritime Organization (IMO).

When I look back at my journey of over 38 years with GESCO, I do not merely see a career — I see a lifetime of learning, relationships, challenges, and transformation. I joined the company in 1989 as a Fifth Engineer, spent nearly nine years at sea, and then moved ashore. What has kept me here for nearly four decades is not just professional growth — it is the culture.

GESCO is not just an organization; it functions like a family. In this company, you are not treated as a payroll number. You are treated as a person. There is empathy in leadership, there is recognition of effort, and there is space to grow. Talent does not go unnoticed here. It may take time, but consistent work always speaks for itself. I firmly believe that your work speaks louder than any checklist you complete. Checklists are necessary, but your integrity, your reliability, and your approach to work define who you are.

Why I Chose the Sea

Many of you may not know that I began my engineering journey at IIT Kharagpur. After three months, I realized something important about myself. I did not want to sit behind a desk my entire life. I wanted to work with machines. I wanted to open them, understand them and repair them. I wanted my hands to get dirty.

At that time, along with a small group, I left IIT and joined DMET. It was not an easy decision. Jobs were scarce in those days. In fact, when we graduated, even the Secretary of Shipping said he would congratulate the parents more than the cadets, because choosing shipping at that time required courage.

But, I have never regretted that decision. Shipping has taught me more than any classroom ever could.

It taught me discipline, accountability, teamwork, and resilience. The sea shapes you. It tests your patience and your character. It forces you to think clearly under pressure. Those lessons stay with you for life.

What Truly Matters in an Officer

When I meet cadets, I am not looking for textbook answers. I am looking for spark.

I am interested in how you approach a problem. Do you remain calm? Do you think logically? Do you take ownership? The result will follow, but your approach defines your potential.

Above all, your moral values must be strong. Shipping is built on trust. At sea, shortcuts are dangerous — ethically and technically. Integrity is not negotiable. Your competence will earn you promotion, but your character will earn you respect.

Remember this: if your work is dependable, people will look for you. They will say, "Let us give this job to him; it will be done properly." That is how careers are built — quietly, steadily, through performance.

Why I Still Recommend GESCO

Would I recommend GESCO to young marine engineers? Absolutely.

Only when you sail with different companies will you truly understand what makes an organization special. GESCO is not just a shipping company; it is a training ground. Across ports worldwide — Hong Kong, Singapore, Europe — I meet professionals who proudly say, "I was from GESCO." That identity means something.

Recently, a colleague I sailed with for over 20 years passed away. The condolences poured in from all over the world. That is what shipping builds — lifelong bonds. You may change ships, but the relationships remain.



That is the strength of a company that builds people, not just fleets.

The Sustainability Challenge

Today, shipping stands at a defining moment. The world expects us to achieve net-zero carbon emissions by 2050. As an industry, we are committed to sustainability. Nevertheless, we must also be realistic.

Alternative fuels like ammonia, methanol, and hydrogen are promising, but their availability is limited and costs remain high. Shipping is a commercial enterprise. We cannot invest blindly without viable infrastructure.

At present, biofuels offer a transitional solution, helping us reduce greenhouse gas emissions gradually. We are actively exploring opportunities to shift to cleaner fuels when they become commercially and technically feasible.

Sustainability must be responsible. Environmental commitment and commercial sense must move together.

Representing India at IMO

One of the most meaningful aspects of my career has been representing India at the International Maritime Organization.

During the greenhouse gas emission negotiations, I had the opportunity to raise several concerns on behalf of India. In a room with nearly 80 countries, five of the six issues we flagged were accepted. That acceptance was not symbolic; it reflected technical merit and collective agreement.

These negotiations are demanding. There are days when you return from discussions past midnight, only to resume early in the morning. You may wait an entire day for three minutes to speak but when you speak, it must matter.

Currently, in the Pollution Prevention and Response Committee, we are addressing proposals that could negatively impact Indian fishing communities. Regulations must consider developing economies. We have worked with like-minded nations to ensure balanced outcomes.

Global policymaking requires patience, preparation, and perspective.

The Future of Marine Engineering

Marine engineering as you know it will change.

We are already drafting regulations for hydrogen, ammonia, and methanol-fueled ships. When we first discussed hydrogen propulsion, even experts needed material scientists to explain how hydrogen behaves inside pipelines. New fuels demand new knowledge.

Nuclear-powered commercial vessels are also being discussed. Russia has already demonstrated voyages using nuclear propulsion. These vessels would use compact reactors to generate steam and electricity. However, regulatory and ethical concerns remain.

In the future, traditional engine-room roles may evolve significantly. By the time some of you become Chief Engineers, you may not deal with conventional pistons at all. You may manage integrated energy systems instead.

The profession will become more technical, more interdisciplinary, and more knowledge-driven.

Be prepared to learn continuously.

STCW and the Road Ahead

The revision of the STCW Convention is underway, and India is playing a significant role in shaping the upcoming framework. Changes are expected in the coming years, likely around 2026 or 2027.

These revisions will aim to align training standards with technological realities. The profession you are entering will demand broader knowledge, especially in alternative fuels and digital systems.

The future will reward those who remain adaptable.

A Final Thought

Shipping has given me everything — knowledge, friendships, perspective, and purpose. It has taught me that while technology evolves, certain values remain constant: discipline, integrity, competence, and respect for the sea.

To all young cadets and officers, I say this: focus on your approach, not just your answers. Work with sincerity. Learn beyond the syllabus. Protect your ethics. Adapt to change.

Marine engineering will transform. Fuels will change. Regulations will evolve. However those who combine technical excellence with strong character will always find their course.

We are not merely operating ships.

We are shaping the future of maritime leadership.



MR. DR. ANISH ARVIND HEBBAR

Many thanks for the warm hospitality and excellent visit. It was indeed an enriching experience for the visiting student delegation. The cultural experience was very much appreciated.
A BIG THANKYOU.



MR. P. K. Mishra

GEIMS is one of the best institutes for maritime training in India. Even its infrastructure is world class. Wishing all the best for principal and faculty members.



MR. KAUSHIK SEAL

Excellent infrastructure combined with highly competent faculty make this one of the best institutes for maritime training. Wishing all the best to GEIMS.



GME 63 PASSING OUT



ETO 36 PASSING OUT





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