

JUNE '12

MARITIMES

A CAMPUS NEWS SERVER



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From The Editor....

A mysterious dichotomy exists between reality and the spirit world. Many have delved deeper and strived to gather information about this little known world, parallel to our own. Ironically, their discoveries or findings cannot be endorsed, as no wise man living will claim to be all knowledgeable about the spirit world. To put your minds at rest, we at Maritimes have not come up with any kind of epiphany. I simply wanted to introduce to you the theme of this issue, 'Ghost Ships'. Inside we have written about some famous hauntings on the sea. The background and borders signify the dark and grim look of these ships only occasionally sighted by sailors.

Please also find within articles about Transtech'12, interview of Mr. N. K. Mishra and an interesting case study by Capt. Manoj Hirkane.

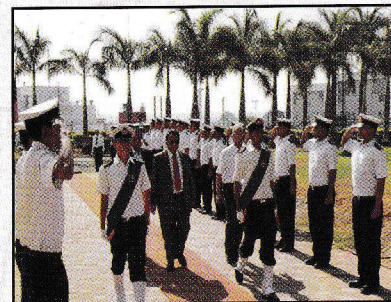
Happy Reading!

-Aniruddh Rao

Transtech'12

-Sankash Sood

Transtech '12 was conducted at Tolani Maritime Institute from 15th to 17th March, 2012. The three day Transport and Technical fest included 28 papers presented by students and 4 guest speakers. Students and speakers from marine and non-marine colleges from around the country had travelled to TMI to be a part of this annual event. The organizing committee was led by Prof. I. K. Basu and Mr. Arun Mahajan, closely supported by other faculty members and volunteer cadets.



The chief guest for the first day was Mr. Ashwath Ram, Vice President Operations, TATA Cummins and the Guest of Honor, Prof. (Dr) Raju B Mankar, Vice Chancellor, Dr. Babasaheb Ambedkar Technical University, Lonere. Dr.

BK. Saxena, Principal of TMI and President of The Institute of Marine Engineers, India, gave a remarkable welcome speech to the guests and cadets followed by an introduction to Transtech '12 by Prof. Arun O. Mahajan. Mr. Hemant Thakare (Chairman, Maharashtra State Center, Institution New Product Development, SKF, Pune) also addressed the gathering. The first guest speaker for the day was Mr. Sanjay Kangle, who gave a technical presentation on "Bearing Technology". Technical sessions I and II were held in the post-lunch session of the first day.

Technical session III and IV took place in the morning session of the next day. The post lunch period saw an interactive session with Prof. (Dr) S. S. Thipse, Senior Assistant Director, Automotive Research Association of India (ARAI) on 'Advancement in IC Engine Fuels' where he talked about the three P's of development of automobiles, namely People, Planet and Profit. His main emphasis was on the future technology. He spoke about the alternate fuels like CNG and a hybrid of CNG and Hydrogen called HCNG. In his address he stated the merits and demerits of this system and what research he and his colleagues are doing at ARAI to overcome the deficiencies concerning the application of such fuels. In the afternoon, the program was scheduled for session V.



On day 3, that was Saturday March 17, technical session VI took place and post lunch had Chief Guest Mr. Tom K Thomas Executive Director, Technology and Products, CEAT India Ltd., Mumbai, who gave a very knowledgeable presentation on "Tyre Technology". He made the students as well as faculty privy to the various landmarks and developments in the history of tyre production and usage. Further, Mr. Indranath Bose, General Manager, Quality Safety Training & DPA, Great Eastern Shipping Co., Mumbai, gave a technical presentation on, "Revised Marpol Annex-VI-Regulations on Energy

Efficiency of Ships." He made the audience aware of the latest amendments in Marpol, their application and significance.

TMI witnessed 28 papers and 4 guest lectures during the course of the three days. The various papers presented were:

Session I and II consisted of:

- Studying The Feasibility Of Nuclear Propulsion In Commercial Shipping
- Refrigerant less Refrigeration
- Air Bearings
- Green Ship Technologies
- Diesel Electric Propulsion
- Green Technologies Piracy And Its Control Measures
- Performance Of Acetylene In Marine Diesel Engines

Day two began with technical sessions III and IV presenting:

- Use Of Maglev As Sustainable Development
- =-Road Safety Audit Of Accident Prone Locations In Bhopal City
- =-Green Ships And Security

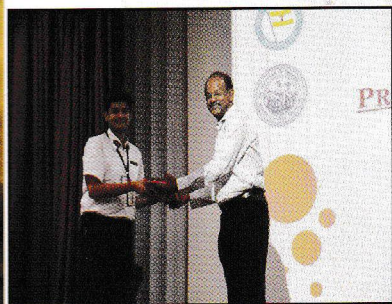


- Electrical System Used In Transportation
- Information Communication And Control Technologies In Transportation
- Modern Hybrid Propulsion System For The Futuristic Navigation Move Of Maritime Sector
- Superconducting Electromagnetic Propulsion For Ships Infrastructural And Approach Changes
- Required For An Effective Water Transportation System In India
- Combined Gas And Steam Cycle For Marine Propulsion
- Indian Shipping 2020 Vision To Make India A Global Shipping Destination



Session V was presented with papers on:

- Trends In Multi Modal Transport Operations
- Recent Trends In Development Of Shipping Infrastructure In Indian Subcontinent: Opportunities And Obstacles
- Coastal And Inland Water Transportation
- Containerization With 100% Scanning



- Green Technology For Marine Pollution Control(Ballast Water Management)
- Coastal And Inland Water Transport

The prizes that were announced were as follows:

The first prize was won by Cadet Ashwin Gadgil, Bikram Soumya and Ranjan Subudhi from IMU, Vishakapattnam for their paper titled "Indian Shipping 2020 Vision to make India A global Shipping Destination".

The second prize was won by Cadet Jannat Bhuller of Tolani Maritime Institute, Pune, for the Paper on "Diesel Electric Propulsion".

The Third Prize was won by Nikhil Gopi of IIT, Kharagpur, for his paper "Infrastructural and Approach Changes Required for an Effective Water Transportation System In India".

The three day session was concluded with a vote of thanks by Mr. Arun Mahajan, heartily thanking all the participants, volunteers and guests who had contributed in making Transtech'12 a grand success.



Case Study

As told to Kashish Anand by Capt. Manoj Hirkane

It's not every day that you are faced with the harshest of sea conditions, and when you do, it's no thrill or adventure, but a moment which requires you to pool in all those years of experience, training and skills you have gathered earlier and rev it up with your common sense, logical approach and quick decision making so as to effectively tackle a potentially life-threatening risk out at sea.

One such incident which I, along with my crew, was successfully able to brave through took place in the Winter of 1994. I was sailing as the Chief Officer of an old General Cargo Ship, heavily loaded with steel coils each weighing 15-25 tons. We had commenced our voyage at Vizag and our passage to Baltimore included navigation through Port Suez, the Mediterranean and finally the mighty North Atlantic Ocean. The vessel was steadily proceeding at 12-13 knots and everything went along fine while passing through the Suez and up until Gibraltar, where our problems started, once we had left the Mediterranean and entered the North Atlantic. With steel coils, correct execution of loading and securing operations are necessary or else they are liable to move and the lashings could part in rough seas. The winter North Atlantic sea is treacherous and can lead to

heavy rolling and pitching of the ship. Once in the North Atlantic, the vessel started rolling heavily and somehow a few lashings parted, a few coils opened up, their diameter increased as they unfurled and elongated and started rolling and hitting the other coils. Subsequently, most of the coils opened up, began to roll, hitting each other and the side-shell plating of the ship.

The ship being old suffered some damage, but the breaking point came when the constant hitting created a hole along the ship's side and seawater started entering into No.3 Hold. With the passage of time, the crack grew in size to about 100cm. And all this came to notice when the daily readings of the morning soundings of the hold bilges were found to be different than usual. It was a desperate situation and immediate inspections were carried out and we discovered that the crack was just above the water level, so every time the vessel rolled to the side of the crack, water entered in. Had the crack been below the water level, the sea water ingress would have been much faster, and would have put us in much deeper trouble. Even though the situation was under control at that moment, we knew that things at sea can get out of hand pretty quickly. Keeping this in mind we decided that emergency repairs must be carried out.

First and foremost, immediate maneuvering orders were given; course was altered and speed was adjusted to counter the rolling motion and stabilize the ship. All available pieces of dunnage, old fenders and anything else that could have filled up the gaps between the cargo to provide a cushion and thus stop the rolling motion of the steel coils were thrown inside the hold. Simultaneously, continuous pumping out of seawater from the bilges was going on to control the water level in the hold. When some level of safety was attained through all these measures, a team of crew members was sent down to carry out the actual repairs on the crack. They managed to get to the site of the fault with great difficulty, and performed commendably, enough to carry us through the rest of our journey. What they did was pretty much common sense. They created circular holes on both ends of the crack to prevent it from propagating any further, and inserted wooden plugs all along its length to stop the inflow of water. They then built a cement box against the crack to minimize any water ingress at all. An important measure that enabled us to carry out these repairs was the ballasting operations we had to carry out mid-sea, usually not the case; in order to list the ship to one side so that the crack on the other side could be above the water level at all times during the repairs. During this period there were six storms in the North Atlantic Ocean. It took us 20 days to cross the Atlantic, almost twice the normal sea-time. When we finally got to US waters, Philadelphia, which actually wasn't our discharge port, we were provided with help from two escort tugs, 20nm from the coastline, as it would have been with any ship in distress.

In Philadelphia, repairs permanent in nature were carried out. For this, the steel coils which had come all the way up to the hatch cover, had to be cut open, so that they could be re-strapped. The cargo was then discharged, and ballast was taken to keep the damaged part of the vessel above the water line. Repairs were then carried out and approved by the Lloyds Classification Society.

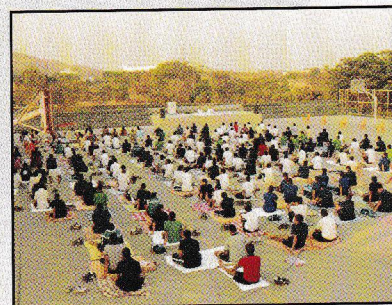
The entire traumatic experience had adversely affected our stability and safety and could have proved fatal had we not taken the necessary action in proper time. For young seafarers, getting ready to head out to conquer the high seas, this should clearly demonstrate that the importance of basics in our line of work such as proper stowage and securing of cargo, proper ullaging and skilled navigation can never be undermined as they would always come in handy if such special circumstances are to be tackled successfully.

Pranayam Camp

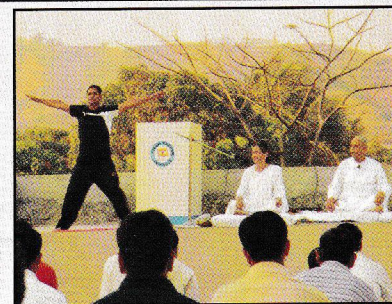
-Mridul Gupta

“The word yoga comes from Sanskrit, the language of ancient India. It means union, integration, or wholeness. It is an approach to health that promotes the harmonious collaboration of the human being's three components: body, mind, and spirit.”

These were the words of Nobel laureate and great writer Rabindranath Tagore, which amply stress the importance of Yoga in our daily life. In conformity with this, a three day 'Yoga Prashikshan Camp' was held in the twin basketball courts of TMI to educate and instruct the cadets in the merits and virtues of practicing Yoga.



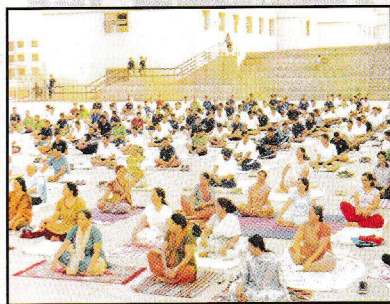
The camp was held from 12th to 16th March, 2012 organized by Colonel Pratap Jog and his wife Mrs. Jog, in association with Baba Ramdev's foundation, The Patanjali Yogpeeth, Haridwaar. The camp was conducted for two hour every evening, inculcating in the cadets various simple but forgotten habits and attitudes which would help them to live a healthier and happier life.



The cadets were made to understand the correlation between the physical and the mental halves of the human body. Colonel Jog repeatedly stressed on the importance of having absolute control over the physical senses to attain control over the mental state. He instructed the cadets about the various practices to attain mental peace such as 'yogic jogging', 'shanti path' and 'omkar'. The cadets were also taught the technique of performing 'Pranayama' or attaining control over one's breathing. It was taught that: - "Prana is a subtle invisible force. It is the life-force that pervades the body. The body and the mind have no direct connection. They are connected through Prana only."

Mrs. Jog guided the cadets through various asana such as the 'Bhujangasana', 'Makarasans' and the 'Pavanmuktasana'. She also taught them various acupressure points on the palm and feet, which were helpful in performing these micro exercises in Pranayama.

The camp was an immense success among the cadets, who found it very helpful and beneficial when implemented in their daily routine in TMI.



The camp was also attended by various faculty members and their family members, prominent among who were Dr. B.K. Saxena (Principal, TMI), Capt. Iyer and Cdr. Gokhale.

The program was concluded on the morning of 16th of March, with the presentation of mementos to both, Col. P Jog and Mrs. Jog. They thanked the TMI administration for giving them this opportunity to mould young minds. Various cadets also spoke on the occasion, expressing the serenity and tranquility they experienced over the last few days.

Trip To IUCAA

-Kashish Anand

The phenomenon of "Raman Scattering" was discovered in 1928 by Indian physicist, Chandrasekhara Venkata Raman, popularly known as Sir C. V. Raman. For his discovery commonly known as the Raman Effect, he received the Nobel Prize for Physics in 1930, and was later awarded the "Bharat Ratna" in 1954. The Raman Effect led to the growth of a new discipline, Raman Spectroscopy, which has now become a powerful tool for a wide range of scientific investigations and industrial applications.

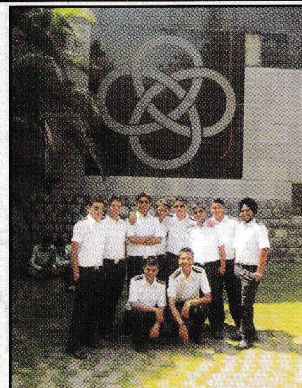


The National Science Day is observed all over the country every year in commemoration of Dr. C. V. Raman's find of the Raman Effect. Conceived and initiated by Capt. V. B. Sathaye, the idea of an educational excursion to mark the NSD (National Science Day) celebrations was well received and appreciated by the rest of the nautical faculty, and was aimed at imparting a practical exposure of maths, physics, and astronomy. On Feb 28th, 2012 the Nautical Cadets of IInd year got a golden opportunity to learn when they were taken for an educational excursion to IUCAA (Inter-University Centre for Astronomy and Astrophysics), to witness and take part in the celebrations for this day, when IUCAA displays its research to the masses, hosted at the IUCAA campus, a first for TMI's Nautical Cadets. They were accompanied by Cmdr. Gokhale, Capt. Sathaye and seamanship instructors Mr. Shivaji Walunj and Mr. G. N. Dongre.

For the last 18 years, this programme has been organised regularly with great zest, and marks the only day in the entire year when the grand IUCAA Campus is open to the public. Its research work is put up for an exhibition on this annual open day- whereby anyone can visit the campus to attend and participate in popular science exhibitions, lectures, demonstrations, screening of scientific films, Q&A sessions etc.

The entire IUCAA campus is basically divided into three main complexes- The Science Park, The Chandrasekhar Auditorium and The Devyani Complex. Programmes for the day began in these areas at 1100hrs in various accommodations under the hospitable supervision of the IUCAA staff and student volunteers.

A sky watching session, late in the evening, wrapped up the proceedings for the day. For TMI cadets, never mind the scorching sun, it was an experience made worthwhile by the knowledge they gained simply by being at the place and the practical explanations of theoretical concepts would surely help them in their

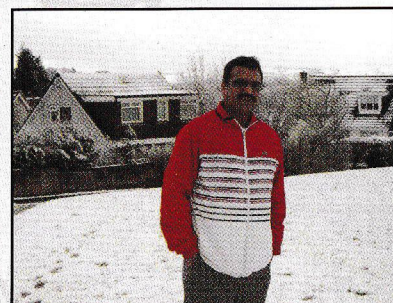


Rendezvous with Prof. N.K. Mishra

-Tushar Raj

1 5th August, 1966- On the stroke of twilight in Ranchi, clock-hands joined palms in respectful greeting as a boy came in this world. It was remarked that the clock began to strike, and he began to cry simultaneously. Forty-six years have passed thenceforth, the prodigy boy has grown up and witnessed a lot of transitions in his life, from a naughty kid to a dynamic individual.

Recently, Maritimes in a rendezvous with this man of letters, known as Prof. N.K. Mishra, tried to decipher his multi-dimensional disposition.



1) A diligent gentleman, an ideal Chief Engineer and a devoted professor. Sir, where did the journey begin?

I was born in a middle class family and completed my schooling in a serene environment at BIT, Ranchi. After that, I did my higher secondary education and Physics honours from St. Xavier College, Ranchi in 1983 and 1984 respectively. I then joined DMET (now known as MERI), Calcutta, in 1984 and passed out in March '89.

2) How did you get where you are today?

Just after my graduation, Damodar Bulk Carriers offered me a job as a junior engineer and I sailed with them till 1992. In the same year, I cleared MEO Class II and served a few foreign shipping companies as a 2nd engineer (1992-95); in the meanwhile, I got married in 1993. I passed MEO Class I in 1995 and joined Mitsui OSK Lines and sailed as a Chief Engineer upto 2002. Then, I worked on-shore in Hong Kong as a Technical Superintendent (2002-05) in Mitsui OSK Lines (MOL) itself as well as in Mediterranean Shipping Company (MSC) and Anglo-Eastern, UK in 2006-07. In between, I also worked under the pioneer of Ship Management, Capt. C.H. Vanderperre and took over the post of Technical Manager in Univan Ship Management, HK.

3) How did you decide to come to TMI?

(smiles) My interest in learning and teaching brought me to TMI in October '08. I also did my M.S. in Quality Management from BITS, Pilani (2009-11) in between. In TMI, I teach Marine Cost Engineering and Ship Operation & Management to 4th yrs. and MAM II to 3rd yrs. I also take lectures on Project Cost Management for P.G. and modular courses for Teekay Tankers.

4) What dreams and goals inspired you to succeed?

My only dream or goal, whatever you call it, was to reach the pinnacle of success in my life, earn respect and dedicate my life to human welfare. The driving force behind me were these mere seven words- "If others can do, why can't I?" Today, the dream that fascinates me every single second is to make India a superpower in manning the Merchant Ships.

5) What characteristics or skills set you apart from your peers and enabled you to become successful so quickly?

In truth, I always take life as it comes. I learn to a massive extent from my mistakes, as well as that of others. Perhaps, this could be the reason that set me apart from my colleagues.

6) What do you like most about your career?

(chuckles) The challenging and varied experiences full of adventure, this is what this career offers you every single instant. Trust me, it's always happening, not a moment of boredom ever dares to disturb you in between.

7) What are the underline beliefs, paradigms and assumptions of your life?

In simple words, life is too short and there is a lot to learn.

8) What hobbies do you pursue to live a balanced life?

Actually, I was born with inherent musical talent. I play Mouth-organ, Flute, Keyboard and Guitar; all self-learned. I'm also inclined towards sport activities to a great extent, as I play Cricket (was in DMET college team), Hockey, Volleyball, Table Tennis and Lawn Tennis (a bit).

9) What was the happiest moment of your life?

(smiles) When I was blessed with my daughter in 1994.

10) Who has been the biggest influence in your life? What lessons did that person teach you?

My late father- a mentor, a good friend and a disciplinarian, has been the biggest influence in my life. He taught me that life can be difficult with honesty, but not impossible and if you spend a moment to make a person feel happy, then you've lived your entire life in that particular moment only.

11) When is breaking the rules okay?

(shrugs) Normally, I abide by the rules, but it can be disobeyed whenever it hinders human development and violates civic virtues; which I'm sure, fortunately, rarely happens.

12) To get rid of a hungry shark (CGPA) racing behind, the only thing to do is to beat your very own friend swimming next to you. This is what we call relative grading. Do you think this sort of education system is a healthy one?

(smiles) I'm sorry; I don't think so. (pauses) The very obvious reason is that everybody is gifted by God with vivid natural talents and skills that vary unimaginably from one person to another. It'd be better to nurture those fields and bring out the talents. Hence, we should reform our education system so that it allows everyone to opt subjects of their choices and excel exponentially in life.

13) If you ever meet a Genie who can make your three wishes come true, what three wishes you'd like to be granted?

Only three...(laughs)?? Never mind. My three wishes would be-
- There must not be any religion in the world except the one called humanity.
- Grant me power so that whenever I touch someone, s/he would become happy.

- Last but not the least, only the real heroes of life who serve mankind with utter dedication should be respected; not the fake ones.

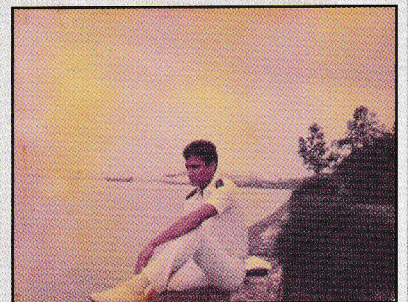
14) What are the three key books you feel we should read and why?

The books I'd like to suggest you to read as they are beautifully written are-

- 1.) Fountain Head (by Ayn Rand)
- 2.) Chanakya Niti
- 3.) The Bloody Foreigners (by Robert Winder)

15) Are there any words of wisdom you'd like to pass along to us?

Every one of you is here for a purpose. (pauses) 90% of your life would go in doing the irrelevant and mundane things that aren't of much importance, the ones you can't get away from. But, the remaining 10%, you must live to realize your purpose, your true calling, and work on it. I hope, you are all mature enough to understand what I mean (smiles). God bless you!



Horizon'12

-Ameer Hamza & Md. Zeeshan Ali

T rue to its name "Organized Chaos", Horizon 12-one of the most anticipated events of the year, was an eye capturing affair from the word 'GO'! It spread over a period of three days to distribute the plethora of events. Here is a sneak peak of all the chaos that went underway.

DAY 1

Sunday 29th April, 2012

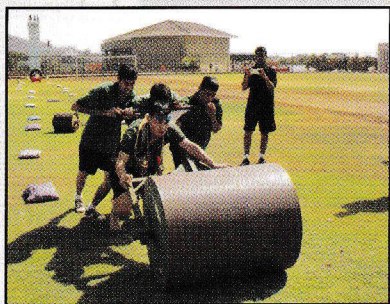
Horizon was inaugurated with a very soulful musical piece from the sitar and veena maestro Pandit Vishwamohan Bhatt who is also the inventor of the satvik veena and has also won a Grammy Award. The audience was completely mesmerized by the play of hands at their very best. Organized by the SPICMACAY team, the event gave a subtle yet a melodic start to Horizon. After the performance was over, Horizon was formally declared 'Open'.

As the night progressed, TMI 'ians showed their versatility in different fields with events like Anthaksari, Futsal Mundial and Box cricket. The street football skills showed in Futsal Mundial attracted a barrage of cheers, and stretching well onto the night.



DAY 2

Monday 30th April, 2012

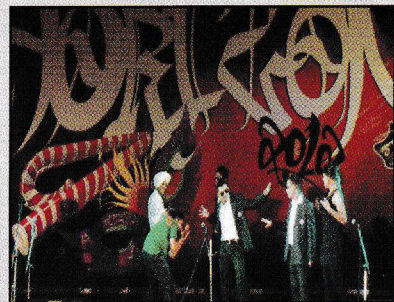


The day started with 'Treasure hunt' which stretched over a period of three days with cadets following clues to get to the treasure at the end. Chariots of fire, testing the agility and toughness of cadets through various obstacles, Live Angry Birds and Spelling Bee were just a few of the other events that took place. The main event of the evening, 'Mr. TMI', was followed by short musical plays performed by each of the houses. The crowd was left in splits by the end of the musical plays leaving the judges with a very light margin to judge on Mr. TMI and Mr. Sameer Bhalerao as chief guest who came 5th in the Mr. India competition in 2012. Boosted by tips from him, the cadets moved into full throttle as they flexed their muscles before the judges. The conclusion of the event had Mr. Sameer Bhalerao himself giving a performance before the audience, leaving the whole crowd roaring in applause. The day ended with an overnight battle between the gaming veterans of TMI wrecking havoc in Age of Empires and FIFA 12, which continued well onto the night.

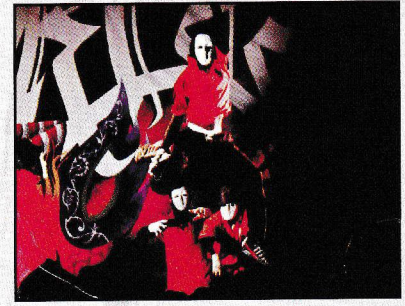
DAY 3

Tuesday 1st May, 2012

The last day of celebration started with the final round of Chariots of Fire. It was soon followed by "TMI's Fittest and Strongest" challenge, which included certain tasks like Weight Lifting and pulling of heavy rollers. 'Junkyard Wars' saw the gathering of the top technical minds and all imagination broke loose. The afternoon session witnessed events like Creative Writing, Quiz, Sudoku, Chess and Dumb Charades. An adrenaline rush was seen along the first year cadets during the 'Finding Lemo' event. The first team to collect 20 lemons with their respective house name written on it won. "Group drama" created the mood for fun and frolic amongst the audience.



Perfect coordination, synchronized steps and mind blowing music allowed the last event "group dance" to give a finishing touch to the festival. In the end, Cassim House was declared the winner of the overall cultural events.



Vedic Ganit

-Dr. Bani Upmanyu

Year 2012, the 125th birth year of Ramanujan, has been declared as the 'Year of Mathematics'. We are starting a series based on Vedic Ganit Sutras (aphorisms), as it minimizes calculation, improves concentration and enhances logical thinking. Vedic Sutras are easy, direct and complementary. The ancient system of Vedic Mathematics was rediscovered from the Sanskrit texts known as the 'Vedas', between 1911 and 1918 by Sri Bharati Krsna Tirthaji (1884-1960). Here is a list of sixteen sutras, which we will discuss one by one, along with their respective sub-sutras, from the next issue.

चलनकलनाभ्याम्	Differential Calculus	Sutra	Translation
यावदूनं	By the Deficiency	एकाधिकेन पूर्वोत्	By one more than the one before.
व्यष्टिसमष्टिः	Specific and General	निखिलं नवतश्चरमं दशतः	All from 9 and the last from 10.
शेषाण्यडेन चरमेण	The Remainders by the Last Digit	लध्वीतिर्यगभ्याम्	Vertically and Cross-wise
सोपान्त्यदयमन्त्यं	The Ultimate and Twice the Penultimate	परावर्त्य योजयेत्	Transpose and Apply
एकन्युनेन पूर्वोत्	By One Less than the One Before	शून्यं साम्यसमुच्चये	If the Samuccaya is the Same it is Zero
गुणितसमुच्चयः	The Product of the Sum	आनुरूप्ये शून्यं अन्यत्	If One is in Ratio the Other is Zero
गुणकसमुच्चयः	All the Multipliers	संकलन व्यवकलनाभ्यां	By Addition and by Subtraction
		पूरणापूरणाभ्यां	By the Completion or Non-Completion

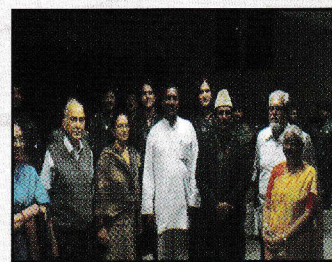
SPICMACAY – Qawwali

-Shivank Srivastava

On 14th February, 2012 Tolani Maritime Institute organized a wonderful Qawwali evening through SPICMACAY. The Qawwali was performed by a very talented and renowned Qawwali artist, “Ustad Chand Nizami”, and his group popularly known as “Nizami Bandhu”.

Ustad Chand Nizami is not only an accomplished Qawwali singer but also a good poet. He has written many gazals and poems. Nizami Bandhu have also provided playback singing in films. Their most recent being in the film “Rockstar”.

The evening was co-ordinated by Mr. Sanjay Ghorakhindi and his team of volunteers. The concert was attended by almost all faculty members including Principal Dr. B.K Saxena, PCME Mr. I.K Basu and Provost Capt. Raj Razdan.



The evening was beautiful and the music absolutely mesmerizing, calm and soothing. The concert was greatly appreciated by all. At the close, Principal Dr. B.K. Saxena felicitated the artists with mementos.

TMI vs. INA – Football

-Ameer Humza

23rd March, 2012 will go down in Tolani's sporting history as a momentous day when the institute's football team mauled their traditional rivals, The Indian Naval Academy team, by a convincing score of 3-0. The INA boys were clueless as they found themselves at the receiving end of Tolani's superb ball play and lightening passes. The TMI boys drove home their first goal just 10 minutes into gameplay.

What was expected to be an even but exciting match, soon turned out to be a one sided game, as the home team toyed with their opponents. The INA team tried their best and even scored a goal in the second half, but unfortunately it was declared as an offside. Cruising after crushing the local Pune Dynamite FC by 4-0, the Tolani boys just seemed unstoppable as was consistently proven by each of their strikes.



TMI vs. INA – Volleyball

-Mohd. Zeeshan Ali

The sporadic event of volleyball between TMI and INA took place on 24th March, 2012. The match was witnessed by Provost Capt. R. Razdan, a few faculty members and many cadets. The match started at 1700 hrs in the TMI volleyball court. It was pre defined to have three sets of 25 points each. Being defeated by the INA team last time, the TMI team was fully prepared to take revenge from the guest team by a broad margin. But the INA team was also prepared not to break their match winning streak; consequentially leading to a tough tussle and the host team managed to sneak away with the trophy by a narrow margin.

In a nutshell, the TMI team performed their best under skipper Cdt. Rohan Shetty and coaches Mr. Alex Martin and Mr. Lakshman Kumar. On a whole, the match was awesome and both the teams entertained the audience with their skillful performance and sportsmanship.

Inter-House Basketball Tournament

-Rahul Singh Mehta

One of the most fiercely contested events of Tolani Maritime Institute, the inter house basketball tournament was held from 21st - 28th February, 2012. The first match was between Mudaliar and Cassim in which Mudaliar came up victorious after a tough fight given by Cassim. In the second match between Master and Morarjee, the former was no match for Morarjee's fast paced game and were blown away with ease. It was an intense final between Mudaliar and Morarjee with no team being able to get a clear lead.

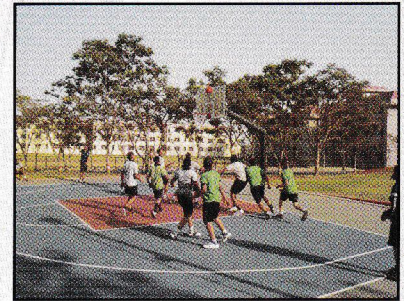
However, in the fourth and final quarter of the match, Morarjee displayed sublime skill by dominating the game and were eventually able to edge past Mudaliar. In Group B Master house finished first with Morarjee coming in second. The chief guest of the Finals and for the Prize Distribution Ceremony was Mr. I K Basu.

The house standings were as follows:

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

Best player (Group A) - Mahesh Dhotre (Mudaliar) - 1st Year ME

Best player (Group B) - Sunil Verma (Master) - 3rd Year NT



Inter-House Swimming

-Vaibhav Singhal

The Inter-house Swimming tournament 2012 was held from 18/04/2012 till 19/04/2012. The event went for two days and was spell binding and full of competitive spirit.

It was highly successful owing to healthy participation and sportsmanship shown by the cadets coming from different houses. The championship witnessed the breaking of many old records showcasing remarkable standard of competition among the cadets.

The array of events lined up were- 50m freestyle, 50m backstroke, 6x25m freestyle relay, 6x50m breast stroke relay, 4x50m medley relay, 50m butterfly and 4x25m carry the ball.

Overall house positions were:

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



Track and Field Championship

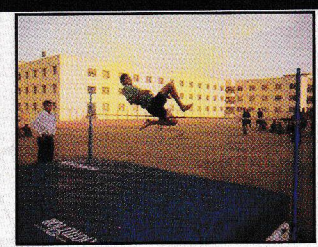
Immense stamina and dedication was seen during the Inter-house Track and Field Championship which went on for three days starting from the 28th of May till the 30th of May. Events were held in the morning as well as in the evening with full gusto and competitiveness. There were events allowing a large number of cadets to take part and prove their worth. Some of the main events were: 5000 meters, Javelin throw, 1500 meters, Triple jump, Shot put, Long jump, Discus throw, High jump, 100 meters etc.

The final and concluding evening saw the announcement of the results by Mr. I.K Basu and Mr. K. Iyer who were the chief guests for the event. The award for the Best Athlete (Male) went to Cadet Swapnil Kawatekar (Mudaliar) and the Best Athlete (female) went to Cadet Jannat Bhullar (Master). Cadet Sharath Krishna (Master) was awarded the coveted 'TMI BLUE' for his outstanding performance.



The overall house standings were as follows

- Master 208 points
- Cassim 190 points
- Mudaliar 160 points
- Morarjee 154 points



Visits

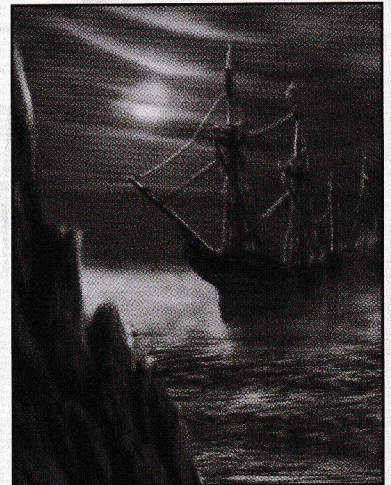
DATE	NAME OF VISITOR	COMPANY
09-JAN-12	Dr M K Khedkar	Vice Chancellor of Amravati university
15-FEB-12	Mr Tor Svensen	President, DNV
	Mr Jorgen Traun	VP & Regional Manager
	Mr H S Gandhi	DNV, India
20-FEB-12	Ms Giena Bramson	Chief Executive, International HSE Council
	Mr Mohammad S Naranath	Head Of Inspection And Engineering
21-22-FEB-12	Mr Vikram Sama	NYK ship Management
6-MAR-12	Capt. Wagle	Maersk
6-MAR-12	Mr Ranjit Singh-Chief Technical	ESSAR Shipping
	Capt. Arun Bhardwaj-Head Fleet Personnel	
	Mr Rajesh Kasaragod-Supdt Quality Safety & Environment	
	Mr Rajesh Kumar-Supdt Tanker Technical	
	Mr Kevin Gandhi-Placement Co-ordinator	
6-MAR-12	30 agricultural leaders from USA	Illinois Agriculture Leadership Foundation
12-16-MAR-12	Col(retd) Jog and Mrs Jog	Yoga Consultant
15-MAR-12	Mr Aswath Ram	Vice President - operations TATA cummins
	Prof (Dr) Raju B Mankar	Vice Chancellor, Dr Babasaheb Ambedkar Technical University, Lonere
	Mr Sanjay Kangle	DGM - Application Eng and new Product development - SKF India
15-MAR-12	Mrs Isha Kathavate and group	Private Dance Group
16-MAR-12	Dr S S Thipse	Sr. Asst Director Automotive Research Association of India, Pune
18-APR-12	Capt. S. Sudarshan, Principal Fleet Mgmt. Trg. Inst., Mr. Sanjay Chandra, Technical Director	Fleet Management Ltd.
19-APR-12	Dr. Frank Bernier	Managing Director, Dr. E. Horn GmbH
19-MAY-12	Mr. Anshul Tuteja	TMI alumnus and Vessel Performance Manager, Maersk Line, Singapore
22-MAY-12	Shaw Siang Hew	Shell Marine Regional Manager, Asia Pacific Middle East, Singapore
	Sandeep Banerji	Shell Marine Technical Support Project Co-ordinator, Dubai
	Ambar Roy	Shell Marine - Sales Manager, Direct Accounts, India
	Pushkar Singh	Shell Marine - Sales Manager, Indirect Accounts, India
	Pankaj Zawar	Shell Marine - Technical Service Engineer, Middle East South Asia, India
12-JUN-12	Dr. S B Agnihotri	D G Shipping
12-JUN-12	Capt. Bathena, Mr. Yatin Khamkar & Mr. Rakesh Kumar	Scorpio Shipping

Famous Nautical Folklores of the World

-Alakshendra Joshi

In olden days the nautical trade played host to some of the world's most bizarre and unexplained happenings ever to be recorded. Ships disappearing for months together and later being found devoid of any personnel on board. In some cases vessels have been found to reappear at sea after an interval of many years only to incite fear and awe in sailors. Let us ponder over some of the most famous ship legends and myths that still remain a mystery.

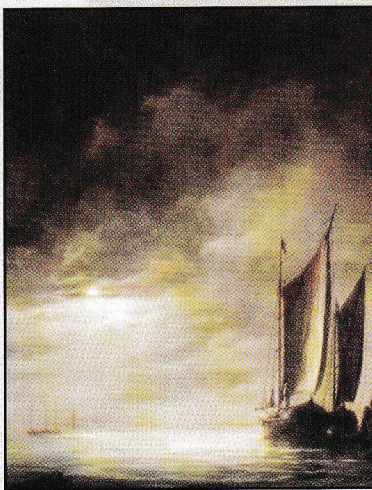
- The legend of The Flying Dutchman concerns a ghost ship that can never make port, doomed to sail the oceans forever. Sightings in the early 19th and 20th century report a ship glowing with a ghostly light. If hailed by another ship the crew of the Flying Dutchman will try to send messages to land, or to people long dead. In ocean lore, the sight of this phantom ship is a portent of doom.



It is said that this particular vessel was once a Dutch Man Of War that was lost off in the Cape Of Good Hope due to violent weather conditions and every soul on board perished. During violent tempests around that region, ships sailing would often see a ghostly apparition of a broken down vessel set on a collision course with the former and would soon vanish behind a dark cloud. The appearance of this spectre-ship was generally considered an omen of death and remained for decades to come.

- The Mary Celeste was an American vessel famous for having been discovered on 4 December 1872, in the Atlantic Ocean unmanned and apparently abandoned; despite the fact that the weather was fine and her crew had been experienced seamen. She had been at sea for a month and had over six months worth of food and water on board. Her cargo was virtually untouched and the personal belongings of passengers and crew were still in place including the valuables. The crew was never seen or heard of again. There was no evidence of piracy or foul play, nor of mutiny or any kind of struggle. The Lady Lovibond was a schooner that was wrecked on the Goodwin Sands, off the Kent Coast of south east England on 13th February, 1748 and is said to reappear there after every fifty years as a ghost ship.

The first supposed sightings of the phantom lady were reported by at least two ships. It is alleged that the ships saw a shipwreck which seemed real enough and even sent out rescue parties to search for any survivors but when the seamen reached the location they had spotted there was nothing there. The crew confirmed that before launching the lifeboats, the wreck was giving off an eerie green glow even though the wreck looked real. It is believed that the ship wrecked because of the first mate, raging with anger steered the vessel to its apparent doom. The fact remains that the last log entry was 11 days prior to the discovery of the ship.



- According to legend, the Caleuche is a large ghost ship sailing the seas around Chiloe at night; and is a being that is conscious. It appears as a beautiful and bright sailing ship, always full of lights but quickly disappears again, or hiding navigating underwater. The myths claim it is crewed by the drowned, who are brought to the ship by two mythological figures

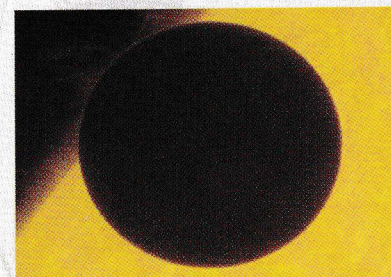
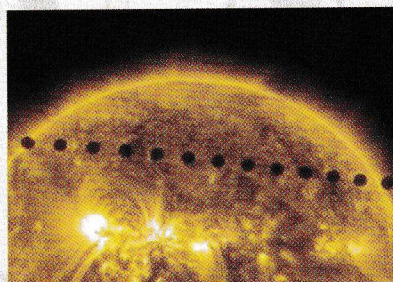
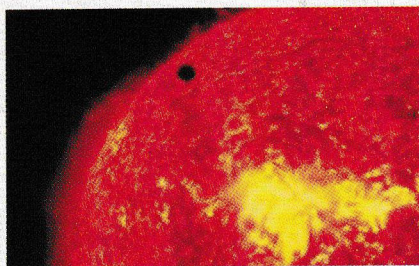
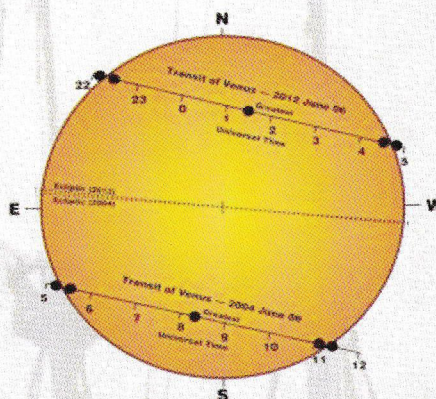
- The schooner Jenny was supposedly discovered after spending 17 years frozen in an ice barrier in the Drake Passage. It had been locked in the ice since 1823, the last port of call having been Lima, Peru. The bodies of seven people on board, including one woman and a child, preserved by the Antarctic cold, were buried at sea by the crew of the

ship who found the doomed vessel.

- Often called the most haunted ship in history, the USS Hornet rests deceptively still in its berth at the decommissioned Alameda Naval Base. Sailors have walked into aircrafts spinning props, been sucked into their air intakes, and blown off deck by their exhaust. Dropped ordnance has exploded, burning and maiming sailors. Snapping flight arrest cables have decapitated at three men on the USS Hornet. All told, in her 27 years of service, more than 300 people lost their lives aboard ship. The USS Hornet has the dubious honor for having the highest suicide rate in the US Navy. It is perhaps, the Hornet's tragedy soaked history that has caused it to become America's most haunted ship. Crew and visitor alike have reported an amazing number of strange incidents, sightings and sounds. Doors opening and closing by themselves, tools that vanish only to reappear after an exhaustive search, objects that move across floors or fall off shelves without reason, spectral sailors that move through the ship as if carrying out order from another age, eerie presences being felt like that of being grabbed or pushed when no one is around.
- The Octavius was allegedly discovered west Of Greenland by a whaler on October 11th, 1775. The entire crew was frozen at the moment of their death. The Captain was found in his cabin, also frozen at his desk with his pen in hand, still writing in his log. He was accompanied by a dead woman, a child covered in a blanket and a sailor holding a tinderbox. The partly completed entry log was dated 1762 meaning the vessel had been in the state they discovered for 13 years.
- In June, 1947, frantic Morse code messages were received from the Dutch freighter Ourang Medan. The message was received by many ships and responded to. The message reported "All officers including captain are dead lying in chartroom and bridge. Possibly whole crew dead." A second message was received shortly after, this time a voice over the radio simply stating "I die". When the rescue party boarded the ship no survivors were found but what was most disturbing was the nature of the bodies, all frozen in place looking up towards the Sun, their arms outstretched, mouths gaping, and a look of immense horror on all their faces. The author of the SOS messages also dead, his hand still on the Morse sending key, eyes wide open and teeth bared. Strangely, there was no sign of wounds or injuries on any of the bodies. The rescue crew attempted to enter the cargo bay but a small explosion from an unknown source soon resulted in an uncontrollable inferno. Beaten back, they were forced to abandon the vessel and head back to the safety of their mother vessel. Within minutes the vessel sank to the depths of the ocean floor.
- A 12-metre catamaran, The Kaz II, was discovered unmanned off the coast of Queensland, northeast Australia in 2007. It was spotted 150 km of the Great Barrier Reef a couple of days after leaving Airlie Beach. When boarded, the engine was running, a laptop was running, the radio and GPS were working and a meal was set to eat, but the three-man crew was not on board. All the sails were up but one was badly shredded, while three life jackets and survival equipment including an emergency beacon were found on board. A search of the crew was abandoned after a couple of weeks as it was unlikely that anyone could have survived for that period of time.
- An unidentified ship that appears to be burning appears every year near the Bay of Chaleur, Canada. The most famous version of this story is that long ago a Spanish galleon steered off course and wandered into the region and was ransacked by pirates. Before dying the captain of the ship cursed the lands for the tragedy and swore to haunt the shores of the bay for decades to come. It is said that during the eve of the new moon, a fiercely burning galleon can be seen from the shores far into the sea. It is said that sailors avoid traversing through that region during the new moon for it brings bad luck.



An Event to Remember



We all were very fortunate to have the opportunity to witness one of the rarest of the rare events that took place on 6th June 2012. It was the transit of the planet Venus across the Sun's disc, i.e. the perfect alignment of the Sun, the Venus & the Earth such that Venus is directly in between the other two. The same celestial event with the Moon in place of Venus would be known as Total Solar Eclipse. This alignment with Venus has a peculiar cycle of 8, 105.5, 8, 121.5 years and the next occurrence will be in December 2117. This is what makes it so rare & special for us; something that shouldn't be missed.

So knowing the fact that this is the only chance that our generation has to observe this phenomenon, the Astroclub of TMI made all the possible preparations to celebrate the occasion. A special filter glass for the telescope was fabricated in the workshop using welding glasses. This is an absolute MUST if the Sun is to be observed through a telescope. Pinhole projectors were prepared. One student attended a workshop for this event at Nehru planetarium, Mumbai to learn about the safe methods of observation. Solar eclipse goggles were kept in readiness. In case the weather plays foul (being the month of June), the Internet connection was kept ready at the auditorium. The staff and students were informed of the event and arrangements were made for observing this special celestial event.

The event was to take place from 0430 hours to 1030 hours IST. So by 0630 hours, the Main Building entrance area was abuzz with activity. But as was feared, clouds started gathering in the sky from early morning and the clouds were not those light, white, puffy ones but those heavy, dark, ominous looking things that don't go away so easily. But that wasn't enough to dampen the spirits of the enthusiasts. We all resorted to the next best alternative that we had prepared; the Plan B. Several Astronomical observatories around the world were web-casting the event live. So that show was kept ON in the auditorium for all to see. The running commentary on these sites by experts in the field was very good and we all learnt a lot from that.

This was an event the world's scientists were looking forward to for their studies of the Solar system. But for us laypersons, it was an occasion to remember !!!

- Astroclub of TMI

What Next?

-Arshad Ansari

This issue of Maritimes will give one new and upcoming field, that has received a lot of spotlight from environment conscious public, related to the marine industry; and another that has existed for over a 100 years, but of late, has become more dangerous as their work environment has shifted into more hostile and unpredictable terrain.

1. Offshore Wind, Tidal and Wave Energy: There is increasing interest in developing electrical energy from ocean and tidal or river currents, ocean waves, etc. Naval architects and marine engineers (and also electrical engineers) will be the principal players in this exciting and interesting new field. The marine environment presents challenges not seen in any other environment on earth, especially corrosion, but also marine growth (algae, mussels), wind, and other hazards.

2. Offshore Oil Rigs: Another area is the search for oil in the deep waters of the world (10,000 feet or more). Special ships have to be designed for this purpose, because the water is too deep to anchor a traditional oil platform. The ships have to be dynamically positioned (ie., they're always moving, adjusting their position with the ship's propellers or thrusters), which makes them complicated and expensive.

There are opportunities to get into the drilling industry. However, you need to plan for this. In general, individuals with any degree related to the marine discipline possess the best opportunity at acquiring a technical job, however experienced hands is what most companies chase, and that's absolutely reasonable. The offshore world isn't a charity industry, companies expend loads of money and if you want big riches you got to help the company make them. It is up to you to put forward yourself in the most outstanding way possible to prospective employers and give companies a reason to start you off. Most of the oil and gas companies are based on places as Venezuela, Brazil, Middle East, North Sea or Scandinavian coast. This means that the employees have to fly long distances to reach their respective workplaces or to meet family and friends. All this is at the company's expense.

Schedules and shifts are another important subject. They vary, depending on the company and the type of position. A very common type of schedule consists of 14 days on, followed by 21 days off; another systems are based on working for 1 or 2 weeks, rotating off the platform for the same period; or 1 month on and 1 month off; and, sometimes, due to the speciality of the service, you will have to work until the job is finished.

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