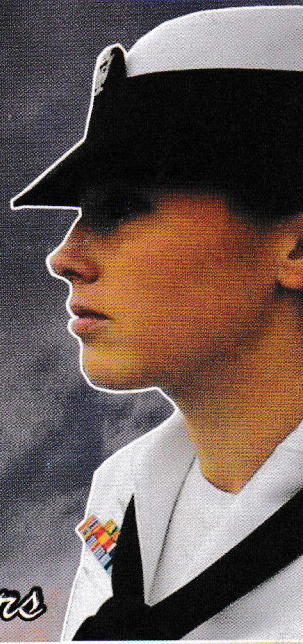


APRIL 2013

# MARITIMES

*Of Sailors & Seas*



**Insights . . .** *Dedicated to Women Seafarers*

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**Breaking Dawn** 20

## From The Editor's Desk

Bonjour Readers,

For centuries, maritime history and literature have treated seafaring as solely male domain. Although, women have participated in seafaring for some time, the employment of women in merchant shipping in relatively large numbers is a new phenomenon, dating only from the 1990s.

With '**Women Seafarers**' as the theme, we present you, the **April Issue of Maritimes**. We have tried our best to look at the historical background and the contemporary context concerning the employment of women at sea.

Moreover, the issue features few new sections like '*The Travelogue*', '*The Alumni Speak*' and '*The Breaking Dawn*'. As I ink this editorial, I find it imperative to thank Cmde. H. A. Gokhale (veteran), Cdr. C. J. Baptista (retd.), Col. G. P. Krishnamurthy (veteran), Capt. M. Hirkane, Mr. Arun Mahajan, Mr. Shishir Dutt, Mrs. S. Saxena and Ms. Ankita Srivastava for having participated so willingly with ardour.

Furthermore, acknowledgement and grateful thanks must be extended to all the faculty advisors who provided tremendous encouragement and support throughout the editing process. Finally, I'd like to convey my gratitude to my team members who so generously gave their time in writing articles and without whom the issue would not have been possible. Lastly, go; claim your right to be informed! Buona Lettura!

**Tushar Raj**  
Editor-in-Chief  
E-mail: tusharraj8apr@gmail.com

*Tushar Raj*

# Transtech 2013

-Abhinav Agastya

The annual technical fest of Tolani Maritime Institute, namely Transtech, was held successfully from 7<sup>th</sup> March to 9<sup>th</sup> March, 2013, for the sixth time. This year's theme for paper presentation was 'Advancement in Technology for Sustainable Development'.



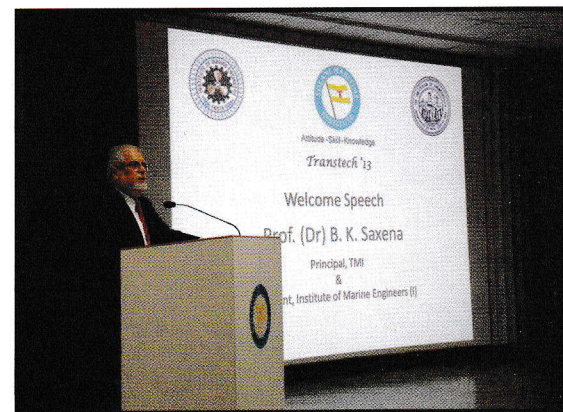
**Guard Of Honour**

The technical presentation by Mr. Rajiv Sathe on Container Tracking revealed that an urgent need for modernisation in this field is required as containers are still tracked manually to a large extent. The events of the first day were concluded with a cultural programme in the evening in the form of an enchanting Bharat Natyam performance by Ms. Vrushali Chitale.

The second day started with the Technical Sessions in the first half and were followed by a technical presentation in the post lunch session. The technical presentation by Mr. Alok Jyoti Basu, Vice President, InCab Industries Ltd., Pune, was on the topic, 'Application of Electric Cables in Power Transmission and Distribution'. The theme was informative and extensively discussed with the audience.

In the evening, the guests were entertained by a variety of entertainment programs by TMI cadets. The Chief Guest for the third and final day of Transtech '13 was Rear Adm. R. M. Bhatia, Executive Director, Pipavav Defence and Offshore Engineering Co. Ltd, Gujarat. Also, Mr. Pravin Kirolikar, India Head, Goltens India Pvt Ltd. and Mr. R. Sudharshan, Head of Operations, Goltens India Pvt. Ltd., gave a technical presentation on 'In Situ Machining'.

The program was concluded with the prize distribution to the winners in the various technical sessions held during the event. More than 55 delegates registered for the event from various Marine and Non-Marine Colleges from all over the country. TMI received seventy abstracts and fifty-five full length papers out of which twenty-four were selected after technical review and moderation. There were six Technical Sessions in total managed by their respective Session Chairs in which twenty papers were presented. The winners for these sessions were chosen by the team of judges: Mr. Anand Pandiya, Mr. Mohan Joshi and Mr. Vitthal Ekbote, who ensured proper



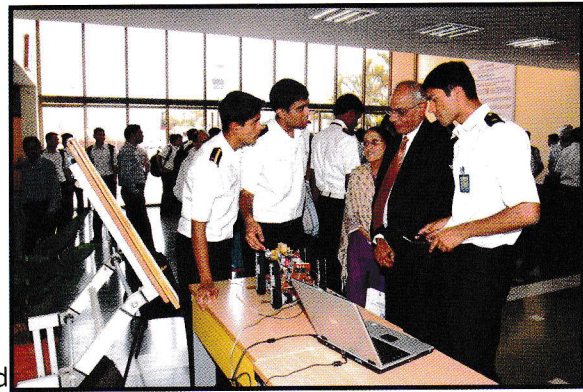
judgement of the papers. A model competition also took place where four models were displayed.



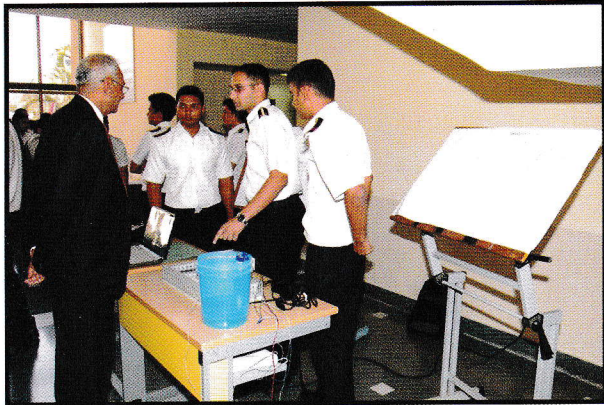
"I'm not afraid of storms, for I'm learning to sail my ship."  
~ Louisa May Alcott

A total of eleven colleges participated in the event. Transtech '13 consisted of various sub-themes on which the papers were focused:

- Innovative Technology for Resource Conservation
- Maintenance Management
- Role of I.T and Communication in Enhancement of Education
- Automation and Process Control
- Challenges in Engineering and Technology
- Emerging Opportunities and Emerging Challenges
- Conservation of Environment



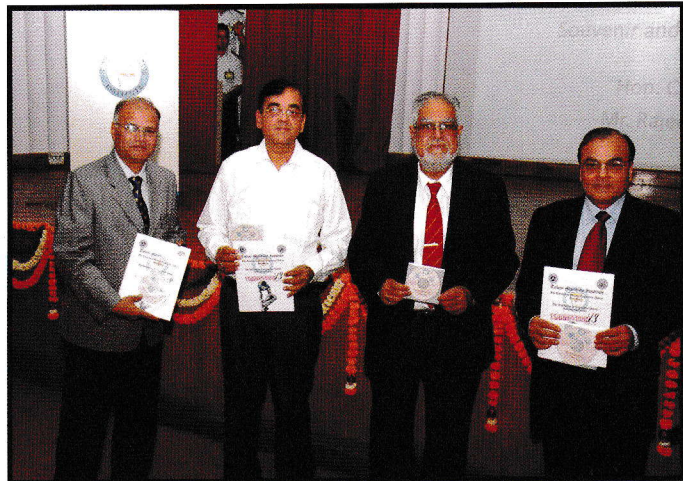
The winners of Transtech '13 were awarded prize money sponsored



by Tolani Maritime Institute, Pune. The Winners were:  
 1) The first prize of Rs. 11000 was awarded to the paper- 'Optimization of Hydrogen DI Engine to Reduce NOx Emissions', by Md.Asif Chand and Rishab Monga of Vellore Institute of Technology, Chennai.

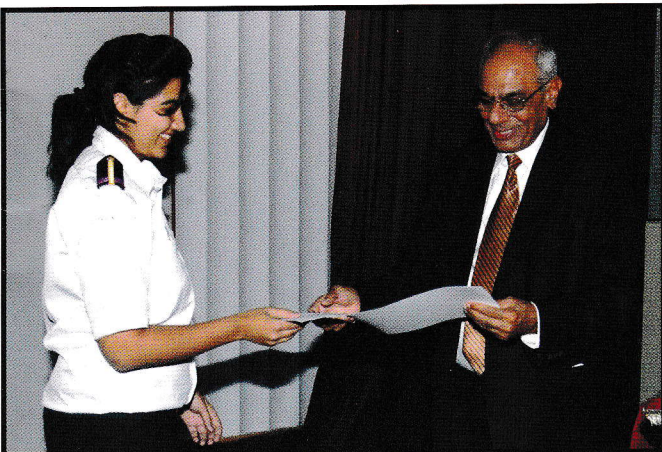
2) The second prize of Rs. 7000 was shared by the papers- 'Marine Applications of Fuel Cell' by Charu Ratna of TMI and 'Hydrogen Powered Gas Turbine' by Eugene Fonseca, Gaurav Verma, and Harsh Pandey also of TMI.

3) The third prize of Rs. 5000 was shared by the papers 'Quasiturbines' by Rakesha Ravindra of TMI and 'Propulsive Efficiency of Merchant Ships-Modern Techniques for Improvement' by Mangala Deoghare also of TMI.



There were four consolation prizes in the form of books worth Rs. 2000 which were sponsored by Institute of Marine Engineers, Pune Branch. The winners of these prizes were:

1) Role of I.T and Communication in Enhancing Education' by Harpreet Singh Dhupar and Shirish A Dixit of Great Eastern Institute of Maritime Studies, Lonavala.



Rear Admiral R. M. Bhatia bestowing Cdt. Mangala Deoghare

2) Sustainable Marine Development Strategy and Approach in India for Inland Waterways' by Akash Pise of Tolani Maritime Institute.

3) Ceramic Age in Engineering' by Z. Nabeel Ahmed and M. J Pavithra Raaju of GKM College of Engineering and Technology, Chennai.

4) LNG as an Alternating Fuel' by Harsh Agarwal and Shahirul Asheeque of Noorul Islam University, Kanyakumari.



"No one can make you feel inferior without your consent."  
 ~ Eleanor Roosevelt

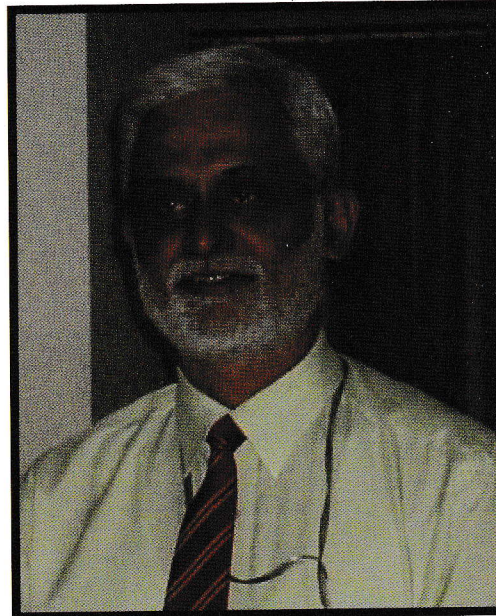
# Rendezvous with Commodore H.A. Gokhale (veteran)

-Siddhartha Wankhade

Comde. Hari Anant Gokhale (Veteran, Indian Navy) has been teaching at TMI since 2008. He had an interesting career in the Indian Navy for 26 years, and equally interesting stints in the Merchant Navy and the corporate world. He seems to have lived his 64 years well and these would be of interest to cadets in TMI. This interview attempts to probe his mind for some professional and personal insights.

**Q: An officer and a gentleman, Sir, where and how did this adventurous life start?**

A: I was born in Kolhapur, Maharashtra. My father had fought with the British Army in World War I and wished me to join the *fauj*. He encouraged me to join Sainik School, Korukonda (AP). Why Andhra Pradesh when there was Sainik School in Maharashtra itself? Like most of his generation, he was a nationalist and wanted me to get a national perspective of things at a young age. I faced one major hurdle in my new school – English language. Till then I had studied in Marathi medium and now it was all English. Being the only Marathi student in the school, I had to learn English and learn it fast to survive. The famous adage, throw a guy in water and he will learn to swim. In the school, my principal, Commander T de Almeida, provided me the career role model. Thereafter, joining NDA was a foregone conclusion.



**Q: Sir, please tell us about your naval career.**

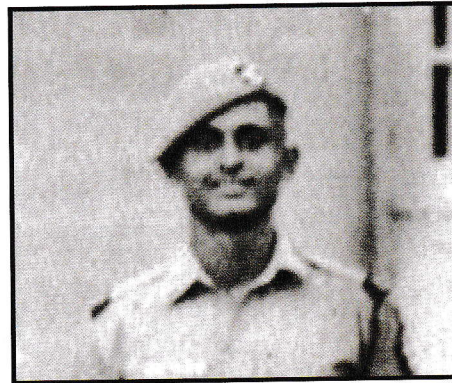
A: I joined NDA in 1965 and after 3 years of *ragada (or dhulai)*, passed out in 1968. Next 6 months in a cadet training school followed by one year as a Midshipman (an apprentice) on INS Vikrant. The next one and half years were spent on technical courses at Kochi. I served as a gunnery officer on a destroyer during the 1971 Indo-Pak war. Our job was to roam the Arabian Sea and capture Pakistani merchant ships as war booty. In 1973, I got my first command of a patrol vessel and did extensive anti-smuggling operations off Saurashtra and Kutch coast, for which I got a commendation from the Chief of the Naval Staff. I specialized in Anti-Submarine Warfare and then served at sea for the next two years. In 1979, I was deputed to Russia, the then USSR, for training on missile destroyers, which was followed by another two years of service at sea. In 1984, I completed Defence Services Staff course at Wellington (Nilgiris) followed by more time. In 1987, I got my command of an anti-aircraft frigate and during this tenure, I did anti-terrorist operations off Sri Lanka for which I received Nausena Medal (Gallantry). For the next 5 years, I worked ashore in the field of Maritime Tactics and Simulators and took voluntary retirement in 1995. I got my Master Mariner competency certificate and completed MBA and for next 12 years worked on merchant ships and in the corporate. And in 2008, I joined TMI, as a faculty.

**Q: What brought you to TMI?**

A: Synergy of interests, I wanted to teach and TMI wanted a teacher.

**Q: What does success mean to you?**

A: A tough question. To me, success means doing something you really like and enjoy doing it. It makes little difference as to what job you do. What matters is how well you do it.



**Q: If given a second life, what career would you choose?**

A: I would join the navy again, but this time, as a naval aviator, to land and take off a fighter aircraft from the flight deck of an aircraft carrier. I could not do it this time because I had a little hearing problem in one ear which I had possibly hurt during a Diwali cracker blast too close to my ear.

**Q: What are your three favorite books?**

A: First is Mahabharata, read in Marathi, because it provides examples and guidance to various vicissitudes of life. Second is Mahatma Gandhi's "Experiments with Truth" because of its exquisite simplicity of language and "Razor's Edge" by Somerset Maugham for its poignancy.

**Q: Sir, what are your hobbies?**

A: As of now, it is gardening, reading, writing, and movies. Earlier, I loved going on long road trips on my Java motorcycle. I had learnt horse riding in NDA and then enjoyed playing polo in the navy.

**Q: Have you ever gone above and beyond the call of duty? If so, when?**

A: The phrase 'Call of Duty' indicates a 9 to 5 mentality - at 5pm, you leave office and completely forget about your work till the next morning. I feel that anyone who likes his/her work cannot have this mind set and will work 'beyond the call of duty'. For example, a good teacher will work at home for next day's lecture, so will a good student read up for the next day. From my naval service, I can cite two instances. First was when I had to board a smuggler's boat during rough monsoons seas, apprehend it and bring it back to Kochi. Second instance pertains to a shore job. I slogged 12-14 hours a day for almost three months for revamping Naval Surface Warfare syllabus. In the first instance, the adversary was well armed and motivated, but my group was better than them, so we prevailed. In the second instance, my clerical staff worked beyond the call of duty for all those 3 months, and therefore we succeeded.



**Q: Give us some examples of teamwork and leadership.**

A: Teamwork and Leadership go together and the subject is too huge to be answered so easily. All of us are not born leaders but we can be trained to be leaders. This is a lifelong process and which starts with 'learning to obey'. Team work means that every member thinks of the team goal before his personal goal. A leader is a leading team member, for whom the team goal is supreme and he motivates his team to achieve this goal. There is an interesting lecture by Field Marshall S.H.F.J. Maneckshaw where he has listed out

the essential qualities of a leader, which I find valid - professional excellence, ability to take decisions and accept full responsibility for them, moral and physical courage and fairness in dealings and loyalty to all three superiors, peers and juniors.

**Q: Any message you would like to give the TMI cadets?**

A: Just one line. Make a special effort to keep good health and learn to enjoy what you do. Do these two, and rest all will fall in their places.

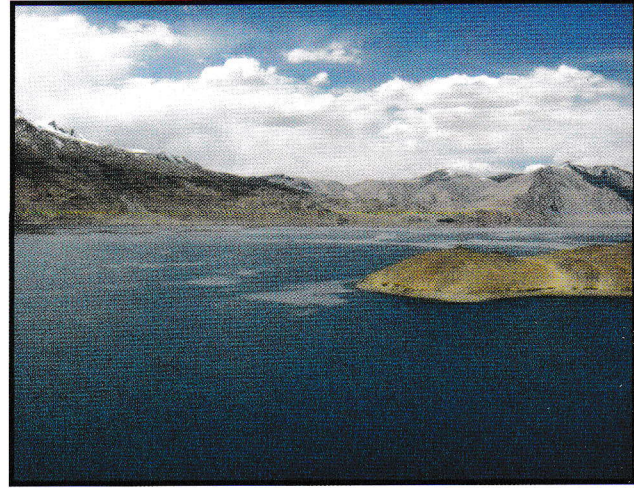
"Anything you want to ask a teacher, ask yourself, and wait for the answer in silence."

~Byron Katie

## Travelogue By Col. G. P. Krishnamurthy (veteran)

-Archie Gracias

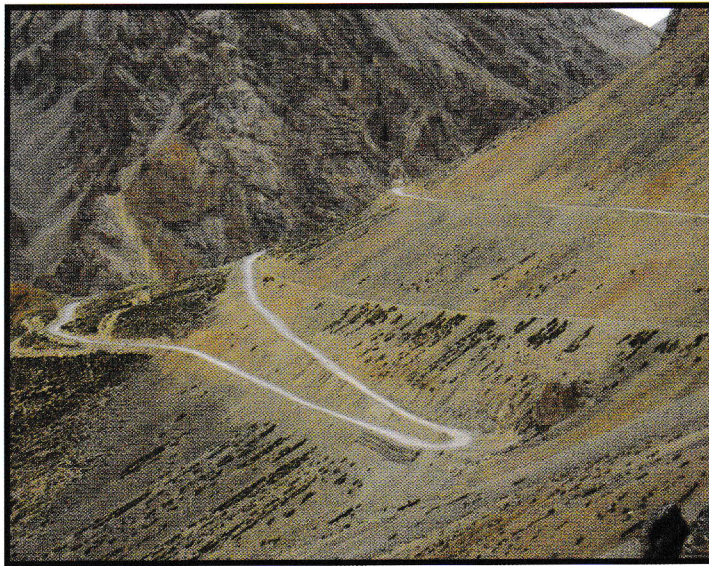
I am no longer there in Ladakh, but it was way back in 75-76 that I spent some of the most beautiful and memorable days of my life. It was the summer of 1975, I had just returned to my unit in Sagar after completing 'Intelligence-Course for Junior Officers' at Intelligence School, Pune. I had barely unpacked my baggage, when I was informed that I have to proceed on posting to Leh.



The journey till Srinagar was uneventful. The scenery beyond Udhampur in J & K is a photographer's paradise. The distance from Srinagar to Leh by road, which is about 440 km, takes about three days by Army convoy. The road is treacherous and passes through the Zozila pass. This pass is covered in snow and is impassable through the year; the pass is kept

open by the Border Roads Organization, for move of army convoys for winter stocking between June– October. Once the pass is opened in June after the winter closure, the road is kept open through summer by clearing the snow on a regular basis till middle of October. Our convoy was delayed by 2 hours en route to Zozila as a three ton had overshot a hair pin bend and gone down the gorge, the driver and co-driver had lost their lives. Landslides are common, the road passes through a number of nallas and rivulets. (The Border roads is on the job 24\*365 to ensure smooth flow of traffic.)The convoy halted for the night at Drass (3200m), the second coldest inhabited place on earth where temperature drops to -40°C during the winter.

As one moves into the mountains towards Leh the treeline recedes, the mountains are barren and rugged and



provide breathtaking landscapes, a dream treat for any visitor. Ladakh is home to the highest motorable roads in the world. The Srinagar – Leh highway carved out of the mountains runs astride the river Indus and crosses three passes, viz. Zozi La (3520 m), Namki La (3820m) & Fotu la (4100m). The dry arid climate ensures that the mountains barely see snow. In spite of the inhospitable terrain, cold and arid climate, the Ladkhi people have not only survived but they have developed a rich culture over the years . They wear colorful, richly embroidered clothing. The convoy reached Leh on the third day after passing through places of historical interest Kargil, Maitrey at Mulbek, Lamayaru Monastery Redzong Monastery, Basgo Palace, Nimmu, Pathar Sahib Gurudwara, Phyang onastery and so on. The Buddhist monasteries at

Thiksey and Hemis attract a lot of tourists especially during the festivals in summer to witness the traditional music and colorful masked dance. The mountains offer adventure and nature lovers a number of trekking trails to choose from, be it in the Nubra Valley, Zanskar mountain, along the Indus river, Shayok river etc

A must see for any one visiting Ladakh is Pangong – Tso. The sight is indescribable; it has to be experienced, simply breathtaking! The Lake is a day's journey by road from Leh (170km) via Karu, Shakti, Chang La, Durbuk, Tanksey, Lukung and Pangong Tso. The road is good except for the patch close to the Pass.

To enter Ladakh, permit is to be obtained from Drass /Manali or Leh Airport , depending upon the mode of

travel and the route you wish to take. This permit entitles one to travel up to Leh. For entering the Nubra valley, Tso Moriri, Pangong Tso, Marsimek La and Chang La, which are restricted areas, permits are issued by DC's office in Leh.

It is advisable to travel by road as the gradual ascent helps the body to acclimatize and chances of mountain sickness are greatly reduced. Ladakh is an amazing place. A lot of changes must have taken place with more amenities in the last 35 years or so.

## Visit To IUCAA

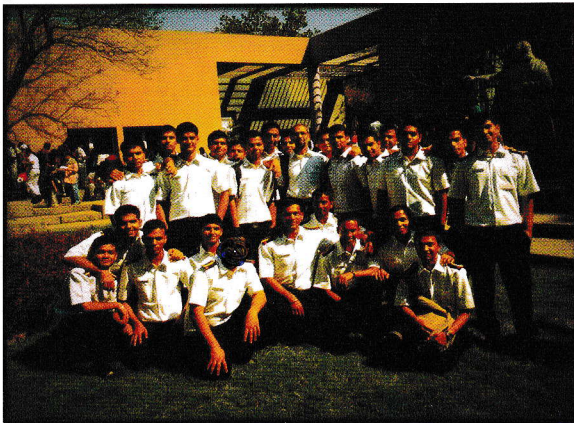
-Faheem Sawant

Every year the institute organizes various educational visits. One such was the visit to IUCAA, Pune, on 28th February, 2013. Inter University Centre for Astronomy and Astrophysics (IUCAA) is an autonomous institution setup by the University Grants Commission to promote active groups in astronomy and astrophysics in Indian universities. Scientists at IUCAA carry out research in a wide range of areas like quantum gravity, cosmology, solar system etc. Cadets from II year NT, accompanied by Capt. Sathaye visited the open science day program organized only once a year. The cadets looked at the ongoing research and contemporary work done by the scientists. Various concepts of celestial navigation were explained lucidly and effectively to them by the scientists and the volunteers present there. Some of the innovative and interesting models included:



- a) Descendant of Newton's Apple Tree.
- b) The Foucault's Pendulum (for finding the latitude).
- c) Mars Mission exhibitions.
- d) Models on Solar Systems, Galaxies and Milky Way.
- e) Virtual Worldwide Telescope.

Each and every cadet benefitted from this visit. There were also questionnaire sessions with scientists like J.V Narlikar and Ajit Kembhavi. We hope that these educational visits continue to take place since these will surely help broaden the cadets' vision.



## Accolades: IWCEM 2012

-Ameer Humza

The IWCEM (International Workshops and Conferences on Corrosion and Engineering in Military and Marine) is an annual event with an aim to promote application oriented R&D, and provides a platform for product demonstrations. It receives overwhelming global response by decision makers from the armed forces, shipyards, and industries.

2012 saw Cdt. Abbas Daruwalla and Cdt. Samrat Kanitkar's paper presentation being selected for the IWCEM Conference held in Pune. They were called to Singapore among a chosen few to represent their topics by the same organizing body. The highly motivated efforts put by the cadets have set the bar at the new level for future competitions.

"You must learn to be still in the midst of activity and to be vibrantly alive in repose."

~Virginia Woolf

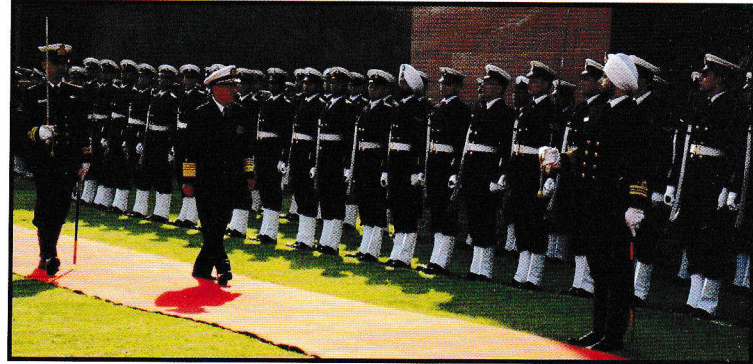


## National Maritime Day

-Deep Ghatak

The National Maritime Day of India falls on April 5. First celebrated on 5th April, 1964, the day marks the journey of SS Loyalty, the first ship of the Scindia Steam Navigation Company, to the United Kingdom. It was a red letter day in the history of Indian navigation. Because of vast expanse of the seas around the country, Indian culture always gave a huge importance to seafaring. According to historians, even during the Indus Valley civilization, India had a remarkable expertise in sea trade and maritime activities. The Indian sub-continent is strategically very crucial because of the geographical location of seas around it. Indian ship industry has shown incredible advancements since the time immemorial. During the ancient eras, sailing ships with wooden hull were in vogue.

It is believed that nearly 90 per cent of India's international trade in terms of volume and 77 percent in terms of value is moved by sea. It comes as no surprise to know that India has the honor of having the largest merchant shipping fleet among the developing countries. Maritime Day is a wonderful reminder of nation's abiding faith in the importance of the maritime zone. Sea route development and preservation is absolutely essential for the all-round development of the country. April 5 repeats the necessity



of protecting, preserving and defending our maritime zone. Shipping has been rightly called the 'Silent Service' as most of the shipping activity takes place away from the land and along the country's sea borders, i.e. at the ports.

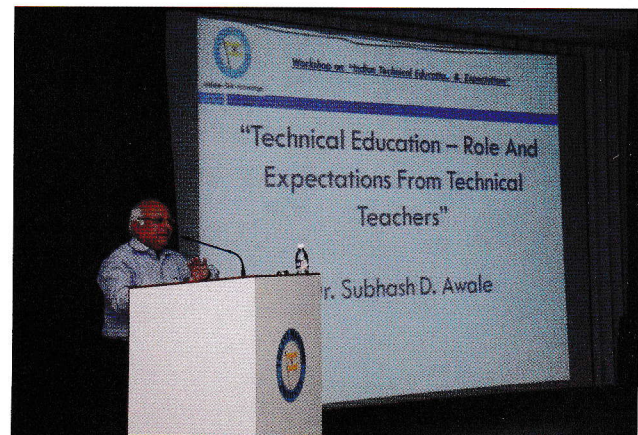
The 'Merchant Navy Week - 2013' is slated to be observed from Friday, the 29th March, 2013, to Friday, the 5th April, 2013. The National Maritime Day (NMD) Celebrations are subsumed in the said week. The year 2013 is of special significance, contextually, as the same marks the Golden Jubilee/ 50<sup>th</sup> Year thereof. In this light, the theme adopted by the NMDC Celebrations Central Committee (NMDCCC) for the 50<sup>th</sup> National Maritime Day Celebrations, scheduled to be held at Mumbai on 5th April, 2013 is '**Last 50 years of Indian Shipping – Introspection and Way Ahead**'.

The observance of National Maritime Day has therefore bridged a long felt need to bring people closer to the shipping industry and enable them to participate in the celebrations and share the sense of national pride and know of the achievements made by Indian shipping during the last five decades, since the attainment of Independence.

## Workshop On Indian Technical Education

-Pranav Gupta

As a part of continual development of faculty, a one day workshop on 'Indian Technical Education and Expectations' was organized on Feb. 16, 2013, in TMI Auditorium. In addition to all faculty members of TMI and ten participants from other engineering colleges of Pune and Navi Mumbai, the following eminent educationists were present- Dr. V.N. Gupchup, Dr. A. Valvade, Dr. A. Keskar, Dr. Kulkarni & Mr. N.V. Ratnalikar. The event commenced with the invocation of the Goddess of Learning, Maa Saraswati. Dr. B.K. Saxena, Principal, TMI, in his welcome address emphasized on the role of industry as an economic entity and education as a social entity. Eminent speakers were invited to talk on sub themes identified as-



"Always go with the choice that scares you the most, because that's the one that is going to require the most from you."

~Caroline Myss

- Technical Education- Role & Industry Expectations
- Technical Education - Current Scenario
- Technical Education- Role & Expectations from Technical Teachers

This exhaustive seminar brought out numerous points which effectively promulgated the ways of improvement of the quality of education imparted to students as a whole. All speakers and panelists were felicitated with commemorative plaques. The program concluded with the vote of thanks given by Capt. Manoj Hirkane, on behalf of the organizing committee.

## Visits

-Zeeshan Ali

Date	Name of Visitor	Company
9-Feb-13	Mr. Michael Franklin Mr. Dash	Director Lloyds FS (UK) Manager SW Asia, Lloyds FS
15-Feb-13	Capt. Amar Galliara	K-Line Ship Management
15-Feb-13	Capt. Ajay Singh Capt. Kevin D'Souza Mr. Rajay Singh	Lead Performance and Development officer, BP Maritime Services Performance and Development Manager, BP Maritime Services Cadet and Training Officer, BP Maritime Services
16-Feb-13	Dr. S R Chandak Mr. Bharat Agarwal Dr. Subhash Awale	Executive Director, Vishwakarma Group Director, Sinhgad Institute of Management
20-Feb-13	Capt. Masanori Tsugane Mr CP Paul	Professor, Tokai University, Japan Tech Supdt., NYK Mumbai
1-Mar-13	Capt. S. K. Goyal Capt. A. Singh Mr. Sadekar Mr. Kelkar	K-Line, Mumbai
7-Mar-13	Mr. Rajeeva Sinha Mr. Rajiv Sathe Mr. Sanjeev Ogale	Director, Adani Port and SEZ Ltd. Governing Council Member, Institute of Marine Engineers Vice President, InCab Industries Ltd., Pune
8-Mar-13	Mr Alok Jyoti Basu	India head, Golten India Pvt Ltd.
9-Mar-13	Mr Pravin Kirolikar Mr R. Sudharshan Rear Adm. R. M. Bhatia	Head- Operations - Golten India Pvt Ltd Executive Director - Pipavav Defence and Offshore Engineering Co. Ltd , Gujarat
15-Mar-13	Mr. Vitthal Ekbote Mr. Mohan Joshi G. Fletcher Mr. Anand Gokhale Capt. B N Singh Mr. Upenda Kr. Dubey Mr. Kazutoshi Okura Capt. P. Bhatena Mr. Sanjay Nair Mr. John Peries Capt. Ankur Khedekar	Chairman, Dockendale Dockendale Dockendale Director, Sandigan Ship Management Pte. Ltd., Singapore Representative, Dalisay Shipping Corporation, Phillipipines Scorpio Marine Mgt. (I) Scorpio Marine Mgt. (I) Scorpio Marine Mgt. (I) Scorpio Marine Mgt.

"It is during our darkest moments that we must focus to see the light."

~Aristotle Onassis



# National Inter Level Maritime Institutes Sports Meet

-Abhinandan Chandra

The national level Inter-Maritime Institutes Sports Meet was held at MANET, Loni, from 18<sup>th</sup> to 21<sup>st</sup> February, '13. There were a total of 7 participating colleges: International Maritime University(Chennai), TS Rehman (Mumbai), Anglo-Eastern Maritime Academy (Lonavala) to name a few. The TMI contingent consisted of 50 odd athletes participating in football, volleyball, badminton, swimming and basketball.

For TMI, the meet started with a resounding 62-41 win for the basketball team against AEMA. Thus, enabling themselves a berth in the final, and were pitched up against MANET in the finals. The first two quarters were dominated by TMI, but it was in the 3<sup>rd</sup> quarter that MANET utilized their home advantage and turned the match in their favour, eventually winning 52-47. The team had to settle for second place. The volleyball team too faced similar misfortunes. They eased through the first match, beating IMU in two sets. It was in the second game that Lady Luck part ways. The match see-sawed 1-0,1-2 and finally went 2-1 in TS Rahman's favour, resulting in the team's knockout in the semi-finals. The football team though started the tournament

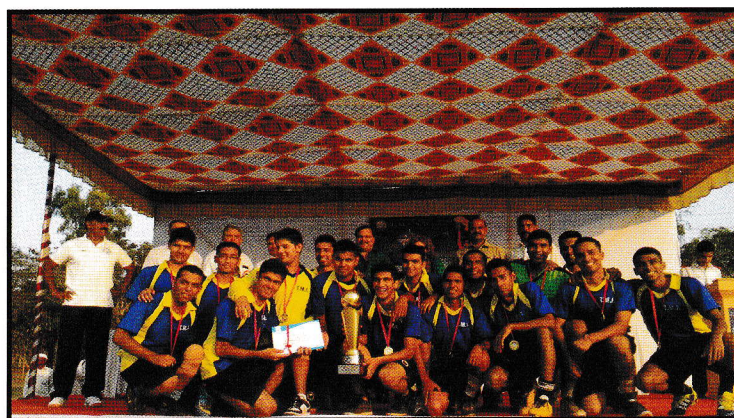


on a nery note. The full time score against MANET read 2-2 courtesy an own goal conceded by MANET in the dying embers of the game. It took nerves of steel from the penalty takers to win the game 3-2 on penalties and progress to the finals. The final match though was won convincingly by TMI, beating Anglo Eastern 2-0, with the goals coming from Cdt. Shivanand Jog and Cdt. Akshay Krishnan.

The swimming team created quite a splash by winning every category with the exception of 50m and 100m backstroke where they settled for silver. Cdt. Anshul Premchandani starred for the swimming team by winning 5 medals consisting of 4 gold medals and 1 silver medal. But it is the performance of the badminton team that took the cake. Their domination on the court started right from the word 'go'. There was no match for their superior shuttle play which reflected in their scoreline. They eased past TS Rehman, MANET and IMU in straight sets and won the first position.

All in all, the inaugural National Inter Level Maritime Institute Sports Meet was a fruitful outing for TMI as the athletes won –

- 1) 18 Individual medals – 50m Free Style(Gold), 50m Back Stroke(Silver), 50m Breast Stroke (Gold & Silver), 50m Butter Fly(Gold & Silver), 100m Free Style(Gold), 100m Back Stroke (Silver), 100m Breast Stroke(Gold & Silver), 100m Butter Fly (Gold), 4X50m Medley Relay (Gold) and 4X50m Free Style(Gold).
- 2) 3 Winners' Trophies – Football, Badminton and Swimming.
- 3) 1 Runners-Up Trophy – Basketball.
- 4) **2<sup>nd</sup> in the overall championship.**



## Inter House Basketball Tournament

-Himanshu Sharma

"I've missed more than 9000 shots in my career. I've lost almost 300 games on 26 occasions; I've been entrusted to take the winning shot.... and missed. And I've failed over and over again in my life. And that is why... I succeed." These words uttered by Michael Jordan, the best basketball player ever, show how persistence and determination lead to success. Jordan's words were flawlessly redefined by TMI cadets with extreme care and sportsmanship during 27<sup>th</sup> February to 5<sup>th</sup> March, 2013 as the Basketball Tournament electrified the whole campus with its advancement.

Team A and Team B took on each other with utmost enthusiasm and spirit to mark their dominance. In group A, Cassim defeated Mudaliar whereas Morarjee defeated Master to face each other in the finals. On the other hand, in group B, Master and Mudaliar came on top to play each other in the finals. Master just couldn't match the agility and coordination with which Mudaliar played to clinch the title. The turn out to watch the team A finale was phenomenal and was indeed worth it. A game that seemed to be controlled by Cassim from the start just drifted away in the fourth quarter. The person responsible for such a strong Morarjee comeback was none other than the Institute team captain Cadet Nived Kuriakose. This win was his farewell gift to Morarjee.



Best Player (A) – Cadet Vikas Ahlawat. Best Player (B)-Cadet Lokesh Bisht.

The overall house standings were-

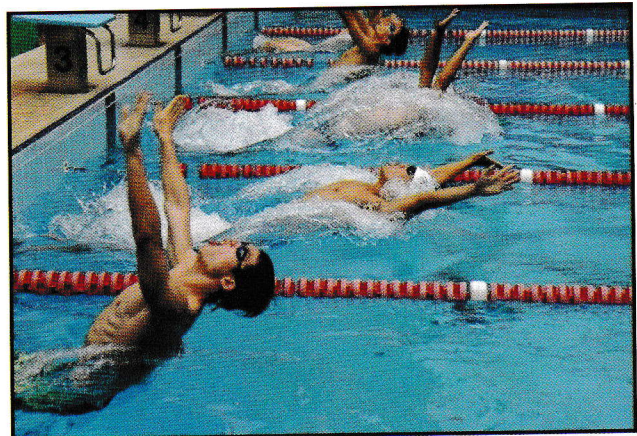
- 1<sup>st</sup>-Mudaliar
- 2<sup>nd</sup>-Morarjee
- 3<sup>rd</sup>-Cassim
- 4<sup>th</sup>-Master

## Swimming Endurance Test (SET)

-Siddhartha

Knowing how to swim is a pre-requisite for any aspiring seafarer. And to encourage everyone to become proficient in it, Swimming Endurance Test (SET) was held in the month of March, 2012. For cadets of all the years, except the first year cadets, SET was mandatory. All were supposed to take up the challenge of swimming 50 meters as per predefined rules and regulations.

Credits and discredits were awarded, depending on the success and failure of each individual. However, the annual tradition of Swimming Endurance Test of TMI continued like past years; as an encouragement to all, in swimming faster and better.



"Our greatest weakness lies in giving up. The most certain way to succeed is always to try just one more time."  
~Thomas A. Edison

# Women Seafarers: Past, Present And Future

-Tushar Raj

On a particular afternoon in February, 2013, I was standing amidst myriad books in library – perplexed and lost in my own world. Unexpectedly, I came across a book titled – 'Women Seafarers: Global Employment Policies and Practices (ILO Publication)'. I grabbed it to have a look; and after reading few pages, it felt like a breath of fresh air. Inspired by it, all of a sudden a thought hovered across my mind to opt 'Women Seafarers' as the theme of our upcoming April Issue of Maritimes. I put up the idea in front of my team and faculty advisors; and guess what? They agreed heartily with innumerable additional valuable suggestions! Thereafter, going through many writings, statistical data and other related works, here I am, with a terse overview on women sailors.



Undoubtedly, seeing women trainees in a male dominated profession make oneself think that women are now in equal footing with men. However, it is still rare to find women workers at sea but today women are confronting prejudice and becoming valuable members of ships' crew. Women make up only an estimated 2% of the world's maritime workforce and that most of these women are from developed countries. This estimation still seems valid, even though the female participation rates vary greatly by region, country, company and sector. Women seafarers work mainly in the cruise and ferries sector, often for Flags of Convenience (FOC) vessels. Female crews can be seen in every luxury ship or passenger vessel sailing in the different parts across the globe.



**The First Lady Captain:  
Mary Millicent Miller**

*... And although, women have now begun to appear in maritime scholarship, they are mostly on periphery, as stiff and objectified as the wooden figurehead that faced the sea on the bows of sailing ships...<sup>1</sup>*



**The First Lady Chief Engineer:  
Victoria Drummond**

In the present scenario, there are approximately 93,000 ships with the motive of providing transportation to cargo and entertainment services to people. In the past few decades, women are recruited in steadily increasing number in the world's merchant ships. Although their presence has occasionally attracted comments, their contribution can't be denied.

### Women Seafarers: In Retrospect

*... Maritime history is filled with stories of great sailing ships, plying the massive oceans of the world, run by rugged, swaggering, masculine sailors. It may be that the 19th century sailing vessel was a male dominated and defined world, yet women are assuredly part of this rich history. For different reasons women through the centuries have stepped outside the status quo, beyond societal definitions of what is suitably feminine. These reasons included responding to dire emergencies while at sea, patriotic wartime duty, economic necessity, a chance at a better life, search for adventure, devotion, and love...<sup>2</sup>*

*... Seagoing careers were closed to women during the sailing ship era. A woman might disguise herself as a man and assume a fictitious name; but if she was discovered, her career would be over. The only way for most women to take part in running a merchant vessel before 1900, when sailing ships reigned supreme, was through marriage or by being the captain's daughter. The*



Succinct Survey

"It takes a great deal of courage to stand up to your enemies, but even more to stand up to your friends."

~J.K. Rowling

captain's wife might have learned the art of navigation in a girl's finishing school, or from her husband or one of the mates (officers). . .<sup>3</sup>

. . .It was not until the steamship era around 1900 that women began to be systematically recruited as crew members aboard passenger ships, admittedly in such service roles as children's nurses, stewardesses for women passengers travelling unaccompanied by men and as laundresses. However, there are occasional examples of women holding significant positions on board ships. . .<sup>4</sup>

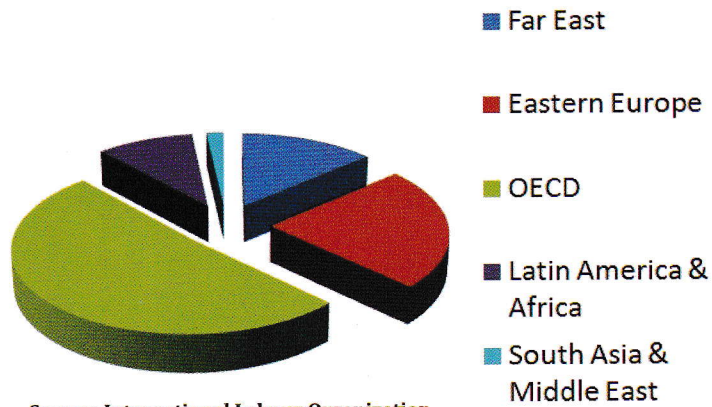
. . .From the mid-1980's and for a period of about 15 years, the shipping world lost interest in recruiting women. This was primarily because the industry was overwhelmed with the mounting problems

of flagging out, overcapacity and declining freight rates as well as having a new source of male seafarers—from Asia and Europe. Women continued to be recruited as officer cadets in Europe, but, the overall numbers of seafarers being trained in this region was declining, no particular interest was attached to recruiting women. It was not until the late 1990's, when the industry began to experience serious difficulty in recruiting men as seafarers, did mention turn once more to women. . .<sup>5</sup>

**Policies and Practices Concerning Recruitment of Women Seafarers**

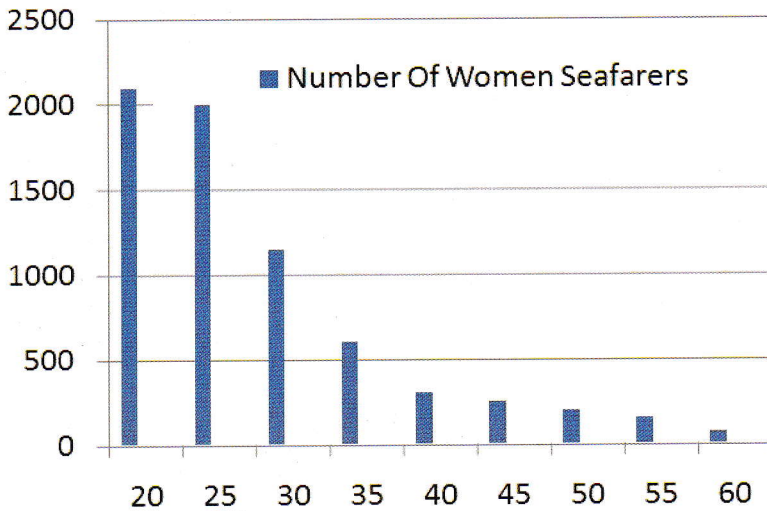
. . .The late 1960's and the early 1970's, led employers in the then dominant maritime countries to develop systematic policies for recruiting women. The previously haphazard and contingent employment policies for women at sea aboard cargo ships demonstrated that women had the capacity to be effective seafarers. . .<sup>6</sup> However, the new enforced approach resulted in the development of formal policies, acknowledging that women could, and should, be considered on the same basis as men—but mainly in officer ranks.

**Women Seafarers Distribution By Region Of Origin**

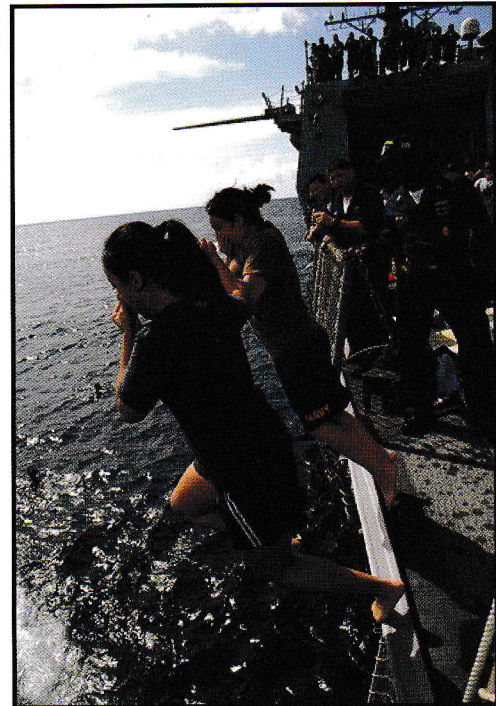


Source: International Labour Organization

**Age Profile of Female Seafarers**



Source: International Labour Organization

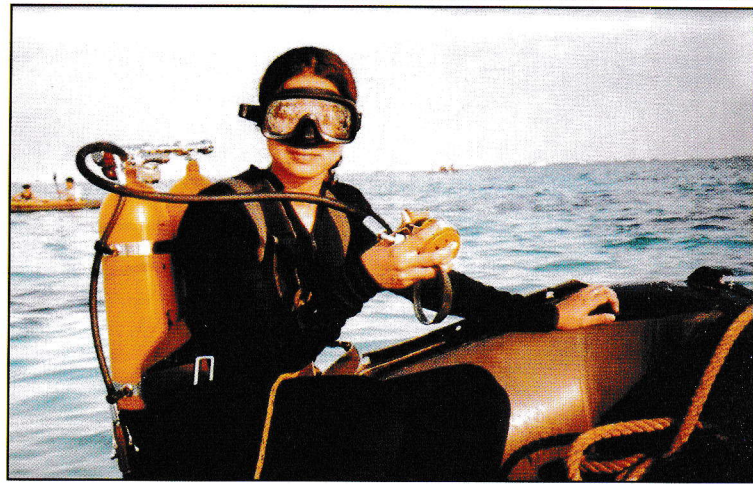
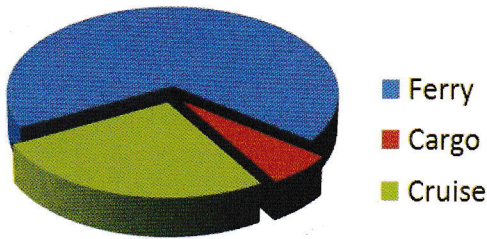


Women In Navy

“Never let a problem to be solved become more important than the person to be loved.”

~Barbara Johnson

## EMPLOYMENT OF WOMEN BY SHIP TYPE



### Support from Family

More than half of the women in the marine sector have to overcome family resistance to or reservations about their decision to pursue a career at sea. Most of the parents are astonished that their daughters want to go to sea, while some of them are afraid of the dangers that such a career choice might entail.

### Access to Maritime Education and Professional Training

... In the marine sector, some older women seafarers described how, in the past, they had been prevented from joining particular courses. Today, however, gaining access to institutions providing maritime education no longer appears to be such a problem and indeed seems to be encouraged in many countries. . . .<sup>7</sup>

### Equal Opportunities and Promotion

Many women officers have quoted that, once they have become established in a career at sea, their companies are ready to offer them the same career options as their male peers. Moreover, some even suggested that their promotion prospects might be enhanced as a result of their gender.

### Conclusion

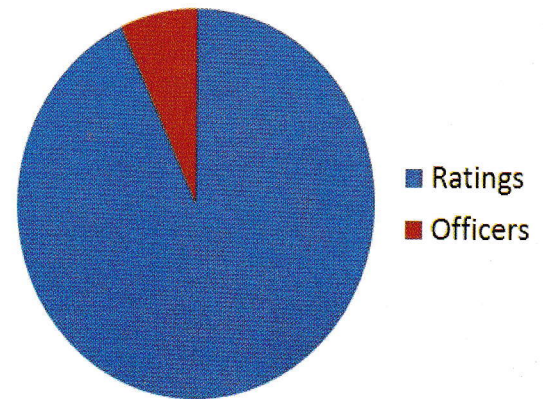
Having collated and examined a variety of data, it is clear that women continue to constitute a very small part of the labour force of seafarers and that their distribution is highly skewed, with far higher proportions of women coming from parts of Europe than from the rest of the world.

Lastly, I'd like to suggest that one should glance through-'Women Seafarers: Global Employment Policies and Practices', to have in depth information concerning contemporary women seafarers at a global level. The aforementioned book examines policies concerning their recruitment, training, employment rights and other aspects of work and life at sea. Thereby, I hope it'd be of worth read!

References : 1,4,5,6,7: Excerpt from 'Women Seafarers: Global Employment Policies and Practices (ILO)'

2,3: Excerpt from 'National Park Service, U.S. Department Of The Interior'

## Female Distribution By Rank



Source: International Labour Organization



# We, The Women Seafarers!

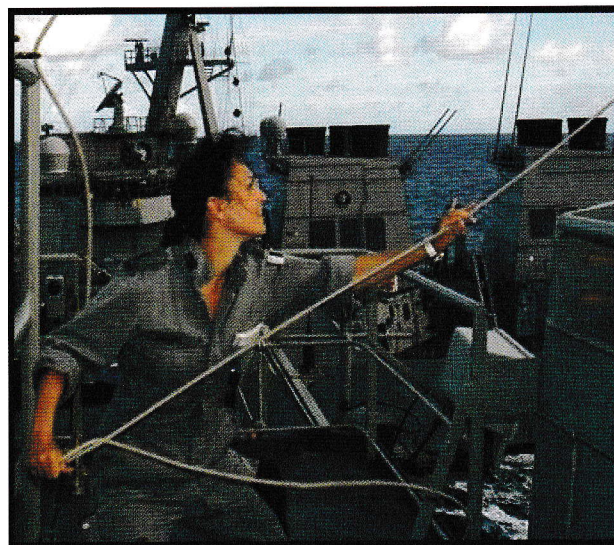
-Saumya Singh

The women seafarers, a determined minority in the world's water-borne transport, by the power of sheer will and determination have made their mark in the maritime industry. These are women of substance – women who fight for their individuality and independence. Though sometimes unmatched in strength in comparison to their male counterparts, yet they are unparalleled in their courage, determination and a sense of commitment. This powerful lot manages both professional and home front efficiently and effectively. They can be a responsible daughter, a caring sister, a devoted wife, a loving mother as well as a true professional always ready to toil upto their utmost potential.



They cannot be deterred from following their dreams and ambitions. They are not afraid to burn the midnight oil. For them it is not fighting against the tide, it is something much more than that. It is to cut through the tide and reach the shore of their ambitions. Women being a part of this male dominated profession in itself show the mental strength they possess. They in a true sense make us believe that today, a woman is no less than a man.

These seafarers want to be recognised in the industry not for being women but for their work. They have broken the preconceived notions of society that a woman should always live in the shadows. They have come forward and are ready to break the existing trend by being a source of inspiration to many parents and their daughters. It is rightly said that power comes from within. For these seafarers, the source is their competency and zeal in doing whatever jobs are assigned to them. Their hearts are strong and full of passion, not fearing the tough times, hard work or the rejection that they might have to endure. They as officers are guided by strong instincts and a sense of righteousness which help them to face any storm and emerge strong, unbroken and victorious.



As a matter of fact, the ILO, trade unions and employer and trade associations could take a leading role in promoting women's employment at sea, while training institutions should continue to approach employers and actively seek placement opportunities for their female cadets. Finally, I would like to conclude my article with a quote dedicated to all my fellow women seafarers serving in the oceans– “Dare to be yourself. Dream, Imagine, Explore. Take initiative and value your identity. Be strong yet soft. Your future is in your hands. Be beautiful. Be bold. Be You!”

“Don't compromise yourself. You are all you've got.”  
~Janis Joplin

## Facing The Challenge - Indian Women Seafarers

- Cdr. Christopher J. Baptista (retd.)

Indian women have only recently arrived in the shipping world as seafarers, and their number is still minuscule compared to that of the men. Nor are women from other countries, including the West, very numerous. And they are not universally accepted—many companies employ no female seafarers at all. Undaunted, a tiny handful of girl cadets arrives at TMI every year, to commence the Bachelor's degree course. Outnumbered a hundred-to-one by their male batchmates, almost every one of these brave souls graduates successfully and actually goes to sea thereafter. There, too, the numerical odds are against them: at best there might be two women in a crew of twenty five, more often only one.

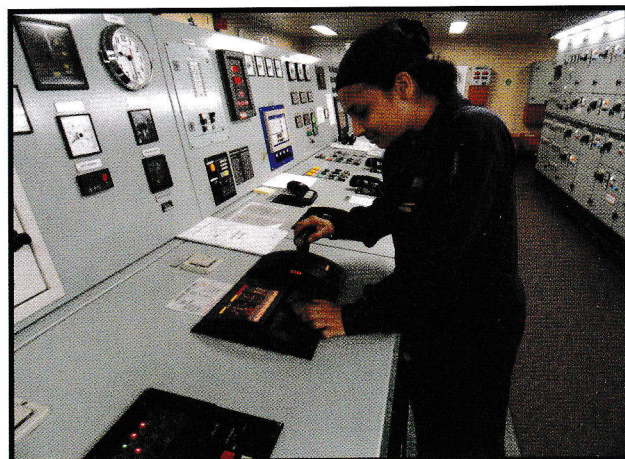
All sorts of questions arise: What kind of a life do they lead? Are they fully accepted? Do they feel secure on board ship? Is their work performance equal to that of a man in the same position? Does their presence on board cause any special social or human problems? For them? For other crew members? For the ship's command? And many more.

Seeking the answers to these questions, I was fortunate to be able to contact two TMI graduates, my own former students, who have already completed several seagoing assignments. Both were extremely positive about their experience over their service so far. They found, when they arrived on board, that there was apprehension among their male colleagues, who were not confident that they would be able to pull their weight. But both were able, by their unremitting efforts, to prove their worth; no less than any man might have done. And both state that their efforts have been rewarded by complete acceptance.

This is what Divya Iyer had to say: “.....when they see me work and perform all duties and responsibilities with full commitment, their mind changes and no more do they feel that we are different or they have to be lenient in any respect..... To be honest I have also seen that at times when given a choice, a woman seafarer is preferred over a male seafarer.....When I decided to be a Marine Engineer, I absolutely had no clue as to what this profession is all about.....sailing with a neutral mind has helped me understand this career option



**Divya Iyer**



**Amrita Mankame**

professionally. I definitely do not regret being a Marine Engineer today.” Amrita Mankame says much the same: “.....before my joining; when the ship's crew come to know that a lady would be joining their vessel, I must say that there might have been mixed feelings.....But from the first day of my contract to the last day, I have always lived upto or more than their expectations, and have definitely changed their opinion that a lady can work as par as men..... if the ship's crew is good, work wise and attitude wise, there is absolutely no issue for a lady to sail onboard..... An efficient ship's crew depends on factors like good team work, honest work approach and a clean environment to work in, with no politics played by members of the crew; it definitely does not

“When we do the best we can, we never know what miracle is wrought in our life, or in the life of another”

~Helen Keller

depend on gender, religion, caste or nationality.”

Reading between the lines, it seems that they felt under pressure to prove themselves, and they did so, by demonstrating their commitment. Not difficult for any girl who has been able to endure four years at TMI: her commitment is beyond question! And all who have been to sea know that there are not a few of our colleagues (male) who are simply coasting along, keeping out of trouble and doing just enough to get by. This option does not seem to be available to the female seafarer, who will be under the microscope every time she is on board ship: she must be superlative always. And this must ultimately work to her advantage, for she will surely pass her Certificate examinations quickly, and be rewarded with early



promotion. What about the attitudes of male seafarers, past and present?

On one unhappy occasion, I was present when a girl cadet asked the chairman of a large gathering of very senior seafarers, “What career options are open to me when I decide to give up sailing?” His reply- “You can always get married”- was received with laughter from many of the audience, but the victim was understandably not amused.

On another occasion, my son was present when a male shipmate accused a female seafarer of “Taking the bread out of the mouth of a family man”, an absurd view which implies that women do not have to support families. These are probably isolated incidents, memorable only because of the bad taste they leave in your mouth, but they do serve to show that negative attitudes may be encountered anytime, anywhere. And while many major shipping companies, eager to promote ‘equal opportunities’, officially encourage women seafarers, their own senior employees are not always so sure. Not so long ago, the leader of a recruitment team quite frankly told a girl candidate that “Women on board are trouble”. He did not mean that the women themselves are in any way at fault, rather that their presence sometimes triggered off unacceptable behaviour by a male colleague, unable to control his own impulses. (Still, this is like saying that the way to eliminate crimes against women, is to eliminate women!) This is a pointer to another source of stress for the female seafarer: the advisability, while on board, of suppressing her femininity. So much so that every aspect of her appearance (including clothing, hair and grooming) and her behaviour (including social conduct, demeanour and language) may require unremitting and artificial self-control, in direct opposition to her instincts and upbringing. In the words of an unknown (to me) sage, “The price of freedom is eternal vigilance.” Though spoken in the

these words seem to sum up the lot of the female seafarer, at least at the present time. But if the girl cadets of TMI, past and present, exemplify any special qualities, they must surely be Courage and Determination, Endurance and Fortitude. Merely completing the course is an achievement, and they have accomplished far more than that. One special achiever, Deepali Kulkarni, was recently acclaimed the Best All-Round Cadet of her batch, beating over two hundred male competitors. A little earlier, another, Swati Bhatia, was judged as possessing the Best

Leadership Qualities, ahead of eighty male batchmates. But even those who attain no such distinctions are a special breed, as demonstrated by the two examples quoted earlier, and the four in the side picture. They must all surely succeed in their brave endeavour.



**Girl Cadets 2009 Batch**

“Life is not measured by the number of breaths we take, but by the moments that take our breath away.”

~Maya Angelou

## The Alumni Speak

-Ameya Mutatkar

Few days ago, Maritimes managed a colloquy with TMI's first lady Chief Engineer. Passed out in 2004, **Ms. Ankita Srivastava** (Morarjee House) was a scholarship holder and was also awarded a cash prize of Rs. 5000 from Anglo Eastern for all round performance in 4 years. Moreover, she was bestowed with the honour of being the 'The Youngest Person To Pass Class IV Exam' by DG Shipping in 2005. Presently, she is sailing as Chief Engineer in Campbell Shipping.

**Q: Ma'am, please tell us how you find sailing.**

A: I have thoroughly enjoyed sailing. The satisfaction of doing a job successfully with your own hands is beyond comparison to any feeling in the world. I enjoy being at sea. Like any other profession, even I have had tough times but the training received during my four years at TMI and during the initial sailing stages helped me through it.

**Q: Which courses proved useful that were taught here in TMI?**

A: I think Practical Workshop training, Marine Auxiliary Machinery and IC Engines are important technical courses that helped. However, the

importance of other subjects learned during college time cannot be denied as each and every subject makes the foundation of knowledge strong. I think it was all four years of training imparted at TMI which helped throughout.

**Q: Ma'am, have you ever felt the importance of being a TMI cadet onboard ship?**

A: Being a TMI cadet holds a lot of responsibility. We TMIians have carved a niche for ourselves in the Shipping Industry over time; and to keep the TMI banner flying high, every TMI cadet has to work hard and prove his/her mettle.

**Q: Any memorable incident at TMI, you'd like to share with the cadets.**

A: I cannot specify one particular incident, every moment spent during college times, in academic block and back in hostel is close to my heart. Even the times when we all were punished by teachers and seniors were important. I think one should just cherish the 4 years at TMI. Life is so reveling inside the walls of college and changes drastically when one steps outside the college gate and all that is left is memories, which you cherish for lifetime and that brings a smile to your face when you remember those times.

**Q: What extra-curricular activities did you pursue in TMI?**

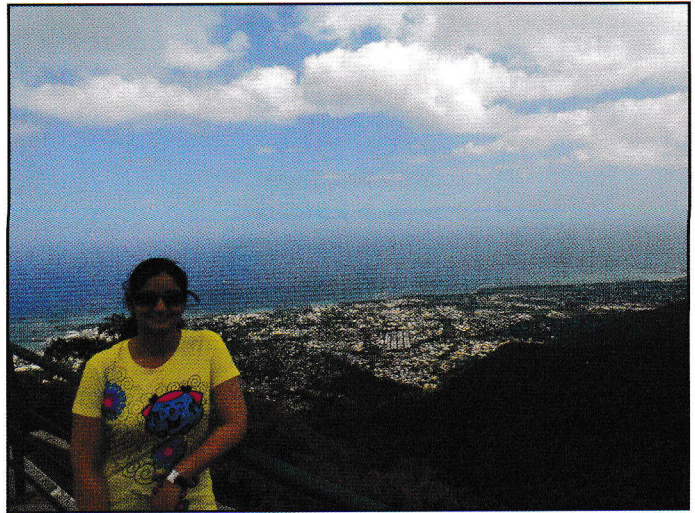
A: I was actively involved in Reflections during college times and was involved in inter house cultural activities.

**Q: Please tell us about your journey from a Cadet to Chief Engineer.**

A: The journey from Cadet to Chief Engineer has been a memorable one. I thank God for His kindness and blessings that He has bestowed upon me always. I am extremely thankful to my family, my teachers at TMI



and my friends for motivating me always to do well. It's only because of my parents and my teachers that I have reached this important stage in my life. My decision to join TMI has been a life altering one and I got the best education and training in TMI. I have met a lot of people during my journey from Cadet to Chief Engineer, some have motivated me in a positive way and some have thrown challenges at me which further motivated me to do well.



**Q: Ma'am, in this male dominated profession, what is it like to be a lady Chief Engineer?**

A: I should thank the training I received in TMI that has helped me establish myself in this male dominated

field. Being one of the few handful of girl cadets amongst huge numbers of male cadets at TMI helped lay a strong foundation. And then the confidence of having a strong support in the form of Knowledge, Skill, Attitude and Blessings of parents and teachers helped a lot. Rest, I take one day at a time, problems are bound to happen in some form or the other but there's always a solution, one does have to search carefully for it.



**Q: What changes should be made in the current system so that more and more women join the merchant navy?**

A: The seagoing career has opened its doors to women in a fair manner and as the time goes by more women will join. I foresee a day when there would be all-women run vessels, probably more efficient than what men folk do

**Q: Lastly, ma'am please convey few words of wisdom for the cadets.**

A: There's no alternative to hard work. Success has no short cuts, so hard work and perseverance will see you through any problem in professional or personal life.

## Guidance On Safety During Mooring

*Source: West of England P&I Club*

When a synthetic mooring line breaks, the snap-back effect can be extremely powerful and the rope ends may reach a velocity of up to 800 km/h (500 mph) as they recoil. The West of England P&I Club has issued a Safety Alert regarding Snap - Back Zones. If it is necessary for a crew members to approach a line under

tension and enter a snap-back zone to complete a task, they should do so when the line is under the least amount of tension and spend the absolute minimum time necessary in the danger area, moving clear immediately afterwards. All other persons not directly involved in the mooring operation should be kept well away from the area.

It is becoming increasing common for shipping companies to evaluate the mooring areas aboard their vessels to identify the possible snap-back zones in the vicinity of winches, fairleads, mooring bits and pedestal rollers.



"Life shrinks or expands in proportion to one's courage."  
~Anais Nin

## IMO Secretary : Koji Sekimizu

Source: [www.imo.org](http://www.imo.org)

Koji Sekimizu was born on 3 December, 1952, in Yokohama, Japan.

### Academic Background

He was educated at the elementary and secondary school levels in Yokohama. He graduated in March, 1975 with a Bachelor's degree in engineering at the Engineering Faculty of Osaka University, and obtained a Master's degree in engineering with a thesis on "One method for vibration analysis of a uniform beam with vibrating sub-structures" in March, 1977 at Osaka University.



### Work Experience and Achievements

In April 1977, he entered the Ministry of Transport of Japan (MOT) and was appointed as a Ship Inspector in the Nagasaki district branch of Kyushu District Maritime Bureau. In April 1979, he moved to the headquarters of MOT and acted as the chief officer in charge of IMO regulations in the Safety Planning Section of the Ship Bureau and drafted various proposals to IMO's technical sub-committees. In July 1980, he was transferred, under a special arrangement, to the Shipbuilding Research Association of Japan to engage in his duties to attend committees and sub-committees of IMO. In April 1982, after gaining the experience of participation in various IMO meetings, he was promoted to Deputy Director of the Environment Division, MOT. He temporarily moved to the Ministry of Foreign Affairs in April 1984 and was appointed as Deputy Director, Second International Organizations Division, Economic Affairs Bureau, in charge of OECD related issues. On his return to MOT in September 1986, he was appointed Deputy Director, Safety Standards Division, Maritime Technology and Safety Bureau.



On 2 July 1989, he joined IMO as Technical Officer in the Sub-Division for Technology, Maritime Safety Division of IMO. In 1992, he was promoted to and appointed as Head of the Technology Section. After this, he worked for the Maritime Safety Division until October 1997. During the aforementioned period, he performed among other things secretariat functions to the MSC Working Group on SOLAS amendments dealing with new fire protection measures for passenger ships proposed in the wake of the Scandinavian Star incident and the MEPC/BCH Working Group on Prevention of Air Pollution from Ships, which developed the framework of MARPOL Annex VI adopted at the Marine Pollution Conference in 1997.

In October 1997, he was promoted to Senior Deputy Director of the Marine Environment Division, and was then appointed as Director of the Marine Environment Division in August 2000. In his capacity as Director of the Marine Environment Division (MED), he led the Marine Environment Division in discharging its responsibilities to support the work of, among other things, the Marine Environment Protection Committee (MEPC) in dealing with the phase-out schedule of the single-hull tankers and the Condition Assessment Scheme proposed in the aftermath of the **Erika** (1999) and **Prestige** (2002) incidents and handling a number of emerging new environmental issues including harmful anti-fouling paints, ballast water management, ship recycling, particularly sensitive sea areas (PSSAs) and greenhouse gas emissions from ships. In January 2004, he was appointed as Director of Maritime Safety Division and has contributed to the activities of IMO in preparation, adoption and implementation of international rules and regulations including:



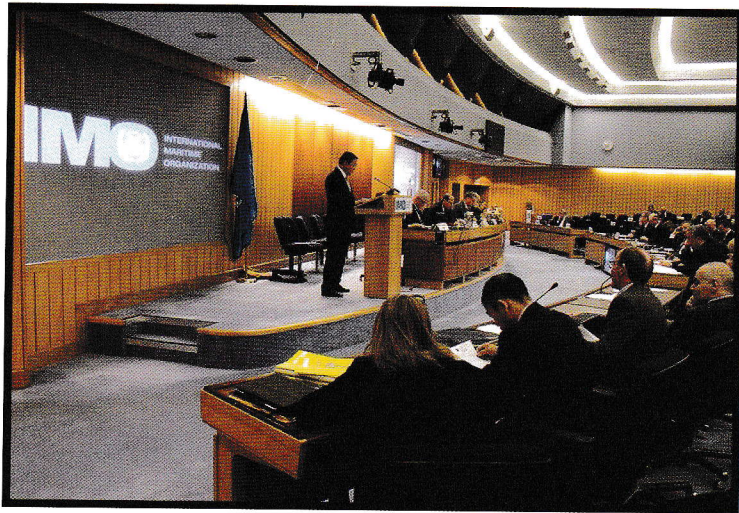
"Good actions give strength to ourselves and inspire good actions in others."

~Plato

- 1) Implementation of the International Ship and Port Facility Security (ISPS) Code;
- 2) Development of the Long-Range Identification and Tracking of Ships (LRIT) system;
- 3) Development of the Goal Based Standards; and
- 4) The comprehensive review of the 1978 STCW Convention.

Among some of the activities relating to the effort to protect vital shipping lanes, he has made major contributions to the creation of the Cooperative Mechanism established by the three littoral States in the Straits of Malacca and Singapore; and the adoption of the Djibouti Code of Conduct.

On 28 June 2011, he was elected Secretary-General by the 106th session of the Council and, having been approved by the 27th session of the Assembly, appointed, on 1st December 2011, the seventh Secretary-General of IMO by the 107th session of the Council for the period from 1 January, 2012 to 31 December, 2015.



#### Personal Matters, Others

Mr. Sekimizu is married and has a daughter and a son, and two grand daughters. He plays golf and his interests include playing the guitar and composing songs. He is a Member of the Japan Society of Naval Architects and Ocean Engineers, and is a Councillor of "Kousi Zosen Kai", the Alumni Society of Naval Architects of Osaka University.

#### Publications

- 1) The Marine Electronic Highway in the Straits of Malacca and Singapore – An Innovative Project for the Management of Highly Congested and Confined Waters (Tropical Coasts, 2001)
- 2) GESAMP and GMA – Constructing a New System for Evaluation of the Marine Environment (Ocean Policy Research Foundation, 2003)
- 3) Marine Electronic Highway Project as a New Management System for Sea Areas (Nippon Foundation Library, 2004).

## Piracy And Armed Robbery Against Ships

-Sonal Kumar

Acts of piracy and armed robbery against ships are of tremendous concern to IMO and to shipping in general. The fight to prevent and suppress these acts is linked to the measures to improve security on ships and in port facilities, adopted in December 2002. IMO has been combating maritime piracy for some time with a series of measures. However, the problem has lately manifested itself in other parts of the world, most notably – but not exclusively – off the coast of Somalia, in the Gulf of Aden and the wider Indian Ocean.



"Thought is the wind, knowledge the sail, and mankind the vessel."

~Augustus Hare

# Global Maritime News Bulletin

-Yashvardhan Singh

Every passing second marks a new discovery, a new pathway for success of the shipping industry. Sometimes some unfortunate events shake the roots of the industry while some events lead to its dynamic development. Due to the massive and ever expanding shipping industry, one needs to be familiar with the recent happenings of the global maritime world and upgrade ourselves with the latest and revolutionizing marine universe. Maritimes highlights some important happenings that must be a part of a mariner to keep in touch with the evolving era and become conscious with the upgrading marine world.

## **1) Maersk's New Trade Partner**

It was 100 years ago today when Maersk Line – the world's biggest private-sector shipping company - began to trade with Brazil for the first time. Steamship Laura Maersk reached Brazil's shores on 19 February 1913, docking at Paranagua first nearly seven weeks after the ship was launched on 1 January, 1913. "The importance of Brazil to Maersk Line has changed significantly since 1913, we have gone from 2,800-tonne bulk cargo ships to a fleet of SAMMAX 88,237-tonne container cargo ships and we have played a key role in helping the food industry establish itself as a major global player," said Peter Grangaard Gyde, CEO of Maersk Line Brazil.



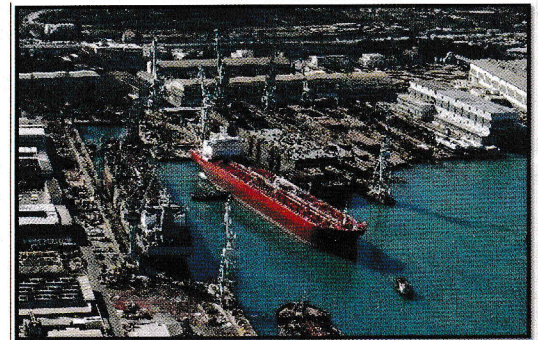
## **2) Chemical Tankers Collide Near Galveston (USA)**



Two inbound chemical tankers collided approximately 70 miles south of Galveston, causing some internal damage to one of the tankers. Watch-standers at Coast Guard Sector Galveston were notified of the collision by a National Response Center report stating that the Chem Sea, a 385-foot tanker, and the Bow Kiso, a 557-foot tanker, had collided while headed to Houston. The Bow Kiso suffered a fuel leak in its engine room, but was able to patch the leak and pump the remainder of the fuel into an auxiliary tank. The Coast Guard launched crews aboard an HU-25 Falcon jet from Air Station Corpus Christi and an Air Station Houston MH-65 Dolphin helicopter to assess the situation. Marine Safety Unit Texas City will board both vessels to conduct damage assessments and investigate the cause of the accident.

## **3) EU Commission Approves Brodosplit Shipyard Restructuring Plan Changes**

The European Commission has authorized an amendment to the restructuring plan and the privatization contract for Brodosplit, one of the Croat shipyards, in difficulty. The amendment concerns a modest increase in the total amount of restructuring aid to Brodosplit, as well as additional compensatory measures.



International

#### 4) Rotterdam's New Phase

Rotterdam will be the first port in the world to reward ocean-going LNG tankers which possess the Green Award certificate. The Port Authority will give these ships 6% discount on port dues when they will arrive in Rotterdam. LNG tankers have arrived in Rotterdam since the opening of the Gate terminal in 2011. The Green Award is a certificate presented by the independent Green Award Foundation to ships and shipping companies which have made extra investments in vessel and crew and in this way improved the environmental performance, safety and quality. At the request of the market and after many years of preparation, the Green Award Foundation last year started to certify LNG tankers.



#### 5) Teekay Boosts Towage Operations in Port Hedland (Australia)



Teekay Shipping, Australia, has boosted towage operations in the Port of Hedland in Western Australia, chartering three more 80 bollard pull tons Rotor Tugs on behalf of BHPB Billiton Minerals. The 'RT Rotation', 'RT Sensation' and 'RT Inspiration', supplied under contract from KOTUG International, will join three powerful Rotor Tugs already operating in the Port. Teekay Shipping currently provides crewing and technical management services to BHPB, which now boasts a fleet of 14 tugs in what the mining sector regards as Australia's busiest port. Managing Director of Teekay Shipping Australia, David Parmeter, said the new charter was a great vote of confidence in Teekay's operations.

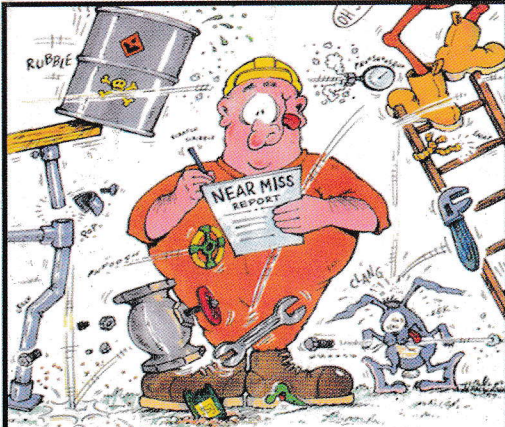
*"It demonstrates our ability to work with BHPB Minerals to ensure the Port's towage operations safely and effectively meet current and projected demand,"* Mr Parmeter said.

#### 6) Emma Maersk's Near Miss!

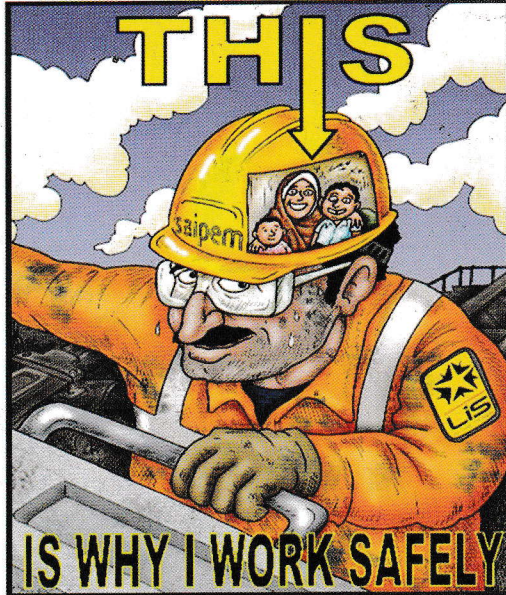


On 1 February 2013, Emma Maersk, Maersk Line's largest container vessel experienced ingress of water into the engine room. The vessel had just commenced its southbound transit through the Suez Canal en route to Asia. The captain decided to terminate the planned voyage and go alongside the nearby Suez Canal Container Terminal (SCCT). According to Captain Marius Gardastovu, there was never any real danger or panic at any point. "Of course it is a shocking experience when you look back and consider what could have happened," he says. "But given the circumstances, everything was hand-led as well as possible because of a close-knit crew who knew exactly what to do."

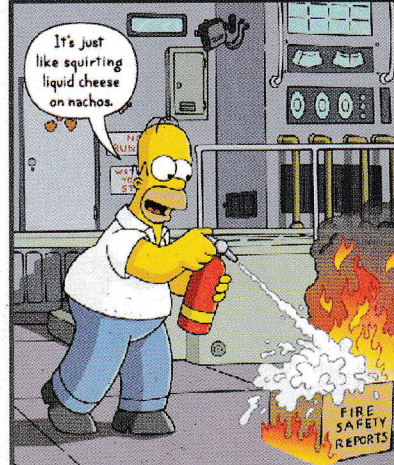
*"Believe you can and you're halfway there."  
~Theodore Roosevelt*



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**Vox Populi**

Please add interview of any pass-out cadet.  
- Sharath Krishna (BSNT III)

Can you add Travelogue section in next issue?  
- Raunaq Sachdev (BSME II)

Please add some cartoons. It'd be fun to read.  
- Mridul Yadav (BSME I)

Undoubtedly, the last issue was good but can you introduce the profile of one of the famous personnel of marine fraternity?  
- Himanshu Sawant (BSME II)

Previous issue's theme was good and very informative. However, you can enhance graphics a bit more.  
- Sujit K. Gupta (BSME III)

Please add an article on safety in the coming issue.  
- Nandini Jangid (BSNT I)

Last Issue's News Bulletin was very informative.  
- Rahul Kumar (BSME II)

The previous issue was remarkable. Keep it up!  
- Aniruddh Rao (ICC, BSME)

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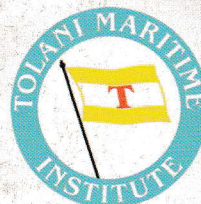
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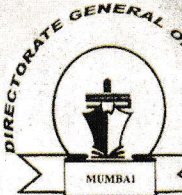
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