JUL 2022 . ISSUE 58

Samundra Spirit

QUARTERLY IN-HOUSE MAGAZINE FOR SAMUNDRA INSTITUTE OF MARITIME STUDIES (SIMS), MUMBAI & LONAVALA

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SAMUNDRA INSTITUTE OF MARITIME STUDIES (SIMS)

A Training Commitment of Executive Ship Management Pte Ltd (ESM), Singapore
(Certified by leading maritime classification society, DNV GL, Germany for ISO 9001:2008)

INVITES APPLICATION FOR:

▸ 1 YEAR DECK CADETS (DNS) - FEB 2023 BATCH

Approved by Directorate General of Shipping, Govt. of India, and affiliated under Indian Maritime University (IMU) Chennai
- One year Diploma in Applied Nautical Science at SIMS, Lonavala
- Minimum 18 months of practical shipboard training before 2nd Mate's examination

▸ 1-YEAR GRADUATE MARINE ENGINEERING (GME) - SEP 2022 BATCH

Approved by Directorate General of Shipping, Govt. of India
- One year training in Marine Engineering at SIMS, Lonavala which includes
- 6 months hands-on practical training in the Ship-in-Campus
- 6 months shipboard training before appearing for Class IV examination

▸ 4 YEAR B.TECH. (MARINE ENGINEERING) – AUG 2022 BATCH

Approved by Directorate General of Shipping, Govt. of India and affiliated under Indian Maritime University (IMU) Chennai
- Four years B.Tech Marine Engineering course at SIMS, Lonavala
- 6 months shipboard training before appearing for Class IV examination

Eligibility	For Deck Cadets	For B.Tech	For Engine Cadets	For ETO Officers
Age	For Class XII: Not less than 17 years & Not more than 20 years as on date of commencement of the course For B.Sc. in PCM or Electronics: Not more than 22 years as on date of commencement of the course For B.E./B. Tech. Degree from I.I.T or a college recognized by AICTE: Not more than 25 years as on date of commencement of the course	Not less than 17 years & Not more than 20 years as on date of commencement of the course	Not more than 25 years as on date of commencement of the course	Not more than 28 years as on date of commencement of the course
Marital Status	Unmarried			
Academic	Results should be obtained at FIRST ATTEMPT All Boards (Class XII): Minimum Aggregate Percentage - 60% Minimum PCM aggregate - 60% Minimum score in Physics & Maths individually-50% Minimum aggregate for Physics & Maths - 60% For Andhra Pradesh & Kerala State boards: 11th & 12th aggregate marks will be considered for the above mentioned criteria. BSc: Physics, Mathematics, Chemistry or Electronics with Physics as individual subject in one of the years, with an average of not less than 55% of marks in final year & 60% marks over all. Candidate should also secure min 55% marks in PCM in Class XII. BE (Mechanical) Engineering: Degree from an AICTE/UGC Deemed University Approved Institute with min 55% in final year	Results should be obtained at FIRST ATTEMPT All Boards (Class XII): Minimum Aggregate Percentage - 60% Minimum PCM aggregate - 60% Minimum score in Physics & Maths individually-50% Minimum aggregate for Physics & Maths - 60% For Andhra Pradesh & Kerala State boards: 11th & 12th aggregate marks will be considered for the above mentioned criteria	Graduation in BE (Mechanical) Engineering from a college approved by AICTE or Deemed university approved by UGC with a minimum marks of 55% in final year. Candidate must clear his BE/ B.Tech in 4 years only Numbers of ATKTs / Arrears / Repeats / "E" grades obtained during the entire degree programme: Not more than six attempts	12th Class board approved by Ministry of HRD, Govt. of India Class 12th subjects must include Physics, Chemistry & Maths Academic: Degree in Electrical Engineering, Electronics Engineering, Electrical and Electronics Engineering, Electronics and Telecommunication/ Communication Engineering, or Electronics and Instrumentation or equivalent recognized by AICTE/ UGC Deemed University approved Institute during the entire duration of engineering with minimum marks of 55% in final year. Completion of the degree in 4 years from the date of admission. Numbers of ATKTs / Arrears / Repeats / Fail subjects during the entire degree programme: Not more than 6.
Medical	Physically fit and meet the standards laid out by DG Shipping*			
Language	English shall be one of the subjects with minimum marks scored 50% in class X or XII			
Eyesight	No Colour Blindness , 6/6 vision in better eye and maximum permissible up to 6/9 in the other eye (without visual aids)	No Colour Blindness, Use of corrective lenses permitted but the maximum permissible limits, at entry are 6/12 in each eye or 6/9 in the better eye and 6/18 in the other eye for Distant Unaided Vision. (As given in M.S. Act, Medical Examinations, Annexure B.)		
Passport	Candidate must be in possession of a valid passport prior to joining the course			
IMU - CET	Candidates must clear IMU-CET		N.A	

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Background of cover picture:
Outgoing Principal, Mr. Jims Andrews, receiving applause from faculty and cadets.

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Samundra Spirit is a quarterly in-house magazine produced by Samundra Institute of Maritime Studies (SIMS) for private circulation.

Our Editorial Team wants to hear from you!

If you wish to submit any feedbacks and/or contributions, feel free to write to the Editor at: samundraspirit@samundra.com

**Please note we reserve the right to publish your letters/articles or an edited version of it in all print & electronic media.*

Editorial Note

Simply put - one who leads is a Leader, right? All animals seem to recognise the advantage or benefits of a leader to follow. In animal kingdom, the leaders primarily offer protection from the predators and their role mostly begins and ends there. That's how a chimpanzee, a lion and a rat would follow their respective leaders. Birds don't. We see migratory birds across the continents transverse to follow and lead as situation arises. A follower turns a leader and vice versa along their journey, covering thousands of miles.

History of the human beings is replete with sagas and stories of Kings, Queens and Emperors known for their bravery and generosity for their people while annihilating the enemy kingdom and its people without remorse. They were not expected to be either. In the modern human history, in the previous century or two we got leaders like Mahatma Gandhi, Martin Luther King, Mother Teresa armed with love, compassion, integrity to lead people. Time and again, we saw many a Pied Pipers in the political arenas of various parts of the world leading people to doom and despair.

In the modern management history, the term "Leadership" has captivated the psyche of entire masses chasing the aura of "Leadership" – the gold dust bestowing sparkle of authority, status and power to rule and instruct/dominate. Wrong!

Meaning of leadership has changed with time, as history illustrates. But some qualities of a genuine leader have withstood the time and remained relevant. Like the light dissipated by a prism into a rainbow, leadership contains many strands of values and capabilities not yet identified and specified by management terminology. But they do exist. They do get recognised by those who follow them without any enticement or force.

Stories of such many splendid leadership is the theme of this issue of Samundra Spirit. Without naming any one of them, I can proudly say that our contributors have recalled such nuggets of leadership wisdom from their personal experiences in their articles. They will remind any seafarer the road they traversed, the voyage they trudged, the challenges they overcame with the helping hand of someone who took on himself/herself to lead them on board. They are indeed poignant as well as heart-warming.

We are extremely proud of opening literally a new chapter in this issue for the alumni of SIMS presently sailing in the fleet of Executive Ship Management. Hearty welcome to the maiden batch of alumni writers led by Capt. Atul Kumar Singh from the first batch of navigation cadets of SIMS in 2005. Two Junior engineers Tanmaya Senapati and Pooja Kumari have added in their personal stories which will indeed be inspiring to those who will follow in near future from the SIMS to the ship. We have nothing but admiration and appreciation for these new writers for sharing their story with our readers.

Our regular features and especially the campus news that includes the first SIMS Alumni association meeting are some of the highlights of this issue that are not to be missed.

Finally, we welcome new Vice Principal Capt. Subhendu Hati to the campus while biding adieu to Mr. Jims Andrews previous Principal, leaving to join his new role as the Head of the Blended learning in the Executive Group. All the best to both for their new roles.

Time to say goodbye to our readers till we come with the autumn issue of the Samundra Spirit in October,

Till then, sail safe...

Sikha Singh

A Message from Mr. Jims Andrews

To be around when history is being created is an honour. In that sense I consider myself greatly privileged to be a part of the success story of Samundra Institute of Maritime Studies (SIMS) for more than a decade, a good part of that leading the team at Lonavala. This is an honour I share with the cadets and staff of this distinguished center of learning.

To not to fall in love with the SIMS campus is next to impossible, a fact I learned with a lot of joy when I first stepped into it on a fateful midsummer day. Here was a campus that reminded me of the delightful brush strokes of an impressionist, that remained charming and beautiful through all seasons - the enchanting monsoons the montane landscapes of Lonavala are celebrated for, the pleasantly cold winters when the earth and the fauna craves for the warmth of the sun, and the summers when the pathways crisscrossing the premises transform into mesmerizing orange and yellow carpets of Gulmohar flowers. The state-of-the-art infrastructure – which I later found out had won many accolades at the very highest level – was impressive, to say the least, but what stunned me to an even greater degree was the way in which the architecture blended seamlessly with the ecosystem surrounding it. SIMS campus, I would say with a lot of confidence and conviction, is one of those very rare places on our planet where man and nature co-exist in perfect harmony.

As it turned out, the architecture and the ambience was just the tip of an iceberg made up of many such great blends SIMS had already instituted, most commendable among them being the philosophy of 'Blended Learning', which in essence is an amalgam of the best of old and new schools of learning. Another of those great fusions which I was fortunate enough to witness at SIMS is the perfect blend of classroom and hands-on training – enabling a trainee to acquire knowledge and skill in the right proportions. The towering Ship-In-Campus and the sophisticated IGTS facility, along with many such remarkable training facilities in the campus, manifest the institute's commitment towards providing world-class training to its cadets.

A conducive learning atmosphere, which again is a carefully crafted blend of the curricular and the co-curricular, provides an aspiring seafarer with all the wherewithal to grow overall, not just academically. The amphitheatre in the campus (taking one back to the imperial amphitheatres of the ancient Roman empire), the sprawling emerald-green lawns, the modern sports facilities catering to almost all disciplines, and the spacious auditorium providing a stage for the extra-curricular talents of its cadets – all bear testimony to this very fact.

While envisioning and bringing into existence a world's premier maritime institute in itself is a feat of unmatched proportions, the way SIMS rewrote and revolutionised the methodologies of maritime training is ground-breaking - avant-garde I dare say - to the extent of being 'disruptive'. As trainees and future officers, SIMS cadets had been, and still are, the beneficiaries of this amazing transformation.

No doubt, SIMS owes a great deal to its cadets for the success it has enjoyed over the years. Together we have weathered many a storm, and had courageously withstood the pandemic that threatened to disrupt the world order, and along with it the training momentum. We have learned there exist no success stories without struggles. Together we have reaped the harvests of many such well-fought battles. And now, together, let us continue leading SIMS from strength to strength, create histories, and pen new success stories.

Good luck and bon voyage!

Mr. Jims Andrews
Head of E-Learning, Projects, Executive Group,
Ex-Principal, SIMS Lonavala

Skills to Nurture Leadership

Mr. Biju Baben
Dean, Marine Engineering
SIMS, Lonavala

In view of the demands of seafaring profession, such as expertise in technical proficiency, safe operations, creative outcomes, and other soft skills - training period is the best time to start infusing the desired characteristics into young mariners. The skill set can be ingrained effectively by closely arranging the training patterns, weaving it with multifaceted scenarios for continuous development.

While designing of training programs at SIMS, care is taken to incorporate such aspects apart from the curriculum and is worth to point out at this juncture.

1. **Develop passion towards marine environment:** Showcasing the challenges through various case studies/ scenarios and explaining cadets about importance of their active involvement in finding better solutions can make them more passionate. Involvement in live projects and activities gives confidence in performing actual tasks. The tools used are Engine room simulator, Live projects, Presenting papers, etc.
   - Our final year B. Tech cadets came up with an innovative idea for life raft manoeuvrability as it normally doesn't have any thruster. Here the difference being that the thruster was not fitted underwater but above the raft, running with the help of a motor and propeller fan. This could be controlled remotely with ease. In an abandon ship scenario where crew morale may be low, this arrangement allows them to manoeuvre the raft without rowing, thereby reducing fatigue.
   - Autonomous ships are the latest projects for the shipping industry, cadets developed one such project by using artificial intelligence to avoid collision between two vessels.

     The project deals with ship's navigation - how to deviate automatically from its chosen path when it senses any obstruction in its way. Ultrasonic sensors are fitted on the model ship's forecastle, capable of transmitting and receiving ultrasonic waves from obstructions on its path. The distance between the model and the intervening object is measured and checked against the set point. If the distance comes within the range of the set point, it gives signal to the additional propellers fitted on the aft side, on either side of main propeller.

     The main takeaway of such projects is to gain true insight on application of automation or usage of components like sensors, normally considered to be grey areas of understanding.

2. **Shifting focus to key areas:** Enthusiasm of young mariners can be channelized to focus on key areas. Awareness of critical operations like managing engine room operations, emergency duties, lube oil usage, etc. can minimise fear of handling the machineries, the tools used or preparing electrical circuit diagrams or conduct troubleshooting.

Fig: Training Design

Once, a cadet asked me whether coconut oil can be used for Main Engine cylinder lubrication. Though the question looks silly, it exposed his ignorance of the actual role of lubricating oil. The gist of explanation provided to the cadet during interaction:

a) The different environment at which lube oil works (corrosive, High temperature zone, gear case)
b) The different nature of relative motions where it is applied (vertical plane, circular motion, oscillatory)
c) The different velocity of the moving components (low speed/ high speed)
d) The different types of lubricating oil available (synthetic, liquid, semi liquid, dry, biodegradable)
e) Different application areas (penetrating, splash, load bearing)
f) Different properties required (viscosity, fluid friction losses, low heat generation, taking away heat, boiling point and freezing point resistance to oxidation and wear, non-corrosive properties, compatibility, etc.) for different applications
g) Different types of lubrication (boundary, hydrostatic, hydrodynamic, electrostatic) in various machineries

Once I narrated these, his eyes opened wide with a new level of understanding. Further discussion continued on areas of identifying spares using part list, chemicals, etc., and subsequently he demonstrated greater determination in exploring new areas.

3. **Enhance communication and soft skills:** Conveying technical issues concisely and correctly is vital. Cadets are encouraged to take part in various external & internal competitions like essay writing, cultural and sports activities, technical report writing, staging technical skits, contributing to magazine, etc. They become highly motivated and bold in expressing themselves, be open minded and develop active listening skills

   During recently held competitions like "Azadi Ka Amrit Mahotsav" - an initiative of the Government of India to commemorate 75 years of independence, cadets were given opportunities to perform in essay writing skills, teamwork, etc. which helps enhance their confidence and presentation ability.

   Cadets are also given platforms to showcase skills for presenting technical concepts in the form of skits, enacting on relevant themes like Power Gap and Mental Wellbeing during the recent ESM officers' webinar.

Finally, getting connected with their work on board is utmost important. Else, it's easy to lose steam and get demotivated. The key element in keeping the spirit of entire team active is dependent on the effectiveness of communication. And at SIMS, we continue to infuse these characteristics and traits, weaving them along with our training and curriculum. ■

The Smokey Night!

Capt Anuradha Jha
Nautical Faculty
SIMS, Mumbai

It was around 2330 hours, when I received a call from Master to come on the bridge. The vessel was a product tanker, awaiting further orders at anchor. I was Chief Officer of that ship, so it was my rest time. Sensing some urgency, I immediately rushed to bridge, to find only AB there. He informed that Master and Third officer had gone to engine room. Now, I was curious, so I decided to call Second Officer on bridge and see for myself. At about 2340, I received call from Master, to make an announcement for all deck and engine crew to proceed to engine room. I followed his instructions, and as soon as Second Officer took over anchor watch, I too went down to engine room.

Even though I was surprised to see black oil spilled over the engine room bottom platform, it was still better than what I had imagined. I had anticipated worse than a spill. I took charge for getting the cleaning done, immediately. Chief Engineer was scolding the Fourth Engineer, who was on the verge of crying. Second Engineer entered the engine room, wearing his sandals, and without any helmet. Master told him to go back and enter engine room only in proper PPE. He also asked Chief Engineer to concentrate on getting the cleaning done, and that later we could discuss what went wrong.

After the cleaning was completed, we were back from engine room. Captain told me about the incident.

Fourth Engineer and Oiler were engaged in opening one pipeline containing oil, which they did not drain fully, and the oil splashed over hot surface down below. Fortunately, there was no fire, but lot of smoke was generated. All the smoke detectors got activated, and pre-alarm came on bridge's fire detection panel. Third Officer silenced the pre-alarm and called engine room. When nobody picked up the phone there, he called Master, who came on bridge and asked Third Officer to go down and check. Third Officer went down and opened the engine room door, but did not enter, as he could not see anything, but smoke. He called bridge again and informed about the condition. That was when Master called me and went down on upper deck. They tried calling engine room from fire control station, when phone was picked up by Fourth Engineer. He confirmed no injuries, and no fire also, except smoke...

Next day, Captain called me and said "our engineers are quite demotivated and are not very enthusiastic. Why don't you ask them also to join your get together in the evening?" On that ship, I along with cadets, and other deck officers, used to sit in the lounge to watch a movie, or play some game, or even cook something special and eat together. So, I involved the engineers also, in that. I am not aware, what he said to the Chief engineer and Second engineer, after that, but the environment started improving from that day onwards.

I learnt a great deal of leadership qualities from this incident, and some of the takeaways were as follows:

1. Always ensure that your team members are motivated to do things rather than instructed. The errors and mistakes will be lesser.
2. Have a good watch on their performance and get deeper on the root cause of any performance drop, rather than resorting to just blaming and shouting.
3. Ensure that the leader is walking the talk, for example, Master reacted immediately on Second Engineer's casual approach, when he came in slippers, to the engine room.
4. Do not disclose your conversations with your team members, to others. That helps in maintaining a cordial relationship within the team, and that also maintains trust. Master never told me what he said to the Chief engineer, or Second engineer, but the changes could be seen.
5. Take the lead, in case of an incident, to handle the situation, rather than involving yourself in finding faults. Chief Engineer chose to blame Fourth Engineer at the time when action was required to control the situation.
6. Be approachable to your team members, always, so that in case, they find it difficult to perform some tasks, they should be confident enough to speak up and ask for help.

Most of us have had leadership roles, at various levels. These qualities cannot be taught overnight, but can be inculcated within the juniors by demonstrating to them. Actions by leaders are seen by the team members and knowingly or unknowingly, they tend to import such actions within themselves. This effect is obvious even at home, where children tend to follow their parents, teachers, or elder siblings. Nurturing leadership qualities requires lots of patience, as you are handling situations, and at the same time demonstrating, how it should be done in the correct way. ■

Comic strip by:
Cdt. Raj Komurlekar,
B.Tech 09
SIMS, Lonavala

Continued on Page 9

Leading With or Without a Title

Ms. Harshali Kotekar
Psychologist
Executive Ship Management

Do you think, one can even lead without the formal title? If your answer is yes, what vision, outcome, and character should one build to lead others to arrive at a desired outcome at a said timeline? There are few questions one needs to ask him/herself in preparation to develop such qualities.

How often do you seat yourself with your mentor to discuss and have a structure to your goals? What do you do when your goals are not progressing as planned? What do you do when the resources (material and non-material) are not working to the best of their capacity? What do you do when you see yourself failing or not meeting timelines? How do you bounce back from the challenges, setbacks, and doubts?

At an entry level, the goal for every young Merchant Navy Officer is to reach the top, have those four stripes in the uniform, for which they keep grooming themselves for years on both technical and behavioral grounds. But have you set precise and actionable goals to evolve yourself on those human element aspects, even when you don't hold a leadership rank?

Leadership or people management skills keep evolving and should always be work in progress. As per various research and studies in the recent times emotional intelligence, compassion, inclusivity are important leadership character traits. In the era of modern leadership, team members no longer want to feel dictated, instructed, and controlled but look forward to a collective-collaborative environment that encourages them to grow, applauds their success and valuable contributions, feels respected and reprimanded in a respectful manner.

Good leadership is about finding the right balance between personal and professional foresight, result and character. Whether you are leading with or without a title, a few core skills have proven to be necessary such as -

Vision: A clear goal and vision helps to plan every move strategically. It helps to find out right resources, optimize the resource and keep oneself focused. With the change and modification in vision, one should always restructure their existing plan.

Humility: Larry Bossidy, the former CEO of Honeywell and author of the book Execution, explained why leadership characteristics, such as humility, make you a more effective leader - "The more you can contain your ego, the more realistic you are about your problems. You learn how to listen, and admit that you don't know all the answers. You exhibit the attitude that you can learn from anyone at any time. Your pride doesn't get in the way of gathering the information you need to achieve the best results. It doesn't keep you from sharing the credit that needs to be shared. Humility allows you to acknowledge your mistakes."

Courage: Bigger vision needs endurance to sustain every challenge, courage to hold self and others, as and when required. In the journey one comes across many setbacks and roadblocks, how you evolve with each setback and roadblocks talk a lot about courage, humility, integrity, and resilience.

Ability to Delegate: It is tempting to take care of all the tasks and be involved in it all the time (micro-management), but the ability to delegate and help the team to explore their potential without feeling insecure is a skill strongly held and encouraged by great leaders.

Time and again it has been proven by various research that there is no specific inherent personality attribute that makes a good leader. But few leadership skills discussed above are indeed imperative with a right touch of emotional intelligence. So, as a budding leader why not work on an increased self-awareness to develop unique and individual leadership style? ■

In Ocean of Life

Life is like a ship, in the middle of the ocean.
dreams sailing high, with tides of emotions.
I am the captain of this ship,
My hold on helm is tight
Through frosty stormy weather
commanding over turbulent waters.
Pirates of hard times
Cause deflection in my path
Confronting them, defending them
Courage is all deep down in my heart
Nothing can resist My zeal to succeed
to pave my way to the shore.

Poem by:
Cdt. Aditya Chauhan
GME-31
SIMS, Lonavala

Photography by:
Cdt. Prithviraj Das
B.Tech 09
SIMS, Lonavala

New Appointments

Capt. Subhendu Hati has taken over as Vice Principal SIMS Lonavala while outgoing Principal, Mr. Jims Andrews has joined as Head of E-Learning projects, Executive Group.

Mr. Andrews has moved from his role as Principal at SIMS Lonavala, having lent over a decade of his expertise to the Institute. He has taken over the helm for the development of all sea training requirements for the Executive Group of Companies from Mr. Rajan Bhandari, who remains as an Advisor.

Taking over the baton at SIMS Lonavala, Capt. Hati as Vice Principal, will oversee the management of the pre-sea training campus having moved from his current role as Dean (Nautical Studies).

We congratulate them both for their new role and wish them continued success.

Capt. Subhendu Hati, Vice Principal, SIMS Lonavala

Mr. S.M. Iyer, Director, ESM India, presented a token of appreciation to outgoing Principal, Mr. Jims Andrews

The One who Knows the Way, Goes the Way

Mr. Mahesh Patil
Engineering Faculty
SIMS Lonavala

In this article, the author, through his own sailing experience as a Chief Engineer on LPG vessels, gives an overview of how opportunities are created to develop leadership skills in a variety of circumstances.

Maritime Industry is very well structured in various positions ashore and ranks on board. The competency and proficiency development path, very distinctly reflects on the Shipboard organizational structure through hierarchies. Leadership Development is one vital element, that is inculcated into seafarer's veins mainly by keen observation, watching the seniors tackle situations that arise during conduct of day to day operations.

We were sailing between Tunisia and Nouakchott, Mauritania. The vessel was in ballast condition when she crossed Gibraltar and entered into North Atlantic Ocean. The weather suddenly turned rough and we were experiencing lot of rolling and pitching. After about 6 hours of transit through that bad patch, weather slightly improved and vessel became stable. 2nd Engineer called me from engine room to report a problem in main engine fuel oil auto-backwash filter. At the same time Chief Officer called me from the bridge and reported problem with the ARPA. The situation was such that we had to split into two teams, one team had to take complete charge of engine-room operations, engage manpower for filter job and get it repaired, whereas the other team had to work on ARPA to get it working.

In this situation, instead of directly giving orders and allotting jobs to all engineers I decided to call for a meeting. I asked 2nd engineer to chalk out job plans, deploy manpower and manage their meal timings, work and rest hours, etc. On my part, I ensured his planning had encompassed all the possible risks and measures to mitigate them. This small act of involving him in the planning gave 2nd engineer a lot of encouragement and sense of ownership into what he was doing.

Leadership is not to just instruct our followers what to do. Great leadership inspires others to make decisions that support the organizational goals and vision, resulting in wiser solutions. Leaders' role is to mentor and coach others to create a community that is completely engaged, accountable, and responsible. Leaders develop participative management at all levels and make sure that everyone in their teams is aware of what is going on.

On the same ship there was a very hard working and sincere Able-Seaman (AB), but he always complained about food, wages, rest-hours, etc. Other crew members found him, mostly having negative outlook towards life. One day he got involved into some heated arguments with fellow crew member. Master and I had to intervene into the matter and temporarily resolved it. Later after frequent chats with him we found him totally disturbed and lacking motivation in his life. It took us about a month to find the cause of his haphazard behaviour. Master showed him the possibility of a promotion to higher ranks after undergoing training and suitable sea-time experience. We managed to guide and mentor him through the areas of his deficiencies. By the end of his tenure, he was nominated for "AOR Best Performance of the Quarter" award by the Chief Officer.

The process through which a seafarer chooses his direction, affects a group, and steers the group toward a specified purpose or objective, has been characterised as leadership. It is about choosing a right heading to live the organization's vision, mission and values along with motivating others in their path. As aptly said, leadership is in a way, what leaders do.

A Lucky Break Into an Unexplored Career

Capt. Atul Kumar Singh
Master
SIMS Alumni (DNS 01)

Capt. Atul Kumar Singh (eighth from left) first command onboard ESM managed vessel

Like many students after secondary school examination, I was confused and often asked myself, "What do I really want to be when I grow up? Or what career is really fit for me?".

It was the year 2005, students used to opt for standard examinations like NDA, Engineering & medical for a career, and nobody even thought about 'merchant navy' as it was quite an unexplored career. Back then, it was safer to choose the known and so we were afraid to try something different. But luckily for me, I received information about SIMS and maritime training through my school and I took the opportunity to explore the career as a Cadet at SIMS.

After completing almost 17 years of journey with SIMS and ESM, today I am a Captain. I stayed on my career path because I loved the challenge, the thrill, the work, and the people and because ESM offers one of the most collaborative cultures, I've experienced. I'm one of the people, who has been with the organisation since college (SIMS) and owes a huge debt of gratitude for this opportunity to ESM, which I don't take it lightly.

I would like to share few advantages I experienced working with ESM after training at SIMS that has helped me in this journey -

1. **The job becomes easy onboard as well as ashore:** Since we all share the same college and training resources, we are familiar with the system, which automatically creates a friendly working environment. One is better equipped to tackle each and every individual situation that may arise in the course of our work.

   In case of contingency, I feel secure as I always have someone ashore backing me, who has the technical expertise and experience to handle the situation and give me advice to deal with it.

2. **Build on your dependability and trust:** Having worked with ESM for so long, I have had lots of opportunities to prove myself, receiving continuous guidance and earned the most responsible designation. (that of a Captain).

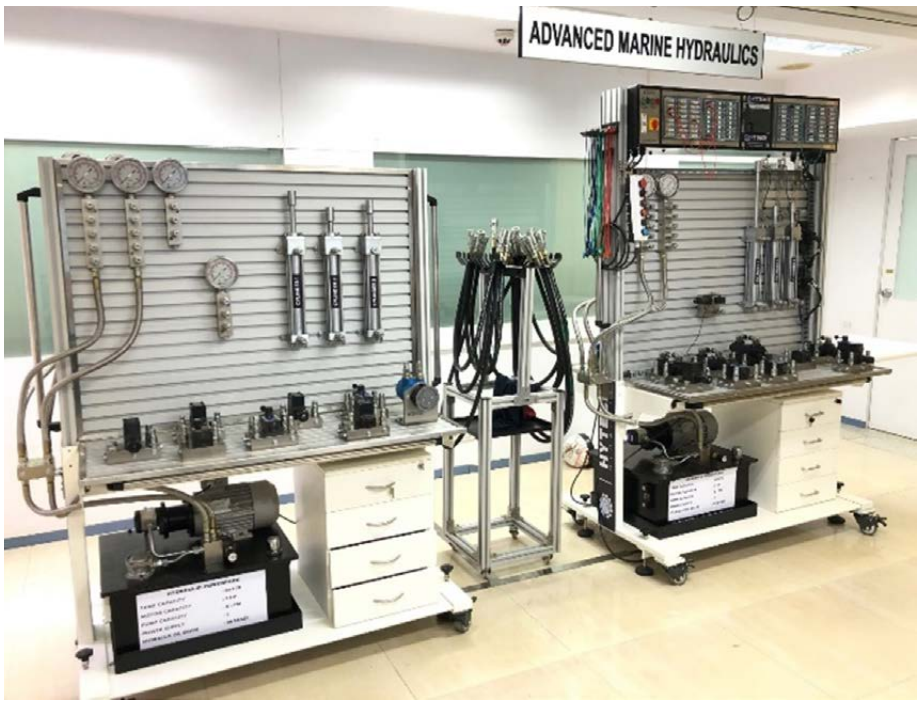
3. **Stable career growth:** This a very important responsibility at a Chief Officer's rank, so as to take the helm of the ship as Captain in your next rank, but it also applies to your career graph. In ESM I have found the best platform to explore my inner strength, and every passing day I experience a positive change in my life. I have also achieved a reputable status in the society.

4. **Well balanced work life:** If you are doing something for a long time, you will be in a position to know the highs and lows of the same. This will put you in a position wherein you can plan your personal life around it. That way ESM has ensured that the duties towards personal and family life are well balanced with the work. Basically, you get more time for yourself and the freedom to utilise that time to improve your professional qualifications.

To the SIMS cadets and future leaders of ESM, this is my message: Your natural personality might help, but it's not always enough to either make or break your career. By reading books, studying management courses related to our field, receiving mentorship, building up experience and boosting your skills with patience is crucial to success that one has to keep striving for! ■

Photography by:
Mr. Sagar Patil,
IT Dept,
SIMS, Lonavala

Advanced Marine Hydraulics Course Launched



SIMS Mumbai has launched an Advanced Marine Hydraulics course that specializes in hydraulic systems present on various types of ships. This is in addition to the hands-on FRAMO Hydraulics training being offered as part of its value-add course catalogue.

The four-day course starts with quick reinforcement of basics and seamlessly progresses to advanced level. The concepts on hydraulic circuits are first simulated on PC based Hydraulic simulators and then executed on the State of Art Basic & Advanced PLC based hydraulic panels. Practical training is conducted using well-designed exercises covering all the aspects of hydraulic systems.

The hydraulic panels are equipped with various manual, and solenoid operated various direction control valves, relief valves, sequence valves, pilot operated check valves, flow control devices, counterbalance valves, pressure switches, PLC control, and proximity switches etc. Demo pieces of various hydraulic components and their cut sections provide clarity to the participants on the construction, operation, and maintenance aspects. The participants are also required to conduct a detailed study and analysis for Shipboard Hydraulic Circuits relevant to them such as “Valve Remote Control System”, “Mooring Winch & Anchor Windlass”, “Hose Handling Crane” & “Steering Gear System”.

It is generally believed that hydraulic systems run trouble-free if the quality of oil is maintained well. These aspects are effectively covered, and the course has an in-depth insight into the lube oil reports and understanding the relevance of all the reported parameters in the report as per ISO 4406 / 11171 contaminant code.

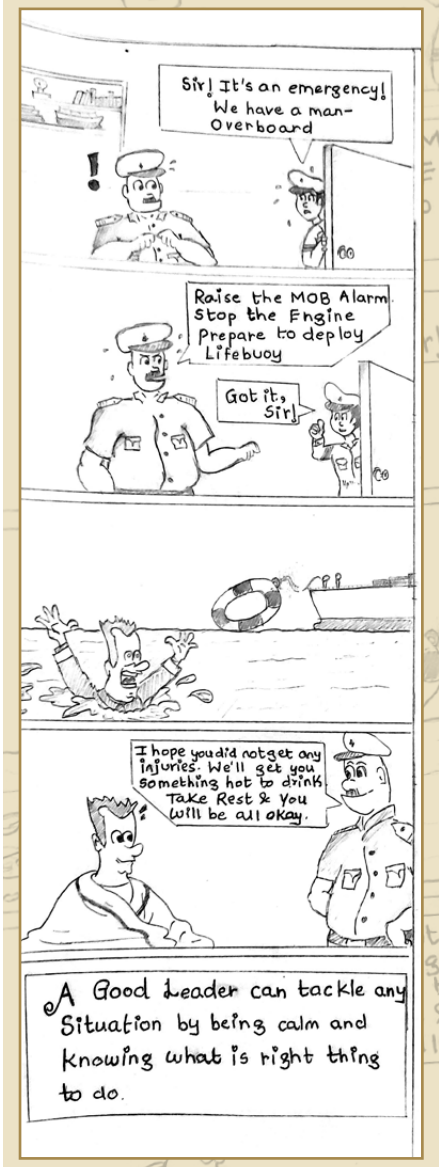
Double acting hydraulic piston

Pressure relief valve

The first Advanced Marine Hydraulics course was conducted from 27th to 30th June which was attended by senior engineers and superintendents from reputed international marine company. The course was well received by the candidates as it provided a “simple explanation to understand hydraulic circuits” as attested by one of the participating Chief Engineer while a Fourth Engineer found that the simulator used during the session enabled the participants to test and troubleshoot systems easily thereby clearing operational concepts.

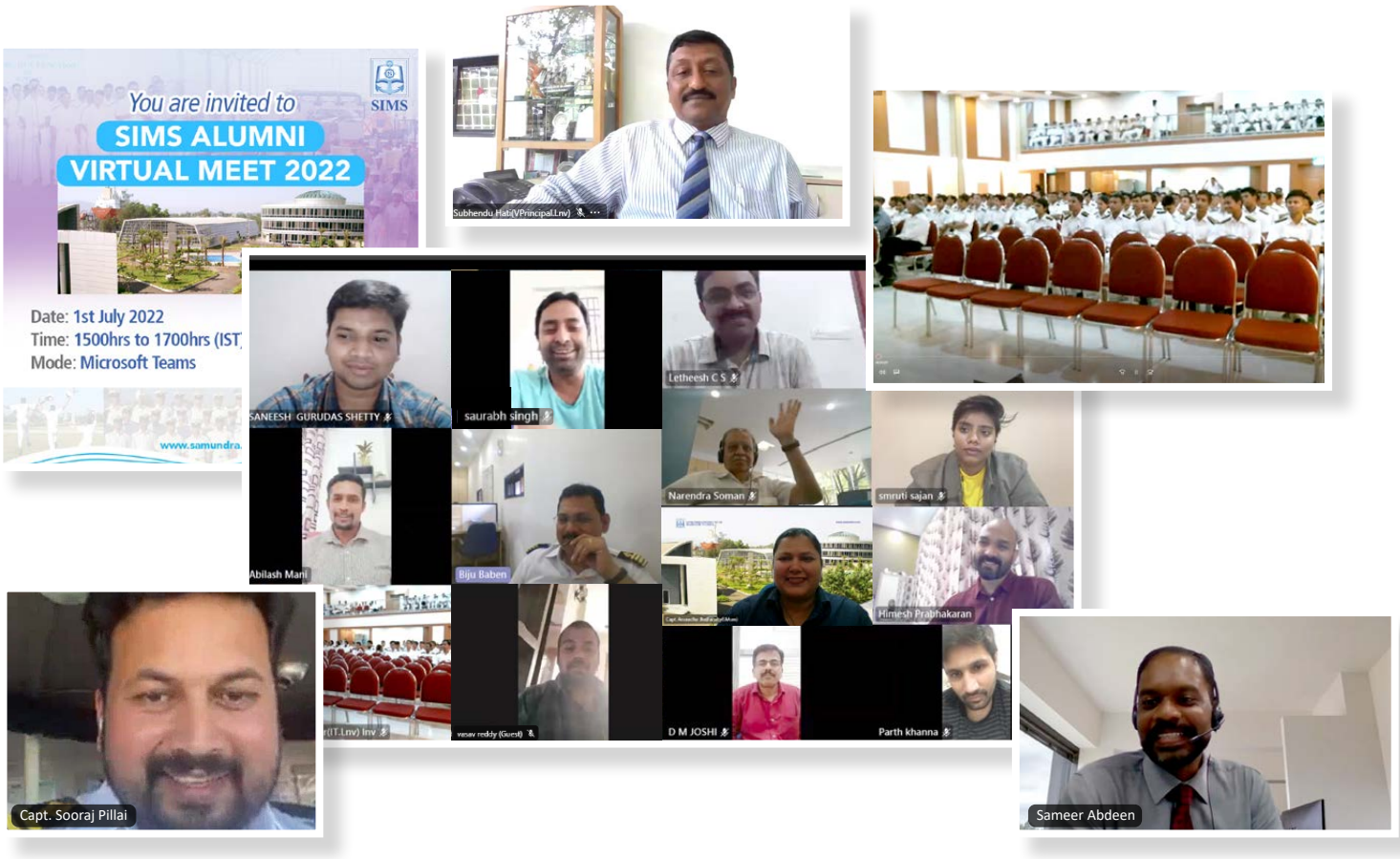
For more details kindly email to training.sims@samundra.com or call on +91- 9819811366.

Continued from Page 5



Comic strip by:
Cdt. Raj Komurlekar,
B.Tech 09
SIMS, Lonavala

SIMS Marks Inaugural Alumni Association Meet



The Samundra Institute of Maritime Studies held its first Association of SIMS Alumni event on 01st July 2022. The virtual event was attended by SIMS alumni spanning across different batches as well as current cadet batches on campus. The meet aimed to set the groundwork for first Alumni Committee, celebrate the achievements of the alumni, and most importantly, serve as a bridge for the alumni to impart their invaluable experiences and guidance to the young cadets and mariners.

"Any institute is never complete without its alumni. As the family is extending year after year, it's normal to wonder where our alumni are…", Capt. Anuradha Jha, Faculty, SIMS Lonavala, saliently noted as she opened the first Association of SIMS Alumni (ASA) meet. Excited to quell these wonders and curious to be enlightened, more than 100 participants consisting of SIMS alumni, faculty, and students, attended the session.

Guest speakers Capt. Subhendu Hati, Vice-Principal, SIMS Lonavala and Mr. Biju Baben, Dean, SIMS Lonavala joined the event with an address for everyone. Capt. Hati motivated the alumni by highlighting that they were not just graduates, but the "most desired natural mentors for their juniors". As such, they were reminded that they have a duty to hand over the baton to the next generation with a comfortable lead.

Trailing the rousing speech by Capt. Hati, Mr. Biju echoed the importance of "shaping and laying foundation to this enormous potential" that is the young seafarers of SIMS, a duty that only the faculty and alumni can help to fulfill. Along with that, he galvanized the alumni to leave behind a legacy for their juniors and continue this spirit of teaching and learning by being part of the first ASA Committee.

Moving forward with the event, a video that was meticulously edited by Cadet Vanshika

Felicitation of SIMS Alumni	
Capt. Atul Kumar Singh (DNS Batch 01)	Capt. Jasmer (DNS Batch 03)
Capt. Sooraj Chandran Pillai (DNS Batch 03)	CE Aneesh Kunnanamgath (GME Batch 01)
CE Chandrakant Kumar (GME Batch 04)	CE Gurpreet Singh Ghotra (GME Batch 04)
CE Letheesh Sukumaran (GME Batch 01)	CE Pushpendra Singh Songara (GME Batch 01)
CE Rajaram Subramanian (GME Batch 02)	CE Rajesh Kumar Rana (GME Batch 01)
CE Saneesh Gurudas Shetty (GME Batch 02)	CE Saurabh Kumar Singh (GME Batch 01)
CE Sooraj K Muraleedharan (GME Batch 04)	CE Vikas Pundlik Jadhav (GME Batch 04)
CE Yatendra Jain (GME Batch 02)	CE Abilash Mani (GME Batch 02)
CE Himesh K Prabhakaran (GME Batch 02)	CE Sameer Abdeen (GME Batch 02)
CE Dileep M. Kumaran (GME Batch 02)	CE Mervin Sebastatian (GME Batch 02)

Mishra, one of the SIMS alumni, that commemorated the journey of faculty, students, and graduates alike, was played on the big screens for everyone. Mr. D M Joshi then took to the stage to open the felicitation ceremony for all the SIMS alumni that have paved their way towards becoming a Master or Chief Engineer (listed on page 10).

Many of the recipients were in different parts of the world with different duties, as such only a select few were present to receive the recognition. Capt. Sooraj joined the event from his ship M/T Janine K, and shared his view from the bridge providing a firsthand experience of life out at sea. CE Leteesh was also at the virtual event, where Mr. Sameer (CE & now Technical Superintendent, ESM) shared the fact that Mr. Leteesh was the first person in SIMS to get a valid COC. CE Saneesh and CE Saurabh also shared some knowledge by recounting their experience with their juniors who are currently studying in SIMS.

Once the ceremony was wrapped up, Mr. Joshi passed the spotlight to moderator of the event Cadet Smruti Sajan (DNS Batch 29) who invited CE Abilash, Mr. Himesh and Mr. Sameer for a panel discussion on their journey in SIMS, and after SIMS. The participants were treated to various insightful experiences of the trio about their time at sea where they also shared with the budding seafarers of the customs and traditions onboard that brought the crew closer. The panel discussion then ended off with encouragements for the future batches. Concluding the event, Capt. Anuradha shared that due to the overwhelming responses, the committee members for the first ASA will be finalised at a later date.

For those who missed out on the link to sign up to be a committee member but are interested in being part of it, please share your interest in the SIMS Alumni Telegram Group https://t.me/c/1616978667/1376 or scan the QR code.

Scan QR code to join SIMS Alumni Telegram Group

Unlearn & Re-Learn to be a Leader

Mr. Avishkar Thakur,
Engineering Faculty
SIMS, Mumbai

During my initial sailing days, as an operational level engineer, I primarily focused to hone my technical skills the most. While growing up through the ranks, I realized that something was missing, which was never taught to me - the "interpersonal skills".

Throughout my various tenures, working under different seniors, across different nationalities, I realized that the working style of each person is different. Some would get alarmed or perturbed by even the smallest of the trouble while others were super cool in the toughest times, something new for me to learn. The way they harmonized with their colleagues differed a lot, different leadership traits to observe.

On one of the vessels I recall, during one such critical manoeuvre, while vessel was departing, we were in ECR. Chief engineer asked us to keep the Walkie-Talkie (VHF) "ON" to listen to the communication going on between the bridge & the mooring stations. I became curious and immediately asked him, "Why do we have to keep listening to them? We have a bridge manoeuvring system", he just said, "You will come to know!". Listening to the live commentary I would picture all the actions happening on deck. I realized the benefit and felt grateful to my C/E for introducing something new.

Suddenly the cheerfulness was broken by a scream from the VHF, the second mate on the Aft station shouted, 'Quick Astern, Quick Astern", and the vessel at that point was in the Dead Slow Ahead position. We saw the command changed to stop, and D. Slow Astern command executed, till then no questions asked from the bridge, just plain execution. Chief Engineer swiftly moved his position from the coffee table to the telegraph to take control if required, using the VHF raised the Situational Awareness in the ECR. The engine kicked into Astern from the bridge, this was followed by a sigh of relief from the 2nd Mate on VHF, thanking the Master.

At that point, we were clueless about what had happened, but it definitely must have been an emergency. Later on, we came to know, that the 2nd mate reported all lines cast-off & propeller clear, but one line wasn't. After the confirmation, Master had given ahead position, which lead to that line being under tension and probably close to snapping anytime, that's why the 2nd mate screamed. The astern kick did relieve the tension on the mooring rope, which was then safely unmoored, a possible incident averted. I learned one of the most valuable lessons that day, in case of emergency - take action first, investigate later & have good situational awareness.

One more experience to share, on one of the vessels the head of the department used the "Divide & Rule" concept; disturbing the camaraderie onboard. We had fights between colleagues and the whole atmosphere on-board was tense, this led to cascading effect on machinery maintenance suffering & going down as well. When this person signed off, things changed drastically, the same colleagues who fought earlier were now on amicable terms. The vessel was brought back to a good shape within a month. A great learning experience for me, for what not to do, once I reached the management level rank.

During the professional growth from lower positions & while climbing the hierarchy, juniors imbibe the culture in which we thrive, the people surrounding us & the leaders on the top, the good & the bad. The "Good" & the "Bad", the definition of which can vary depending on each person's perception. A very thin line in between… A successful leader should be able to soak in the good and learn from the bad, both aspects playing an equal role in development. As the futurist Alvin Toffler wrote: "The illiterate of the 21st century will not be those who cannot read and write, but those who cannot learn, unlearn and relearn."

Azadi ka Amrit Mahotsav Celebrations on Campus

Azadi Ka Amrit Mahotsav is a government initiative launched on 12th March 2021, commencing a 75-week countdown to India's 75th Independence Day anniversary on 15th August 2023. The Mahotsav celebrates India's journey, its people, culture and achievement through various events conducted across the country.

As part of the Mahotsav and guidelines received by DG Shipping Mumbai; Samundra Institute of Maritime Studies, Lonavala successfully celebrated the event on 4th May 2022 by organizing various competitions on campus based on five themes: the freedom struggle, ideas, achievements, actions, and resolve at 75 years of independence.

The first offline event after the break due to the pandemic led to much enthusiasm from entire batches of BTech, GME, and DNS on the campus. All participants were brimming with excitement to showcase their talents on the three competitions conducted - Essay Writing, Quiz, and Singing Competition. The total of 39 cadets registered in the event to participate in the various competitions.

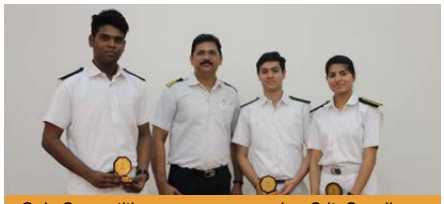
Essay Writing Competition

The essay competition offered students an opportunity to write on a patriotic theme that conveys their opinions about history and culture. A total of ten selected cadets enthusiastically participated in the event. The writing skills helped students to improve their vocabulary. The essays were checked by expert faculties.

Quiz Competition

Quiz items were designed to encourage students to know about the courage, commitment, and sacrifices made by our freedom fighters from diverse origins. The Quiz attempted to promote human values and patriotism among all. There was tough competition for the 2nd position, though it was a tie even after the tie-breaker round; the 2nd prize was divided into two teams. A total of eighteen cadets participated in the event. It was a brainstorming activity through which cadets became aware of the struggle for independence.

Prize winners with Mr. Jims Andrews, Principal, SIMS, Lonavala & Faculty



Quiz Competition runner up awardee Cdt. Sauvik Pandey(DNS-33), Cdt. Sreerag Nair (DNS-33) & Cdt. Shreya Rana (DNS-33) with Mr. Biju Baben, Dean Marine Engineering, SIMS, Lonavala

Quiz Competition First Prize awardee Cdt. Meghpalsinh Jadeja(Btech 09), Cdt. Prassan Singh(Btech09), Cdt. Jatin Singh(Btech 09) with Capt. Subendhu Hati, Dean Nautical Science, SIMS, Lonavala

Singing Competition (Patriotic Songs)

Patriotic songs are songs that demonstrate love for one's country or have themes that glorify self-sacrifice, the beauty of the land,

Name of Participant	Batch	Name of Event	Position Secured
Sandeep Sebastian	B Tech 9	Essay Writing Competition	First
Ishan Chhabra	DNS 33	Essay Writing Competition	Second
Rodrigues Cornelius	B Tech 11	Singing Competition	First
Anchal Yadav	DNS 33	Singing Competition	Second
Meghpalsinh Jadeja	B Tech	Quiz Competition	First
Prassan Singh	B Tech	Quiz Competition	First
Jatin Singh	B Tech	Quiz Competition	First
Sarthak Gosh	B Tech	Quiz Competition(Team 1)	Second
Rahul Kumar	B Tech	Quiz Competition(Team 1)	Second
Rohit Singh	B Tech	Quiz Competition(Team 1)	Second
Sauvik Pandey	DNS 33	Quiz Competition(Team 2)	Second
Sreerag Nair	DNS 33	Quiz Competition(Team 2)	Second
Shreya Rana	DNS 33	Quiz Competition(Team 2)	Second

history, or ideals. Music is beneficial for cadets as it not only develops their aesthetic sense but is also the key to creativity. It is one of the most beloved human experiences and plays an important role in the education of a cadet by providing it an opportunity for self-expression. A joyful singing competition was conducted and a total of eleven cadets soulfully participated in the event. The audience were deeply overwhelmed by the patriotism on display. Esteemed Senior faculties were present for this competition as judges.

The event concluded with a prize distribution ceremony held in the Auditorium Hall, with the top two participants and teams being awarded trophies and certificates at the hands of Principal Mr. Jims Andrews. The overall coordination of the event was done by Capt. Subhendu Hati (Dean- Nautical Studies) and Mr. Biju Baben (Dean – Engineering) under the guidance of Principal Mr. Jims Andrews. The principal praised the efforts of the cadets in keeping the spirit of solidarity and love for the country alive through such activities. The program ended with National Anthem and a group photo. ■

Azadi ka Amrit Mahotsav: Walkathon

In continuation of the Azadi Ka Amrit Mahotsav celebrations with cadet competitions, a Walkathon for Faculty and staff members was conducted on the 30th of April. Organized by Cadets of GME 31 and 32, a distance of 7500 mtr was covered with about 52 staff participants in the event.

The rules were quite simple; the participants were to complete 5 rounds of the outer circle connected with the SIMS boundary which is required for completing the 7500 mtr Walkathon. After completion of every round, the participants were given a token as a proof of completing one complete round and at the end of fifth round one had to present all the five tokens to register their name in the completion list along with the stop-watch timing.

A total five categories based on age of the participants were established:

- Above 50 Male (Number of participants 26)
- 40-50 Male (Number of participants 08)
- Below 40 Male (Number of participants 11)
- Below 40 Female (Number of participants 04)
- Above 40 Female (Number of participants 03)

The cadets were very enthusiastic in their encouragement to the staff and provided them with refreshments at each checkpoint. Participants gave each other a tough competition to reach the top three positions and indeed was an exciting event for all.

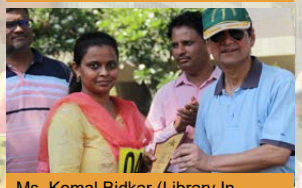
Winner list from each Category were as follows:

	Top 3	Winners	Time Duration
Above 50 Male	First	Mr. Sitaram	55 min 58 sec
	Second	Mr. Vinod Kumar Singh	55 min 59 sec
	Third	Mr. Mahesh Thatte	56 min
40-50 Male	First	Mr. Sandip Kshirasagar	1 hr
	Second	Mr. Jims Andrews	1 hr 02 min
	Third	Mr. Sathish Kachare	1 hr 05 min 40 sec
Below 40 Male	First	Mr. Sumeet Shrivastav	1 hr 3 min
	Second	Mr. Balaji Sakhare	1 hr 7 min
	Third	Mr. Somnath Langde	1 hr 09 min
Below 40 Female	First	Ms. Komal Bidkar	1 hr 8 min
	Second	Ms. Komal Tobare	1 hr 10 min
	Third	Ms. Switl Banerjee	1 hr 11 min
Above 40 Female	First	Ms. Maya Jadhav	1 hr 14 mins

Mr. Sitaram (Warden) receiving Walkathon male category above 50 first prize from Mr. Jims Andrews

Mr. Sandip Kshirasagar (R&D Dept.) receiving Walkathon male category 40-50 first prize from Ms. Nutan Mishra, Lecturer in Chemistry, SIMS Lonavala

Mr. Sumeet Shrivastav (Admission Department) receiving Walkathon male category below 40 first prize from Capt. Subendhu Hati



Ms. Komal Bidkar (Library In charge) receiving Walkathon female category below 40 first prize from Capt. Manab Kumar Sarmah

Ms. Maya Jadhav (Accounts Department) receiving Walkathon female category above 40 first prize from Capt. Manab Kumar Sarmah

Keeping the Spark Alive, Safely

Mr. Abhijit Shinde
Physics Lecturer
SIMS, Lonavala

When I was in 12th standard, like all others, I too faced a Tsunami of advice from relatives and neighbours on how important it was to study hard during this year to get into good colleges for higher education. I took these seriously and started working with lots of enthusiasm.

Our home in the village did not have electricity. Studying under a kerosene lamp was very frustrating and demotivating for me. I was venting to my uncle living in the neighbourhood about this problem, and he offered to help. He offered to let me draw an electrical connection from his home to a light one bulb in my home for studying. That afternoon I went to the village shop and purchased a bulb and a holder. I needed 100 meters of wire to reach his house but had enough money to buy only 60 meters.

Suddenly, I recalled an incident. During those days, lots of people in the village used to steal electricity using a hook on the live power cables. Once I had visited one such house, when I was in 10th standard. I noticed that they used only one wire, which they connected to the phase, but nothing from the neutral. Being in 10th standard I knew a bit about AC, phase and neutral. Upon further enquiries I discovered that they were not using neutral at all, instead they had made an earthing connection at home. This earthing wire then served as neutral.

I came back home happily and separated the two wires of the 60-meter-long wire I had purchased. Now I had a 120-meter-long single wire and made the connection. One day I was happily boasting about my newfound technical expertise during the physics class when my teacher explained to us how unsafe and illegal this process was. I realized that there was no end to learning correctly…

Once we were watching a very intriguing cricket match in the common room of our college hostel. It was a match when Sachin Tendulkar was handling the famous Australian bowling attack with ease. Suddenly there was a small flash and the black & white TV which was our only source of entertainment went dark and quiet. While everybody was cursing our luck, the hostel warden informed that it can only be sent for repairs the next day. I thought, how can such an expensive equipment be without any safety. There must be something there. With lots of persuasion, our warden agreed and allowed me to open the rear cover. Strict condition was I can only look but cannot touch anything.

I had a friend who was equally inquisitive in all such matters. Together we located the power supply and there we located the fuse. It was clear with a torch that the fuse had blown. Someone brought a short piece of copper wire, and I took out a strand from it to connect the two ends of the fuse cradle. When TV was powered again, Sachin was hitting a boundary to reach half century. The news spread and the HOD summoned me to his room the next day. He congratulated and rebuked me in the same breath. I came to know that the amount of electrical charge held by the capacitors inside the TV even after cutting off the supply, is more than sufficient to flatten me. This time, I humbly realized there is no end to learning and became more aware about safety aspects and learned to exercise greater care in such matters in future.

There were numerous such incidents in my life, where I thought I had achieved what people around me at that time could not. Now when I look back, I realise that though leadership qualities are the pre-requisite while growing up, but equally essential is the presence of mentors in everyone's life. They could tell us pros and cons of our behaviours and actions. Blessed are those who find people with greater experience and knowledge to guide them. I was fortunate that both the above incidents remained as near misses and did not end up in any serious incident.

At SIMS I come across many such youngsters with spark in their eyes, ready to experiment with things around. I talk to them in a way to keep that fire within them alight but make them aware of the fact that theoretical knowledge is the foundation. One should attempt experiments only when they have gathered wholesome knowledge on the topic, the risks involved and the safe practices. Little knowledge can be extremely dangerous! ■

Photo: ESM Photo Archive

Journey of Six Months and Lifetime of Learning

Mr. Tanmaya Senapati
Junior Engineer Trainee
SIMS Alumni (B.Tech. 08)

The four years of engineering degree at SIMS packed with twist and turns finally came to a halt and the countdown for a new experience began. I vividly remember the day when I received the offer letter, the joy was in the air. Fast forward to 2 weeks I was waving at my reliever from onboard the ship. Being accustomed with stories from the veterans, the ship didn't seem to be an unfamiliar territory but the fear of being a trainee was not going anywhere. As they say, without fear there can't be courage and thus begun my journey. Here I take a few pages out of my journey of six months that left a lasting impact on my career.

~~Be the best~~ (Be yourself)

The tea time is best remembered for those little chit chats. But for a newcomer like me, it kind of became a typical interview session where all the senior engineers test the juniors. One fine day the 3rd engineer asked me something related to the aux engine, and I couldn't answer. And as usual I straight away asked him for the answer. However, this time he responded, go find out yourself. He also warned me not to seek the help of any other engineers. I was quite surprised, but I took it as a challenge. Being onboard the ship meant Google search was a luxury and I couldn't afford that. All that I was left with was the manufacturer's manual. For the next 2-3 days I went through the manual page by page but in vain. What I realized is that the manufacturers are like those magicians who never reveal all of their secrets. I was starting to get frustrated, when I decided to go and observe the auxiliary engine. It surely took time, but I came up with the answer. The feeling was surreal. The 3rd engineer shared with me, "whatever you learn from others will be forgotten eventually but whatever you learn yourself, will last for an eternity, so always put your own thoughts."

The folks in the bottom of the pyramid always have the privilege of referring to the folks above them. But the one at the top has to take a decision on his own. Also, the idea of following the best practices doesn't work at all times, as they are derived from certain circumstances faced by certain people. The important thing is how you make it work. Have faith in yourself and trust your instincts. Rest everything will fall into place.

~~Dress for the job you want~~ (Work for the job you want)

Traditionally the machineries in engine room have different 'masters', i.e., purifiers and compressors belong to 4th engineer, the auxiliary engines and boiler come under the purview of 3rd engineer and so on. One fine day while I was assisting the Chief Engineer on some paperwork in his office, it was found that some file was not up to date. It was supposed to be updated by 4th engineer but instead I came forward and asked him to let me fill that up. After completing the paperwork, he was happy and asked, "what did you learn?" I not knowing what to say simply replied, "we should not keep the paperwork pending." He laughed and said, "always work for the job you want."

The shipping industry is an ever-evolving world. New ideas are formulated every day and the old ones are discarded. The moment one loses the sight of what lies ahead, one stops growing. The leaders are the one who always look one step ahead.

~~Work like you own the job~~ (Work like you own the ship)

The 3rd officer, under direction of Chief Officer is in charge of upkeep of all LSA and FFA onboard. However, all the LSA and FFA items in engine room come under the purview of 4th engineer, while rest everywhere are looked after by 3rd officer. Every Saturday, all the LSA and FFA on the deck and engine room are checked by the 3rd officer and 4th engineer respectively. Once I noticed the 3rd officer inspecting a portable fire extinguisher in the engine room. I wondered why he is inspecting that when that was already inspected by the 4th engineer. Upon my inquiry he said, "as a 3rd officer it is my responsibility that all the LSA and FFA on the ship, and not only on deck side, should be in proper order." He further went on to add that, "if people start to ignore small things thinking it is not their duty, then that will turn to something ugly at some point."

The work on a ship is delegated across various departments, but she can run smoothly only when all the departments work in harmony. Moreover, on board everyone is responsible for everything, whether directly or indirectly. A true belonging towards the vessel will create a positive environment and lead to more efficient management of the vessel.

JET Tanmaya Senapati (second from left) onboard ESM managed vessel

~~Never quit~~ (Never think about quitting)

While I was the newbie onboard, there was also someone who was new to his rank- my 2nd engineer. Being a fifth engineer, I used to spend most of my time with him, helping him in work, and learning things myself. Every time we got stuck somewhere he would always say, "if one starts thinking he/she can't accomplish something, then he/she can never accomplish it." And eventually he would find a solution, no matter whatever the problem was. Once, there was a purifier due for overhaul. We overhauled the vertical shaft, horizontal shaft, bowl and everything was put back but on trying out, the purifier started to overflow. Then the purifier was opened, everything checked, boxed back and still the same result. All the consumables replaced, all the parts cleaned, all the attachments overhauled, and the results were same every time. Everyone literally gave up except for the 2nd engineer, and finally after 3 days and night of continuous opening and boxing the purifier he succeeded in making the purifier operational. His fundamental was simple, "never think about giving up".

One's mind is their greatest asset. All the battles are won or lost in the mind. In the line of shipping the mental strength plays the most important as well as underrated role in one's career. If one has already conquered their mind, then there will hardly be any storm that can deter them from their goal no matter how impossible they seem to be. ■

Shift in Mindset for Developing Professionalism

Capt Manab Kumar Sarmah
Nautical Faculty
SIMS, Lonavala

The physical presence in the campus with a hectic schedule under constant supervision instils in the cadets a dedicated approach to professionalism and prepares them, mentally and physically, for a successful career at sea.

However, Covid 19 disrupted this approach, and the Institute established a robust online training system. The cadets, who had already spent some time in the institute, were well-aligned with the environment, values and culture of SIMS and quickly adapted to the mode of online training. However, those who started their training with online classes without having spent any time at the institute developed certain perceptions that were detrimental to a healthy professional attitude and their holistic growth. Some such hinderances, which came to the fore, are as follows:

(i) Some of the cadets assumed that admission in the institute had already assured them of a "livelihood" and they simply had to undergo the academic course and pass the examinations and hence they were not very sincere about their studies.

(ii) Some considered merchant navy simply as a "job" and not as a profession and a career and hence lacked the dedication to profession, necessary for building a successful career.

(iii) The online mode made it difficult to reduce the impact of prevalent examination and grade/marks-oriented approach, which encourage spoon feeding and rote learning and inhibits greater learning. Many of them had no inclination of going beyond the scope of syllabus and examination questions.

(iv) Dependance on spoon feeding was also a deterrence for developing creativity and innovativeness.

(v) Unwavering reliance on Google and internet, overflowing with half-baked information & answers, made them take shortcuts and resort to "cut paste" practice and adopt a casual approach to learning.

(vi) The sense of loyalty and belongingness to the institute was missing in a large number of them due to their physical absence in the campus coupled with lack of personal interaction with the staff members. For some, the institute was almost like a tuition center

It was necessary to wean the cadets away from such perceptions and mindset to develop a sound professional attitude and a holistic growth. Their physical absence in the institute made the task rather difficult. Accordingly, following measures were adopted:

(i) Cadets were repeatedly counselled on all the above points and especially on the need to develop a sound knowledge base and a total professional approach to learning, required for a successful career.

(ii) The one point which had very good impact was the elucidation of the fact that clearance of various competency boards in the quickest possible time frame could put them ahead of their peers and the laggards may have to work as subordinates under their own batch mates.

(iii) In order to make them serious towards their studies, homework and assignments had to be given. However, in order to reduce screen time, these were optimized and augmented by increased question – answer sessions in the beginning and also towards the end of the class.

(iv) To prevent recourse to Google & internet and "copy- paste" practice, the assignments had to be hand written and uploaded in Google Classroom for assessment by faculties. More scores were given for the answers, which were expressed in own words and not simply picked up from textbooks and notes. Additionally, interesting videos on subject related matters and various facets of sea life were sent to them for viewing during free time to enhance their interest and knowledge base.

(v) They were shown photographs and videos of the institute and told about the interesting aspects of life in campus and how the entire staff was eagerly waiting for their arrival at the institute. Some amount of familiarity was created with the cadets through a few informal sessions and interactions to instill a sense of affiliation to the institute. Consequently, many of them felt attracted to the institute and developed some attachment to it. They, in fact, became eager to join the institute.

(vi) Remaining engaged in the class is a prerequisite for learning and gaining knowledge. This was yet another problem area and especially so, as there were no visual clues to judge the degree of involvement of the cadets in the class. To make the online classes more appealing and keeping the students engaged, brief informal chats at the beginning of a class, intermittent brief question-answer including switching on of video, screening

Cadets going through practical training in campus workshop with supervision by faculty

of topic related short videos, narration of case studies, anecdotes, some amount of sporadic humour, etc. were enhanced.

(vii) The tool of carrot and stick was also effectively utilised to induce interest in academics and improvement in behaviour & attitude by enhancing the scope of award of credit & debit marks. This was supplemented by reiteration of the criteria for their appraisal system and also the effect of appraisals on the rankings in the merit list and consequent placement on board.

(viii) In order to broaden their scope of knowledge beyond the classroom and instill desire for learning, they were encouraged to volunteer for various competitions organised by different organisations. A large number of them responded very positively and by the end as many as 26 of them participated in various such events. All the participants performed well and some of them won prizes earning appreciations for them as well as the institute. Another positive outcome of this approach was that the perception of representing the institute greatly enhanced their bonding with and loyalty to the institute.

The effects of above measures were rewarding, and transformation in a large number of them were evident. Although the batch did their complete training online, except the practical phase, their overall performance was in line with the regular standard and academically the batch performed pretty well.

It was a test of leadership to overcome the challenges and tackle the adversities to instill values in numerous spheres and help the cadets to align with SIMS's culture & objective and in doing the right things that enabled them to navigate through their training successfully. ■

Voyage of Self Discovery

Ms. Pooja Kumari
Junior Engineer Trainee
SIMS Alumni (GME 28)

I joined my first ship at the Port of Rotterdam on 28th November 2021. I was very much excited and at the same time a bit frightened as well. I was a bit concerned and had lots of thoughts - how will everyone be onboard, being a girl whether they will accept me, what if I am not be able to meet their expectations etc. But soon I realised that there wasn't anything to be afraid of. When I joined the ship, bunkering operation was in progress and on the very first day of joining, I got the opportunity to work in operations making my first experience onboard, very exciting.

After that, every day was a learning day for me with a new hope, new beginning and a new lesson. As I joined the ship from Port and not anchor, we remained there for quite a few days and I became comfortable with the ship's environment. But the ship sailed out eventually, changing the scenario. I had never imagined seasickness would be so devastating and alas I was very much affected by the rolling and pitching. Adding to my woes, our ship was crossing the English Channel in ballast condition, encountering so much rolling that I could barely stand. During those times I was doing 6 on 6 off with Third Engineer, and it was really challenging for me to deliver my duties effectively. But my seniors were very helpful and understanding. They helped me to deal with it.

There came a time when I just wanted to sign off and, go home. I forgot all about the adventurous life I dreamt of, the luxurious lifestyle and all the other positive sides, but luckily for me I was talked out from that decision by my first Third Engineer. I realised that it will be a big mistake if I quit and a huge loss for me both personally and professionally. He made me realise that quitting is the easier way, but what is really tough is not to give up and we mariners don't give up! I didn't want to give up either, so I again started focusing on the positives - and this is the lesson for me which I will remember in the journey of life while facing any situation. Soon my body began to cope up with the rolling and I was back to my normal self. I started focusing on my work and was really happy. I was taught well about all my duties and I became quite efficient in my work.

Also, luckily for me there was no Fourth Engineer onboard, so I was given the opportunity to carry out the duties and responsibilities with the guidance from my Third Engineer. I was getting good exposure for my future ranks. Everything was going good for me but then another thing happened - crew change! It was the first time a crew change was happening after my sign-on. A lot of crew members including my Second Engineer and Third Engineer changed, and it was quite difficult for me to cope up with that change. Life became hectic and tougher, soon I realised that not everyone would be as forthcoming and caring. It took me a while to adjust and I took a deep breath and thought about all the things deeply, realizing that I should only focus on my job.

On the personal front, I learned that being a girl and a cadet, it's important to mix with all equally onboard. Also, it's better to ignore petty things, don't take these seriously except just focusing on your job.

There will be instances when you feel the difference of being a girl but being so there was never a time when I was unsure about my safety onboard, I was supported very much by the company and management alike and I'm really thankful for that. At last, I would like to say that overall, my journey on board was fruitful and adventurous, and I learnt a lot of things both professionally and personally. ■

Unplanned Cargo Stoppage - Commercial Loss & Embarrassment

* We invite responses from our learned readers as to the causes and lessons learnt through this case study. Please send your responses to samundraspirit@samundra.com.

Capt. Satyajit Dilip Vishwanathan
Visiting Nautical Faculty
SIMS, Lonavala

Photo: ESM Photo Archive

The following incident took place on a fully refrigerated VLCG while it was discharging alongside the terminal. Vessel was fully loaded with Propane in all its four tanks. After completion of Ship-Shore meeting, the terminal informed the vessel to start discharging initially at slow rate of 100 Mt/hr. for shore Line cooling. Vessel was discharging from No. 1. Cargo Tank using one deep well pump at rate of 100 mt/hr. as instructed by the terminal. 25 mins into the initial discharging, the vessel's ESD (Emergency Shut Down) system got activated which tripped the No.1 Cargo Tank pump and closed the manifold valves. Lack of proper cargo planning & Inefficient cargo watch were identified as the root causes.

Events leading to the Incident:

After the vessel was made fast at berth, the Loading Master and port authorities boarded the vessel for formalities. The Captain attended to the Immigration Authorities and the Agent in the conference room while the Chief Officer held the Ship-Shore Safety Meeting with the Loading Master in the CCR (Cargo Control Room). During the meeting, it was advised to the vessel to initially discharge at a slow rate of 100 mt/hr. for shore line cooling. The duration for which the vessel needed to maintain this rate would be later informed by the Loading Master. After the Ship-Shore meeting was completed, the Loading Master checked the ESD system using the Shore Pendant provided by the vessel. The system was tested and the manifold valve closure time was noted. The vessel then reset the system and proceeded to line up and commence discharging from No.1 Cargo Tank. After the terminal gave the go-ahead to commence discharging, the Chief Officer lined up the discharge from Cargo tank No. 1 to the Manifold connected to the Shore Loading arm. The line-up was double-checked by the Chief Officer who was on deck. The Duty Officer was in the CCR. After confirming the correctness of lineup, the Chief Officer started the Starboard Side Deep well pump of No.1 Cargo Tank and opened the recirculation valve in order to keep the rate at 100mt/hr. as instructed by the Loading Master. The deck lines and the offshore manifold were checked by the Deck crew for any leakages. Terminal confirmed receiving rate as requested and instructed the vessel to maintain the rate until further instructions. The Duty Officer in the CCR confirmed that the tank levels in Cargo tank 1 Starboard were reducing. The deck crew checked the lines to the other cargo tanks and reported to the CCR that there was no icing observed on the lines leading to the other Cargo Tanks. The Chief Officer took a round on deck to check again that cargo from Tank No 1 was going to the manifold only and not to any other tank. The Chief Officer was satisfied with the initial startup operation and proceeded to the CCR. While he was proceeding towards the CCR, the Duty AB at the Gangway reported the presence of the Ship Chandler at the Gangway and Chief

Responses to Issue 57 (Apr 2022) - Case Study:

Wrong practices at critical operations

Thank you, readers for the large number of feedback and responses on the previous case study. Here's a compilation of the answers received:

1. What do you think what went wrong here?

In the man overboard emergency many tasks are to be done almost simultaneously. Only repeated Practice and especially, unannounced MOB drills can hone the crew and officers to perform optimally. In the above case study, OOW has to inform the master and start initiating turn immediately along with raising the Man overboard alarm and releasing of MOB Marker.

2. Which recovery turn do you think in this situation is suitable to take the vessel back on a reciprocal course?

The Williamson turn is especially useful in reduced visibility as it brings the vessel back on a reciprocal course and into its wake. However, with good visibility, the Anderson turn should be employed as it is a quicker turn.

Officer proceeded to the gangway. The vessel was expecting some critical spares during the call so the Chief Officer started checking the supply list with the Ship Chandler to confirm if those items were brought onboard. This went on for about 20 mins during which the Chief Officer was on deck with the Ship Chandler checking the packages. Suddenly the vessel's ESD system got activated, manifold valves closed and the pumps tripped. The ESD alarms in the CCR panicked the Duty Officer and he immediately reported to the Chief Officer about the ESD activation. The Chief Officer immediately rushed to the CCR. During this time, the Loading Master also called the vessel on the VHF to find out why the vessel had stopped discharging and ESD got activated. The Chief Officer rushed to the CCR and reset the ESD, however, it was again immediately activated. The Master also came rushing to the CCR from the Ship's Conference room. It took some time for the vessel to reset the ESD and identify the cause.

Extent of Damage:

1. Master had to submit ship's explanation regarding unplanned stoppage to the terminal. The Company, Charterers & Owners were also informed. It was an embarrassment for the vessel and the Company. After the Terminal manager accepted the Master's explanation, then the vessel was allowed to resume discharging.
2. The delay was considered off-hire for the vessel and caused a financial loss to the owners. ■

From the details provided and your knowledge about the Cargo operations and Ship Stability, please provide answers to the following regarding this case study.

1. What caused the activation of the ESD?
2. What was the neglect on the part of the Duty officer in CCR while the Cargo was being discharged from No.1 Cargo Tank?
3. What was the neglect on the part of the Chief Officer?
4. Was the cargo plan correct in having to start the initial discharge from No.1 Cargo Tank?
5. What changes could be incorporated into the Cargo Plan when vessel receives instruction from the terminal to discharge at a slow rate for a long duration during the initial condition?

Carve the Leader Within You

Capt. Vincent Fernandes
Vice Principal
SIMS, Mumbai

Not all of us are born leaders. For some it comes naturally, while for others it needs to be learnt. Consider yourself to be a block of wood. There is a leader hidden somewhere in that block. Experiences when working with others, act as a chisel that keeps carving away to bring out the leader inside. I would like to share my own brush with leadership and two of the many lessons I learnt when interacting with some good leaders.

Lesson 1 – Talk less, Listen more.

My first lesson in leadership came while I was a first-time 3rd officer, interestingly, from a very senior Bosun. I had received new HRU's for the life raft and was planning to replace them. We had 5 life rafts (4 aft + 1 fwd) and there were 5 HRU's received. I was going about replacing the HRU's and after replacing the ones aft, I went forward to replace the HRU of the forward life-raft. When I reached forward, the Bosun who emerged from the fore-peak store saw me replacing the HRU. He said that HRU should not be installed on the forward life raft. As he tried to explain the reason, I cut him off and asked if he even knew the full form of HRU. I said that there is already an old one installed here, we also received 5 HRU's in the stores. The order was approved by Master and Superintendent. At no stage did anyone question the presence of an HRU on the forward life raft. I told Bosun that I am handling LSA-FFA, and he should leave it to me. Bosun simply kept quiet and maintained a graceful silence to my offensive comment.

Later that evening I met Bosun in the alleyway while going up for my watch. I apologized to him for the way I spoke and asked him why he felt that the forward HRU didn't need to be fitted. He now said that if the vessel was experiencing heavy bow seas in the forward area, the forward life raft would possibly release. Hence the HRU should not be installed there. I was still not convinced and asked the Chief Mate about this the moment I reached the bridge. He was also not sure about this as the forward life raft had always been attached with an HRU. So, we asked the Master. The Master immediately agreed with what the Bosun had said. He said the forward life raft should not be having an HRU and wondered how no one noticed this before. I removed the HRU from the forward life raft the next day and thanked the Bosun. I asked the Bosun why he didn't mention this earlier as the forward life raft always had an HRU. He said – No one was listening! The Bosun taught me that day to listen more. This automatically brings in the element of humility and makes a leader more approachable to his team.

Lesson 2 – Teach

This one appears to be the opposite of Lesson one. If a leader should be listening more, then how does he teach? The answer lies not necessarily in teaching by words but more in teaching by actions. As a 2nd mate, I was in the CCR monitoring a discharge operation. I had a small concern about an abnormal sound from the AUS vacuum pump that was on the pumproom top platform. At around 6am, the 3rd mate came to relieve me, and the Master happened to be around as well. I asked the Master if he would accompany me to the pumproom top platform to check something. He said "Of course! Let me wear my safety shoes and get my helmet". I said that it would only take a minute and no need to wear Helmet and Safety shoes. The Master said, he knew that it was probably safe to go without a helmet or even safety shoes but that would send a wrong signal to whoever saw him. So, although these little things may be inconvenient or time consuming, they are extremely important. That day I learnt that correct practices and procedures need not be taught through words, but rather through actions. By the time this Master completed 2 months on board, I saw that nearly everyone, including the engineers were wearing helmets on their own while at work. All this, without the Captain having to speak a word.

There are several such experiences that you may get the opportunity to be a part of. Let those experiences chip away at the block of wood to bring out the leader inside you. Begin with Lesson 1. ■

Build Confidence for Better Performance

Mr. Manish Keskar
Engineering Faculty
SIMS, Lonavala

I was employed as a HSE Manager for a shipping company which owned and operated Offshore support vessels. I had joined them in the middle of 2020, just around the commencement of the monsoon season.

My first assignment was to visit a vessel which provided diving support at a SPM (Single point mooring) in Hazira, Gujarat. I had the experience of sailing on bigger merchant vessels & here I was onboard a small sub-500 GRT vessel in peak monsoon. By the time I reached the vessel, I was hopelessly seasick, totally exhausted and weak due to constant vomiting. My thoughts at that time were, had I bitten off more than I can chew?

The vessel was 1966 built, i.e., 44-year-old. The officers and crew were from the home trade as most of the vessels operated around the Indian coast. The cosmetic appeal, and hygienic conditions were very poor. The Master was an ex-Indian Navy Admiral. Looking at my physical state, he inquired as to whether I was likely to continue or call it a day. “Well”, I replied “If you can survive entire contract period (4-6 months), I can surely hang on, as it is only a couple of days.”

This is what led me to admire, empathize & sympathize with the seafarers who manned that vessel and to persevere & participate in its upcoming transformation.

New regulations were being adopted by the Indian Administration viz. SPS, and MLC code. The standards onboard coastal vessels also had to be improved. The owner too had plans to modernize their fleet with acquisition of newer tonnage and sale/ scrapping up of older ships.

The ship’s staff were competent but not assertive enough. They were also treated unfairly by the company officials as well as administration officials who would board the vessels for inspections, surveys, or audits. Even though they played a very important role in the development of the Indian Oil and gas sector, they were generally not treated on par with the foreign-going officers.

Most of them lacked the communication skills, had low self-esteem and poor confidence in their own abilities.

Most of the Masters and Chief engineers were ex-navy, and of advanced age. The juniors had to be prepared for the eventual transitions. We started by building their self-confidence by personal one to one interaction during vessel visits. They were encouraged to talk to company superintendent, myself and quality head. The personnel manager was also roped in so that they could be assured of promotions and commensurate increase in wages.

Earlier it was a practice that the DPA/CSO/ Tech superintendent would be present onboard during audits/ Flag state inspections/ annual surveys. This had led them to be dependent on the shore staff to see things through. We started preparatory visits prior to any third-party inspections and built up their confidence whilst informing them, that they will henceforth be managing the inspections on their own without any help from the company. This led them to start taking ownership of their duties and responsibilities, which in turn helped build their self-confidence and improved their self-esteem. They became more assertive, and this also percolated down the ranks onboard.

Gradually with sustained supervision, and regular mentoring sessions the ships improved cosmetically, hygienically the offshore culture went through a sea change. The added benefit as far as the officers were concerned and to the detriment of the owner was - flight to greener pastures. Many officers were able to secure employment in the Gulf and Brazilian offshore sector.

The changed scenario helped transform the attitudes of the administration surveyors, as they became assured of certain basic standards and started using our vessels as a benchmark. Our vessels were also invited to participate in naval exercises and charterers would request the owners for our vessels for additional jobs not included in the charter party. The owners were also happy as we started to bid for contracts overseas and due to our efforts were able to win a few.

A win-win situation indeed for all concerned indeed!

Girl Cadets Attend Women in Maritime Event

Three Cadets Anagha Redkar, Hari Vaishnavi and Vanshika Mishra from DNS 30 joined the International Women Seafarers Foundation (IWSF) in celebrating International Day for Women in Maritime.

The International Day for Women in Maritime, celebrated on the 18th of May every year, was commemorated with a week full of competitions and webinars organized by the IWSF. A mentoring session by the IWSF Leaders, attended by Cadet Anagha Redkar and Hari Vaishnavi, provided an opportunity to interact with established and experienced seafarers and learn from their successful careers. The event was also graced by Dr. Malini V Shankar IAS (retd.) Honorable Vice Chancellor, Indian Maritime University.

SIMS representative at the event, Cadet Vanshika, who took part in the essay writing competition under the theme – “Does the uncertain nature of our job necessarily impart uncertainty in our relationships”, received the first position with a cash prize of INR 5000 for her article.

The International Women Seafarers Foundation is a non-profit organisation founded by successful women mariners who work towards bringing gender equality in the maritime sector. The event was indeed a great opportunity for young women seafarers to learn more about the industry and a career in merchant navy.

Promotions Onboard ESM-Managed Fleet During Second Quarter of 2022


JE ASHWIN CARLTON SALIS
GME 22


JE VIKHYAT KUMAR
GME 22


JE SUNIL VENKATESWARLU CHINTAL
GME 23


JE NAVJOT SINGH DHALLA
GME 23


JE ASHWIN RAJ BOOPATHY
GME 23


JE ABHIPRAY VIKAS GUPTA
B Tech 006


JE AVNISH SINGH
GME 22


JE PREMDEEP DHANANJAY NANAWARE
GME 24


JE JOYAL GEORGE
GME 24


JE NIPUN SADANA
GME 23


JE ADITH K. PUTHANPURAYIL
GME 24


JE MADHUBABU PUKKALLA
GME 24


JE MIT PRAGNESH PANDYA
B Tech 006


JE AMRITESH A. PANDEY
B Tech 006


JE RANVIJAY SINGH
B Tech 006


JE GANESH SUKDEV KADNOR
GME 25


JO PRIYANSHU SINGH
DNS 018


JO JOIET JOY
DNS 019


JO ANKUR PREET BAJWA
DNS 020


JO AVINASH TIWARI
DNS 17


JO NIPUN KUMAR
DNS 018


JO MAYANK AGRAWAL
DNS 020


JO NARESH MOORTHY
DNS 020


JO ANMOL SINGH
DNS 020


JO TARUN RANA
DNS 020


JO SOMAIN ARORA
DNS 020


JO PRATEEK CHAUHAN
DNS 018


JO MANDEEP SINGH
DNS 018


JO RAVI RANJAN SHARMA
DNS 018


JO ABHINAV VATISH
DNS 018


4E MANISH KUMAR
B Tech 005


4E GAURAV S. BARBHAI
B Tech 005


4E ASHUTOSH KUMAR
B Tech 006


4E BALAJI K. VIJAYAKUMAR
GME 19


4E SHIVAM CHAUHAN
GME 23


4E SACHIN SHARMA
B Tech 005


3O AAKASH KOTHIYAL
DNS 020


3O ALWIN NAYATHODAN BABU
DNS 019


3O AKSHAY VALIYA PARAMBATH
DNS 020

Lifeboat Gravity Davit Project

Considering the number of incidents associated with lowering and recovering a lifeboat, SIMS takes extra care to train all its cadets thoroughly on this subject. SIMS is the only Maritime Institute in India, to have a fully operational Free-fall lifeboat setup. The infrastructure is intensively used for training seafarers with live demonstration sessions. Regular training sessions are also conducted for all cadets on an on-load release system of gravity-type lifeboats, thanks to the fully operational training model.

While these modern equipment replicate the exact onboard equipment on our ships, our team of Seamanship and Workshop instructors thought that the basic working procedure of a gravity-type davit should be explained in the same way by using an operational model.

Two needs with one deed

An empty mind is the devil's den. The only way to keep the devil away is to be innovative. This is what we teach our cadets. Hence the construction of this fully working model of a Gravity Type Lifeboat davit served two purposes:

1. To show our cadets how to convert concepts into reality by being constructive and positive.

Free-fall lifeboat at SIMS Lonava

2. To have an operational model which would definitely be the best teaching tool.

Development of Gravity Davit Model

The size of the gravity development model// setup is 54" X 40" X 40". The main components designed and developed in this setup are:

Stage 1. Davit Arms: Two davit arms of 36" in length.

Stage 2. Davit stays: After completing the work of the davit arm the fabrication of the davit stay was next.

Stage 3. Platform: To have an embarkation deck a table platform was made using scraped metal angle and plywood.

Stage 4. Pulleys: For the smooth running of the wire rope, pulleys were fitted on both arms, vertical support and near the winch drum. These all pulleys were fabricated in our workshop.

Stage 5. Winch Drum: For winding up the wire rope a winch was fabricated.
Stage 6. Gear Box: A gearbox of a scrapped scooter was modified to meet the requirements.

Stage 7. Engage and disengage Mechanism: For the gravity fall of the boat, a lever was placed to operate the clutch of the gearbox.

Stage 8. Driving unit: A single-phase AC motor (1 horsepower) of double-end type was used to drive the gearbox.

Stage 9. Boat: An unused wooden boat from an old project was used as a lifeboat. It was modified in length and made heavier to stabilize in water.

Stage 10. Non-toppling up block: For connecting the lifeboat with davit

Lifeboat Gravity Davit - SIMS, Lonavala Project team

Testing

A thorough examination of the sheaves, wire ropes, winch and attachments was carried out to ensure all these components are well lubricated, greased and in good working condition. The supporting welds between the deck and the davits were checked. Before hooking the boat, the lowering and hoisting were tested using weights double that of the boat.

Challenges overcome

Gearbox: The challenge was to find a gearbox that will give free-fall and slow-speed hoisting of the boat. The gearbox of the required specification was not available in the market. To overcome this a gearbox of an old M50 motorbike was modified to suit our requirements.

The connection between gearbox and motor: The challenge was to correctly connect the motor and gearbox as it could not be assembled directly. To resolve this, two flanges were made in the workshop to connect the gearbox and motor.

Synchronisation of both the davit arms: The most time-consuming challenge was the synchronization of the davit arms. Both arms of the davit were not lowering and hoisting simultaneously. Making changes in the position of the topmost pullies of the davit arms and the weight of the boat achieved the desired result.

Leadership qualities take you through

This team has always been a go-getter, which was proven when they made the model of the Gangway in the recent past. In these types of projects where no outside expertise was involved and resources are in-house, there are bound to be roadblocks. It takes a deep commitment and lateral thinking to overcome all hurdles on the way. Whenever the team approached us with an issue, they always came up with two or three solutions also and only wanted us to help them to select the best one. Congratulations!

The Team

Guides: Mr. Biju Baben, Mr. Narendra Soman.

Instructor Team: Mr. Rahul Khamker, Mr. Shrikant Khole, Mr. Prasanth Sharma, Mr. Deepak Parab, Mr. Pravin Bhole, Mr. Nilesh Lonker, Mr. N S Dabhade, Mr. Santosh Tapkire

Cadet Team: Cdt. J S Srinath Ramaneshwar (DNS32), Cdt. Ishita Singh (DNS32), Cdt. Aditya Shinde (Btech12), Cdt. Sarvotham Rao (Btech12).

Table-Top Model of Types of Clouds

Clouds are not only beautiful but aesthetically appealing and add excitement to the atmosphere. How monotonous if one had only clear blue sky to look at all through the year?

Clouds are large collections of tiny droplets of water or ice crystals. The droplets are so small and light that they can float in the air. Its formation is influenced by the amount of convection in the atmosphere.

When warm air rises it cools adiabatically and therefore condenses, thus forming clouds. This process is also a vital part of the water cycle.

The characteristics of clouds are dictated by the stability of the atmosphere, prevailing wind at that level, amount of moisture present etc. Based on these clouds are formed in different shape, density, and at different heights. Clouds are classified in 10 broad types:

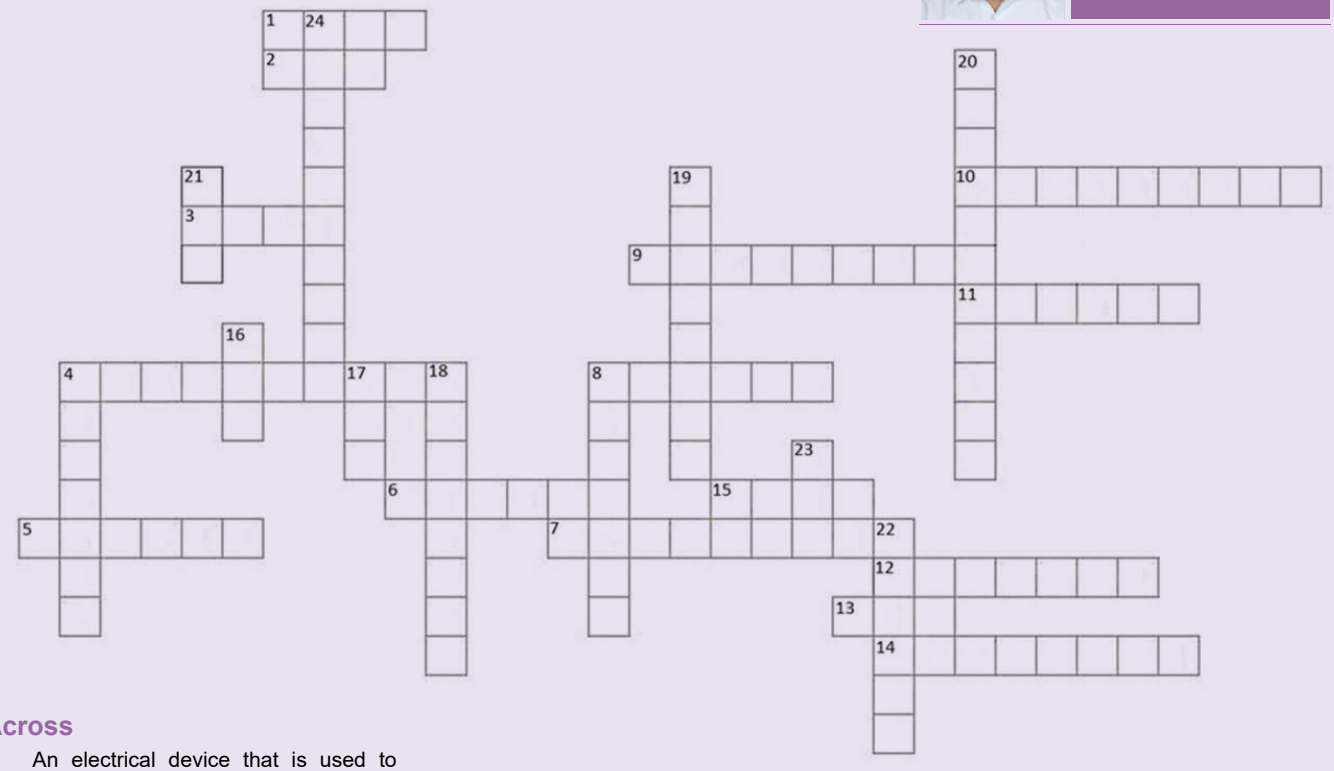
- High level clouds (7km and above):- Cirrus (ci), Cirrostratus (Cs), Cirrocumulus (Cc).
- Mid-level cloud (2-7km):- Altocumulus (Ac), Altostratus (As).
- Low level clouds (up to 2km):- Cumulus (Cu), Stratocumulus (Sc), Stratus (St).
- Special clouds with greater vertical extent:- Cumulonimbus (Cb), Nimbostratus (Ns)

3D model on types of clouds prepared by:-
Cdt. Parth Singh, Cdt. Atharva Dhande, Cdt. Gauttam Sharma, Cdt. Jitendra Kumar and Cdt. Somrick Sarkar

The topic generated great interest in us, and we would watch the sky every day and try to identify the clouds. We would also share the knowledge with our friends from other streams. One fine day we thought of preparing a 3D model of this and present it to the Navigation Laboratory for display and use as a teaching tool. The model is made from cardboard & cotton.

Crossword Puzzle

Cdt. Guradesh Singh Bindra
B-Tech 09
SIMS, Lonavala



Across

1. An electrical device that is used to switch ON and OFF the power and provides protection against overload by tripping.
2. Name of Indian Classification Society.
3. A system that is often fitted in the sea chest and prevents marine growth and fouling.
4. _____ rod is used to convert reciprocating movement of piston to rotary motion of crankshaft in a 4-Stroke engine.
5. A space on board ship where cooking is carried out.
6. A device used to test the insulation resistance of electrical equipment.
7. The crankcase is separated from the cylinder and scavenge space in a two stroke crosshead engine by a _____plate.
8. Fuel oil on board is also known as _____.
9. Pilot boards the ship to help advise Master to safely _____ it across the narrow channel.
10. The indicator diagram that tells us about the power developed in the unit.
11. Certain parts of Generator engines are _____ lubricated.
12. MARPOL has 6 _____.
13. A standard dimension flange on the fire line to receive water from shore or another ship.
14. A Globe valve is used to start, stop & _____ the flow.
15. Oil tankers that have capacity between 200,000 – 320,000 DWT are called.
17. An international body governing all rules and regulations for the shipping industry.
18. A device responsible for repositioning the fuel rack according to load on the engine.
19. The turbocharger supplies _____ air to the engine for combustion.
20. _____ stroke begins after the piston has covered the scavenge ports.
21. An automated computer based system that informs the engineer about upcoming maintenance to be performed.
22. Highest ranking officer on board.
23. Special geographical areas which require the engine to be switched to low sulphur fuel.
24. The main journal bearing supports this shaft.

Down

4. A device that shows the cardinal directions used for navigation and geographic orientation.
8. A machine element that constrains relative motion to only the desired motion, and reduces friction between moving parts.
16. The _____ provides lever arm between crankpin and main journal axis for torque generation.

Answers

Across: 1. MCCB, 2.IRS, 3. MGPS, 4. CONNECTING, 5. GALLEY, 6. MEGGER, 7.DIAPHRAGM, 8.BUNKER, 9.MANOEUVRE, 10.POWERCARD, 11.SPLASH, 12.ANNEXES, 13.ISC, 14.THROTTLE, 15.VLCC.

Down: 4. COMPASS, 8.BEARING, 16.WEB, 17.IMO, 18.GOVERNOR, 19. SCAVENGE, 20.COMPRESSION, 21.PMS, 22.MASTER, 23.ECA, 24.CRANKSHAFT

Visitors' Comments
Second Quarter, 2022

No wonder good seamen, sea women come out from the school.
Eyes of the students are bright and can tell they're enjoying to be here.
Please keep up this good deed to support world's logistics. Thank you very much for all the kindness!!!
Miki Ogura
Managing Director (Singapore Office)
Helios LPG Pool LLC

All the positive vibes for a quality and disciplined education. Fascinated to see the research being done in marine equipment. Wish the institute best of luck for providing the best seafarers.
Capt. Syed Nazeer Ahamed
Head of QHSE
Synergy Group

Visited the institute and was impressed by the infrastructure and enthusiasm of faculty and staff training. Thank you for the efforts in familiarising with all the good efforts taken for Maritime Education and training.
Capt. Abhishek Mishra
QHSE Superintendent
Synergy Group

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