

*Dedicated to great sea explorers*

*Inside...*



*from The Editor ...*

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As I sit in my room gazing at the dying rays of the setting Sun spread across the floor, creeping in through the slit in the closed window, I ponder over the various 'whys' of life. The whys that arise out of dejection, the whys that come out of rejection, the whys that arise out of curiosity and finally the whys that simply shouldn't be.

To elaborate- Ask a first year cadet when he is told to run errands by a senior and he'd say-'Why me?' (The 'why' out of dejection). Ask a third year cadet when his name isn't there among the short listed cadets for placements and he'd say-'Why not me?' (The 'why' out of rejection). Refer to any cadet who is eager to be taught and he'd say-'Excuse me sir, why...?' (The 'why' out of curiosity). And finally to explain the last category of whys, I take help of Mr. Arthur Ashe, the legendary Wimbledon Tennis player who was dying of AIDS. From world over, he received letters from his fans, one of which conveyed: "Why does God have to select you for such a bad disease?"

To this Arthur Ashe replied: "The world over- 50 million children start playing Tennis, 5 million learn to play Tennis, 500,000 learn professional Tennis, 50,000 come to the circuit, 5,000 reach the grand slam, 50 reach Wimbledon, 4 to the semi finals and 2 to the finals. When I was holding the trophy, I never asked God, "Why me?". So today in pain, I should not be asking God- "Why me?" (The whys that simply shouldn't be).

Amidst all these whys of life lies the reason for the theme of this issue-'The Great Sea Explorers'. Why did these great men set sail on journeys unknown without caring for the consequences? Was it their utter will to be different or were they just following their inner voice that made them take on the challenge of discovering 'New Worlds'?

As we seek to honour some of these great seafarers (page 10-11) we present to you the December issue of Maritimes, hoping to answer all your whys regarding the campus, including the ERS (page 3) and the sports section (page 8-9).

Happy reading!!!

Rishi Sahni  
-Editor



## Shipmasters Command And Control Course

-Alakshendra Joshi

In order to be the best in what you do, one has to strive for excellence whilst attaining professionalism at the same time. Realizing the importance of these aspects, TMI has been conducting the Shipmasters' Command and Control Course' for the last 5 years, of which, the 35<sup>th</sup> course was held from 22<sup>nd</sup> November to 27<sup>th</sup> November, 2010.

Over the years, ships have become expensive and are to be operated with negative margin for errors and managed more efficiently. This undoubtedly requires the crew to be at the peak of their performance. This course would benefit both Masters and Chief Engineers who would eventually acquire professional competence and excellent management qualities.

The course was divided into six parts and consisted of lectures, discussions, case studies and problem solving workshops with real life situations. These were jobs of the Shipmaster, Management of ship including ship maintenance, Human resource management, Navigation, Ship maneuvering and Commercial management.

The participants learnt how to conduct accident investigation and risk assessment, in addition to managing ships in rough weather and in ice situations.

The faculty members involved in the course were:

- Capt. S. G. Deshpande
- Dr. B. K. Saxena
- Capt. K. M. Iyer
- Capt. R. Razdan
- Capt. K. Govindarajan
- Mr. N. K. Mishra
- Capt. Manoj Hirkane
- Capt. I. Banerji

## Guest Lecture

-Aniruddh Rao

A guest lecture was held in TMI on 8<sup>th</sup> December, 2010, to spread information on modern practices regarding fuel oil. Mr. Bhavnani, ex-country manager of ABS(American Bureau of Shipping), accompanied Dr Vishwanathan, owner of Viswa Lab (second largest fuel and lube oil testing laboratory in the world). The primary focus of the lecture was on using correct fuel oil for a particular type of engine. Various types of lubricating oil and their testing procedures were also discussed.

Towards the end, a fuel oil testing kit was also presented to TMI by Viswa Lab.

## Stena-Cultural meet

-Rohan Fernandes

On 7<sup>th</sup> & 8<sup>th</sup> December, 2010, TMI played host to a conference on cross-cultural issues headed by Stena Shipping Company and maritime institutions from Sweden, U.K., Russia, Poland, Croatia, Angola and Philippines, besides India.

The primary objective of the conference was to discuss cross-cultural issues that one would come across on a ship and how to address them. The meeting in TMI was the third in a series of events, the first of which took place in St. Petersburg, Russia, followed by the second one in Gothenburg, Sweden.



## Engine Room Simulator

-Madhur Agarwal

**E**ngine Room Simulator (ERS) is a powerful & the new generation teaching & training tool based on Information and Communication Technology (ICT) used very effectively in the field of education. During the third year of the four-year Bachelor of Science in Marine Engineering (BSME) Course, the student is trained in tackling & handling various disasters & emergencies in the Engine Room of a sailing cargo ship. These are utilized as implementation examples in the higher education, thus preparing the cadets for a future as a Marine Engineer Officer.

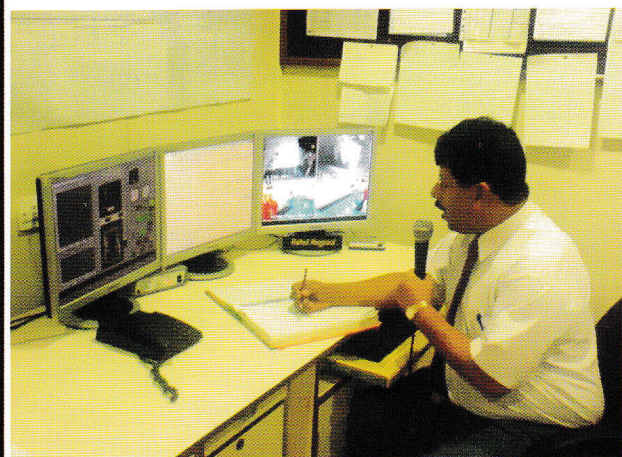
The simulator in TMI is of the Main Engine B&W 6S 60MC, 16, 680 BHP, 105 RPM. Manufactured by Transas Co.Ltd and approved by DNV, the simulator consists of three consoles and one main switch board. One console(with twin monitors) is provided for each of Ship Diesel Power Plant (SDPP), Ship Electrical Power Plant and Ship Auxiliary Machinery (SAM). Various conditions can be created & defects can be introduced remotely from the Instructor Command and Control station into SDPP, SEPP and SAM consoles. This enables the student to learn to execute different operations, carry out fault finding and trouble shooting processes with necessary rectification. One projector and a large size wall screen (size: 4 meters x 6 meters) is incorporated hence enabling a batch of 25 to be trained at a time.

Blackout / Pitch darkness is also created, causing all the sound, lights and machinery in the engine room plant to shut down. The students have to negotiate their way around the Simulator Room and reach the electric console to start the diesel generators and electric systems. The ERS is adorned with fluorescent signs and

symbols to help cadets adjust their eyes to them and carry out functions logically, without any panic, thus gaining experience along with confidence.

High decibel sound is produced in a variation that ranges from high amplitude of banging, thudding, clanging etc, inter-mixed in various proportions with an equally high frequency of howling, screeching, whining, screaming etc. like in an actual and a real operating engine room plant normally on board. The volume of individual speakers is adjusted, so as to enable the sound of each individual piece of machinery or equipment to be made out as it starts to join the din of sound or stops operating.

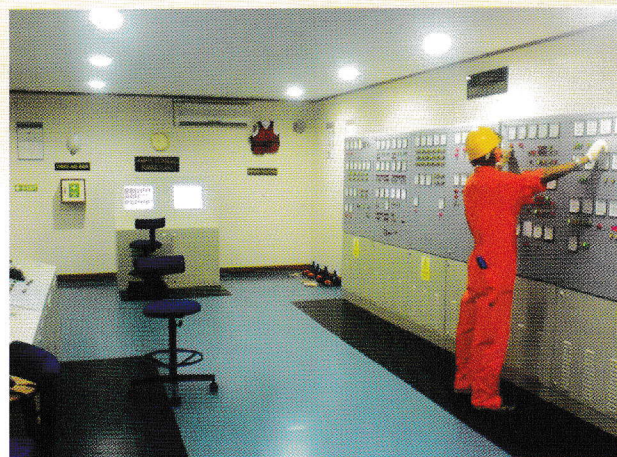
Over and above, there is a public address system by which the Instructor (from the Instructor Control Room) guides the



**Prof. R. Nagpaul instructing the cadets from ICR**

student. The Instructor also monitors the actions of the students and machinery by way of similar monitors in the Instructor Room and also watches the physical behavior of the student through two close circuit cameras which are fitted inside the ERS. The Instructor also introduces various defects or machinery failures in order to make the students of TMI experience all conditions.

The setup as a whole prepares the cadet of TMI for future responsibilities and duties which await him.



**A cadet getting hands-on experience on the ERS**



## In conversation with Mr. Ajit Singh Aidhen

-Jannat Bhuller

**H**e's a graduate in Mech. Engineering and a post graduate in Mech. Engineering heat power. Ajit Singh Aidhen has done L.L.B. and is now pursuing PGDBA [Post Graduate diploma in Business Administration]. Now that is serendipity! And after all this, when he says, "With the limited knowledge I have....", it is modesty! Maritimes was up close with the man whose calm demeanor and stoicism simply baffles one and all. He's maybe a man of few words but his presence can certainly not be ignored.



• **Sir, tell us about your childhood.**

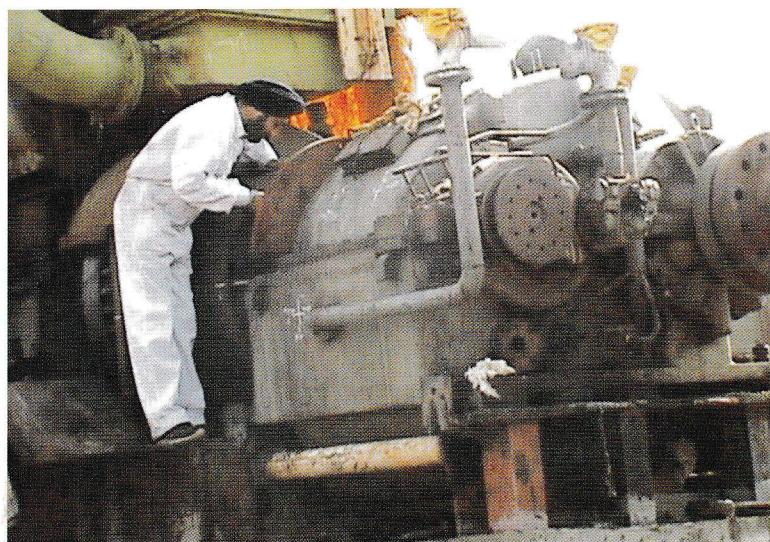
I was born on 15 June, 1974, in Pune. I studied in Pune itself till grade seven and then moved to Port Blair, where I went on to complete my schooling.

• **Were you always interested in the Merchant Navy?**

Yes, I always held an interest in this field, though not essentially in the sailing part. But to keep all options open, I went in for Mechanical Engineering from Gulbarga University in Karnataka and then completed the graduate Marine Engineering course from International Maritime Institute, Delhi

• **For how long did you sail?**

I sailed from 1996 to 2003 with Neptune Ship Management, mostly on crude oil tankers around the East coast of US. I didn't sail for long.



**Mr. Aidhen working on the ship in campus**

involved in construction of the ship in campus. I mainly handle material planning, machine layout etc.

• **That's unbelievable! Why a PGDBA now?**

(shrugs) I just think that you must have some orientation towards commerce for better understanding of any project.

• **What followed that?**

I tried my hand at teaching after that, for about a year. I then started working in night shifts with Wipro Spectra Mind, in their work force management. I was with them for two and a half years. All this time during the day, I pursued my L.L.B.

• **But why an L.L.B! It seems so out of the way?**  
(smiles) Well, I'd always held an interest in public litigation and human rights.

• **So, did you join TMI right after this?**

While working with Wipro I felt the need to revert to the marine field and the rest is history.

• **What are the projects you're currently involved in?**

I am now completing my PGDBA. Besides this I'm



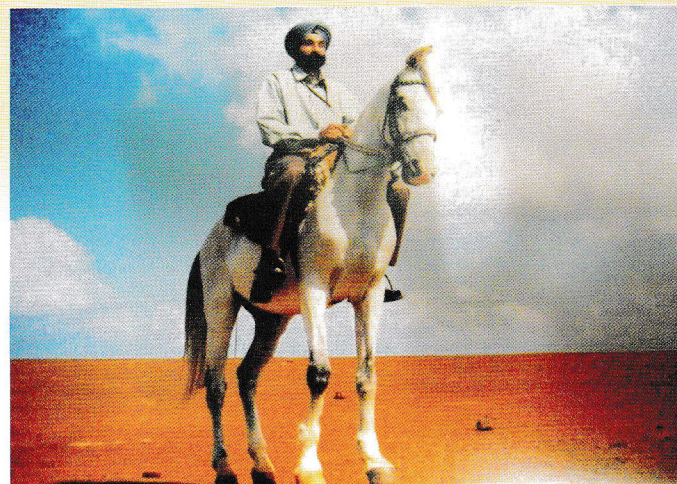
*Magellan*

• **What are your other interests?**

I like horse riding and when time permits I practice Gatka(Sikh martial arts). I'm fond of instrumental music as well. I try and stay for as little time as possible on this chair and like to take care of my health. I watch what I eat. Another reason I quit sailing was because I'm a pure vegetarian (laughs.....).

• **What is the one message you'd like to give to all your students?**

Ability is what you're capable of doing but motivation determines what you do and attitude determines how well you do it. You should set your goals; they help you channelise your energy into action. Lastly, giving is the secret of a healthy life. God doesn't look at how much we do, but with how much love we do it.



## Following in the foot steps of a Great Navigator !!!

**I**t is one area of the world that is visited by very few seafarers. The reason being, it does not lie on the normal, busy sea routes. As a matter of fact, it lies in one remote corner of the world with very few people living around it with the result that there is very little trade and cargo movement. The place I am talking about is Cape Horn, the south tip of the continent of America, in Chile. Latitude: 56 degrees South; Longitude: 67.5 degrees West.

Being at such high latitude, the winter is quite severe there. But more than that, the sea there is notorious for the extremely boisterous weather almost round the year. It is about 350 miles from the northern tip of the continent of Antarctica. This is one place where if you keep sailing due East or West, you will not come across any land mass and you will go around the world, south of all the continents and north of Antarctica. All that you have to do is avoid the icebergs!

With such extreme weather and few inhabitants, why was such a sea-route necessary? Till the beginning of the twentieth century when Panama Canal was constructed, there was no way for ocean-going ships to go from Atlantic to Pacific ocean and back. In the year 1520, one of the greatest navigator-explorers Ferdinand Magellan of Portugal discovered this route when he sailed from Europe to find a way to the far-East by going westwards. The strait near Cape Horn is now named after him.

After having heard and read so much about it, I was very curious and hopeful that I would get a chance to sail on this rare route.



It came by when, after having discharged the cargo at Guayaquil, Ecuador, we got orders to proceed to Vitoria, Brazil to load steel. And the charterers wanted us to take the southern route, i.e. via Cape Horn. They specifically asked us to take the Drake passage and not the Magellan strait route, which meant we had to go further south.

So after making the preparations such as acquiring the necessary charts, making the ship secure for possible rough weather etc, we set sail into the unknown. Nobody on our ship had been this way before. It was the month of September, the beginning of southern summer so it was not expected to be very cold but even then the weather could be bothersome. The ballast condition of our ship made her a bit more vulnerable to the weather.

Now the weather observations during the passage to the Cape: the barometric pressure kept dropping steadily from 1024 hpa to 975 hpa over a period of a fortnight; winds grew in strength from force 4 to 9 mostly from west to south-west; resulting in moderate to very heavy swell causing the ship to roll continuously. The air temperature never dropped below 5° C. As we approached the Cape, the swell became heavier & short and the things on board became quite a bit uncomfortable.

Now the scenery: on a passage like this one from the equator to a high latitude, one sees a steady change in the appearance of the coastline- green, wooded & amicable to bare, brown & unfriendly; the coast was jagged due to constant beating by strong winds & waves down the millennia. Number of ships and fishing boats kept dwindling.

Then, the best came just before rounding the cape when we could get a glimpse of the famous glaciers at the tip of the continent. Mountains of ice, frozen rivers, slopping towards the sea i.e. towards us could be seen. Fortunately, the visibility was excellent. It was the first time that I had seen something like this. I guess the only other place where glaciers can be seen from the sea is the west coast of Greenland, which I have not seen.

Just after rounding the cape, we were treated to the sight of yet another wonder of the southern seas. We saw an iceberg that was 58 miles long and 26 miles wide (we received this information in the weather report). Of course we could see only one edge of it, one possibly cannot see the entire piece from a ship. These icebergs are a speciality of the Antarctic ocean and are actually the lagoons & bays along the coast of Antarctica that freeze during winter and float out to sea in summer, riding on the ocean currents.

This gent Magellan was not just a sailor but also a keen observer of the sky. He did not miss out on the opportunity of observing and recording the southern sky as he spent a lot of time in the southern hemisphere. He noted and recorded two objects which he thought were clouds as they were stationary in the sky, he did not know what to make of them. They, now we know, are actually two satellite galaxies of our Milky Way and are known as Magellanic Clouds even today.

So, that was an added thrill for me to see and calculate the positions of these galaxies with the help of my sextant. Since these objects cannot be used for position finding by the seafarers, they are not mentioned in our Nautical Almanac. Being at a declination of 70° south, these cannot be easily seen from the northern latitudes.

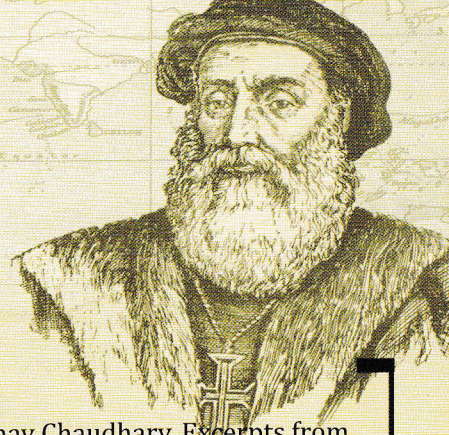
After rounding the cape, there was a 'sea' change in the weather. Winds changed in direction and strength for the better; 'barry' (the barometer) started rising again; and most importantly, the size of the swell reduced making life on board quite comfortable. In general, there was a subtle and indescribable change in the whole atmosphere and surroundings.

Thereafter, we chose the route that took us west of the Falkland islands and we made a landfall directly at the Brazilian coast. The passage hereon was quite peaceful and comfortable letting us reminisce on the wonderful and eventful voyage we had had till then.

-Capt. V.B. Sathaye  
Nautical faculty



Vasco da Gama



## The Alumni speak

Maritimes was involved in a light-hearted conversation with one of our alumni cadets-Abhinav Chaudhary. Excerpts from the conversation.

- **On the internship experience as a whole.**

The experience of working for an international company was truly rewarding. Interactions with the seniors on board, observing and imbibing the officers' qualities and getting a share of knowledge from the think tanks really helps a lot in building up a professional attitude.

- **On the subjects that came in handy.**

Of all the subjects taught in TMI, Marine Auxiliary Machinery (MAM) and IC Engines taught in the third year of training are very helpful. The practicals conducted for Marine Electrical Technology (MET) also come in handy. One should be fully aware of all the tools present in the workshop and other equipment used for maintenance. Technical Report Writing (TRW) can be of great help when you are asked to write letters or draft reports to the Superintendent or others on behalf of the Chief Engineer.

- **On the importance of being a TMI cadet.**

Being a TMI cadet presents a positive image in front of others. Like any one of you, I wondered about the need for so many musters, especially the morning conditioning but trust me, all these things make TMI cadets stand out from cadets of other institutes on board.

- **Any experience you would like to share?**

Out of the many experiences, I remember during one of the voyages between Salalah and Djibouti, an area famous for pirate activities, we had officers of the British Naval force on board who taught us rifle shooting that might have come in handy during our anti-piracy watch.

- **A message for the cadets.**

To the fourth year cadets, I would like to urge them to prepare their internship report on time, read all the available manuals on board and apply all your theoretical knowledge on things you see around. To the others, I would only say- 'Work hard and be proud to be a TMI cadet'.

## VISITS

|            |                                                                                 |
|------------|---------------------------------------------------------------------------------|
| 09/10/2010 | Mr. Pankaj Dalvi, Capt. Sanjay Kumar, NYK Ship Management.                      |
| 21/10/2010 | Capt. Braganza, Capt. P. Nayak, V-Ships.                                        |
| 22/10/2010 | Capt. Dinesh Kalhans, Capt. Loka Radhkrishna, Bernhard Schulte Ship Management. |
| 28/10/2010 | Mr. Praveen Gupte, Mr. Ramesh Menon, Mr. Sudhakar Surve, Nortrans Shipping.     |
| 23/11/2010 | Capt. Rod Short, Executive Secy., Global MET.                                   |
| 29/11/2010 | Pradeep Nayyar, US Dept. of Transportation                                      |
| 07/12/2010 | Padmashri Darshana Jhaveri, SPICMACAY.                                          |
| 07/12/2010 | Pt. Rajendra Kulkarni, SPICMACAY.                                               |
| 08/12/2010 | Dr. Viswanathan, USA.                                                           |
| 08/12/2010 | Mr. R.C. Bhavnani, USA.                                                         |
| 15/12/2010 | Mr. Mahesh Garimella & Mr. Rahul Dudhade, Northern Marines.                     |
| 17/12/2010 | Mr. Nitish Krishnamurthy, Texas Instruments Inc, Dallas                         |

*I am highly impressed with the facility, much beyond what I thought it was. The students gave the impression of being highly motivated. I am confident that they will bring laurels to the Institute and the Indian Maritime Community.*  
Thank You  
-Mr. R.C. Bhavnani, Viswalab, Singapore



## The men who answered the whys...

-Madhur Agarwal

### **Amerigo Vespucci:**

Amerigo Vespucci was born in 1454 to a prominent family in Florence, Italy. As a young man, he read widely and collected books and maps. He began working for local bankers and was sent to Spain in 1492 to look after his employer's business interests.

While in Spain, Amerigo Vespucci began working on ships and ultimately went on his first expedition as a navigator in 1499. This expedition reached the mouth of the Amazon River and explored the coast of South America. Vespucci was able to calculate how far West he had travelled by observing the conjunction of Mars and the Moon.

On his second voyage in 1501, he sailed under the Portuguese flag. His ships followed the South American coast to within 400 miles of the Southern tip, Tierra Del Fuego.

While on this voyage, Vespucci wrote two letters to a friend in Europe. He described his travels and was the first to identify the New World of North and South America as separate from Asia. (Until he died, Columbus thought he had reached Asia.)

Amerigo Vespucci also described the culture of the indigenous people, and focused on their diet, religion etc. This made these letters very popular. The letters were published in many languages and were distributed across Europe.

Amerigo Vespucci was named 'Pilot Major of Spain' in 1508 and America was named after him.

### **Christopher Columbus:**

Christopher Columbus was born in 1451 in Genoa, Italy. Columbus dreamt of becoming a sailor, followed many sailors and studied maps and charts. When Columbus was fourteen, he was hired as a cabin boy. His main voyages were short trips to the Mediterranean Sea. By the time Columbus turned thirty, he became a Captain. The Great Age of Exploration began with Christopher Columbus in A.D. 1492.

He sailed from Spain across the Atlantic Ocean in 1492, landing in the "New World" of the America and gaining lasting fame. Using ships and money provided by Ferdinand of Aragon and Isabella of Castille, Columbus sailed West in search of a sea passage to India. He had two goals: Open trade routes for Spain and bring the word of Jesus Christ to the Non-Christians, he expected to meet. He sailed with three ships (Nina, Pinta and Santa Maria) and on his first trip made landfall somewhere in the Bahamas. He returned to Europe to spread the word, and was named 'Admiral of the Ocean Seas' by Ferdinand and Isabella. He made three more voyages in the following years, always believing that he had reached Asia, and his success opened the door for Spain to conquer the Americas. He has long been known as the man who 'discovered' America, and the second Monday in the month of October is celebrated as 'Columbus Day' in the United States.

### **Francisco Pizarro:**

Francisco Pizarro, born in the year 1475, was a Spanish explorer and conqueror. He defeated the Inca Empire and claimed most of South America for Spain. Pizarro also established the city of Lima, Peru, and opened the way for Spanish culture and religion to dominate South America. In doing so, Pizarro conquered the



*Amerigo Vespucci*

largest territory than any other military leader and delivered most riches to his country with the smallest expenditure of men and resources. Pizarro's amazing accomplishments established Spanish control over most of South America.

With less than two hundred men, Pizarro acquired most of present-day Peru and Ecuador as well as the Northern half of Chile and part of Bolivia - more territory than all the rest of South America combined. Within the borders of the new territory were 6 million Incas and other native people - the majority of South America's population. In 1537, former partner Diego de Almagro turned against Pizarro because he believed he was not receiving his rightful share of the Inca riches and assassinated him.

### **Ferdinand Magellan:**

Ferdinand Magellan was a Portuguese maritime explorer who, while in the service of the Spanish Crown, tried to find a Westward route to the Spice Islands of Indonesia. This was the first successful attempt to circumnavigate the Earth in history. Although, he did not complete the entire voyage (he was killed during the Battle of Mactan in the Philippines), fellow navigator, Juan Sebastian Elcano, completed the final Westward voyage. As Magellan traveled farther West from the Spice Islands, which he visited on earlier voyages from the West, he became one of the first individuals to cross all the meridians of the globe. He was the first person to lead an expedition sailing Westward from Europe to Asia and to cross the Pacific Ocean.

Magellan was the first European to enter the Pacific from the eponymous Strait of Magellan, which he discovered.

### **Vasco da Gama:**

Vasco da Gama (1460-1524) was a Portuguese explorer who discovered an ocean route from Portugal to the East.

He sailed from Lisbon, Portugal, on July 8, 1497, heading to the East. At the time, many people thought that da Gama's trip would be impossible, because it was assumed that the Indian Ocean was not connected to any other sea.

Vasco rounded Africa's Cape of Good Hope on November 22, and continued on to India. After many stops in Africa, and problems with Muslim traders who did not want interference in their profitable trade routes, he reached Calicut, India on May 20, 1498.

Vasco left India on August 29, 1498, after he was told to pay a large tax and leave all of his trading goods. When he left, da Gama took his goods with him, together with some Indian hostages.

Da Gama returned to Lisbon, Portugal, in September, 1499. Along the way, many crew members died from scurvy (a disease caused by a lack of Vitamin C). Upon his return, da Gama was treated as a hero and was rewarded by the king.

On his second trip (1502-1503), da Gama took 20 armed ships (anticipating problems from Muslim traders). On this voyage, he killed hundreds of Muslims, often brutally, in order to showcase his power. He was later sent to India as a Portuguese Viceroy (the King's representative in India). Vasco da Gama died of an illness in India on December 24, 1524; his remains were returned to Portugal for burial.



## Cross Country

-Arshad Ansari

There was determination on each and every face, fire in the eyes and dedication in the heart as six-hundred runners took their position on the morning of 14 November, 2010, when the cross country, a major event at TMI, was held. Each house was represented by 150 runners.

The race started off by unfurling the TMI flag. The runners started with great fervour. Some immediately took the forefront and set off with great pace towards their target. The cross-country covers a route of 6 km and the uneven road takes a lot out of the runners. All along the way, on lookers were gathered, cheering the runners and urging them on.

The award ceremony was presided over by the Principal, Dr. B.K. Saxena, Capt. R.Razdan(Provost) and many other faculty members. The medals and trophies were awarded by Dr. B.K. Saxena.



Dr. B.K.Saxena giving away awards to the winners

"Some people create with words or with brush and paints. I like to make something beautiful when I run."

The overall house positions were:

1. Master      2. Morarjee      3. Mudaliar      4. Cassim

The winners were:

BOYS:

- 1.) Sharat Krishna (Master-20:09 mins)
- 2.) Anshuman Sharma (Morarjee-20:31 mins)
- 3.) Harshall Mascarenhas (Morarjee-20:33 mins)

GIRLS:

- 1.) Namrata Choudhary (Morarjee-29:31)
- 2.) Jannat Bhuller (Master-29:37)
- 3.) Mangla Deoghare (Cassim-33:28)

## The ball is in their court

-Shivank Srivastava

As the sun beat down upon the Earth and beads of sweat glistened like diamonds; the Inter House Tennis Championship rightly justified the determination and anxiety that reflected on every face.

The tournament began on 22nd October, 2010, in which the defending champions, Mudaliar house, locked horns with Master house. The last year's winners took no time to prove their authority and emerged as champions again, whereas Morarjee house proved to be more than a match for Cassim house.

The finals were played between Morarjee and Mudaliar, where the latter left no stone unturned to reclaim the trophy. Amidst the powerful backhands and serves, it was Mudaliar house which eventually turned out to be the winner.

The post-match ceremony saw many players being awarded for their outstanding performances. The elite ones were:

- 1) Lakshya Tanwar (Mudaliar house)-Best Singles Player
- 2) Lakshya Tanwar and Devashish Pant (Mudaliar house) – Best Doubles Pair
- 3) Aamir Poonawala and Namrata Chaudhary (Morarjee house) – Best Mixed Doubles Pair

The overall house positions were:

- 1) Mudaliar    2) Morarjee    3) Cassim    4) Master



Francisco Pizarro

## Inter House Volleyball Championship

-Kashish Anand

The Inter House Volleyball Championship commenced on 6<sup>th</sup> December, 2010. It was an extremely enjoyable week long affair, made spectacularly successful by healthy participation from highly competitive players and equally enthusiastic spectators.

The well hosted event kick started with Master house drawing first blood against Morarjee in both A and B team matches on the first day. What followed in the coming week were classic examples of team spirit and true sportsmanship as players gave it their all. After the league matches, Cassim and Mudaliar advanced to the finals.

The final showdown and undoubtedly the best match of the tournament was played on 13th December, in the august presence of Capt. S.G. Deshpande and Mr. Arun Mahajan. It was a thrilling battle of nerves between the best volleyball players of TMI. The match which saw the momentum shift on numerous occasions, finally ended with Cassim house outshining Mudaliar house with a narrow margin.

Cadet Anupam Kumar was the star of the match and deservedly won the 'Best Player Award' in the A team category. Cadet Kamal Singh helped Mudaliar salvage some pride defeating Cassim in the B team finals thereby winning the 'Best Player Award' in the B team Category.

The final standings for the event were as follows:

- 1.) Cassim 2.) Mudaliar 3.) Master 4.) Morarjee



Cdt. Anupam Kr. exhibiting one of his powerful smash.

## Pune Marathon-2010

-Nitish Kr. Singh

'A man is a hero not because he is braver than anyone else, but because he is braver for 10 minutes longer.' A marathon in its true sense serves the purpose of testing the persistence and patience of an individual in the ideal backdrop of sporting excellence.

Around 90,000 enthusiastic runners were part of the 25<sup>th</sup> anniversary of Pune International Marathon, in which, 50 were from TMI. Participations from different countries of the world like Kenya, Croatia, Australia, Ethiopia, Russia, Iran, China and many others made it to around 20 nations converging for the run.

The event took place on 5<sup>th</sup> December, 2010, wherein, TMI cadets stood out with a rare exhibition of sheer determination as all of them completed the race within the stipulated time with two cadets completing the entire 42.18 km run.





## Astro Meet



### The Team

Rishi Sahni  
Madhur Agarwal  
Ajitesh Adhikari  
Kushal Verma  
Divya Raj  
Rohan Fernandes  
Aniruddh Rao  
Jamal Bhuller  
Nitish Kr. Singh  
Sumeet S. Jadhav  
Ankur Singh

### And Introducing...

Alakshendra Joshi  
Anubhav Dixit  
Arshad Ansari  
Rahul Singh Mehta  
Shivank Srivastava  
Sankash Sood  
Mridul Gupta  
Kashish Anand

### Faculty Advisors-

Mrs. Vandana Shinde  
Mrs. Swati Bhise  
Mrs. Puja Awachat  
Mrs. Shilpa Suresh  
Mr. Jacob Wallace

Capt. V.B. Sathaye, the faculty incharge of Astro Club, gave a presentation on 'The Messier Objects' during the club meeting on 9th December, 2010.

The meeting was followed by a star gazing session at 1830 hrs. A number of celestial bodies were sighted during this session, such as Jupiter and its moons, Venus, the Seven Sisters and the Moon and its various Crescents. An attempt was made at spotting the Andromeda Galaxy using a reflective telescope.

Another session was held at 0345 hrs the following morning. Various rising and setting celestial bodies were sighted in the pitch black sky. The morning session was concluded with the sighting of numerous shooting stars.

## Spic Macay

One tune can inspire a generation; one move can set a generation free. Music and dance have long been the pillars of great civilization. They were the gateways to look deep into the very fabric of any society; they were instrumental in solving the mysterious downfall of a mighty civilization or rise of a great nation. The Indian sub-continent probably contains the greatest concentration of musicians and dancers anywhere in the world. Right from playing instruments and performing dance forms that existed millennia ago to the latest of RnB, Hip-Hop or Rock.

On the evening of 7th December, 2010, two renowned artists - Padmashri Darshana Jhaveri, a Classical Manipuri dancer and Flute maestro Pandit Rajendra Kulkarni; were invited to perform their respective art forms at the auditorium of Tolani Maritime Institute.

Padmashri Darshana Jhaveri is one of the four internationally celebrated Jhaveri sisters, whose name became synonymous with Manipuri Dance. She has been performing this dance to an assorted audience in many countries for close to 50 years. And no doubt her performance in TMI showed the experience and expertise she had gained over the years.

Pandit Rajendra Kulkarni, an engineer by qualification, has been credited with bringing a unique self-developed style into Indian Classical Instrumental music.

This event was organized in association with SPICMACAY, Pune, and was very well coordinated by Mr. Sanjay Godakhindi.

Do send us your valuable feedback, comments and suggestions at:  
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