

INSIDE

RENDEZVOUS

"In conversation with Cdr. Christopher J. Baptista (retd.)..."

3

THE TRAVELOGUE

"The Humble Anchor - More than meets the eye..."

6

BREAKING THE DAWN

"What is the time by your watch?"

10



Editorial

"When God streaked the heavens above with radiant colours and speckled the Earth with grand mountains and awe-inspiring canyons, when he painted the plains with waving grass and erected the noble forests, he outdid it all by giving us the power to express the beauty of his creations. Such is the power of expression and what better way to express oneself than to be able to write.

Encouraging our (editor's) right to write and your right to informative might, we present to you, the June issue of Maritimes with the inclusion of a novel article-'Breaking the Dawn.'

As I ink this editorial, I find it imperative to thank all my seniors in the team who have moved on to greater things in life. The success of this issue will only reflect how much we have learnt from them.

Hope this issue appeals to you all.

Go; claim your right to be informed!"

-Rishi Sahni
Chief Editor

Bonding over Education

Nitish Kumar Singh

"T'is Education forms the common mind
just as the twig is bent, the tree is inclined."

-Alexander Pope

Being educated renders us with the power to be intellectual, to be virtuous and most importantly to be judicious. Reaffirming the aforesaid and extending a helping hand to the torch-bearers of tomorrow, TMI added yet another feather to its already ornate cap as it entered into an MOU with the Lloyds Register Educational Trust (the LRET) on 10th May, 2010.

The LRET is an independent charitable trust based in London for supporting Post Graduate program. Established in 2004, its principle purpose is to support advances in transportation, science, engineering and technological education, training and research, worldwide for the benefit of all.

Extending its arms to India, the LRET will fund scholarships for exceptional students pursuing the Masters degree in Marine Engineering each year. With a sum of 10,000 pounds per student, the scholarship is to cover tuition fee and academic fee for the course which is jointly conducted by TMI and The University of Stratclyde, Glasgow.

With the upsurge in research and advancement in all disciplines of science, shipping industry requires an equal attention too. Hoping that these young minds would redefine the melodies of the dawn-chorus into chords of knowledge and bliss, this noble effort on the part of the LRET would go a long way in moulding a bright future for many students.

Expert Talks

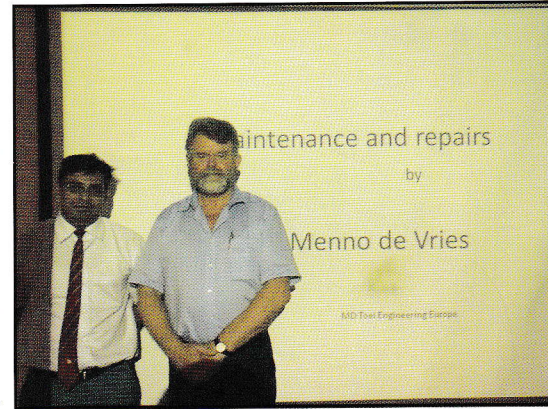
Madhur Agarwal

Have you ever wondered while driving your latest car the reasons behind the smooth operation that any car company flaunts? Technology today is much more advanced than what it seems. It is a culmination of lots of theory and experimentation forged together over centuries.

Mr. Menno de Vries, MD, TOEI Engg. Co. Ltd. was invited to TMI from 25th May to 27th May during which he recapitulated the developments of 2-stroke I.C. Engines - from the very first coal fired motorcycle engines to the ones that can deliver thousands of horsepower.

On the first day, cadets were briefed about the maintenance of the I.C. Engines. The lecture involved the description of various forms of corrosion that an engine undergoes and risks that arise as a result of mishandling of the engine components. After throwing light on the various pistons, viz. bore-cooled, trunk and cross-head type, the lecture on the second day concluded with the lubrication and cooling of these oscillating bodies with stress being laid on piston rings.

The third day was solely dedicated to the cylinder liners and the materials that help the manufacturers to prolong the life of engine and operators to rest a bit when the engine is running. He called it a day after earnestly answering the doubts coming from the audience.



Mr. Menno de Vries with Mr. S. Subramaniam.

Beat Alloy

Kushal Verma



Well, friends and fans, it's time for us to say "Action-Cut" - for a while. After going through a lot of cool techniques, knowledge and straight-out crazy steps, including some trick stuff, the talent of 'Beat Alloy' was revealed on the Indian television a few days ago.

Beat alloy, the dance group of TMI, which was formed in September, 2009 says, - "The best way to get better as a dancer is to keep grooving wherever you can, whenever you can." Though, this time it was a different experience for them. They were surrounded not just by the audience, but a crew of a television channel called "UTV Bindaas". It was an All India level Street Dance competition sponsored by 'Fanta'.

Beat Alloy is now looking forward for more opportunities so that they can give many scintillating performances, because for them, even sky is not the limit. In their lingo, it can be put as - "Step Up to the streets".

Blood Donation

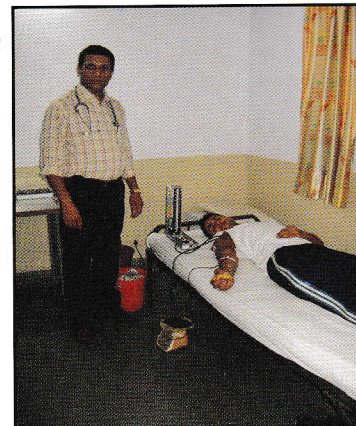
Rohan Fernandes

In the words of Julia Carney- "Little deeds of kindness, little words of love, help to make Earth happy, like the heaven above."

Indeed, the message was loud and clear as the yearly voluntary blood donation camp was set up in the institute's sick bay on 3rd May, 2010.

The camp was conducted under the guidance of the doctors and staff of the Garware Blood Bank Organization as well as TMI's sickbay.

Their efforts were very well supported by the cadets as around 48 of them turned up to be a part of the noble cause.



Cdr. Christopher J. Baptista (retd.)

Jannat Bhuller



Christopher J. Baptista is serious but charismatic. He comes across as an intelligent, warm and open individual who exudes class right from the way he saunters into the classroom to the way he names his pets. The enigma surrounding his personality unfurls a little as we take a peek into the man behind our professor...

- **Sir, can we have a glimpse of the young 'you'?**

I was born on the 1st of January, 1950 in Mumbai, and that's where I spent most of my childhood, though we moved about a lot since my father was in the Navy.

- **Oh! So is Navy a family thing?**

Well, you could say so. What with my son and father in the same profession..

- **How did the Indian Navy happen?**

I was in St. Xavier's, Mumbai, when I applied for NDA and got through. The Indian Navy was one of the best decisions of my life. I served there for about 25 years, loving it all the more with each passing year.

- **But you left?**

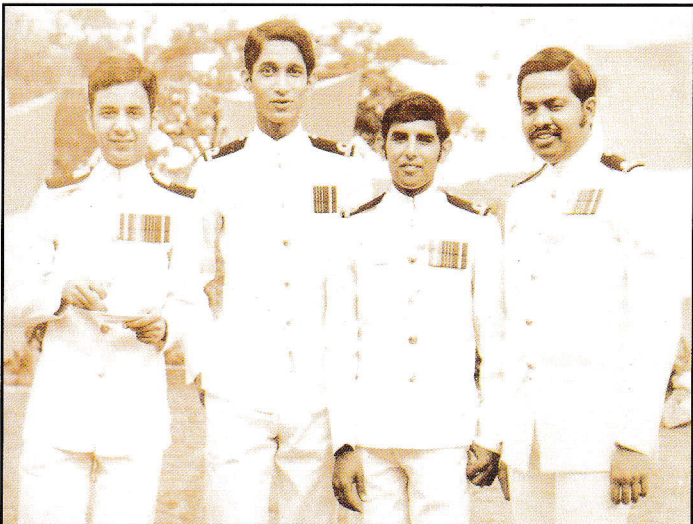
I had to. My job didn't leave much time for my family. So I joined Dolphin Offshore and served there for about three and a half years but there too because of the same problem I had to call it quits. Finally, I started sailing with Samsun Offshore on offshore vessels.

- **So, how did TMI finally win the lottery?**

(smiles) Out of the 25 years in Navy, for about 10 years I was involved in ship designing and ship building. Also having sailed on five different types of ships, i.e. steam reciprocating engines, steam turbine engines, gas turbine engines and medium and high speed engines, I thought that perhaps my experience could assist me in teaching and thus took up teaching subjects like Ship Construction and Boilers and Steam Turbines.

- **Sir, any other hobbies or interests?**

My dogs and cats take up most of my time. So my hobby is basically managing three dogs and three cats in one house with least possible chaos! Besides this, I'm very fond of motorbikes. I remember buying a very old bike and dismantling it completely in my room to finally make it into something I could ride.



- **What are your current projects in TMI?**

Besides my normal teaching chores, I am a project guide for the fourth year cadets and assist them in their projects.

- **Sir, any message for your students?**

(thinks) I'd like to say that everybody can't be brilliant but then all of you can be sincere.

The Humongous Kettle-TMI Boiler

Aniruddh Rao

How much has man done to deny the rigorous course of a normal day-to-day life, and how many times has he proved the words that, 'Necessity is the mother of all inventions.' In the midst of his quest for power and development, he came up with an invention that will maintain its status as a cardinal machine, till the dusk of human civilization.

Maritimes brings to you a detailed coverage of our very own humongous kettle, a setup which they say is the bread and butter of our lives – the TMI Boiler.

The Definition-

As per the Indian Boiler Act, 1923 – A Boiler is a closed pressure vessel with capacity exceeding 22.75 liters, used for generation of steam under pressure.

The Setup-

The Thermax make, coal fired, bi-drum boiler was setup in 1999-2000 and later commissioned in December 2000. Initially, it was erected with the sole purpose of providing electricity to the campus but it now also serves the purpose of training the prospective mariners.

The Specifications-

The TMI boiler has a capacity to generate 7 tons of steam per hour at a pressure of 45 kg/cm² and temperatures of 440 degree Celsius. The quality of steam is strictly maintained at superheated steam.

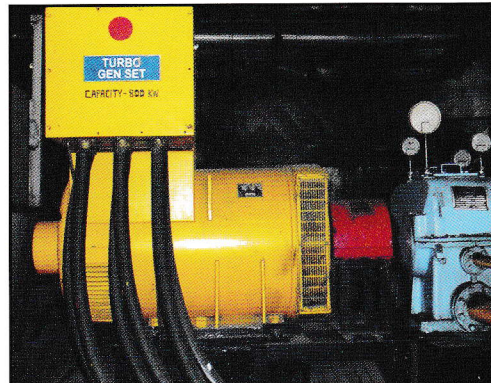
Its Oxygen: The Coal-

Its oxygen, the coal, comes from coal mines in Chandrapur. The quality of coal is Anthracite with a minimum calorific value of 4500 cal with a maximum ash content of 30% and lump size not exceeding 200 mm. The college manages a whopping amount of around one tonne of coal per hour that is taken up by the boiler, making it somewhere around 720 tonnes of the best quality coal in a month.

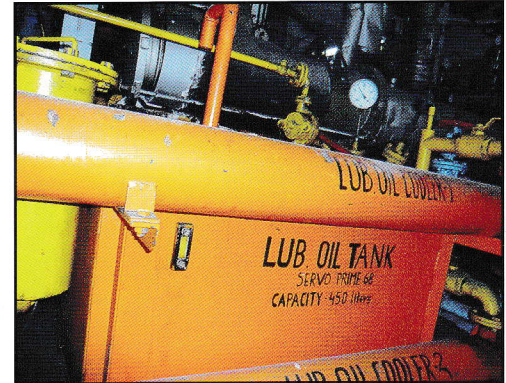
This coal is received in coal yards, sent to the coal crushing plants and then stored in bunkers from where it is supplied to the boiler through a fuel screw feeder. One of the major products of combustion, ash, is not directly disposed off in the atmosphere as fly ash is abrasive in nature. Hence, it is trapped by Electrostatic Precipitator, which brings it down to the silos where it is stored so that it can be used locally for the brick kiln factory and other such purposes.



Coal conveyer belt



The Turbo Generator Set



Lubricating Oil Tank Setup



The Control Panel

At a pressure in which water boils and evaporates at 2.7 degree Celsius. The condensate from the condenser absorbs the heat from water inlet tubes which are at 8 degree Celsius and evaporate (as it now boils at 2.7 degrees). This tube is then circulated across the campus where a cooling system of coils and blowers provides cool air to the buildings.

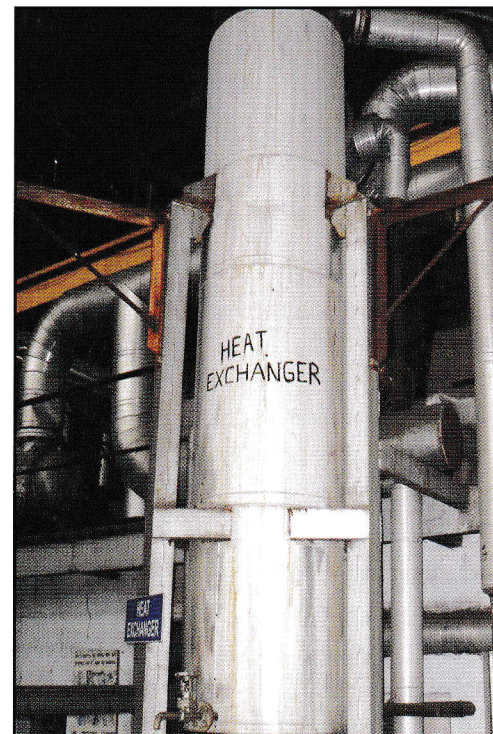
Watch keeping-

The other major purpose of the boiler is to provide watch keeping training for the third year Marine Engineering students. The watch keeping program runs for 24 hrs for all thirty days when the power plant is operational. Each cadet undergoes sessions of watch keeping, usually under the guidance of a certified instructor. The schedule comprises of three watches a day, starting at 0430 hrs to 1630 hrs each day of the month, wherein a batch of 10 cadets takes up the charge. The watch keeping program enhances skills, provides hands-on training and familiarization with watch keeping environment on ship. Even breakdowns are simulated for better training and understanding, all aimed to produce the best cadets for the challenging seas and prove to the world that every TMI cadet is seaworthy.

The Air Conditioning Plant-

Apart from providing electricity and serving as an educational tool for the students, the boiler steam is also responsible for the Vapour Absorption type of Air Conditioning system used when the boiler is operational.

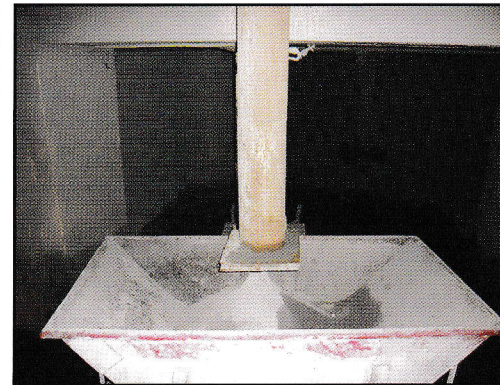
As the steam comes out of the turbine, its pressure and temperature drop to 1kg/cm^2 and 260 degree Celsius respectively. This wet steam used for air-conditioning contains a lot of latent heat. This steam hits a solution of Lithium Bromide (LiBr) and De-mineralized water (DE water), where the LiBr serves as a coolant and the DM water as the refrigerant. As the steam hits this solution, the DM water evaporates to form pure water. The entire process happens in an almost vacuum state of 6mm of Mercury, at a



The furnace



Fluidised bed

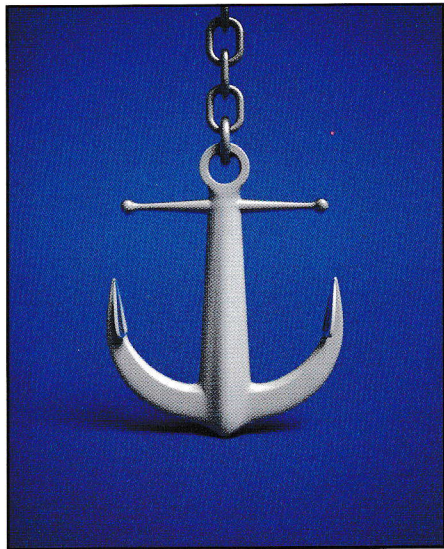


Ash from the Electrostatic Precipitator

The Travelogue

Rishi Sabni

The Humble Anchor



An anchor is one of the most unglamorous equipment on a ship. It is located in a comparatively remote part of a ship, the forecastle, colloquially known as the fo'c's'le. Those who work it, are required to stay put on the fo'c's'le for a long time, may be for hours together, especially if the ship is working her way up a river. They have to stand on the fo'c's'le in all types of weather – burning hot when entering a Red sea port, hot and sticky in an Indonesian port or freezing cold in a Baltic port. Whatever happens at the end of such a long and arduous wait has remained unchanged over decades or may be over centuries. A huge piece of hardware goes down in the water and with it runs the iron cable, throwing up lots of rust and sparks and making a huge din. Anchor work is primitive and mundane and has none of that glamour of electronic gadgetry on the bridge like the Electronic charts or the Automatic Identification System (AIS).

On that day, however, without the anchor, the ship would hit the Thevra bridge, a life line between the cities of Ernakulam and Cochin (now called Kochi). It happened like

this.

It was a routine piece of ship handling I was doing that evening. I was commanding an Indian warship and the ship, a 3000-Ton Frigate, was tied up alongside starboard side in the Ernakulam channel. The ship was pointing North, facing the Thevra bridge. To leave harbour, she had to do a 180° turn towards south. There were no tugs but it was no big deal because with two screws (meaning two propellers) working ahead and astern and CPP (Controllable Pitch Propeller), the ship could turn like a top. I enjoyed doing this maneuver because a neat piece of ship handling is such an aesthetic pleasure.

Handling a ship in the Kochi was also a challenge. The port is connected to the huge backwaters and there is a strong ebb and flood, reaching up to 5 knots during spring tides. That day was one such day of spring tide with a strong Southerly flood.

The flag ship with the Admiral on board first cast off and turned around in the channel and next was my ship's turn. The head rope was first cast off, followed by the stern rope and the after springs. Only the forward spring was kept on. Maneuvering orders "Slow Astern Starboard, Slow Ahead Port, Starboard 30" were given and the ship's head smartly turned to starboard. Within moments the flood tide caught the starboard side and the ship began to turn rapidly to starboard. The spring was cast off, both engines put to "half astern" and the ship pulled in the middle of the channel. She was also drifting to North towards the Thevra bridge. There was little to worry because there was enough sea room.

Once in the middle of the channel, the orders were "Stop Port" and then "Half Ahead Port".

With the starboard engine still going astern, the intention was to increase the rate of turn to starboard, point South, give ahead on both propellers. The ship would stop her Northerly drift towards the bridge, pick up headway and leave harbour.

That is where things started going wrong. The pitch of port propeller was not changing from astern to ahead which is an occasional nightmare for a ship with CPP. The ship was still going astern on the starboard propeller and ship had not only picked up considerable sternway but with the flood on her starboard beam, had also begun to drift more rapidly towards the bridge. Immediately both engines were stopped and once again the order of "half ahead port" was repeated. This time it worked. "Half astern starboard" was given to continue turning to starboard as originally intended. But the ship was not turning because she lost the turn-momentum. The tide had caught the ship smack on the starboard beam with full force and even the order of "Full Ahead Port – Full Astern Starboard" would not turn her. And all the time she was getting closer and

VISITS

closer to the bridge. I could see that a crowd had begun to collect on the bridge to watch the spectacle.

That was the moment I felt the frigid loneliness of the Captain of a ship in midst of crisis. The OOW and the Chief officer (called the ExO in the Navy) were next to me and they were looking at me and upto me for the solution. The engines were groaning under this rare order of "Full Ahead" and "Full Astern". The engine room rang up the bridge to inform that ship's Engineering officer was getting worried with rising temperature of the starboard engine going full astern. Thevra bridge was looming larger and larger.

At such moments the teaching and exhortations of a teacher show you the path. During ship handling classes in Navy's school of navigation, the instructor often repeated the phrase from British Admiralty's manual on ship handling that- 'Anchor is like an additional engine or a steering gear when handling a ship.'

"Let go the Port Anchor and hold it at two shackles", I barked out the order. There was the characteristic rumble of the cable running out and the situation was immediately remedied. The moment the anchor hit the bottom, the ship smartly turned to starboard. The drift was checked. All I had to do now was to gently weigh the anchor with engines going slow ahead and once anchor was aweigh, pick up speed and catch up with the flag ship.

Then onwards I have become more respectful of the humble piece of ancient artifact called 'Anchor' which has been helping mariners for eons.

Courtesy-
Cmde. H.A.Gokhale (retd.)
Senior faculty, Nautical Science.

Visits

Sumeet Sanjay Jadhav

“Extremely well laid out , impressive and efficiently performing Institute. Spick and span, it is a model of one of the best in our country. May success be with you always.
-Mr. M Jitendran, CMD, Cochin Shipyard”

“ A very beautiful campus & extremely well laid out Institute which has a strong focus on education and personal growth for the future of Marine Industry.
-Capt. Rajeev Jitendran, Mitsui OSK Lines”

- 14/05/10 Ms. Luciano, D'amico Ishima Shipping.
- 14/05/10 Capt. Fadra, D'amico Ishima Shipping.
- 26/05/10 Mr. Menno de Vries, MD, TOEI Engg. Co. Ltd.
- 26/05/10 Cmd. Jitendran, CMD, Cochin Ship Yard.
- 26/05/10 Capt. Rajeev Jitendran, Mitsui OSK Lines.
- 27/05/10 Mr. Hubert Mignot, Bureau Veritas.
- 27/05/10 Mr. Brice Le Gallo, Bureau Veritas.
- 28/05/10 Mr. Barry Keenan, GCNS, Glasgow.
- 28/05/10 Mr. Peter Leitch, GCNS, Glasgow.
- 14/06/10 Mr. Sanjeev Wazir, Marketing Representative, BP Marine.

The hand that rocks the net, rules the game

Sumeet Sanjay Jadhav

After the bolstering events of swimming, the much awaited Interhouse Handball Tournament was organized from 26th April to 4th May, 2010. The series of matches were divided between group 'A' and group 'B'. In group 'A', Morarjee house swept the first place with style and attitude, thrashing Cassim house by a margin of 3 goals in the finals. Cdt. Abir Sahny of Morarjee house took his team to the top by his outstanding display of skills and goals and earned himself the 'Best Player' award for group 'A'.

On the other hand, in group 'B', Morarjee house slowly and steadily crept to victory as well, making it double whammy for the house. Cdt. Craig Pereira of Mudaliar house was adjudged as the 'Best Player' in group 'B' for his skill and sportsmanship.

Mr. M.S. Masani, Workshop Superintendent, was the Chief Invitee for the finals.

The final standings were:

<u>Team A</u>	<u>Team B</u>
1. Morarjee	1. Morarjee
2. Cassim	2. Cassim
3. Master	3. Mudaliar
4. Mudaliar	4. Master

Best Players:

Group A: Cdt. Abir Sahny (Morarjee house, 4th year)

Group B: Cdt. Craig Pereira (Mudaliar house, 2nd year)



Run, Jump, Throw...

Aniruddh Rao

It's not the medals or winning that matters, but participation, in a bid to achieve a higher spirit of sportsmanship that truly matters. The epitome of sportsmanship and athleticism being the Olympics itself. In an attempt to bring about some of this spirit amongst the students of Tolani Maritime Institute, the Interhouse Track and Field Championship 2009-10 was held between 7-11th May, 2010, on the campus' state-of-the-art Synthetic Outdoor track sports facility. The Track and Field Championship events were held during the non-academic hours of 7th, 8th, 10th and 11th May, 2010 and saw participation from over hundred cadets.

The house standings at the end of the Championship were as follows:

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

The track and field events that were hosted over the four days were:

TRACK: 5000m run, 3000m run, 1500m run, 800m run, 400m run, 200m run, 100m sprint, 70m sprint [For girl cadets only], 4x200m relay and Descending relay.

FIELD: Long Jump, Triple Jump, Shot-put, Discus Throw.

The best athletes of the Championship were Cadet Ibrahim Nibil and Cadet Deepali Kulkarni on account of bagging 5 gold medals and 3 gold, 1 silver medals respectively.

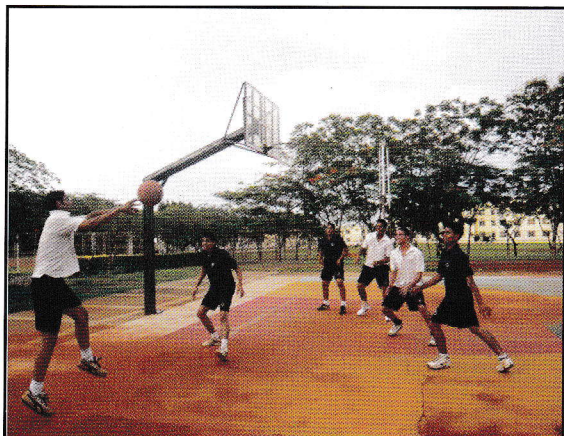
A new relay race was introduced this year called the Descending Relay. The race started with a 1500m marathon, followed by an 800m and 400m run and finally ended with a 200m sprint. The Championship culminated with the Prize distribution ceremony where Capt. Razdan, Prof. I. K. Basu and Prof. D. D. Mundra gave away medals and trophies to the winning cadets. The Championship trophy was given to the captain of the winning team, Morarjee House, along with all its athletes.



Inter Year Sports Kaleidoscope...

Basketball

Sumeet Sanjay Jadhar



After the closely contested series of Track and Field events, the Inter Year sports bonanza was back. One of the most coveted trophies is the Inter Year Basketball Championship, and was held in TMI from 3rd June to 7th June, 2010. The hoopsters from different years went bizarre, showing off their dunks, lay-ups, accuracy and most important of them all, their team spirit with their batch mates. They took the rivalry and sportsmanship to the next level.

Third year cadets dominated the whole tournament and went on to clinch the trophy with ease. Cdt. Ravindra Choubey was adjudged as the 'Best Player' for his fine show of defence, attack and his play making part.

Final Standings were :

1. 3rd Years 2. 2nd Years 3. 4th Years 4. 1st Years

Badminton

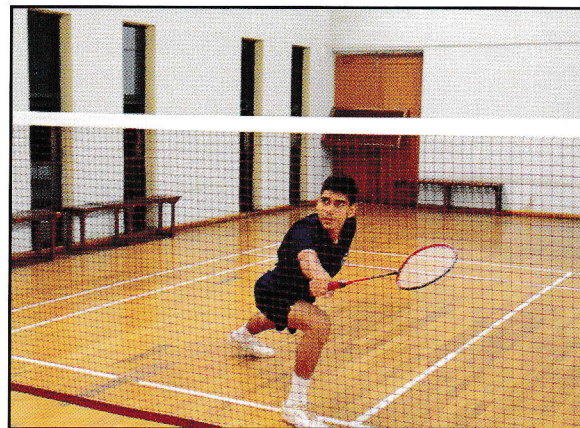
Jannat Bhuller

The Inter Year Badminton Tournament 'smashed' open on 31st May and saw participation from 4 teams, i.e. 1st year teamed up with 3rd year NT, pre sea with 3rd year ME, 2nd year with 4th year and a faculty team. The action in the badminton courts was not to be missed. The atmosphere was abuzz with applauses and cries of defeat. With all the players giving in their best, some wonderful serves were delivered and smashes were hit. Acing it all was 2nd year Cdt. Abhimanyu Sharma who finally managed to win the overall singles title. The winners of the mixed doubles title were Cdt. Nisshan Raj and Cdt. Aditi Khilnani and those of the men's doubles were Cdt. Abhilash and Cdt. Deepak.

The overall rankings were as follows:

1st-3rd year NT and 1st year 2nd-3rd year ME and Pre sea

3rd-2nd year and 4th year 4th-Faculty



The match in full swing

Football

Divya Raj

The aura of football fanaticism loomed large as the Inter Year Football Championship went on line. The tournament, organized from 31st May to 10th June, 2010, had every bit of ground assault and aerial passes to plot an eventful tournament. With teams from all four years vying for the top spot, it eventually came down to the two senior most teams- 3rd year(A) and 4th year to put forth their bid for the championship.

The finals proved to be just the right stage as the third years launched their frigate on the 'respected seniors' as the 4th years were found looking for answers and eventually losing by a score line of three goals to nil.

The various awards given were:

Best player of the tournament: Cdt. Anmol Bhatia

Best goalkeeper: Cdt. Shobhit Panthry

Best goal: Cdt. Saket Kohli

Best player in the finals: Cdt. George Jose

Highest goal scorer: Cdt. Craig Pereira.

Breaking The Dawn

Time Management

Madhur Agarwal

There are different concepts with which one can look at time:

- 1) A linear measure where time starts for a person when he/she is born and seems to end when the person's body falls (in the normal understanding one dies). A threatening concept – each day as it were taking us near the reality called the grave.
- 2) A Rotary measure where every twenty four hours the cycle rotates to present a new set of cycle of twenty four hours.
- 3) Millions/billions of years elapsed before the person is born, then the life span of some 100 years after which for million/billions of years the person shall not be here in this form. Hence, our presence on this earth is a NON EVENT. What time management are we talking about?
- 4) Last but not the least, this MOMENT is all there is and there is nothing such as time, as we see, to conceive. The wristwatch times and calendars are a madness created by MIND.

With the above four concepts of time, the last one is really difficult to comprehend or to live with. What happens therefore is that the person allows 'THIS MOMENT' to pass and then sits on its judgment when it becomes a 'PAST MOMENT'. Many of us live like this, frittering away the 'PRESENT MOMENT' and when it passes away, feel the loss of same. When the moment has passed and gone, we seem to box it into some pigeonhole and then commence discussing the merits and the demerits of the way it was spent.

Let us now consider the time as it is understood by us, that is to say, that we now consider the time as presented by watches and calendars. This 'entity' we wish to manage, and then let us consider how we could go about managing the same.

It is said that 'FAILING TO PLAN IS PLANNING TO FAIL.'

If the above statement impacts anyone - then it should safely be concluded that it is imperative to PLAN. Planning also takes a place of pride in the quality systems.

Whatever work we undertake should be planned for. Having planned, we should put the planned activity into 'dry run or a drill'. While the dry run or the drill is on, we check if it meets with our requirements. If some changes are needed, we do them and then act. This cycle, if maintained, will guarantee us of "Continual improvement."

Let us move over to the all important point as to 'HOW TO PLAN?' There are various methods of planning various jobs. I am presenting herewith a 6M concept to plan for any shipboard job.

Let us look at all the M's. Method (procedure), Machinery, Material, Money, Manpower, Minutes.

Consider each M asking a question "what if?" For instance, what if the procedure is altered entirely? What if we take away one or two steps to suit our purpose? What if we add a step or two, to make the procedure safer?


The more 'what ifs' are asked, the better prepared we are. Having so planned, then move onto the dry run or drill. Whatever is planned should be given a dry run. While giving a dry run, we should check if things are working out the way we have planned. Then the final thing is to act on the plan after having checked the same.

While we plan for the shipboard jobs as mentioned above, there is another important point to consider which is set below.

Any jobs undertaken should be time bound, result oriented, attainable, measurable, and precise.

A fair amount of discipline is to be exercised to ensure that the plans are thus executed. That is one of the best things you will learn in Tolani Maritime Institute.

Courtesy-
Capt. V.K.Barve
Visiting Lecturer.



Holidays Ahoy!!!

Jannat Bhuller

Enormous cascades of water or sinuous mountain peaks, a beach party or an enchanting villa...One thing these lustrous images ensure is complete escape from the doldrums of daily routine and that is just what the doctor prescribes after five months of grueling training. With the holidays around the corner, Maritimes was up close with some of our faculty, finding out their favourite holiday destinations...

- Cdr. Christopher J. Baptista (retd.):
'It has to be Goa...the Goans are the coolest people on the planet.'
- Prof. Indra Kumar Basu:
'In summers....it's Holland. Every inch of the land is covered with tulips and the view is mesmerizing.'
- Capt. Indranath Banerjee:
'Panchgani.....No mobile signal!!!'
- Capt. R. Razdan:
'Any nice hill station with friends and family will do...after so many seas and ports it's certainly the hills for me.'
- Dr. S. Kanungo:
'Sindudurgh district. It's got three virgin beaches and the Malwani Fish and Prawn curry are to die for.'
- Capt. Krishnamurthy Iyer:
'Ootacamund. The hill station's got all the facilities one could ask for in addition to the superb climate.'
- Cdr. S.K.Dasgupta (retd.):
'Manali. It's very different from the rest of India and the people there are very genuine and friendly.'
- Mr. Deepchand Dhanker:
'It has to be our very own 'Greenland'-Haryana.'
- Mrs. Shilpa Suresh:
'Egypt. The place is just so enchanting, what with all the Pyramids and Mummies.'
- Mrs. Puja Awachat:
'It's Paris...because of the Eiffel Tower. I'd love to stand at the top and take in the view at night.'
- Lt. Cdr. Kuldip Singh (retd.):
'Goa. That's where my kids are settled.'
- Mr. Sanjay Godakhindi:
'Thiruvananthapuram. The city has many beautiful old temples, and it's a place where I can connect with our culture and heritage.'

Faculty Advisors

Mrs. Vandana Shinde

Mrs. Swati Bhise

Mrs. Puja Awachat

Mr. Amit Rajurkar

Mrs. Shilpa Suresh

A Vote of Thanks to-

Cdr. C.J.Baptista, Cdr. S. Dasgupta, Cmde. H.A. Gokhale, Capt. V.K. Barve, Mr. Prakash Deshmukh, Mrs. Sheetal Joshi

Apogee

At the apogee of showcasing talent and zest was the TMI contingent, as they participated in the annual tech fest of BITS, Pilani-APOGEE 2010.

APOGEE-A professionally oriented gathering over educational experience was organised from 10th to the 14th of March wherein the TMI team stood first in 2 of the major events- Krazzy Bridge and Battle of Waterloo (Boat Race). Among these, some of the other events were Forex, Junkyard Wars and CORRIDA. Mr. Sachin Vyavahare (Lecturer, TMI), ably guided the cadets through the fest.

The participants were:-

1. Cdt. Aditya Pai (4th year)
2. Cdt. Amarneet Singh (4th year)
3. Cdt. Pradheet Roy Choudhary (4th year)
4. Cdt. Minal Doshi (4th year)
5. Cdt. Rakesh Nehra (4th year)
6. Cdt. Shantunu Divekar (4th year)
7. Cdt. Sumeet Roy (4th year)
8. Cdt. Deepak Sinha (3rd year)
9. Cdt. Kamal Tiwari (3rd year)
10. Cdt. Shivam Ojha (3rd year)
11. Cdt. Shubh Chakraborty (3rd year)

Daffodils

Like the vibrant Daffodils they come and play, like the turtle doves they move and sway. Where dreams are valued and shown a way and greats of tomorrow are taught today. Away from the hustle of the normal life, Mrs. Deepa Razdan has come up with a noble idea to nurture the young guns of the campus community by forming a children's club.



Aptly called "Daffodils", the effort that celebrates its first anniversary, was started with the purpose of inculcating reading habits amongst children. Along the way, the scope was enhanced to include drawing, painting, play acting and storytelling to allow children to express themselves. The children come twice a week to the club that includes an independent library set up with the help of parents and children, indoor games & monthly parties too!! As these kids grow up to learn the way of life, we wish all in "Daffodils" all the best and good luck.

Newton's 'Apple Tree' defies gravity on a space shuttle 'Atlantis'

The Team

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

The Astro Club of TMI has come up with 'The ASTRO TWTWTW', an effort solely aimed to bring news about our Universe to the cadets. Standing for- 'THIS WAS THE WEEK THAT WAS, Maritimes brings to you the Astro news of the quarter. A 4- inch long wood sample from the original tree that supposedly inspired Newton's theory of gravity, along with a picture of Newton was taken into orbit by the Atlantis. It is that very piece of 'Apple Tree' that helped Sir Newton to explain the theory of Earth's gravity and Laws of Motion in the 17th century, experienced for itself, what it is to escape that gravitational pull when it went to the International Space Station on 12th May, 2010. NASA astronaut Piers Sellers carried the historic piece of wood into the space for the Royal Society in the United Kingdom.

Courtesy-
Astro Club, TMI

Do send us your valuable feedback, comments and suggestions at:
Tolani Maritime Institute, Induri,
Talegaon- Dabhade, Pune- 410507
Phone: +91 2114 242000 Fax: +91 2114 241517
Portal: www.tolani.edu