

Mélange

December 2023



Monthly Magazine of The Institute of Marine Engineers (India)





The Institute of Marine Engineers (India)

IMEI HOUSE, Plot No.94, Sector-19, Nerul, Navi Mumbai.

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REGISTRATION OPEN FOR Following DGS APPROVED COURSES

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- Assessment, Examination and Certification of Seafarers **Course Id – 1062** (OFFLINE) – (12 Days) - 8th Jan 2024/ 4th March 2024
- Advanced Training for Ships using Fuels covered within IGF code **Course Id – 5312** (OFFLINE) – (5 Days) - 16th Jan 2024/ 13th Feb 2024/ 12th March 2024
- MEO Cl. I (FG) : 2- months course (OFFLINE) - 02nd Jan 2024 / 01st Mar 2024 / 01st May 2024 / 01st July 2024 / 02nd Sept 2024/ 01st Nov 2024 (followed by Simulator course)
Discount on combined bookings of Class I Course with Simulator
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- MEO Cl. III (NCV_SEO) Part-A - STCW 2010: 2-month course (OFFLINE) –1st February 2024/ 1st August 2024
- MEO Cl. III (NCV_SEO) Part-B - STCW 2010: 4-month course (OFFLINE) – 2nd May 2024
- MEO Cl. IV (NCV) - STCW 2010 -4 months course (OFFLINE) – 2nd January 2024 / 01st July 2024
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- ENGINE ROOM SIMULATOR MANAGEMENT LEVEL (3 DAYS) COURSE FOR MEO CLASS I (OFFLINE) – 28th Dec 2023 / 2nd Jan 2024/ 5th Jan 2024
- ENGINE ROOM SIMULATOR MANAGEMENT LEVEL (5 DAYS) COURSE FOR MEO CLASS II (OFFLINE) – 26th Dec 2023 / 02nd Jan 2024/ 25th Jan 2024/ 1st Feb 2024/ 24th Feb 2024/ 1st March 2024/ 26th March 2024
- ENGINE ROOM SIMULATOR OPERATIONAL LEVEL (3 DAYS) COURSE (OFFLINE) - Commencing soon
- MEO Cl. IV(FG) non mandatory course (2months duration) – On request
- 2 weeks Induction course for Naval candidates – Commencing soon
- Familiarisation Training Course For Liquefied Natural Gas (LNG) Tanker Operations (Online) - On request

For
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NOTE: Payment can be done through the ICICI Bank (IFSC Code: - ICIC0000151) on A/C No.015101031872 in the name of “The Institute of Marine Engineers (India)” only after confirming the availability of seats.

Please make the payment from saving bank account only not from NRI / NRE account

For enquiries contact on training@imare.in

For registration of Courses, click on:

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Features:
Experienced Faculty,
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Administration Office:
IMEI House
Plot No. 94, Sector -19, Nerul,
Navi Mumbai 400 706.
Tel. : +91 22 2770 1664
Fax : +91 22 2771 1663
E-mail: editornewsletter@imare.in
Website: www.imare.in

Editor: **Sunil Kumar**

Editorial Board:
S.M. Rai
Ramesh Vantaram
Jagmeet Makkar
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From the Editor's Desk

Dear Esteemed Readers,

As the winter winds gently embrace us, we extend warm Season's Greetings and wish you a Merry Christmas filled with joy, love, and maritime camaraderie. As we bid farewell to a remarkable year, iMélange proudly celebrates its first anniversary with each of you. Your steadfast support has been the anchor that has propelled us through a year marked by maritime insights, industry advancements, and collaborative endeavours.

In the spirit of the season, let's embrace the words of wisdom: "In the waves of change, we find our true direction." As we navigate the seas of progress and innovation, let this quote inspire us to chart a course towards a brighter and more sustainable maritime future.

In our December 2023 issue, we are delighted to bring you a diverse array of articles that capture the essence of our dynamic industry. Join us as we delve into the CMMI monthly lecture on the Safety of Seafarers in embracing Alternative Fuel—a crucial exploration of the evolving landscape of maritime energy sources.

In an important coverage highlight, Shri Ajithkumar Sukumaran, Chief Surveyor-cum-Addl. DG (Engineering), visited GEIMS to encourage the passing out cadets from the institute—an inspiring moment reinforcing the importance of mentorship in our maritime community.

Reflecting on recent events, the SPILLTECH 2023 conference stands out in our coverage. This gathering showcased the latest advancements in spill response technology, underlining the industry's commitment to environmental stewardship.

Additionally, don't miss our insights from the Technical Seminar on New Technology for Efficient Maritime Management. In a world of constant innovation, staying abreast of cutting-edge technologies is vital for the success of maritime operations. This seminar promises to be a beacon of knowledge for those seeking to optimise their management practices.

As we turn the page on 2023, let's collectively celebrate the achievements of the maritime community. Your contributions, whether articles, anecdotes, or reflections, continue to be the lifeblood of iMélange. Share your thoughts with us at editornewsletter@imare.in by 7th January 2024, and let your voice resonate in our upcoming January issue.

Concluding our discourse, we express genuine gratitude for a year enriched by the unique bond we share with our esteemed readers. As we gaze into the future, may the upcoming year usher in prosperity, growth, and collective triumphs for the entire maritime community. Here's to your journey, a seamless voyage of precision, where every element in the machinery of progress aligns, propelling you towards unexplored waters of accomplishment.

A handwritten signature in black ink, appearing to read 'Sunil Kumar', written over a horizontal line. The signature is fluid and cursive.

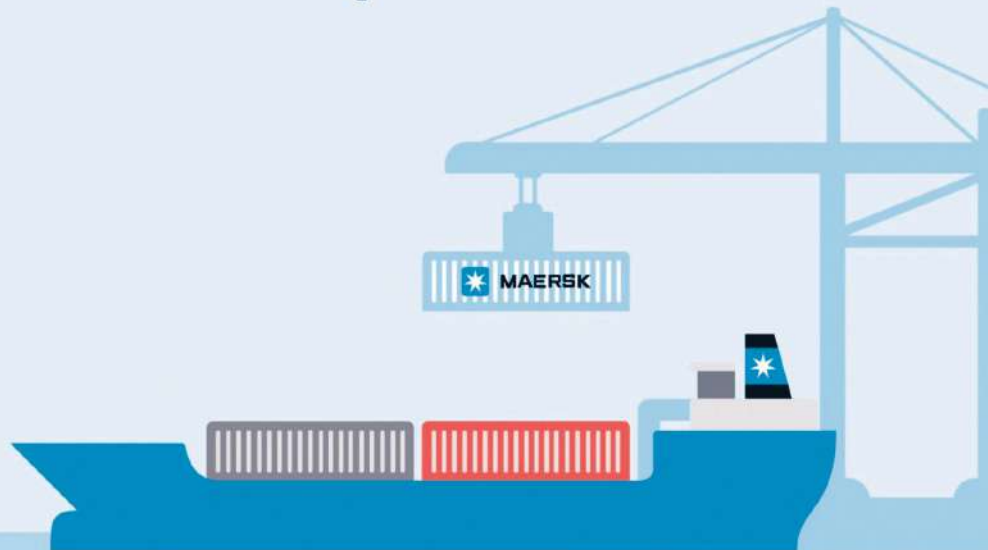
SUNIL KUMAR
Honorary Editor – iMélange

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- Our Employees 
- Our Name 

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Conference on “Protection and Restoration of Ocean Health”



In a dynamic industry, the emphasis lies on visible leadership, advanced tech deployment, and effective benchmarking in spill management. A vital forum is needed for global professionals to devise efficient methodologies. Sharing practical knowledge, discussing innovations, and staying updated on tech developments will aid in effectively handling spill situations, saving marine life and the environment.

With this imperative in mind, the **Ministry of Environment, Forest and Climate Change** and **ONGC** supported the **SPILLTECH Conference 2023**, themed “**Protection and Restoration of Ocean Health.**” The conference, held on **November 8th and 9th, 2023**, at Hotel The Pride Plaza Aerocity, New Delhi, India, comprised nine sessions, featured 30 speakers, and drew more than 150 attendees.

Among the distinguished panelists was **Mr. Sunil Kumar**, F.I.Mar.E, Chtd. Engr, CTO, and Head – T&A, of the Great Eastern Shipping Co. Ltd., and Honorary General Secretary, IME(I), who delivered a comprehensive presentation on “IMO Perspective on Preventing Pollution of Seas by Plastics.” Mr. Sunil Kumar underscored IMO’s crucial role in addressing the global crisis of marine plastic pollution, examining its sources, types, and extensive impacts on the environment, economies, and societies. The presentation highlighted IMO’s

commitment to mitigating the issue through regulatory efforts, initiatives, and practical actions that stakeholders must take to combat plastic pollution. The presentation emphasised the importance of global collaboration through relevant case studies, urging policymakers and individuals alike to contribute to safeguarding oceans through sustainable practices and innovative solutions. The aim was to inform and inspire collective action against plastic pollution in our seas.

Shri B. N. Satpathy, PSA Fellow, Principal Scientific Adviser to the Government of India, graced the event as the Chief Guest, and **Dr. Suneel Kumar Singh**, Director, CSIR-NIO Goa, presided over the inaugural session. The conference covered crucial topics, including international and national oil spill disaster contingency plans, India’s preparedness and response, civil liability for oil spill damage in the ocean, the role of Oil Spill Emergency Response Centre, oil spill disaster risk reduction, controlling plastic pollution in the ocean, the Great Pacific Garbage Patch (GPGP), and MARPOL regulatory bodies.

In essence, the conference served as an invaluable lesson for leaders, experts, technology providers, and manufacturers of innovative tools and tackles. It provided a platform to discuss the current scenario while aligning with the vision of organisations for a better future for the industry.

Glimpses of the Event



Navigating the Future: Unveiling Maritime Safety and Sustainability in Alternative Fuels

In a very significant event on maritime safety and sustainability, **Mr. Sunil Kumar**, F.I.Mar.E, Chtd. Engr, CTO and Head – T&A, of the Great Eastern Shipping Co. Ltd. delivered a comprehensive presentation on “**Seafarers Safety in Embracing Alternative Fuels.**” The event took place on **November 30, 2023**, at the **GESCO Auditorium in Worli, Mumbai**, as part of the monthly lecture meeting organised by the Company of Master Mariners of India (CMMI).

The presentation held in a hybrid format witnessed a substantial turnout both physically and online. This initiative aimed to address the challenges and opportunities associated with incorporating alternative fuels in the maritime industry.

Mr. Kumar, who graduated from DMET and holds an M.E. in Mechanical Engineering and an M.B.A from IIT-Bombay, talked about 11 different alternative fuels in his presentation. He looked at how these fuels affect the environment, workers’ health and safety, and the risk of fires and explosions. The presentation also discussed important design factors and suggested a plan for the industry to start using these alternative fuels.

The event commenced with opening remarks by **Capt. M.P Bhasin**, Chairman, CMMI and Managing Director, MSC Crewing Services, India. Capt. Bhasin, who also serves as the Chairman of the Maritime Association of Shipowners Ship Managers and Agents (MASSA), set the tone for the evening, emphasising the importance of initiatives that prioritise safety and environmental consciousness in maritime operations.

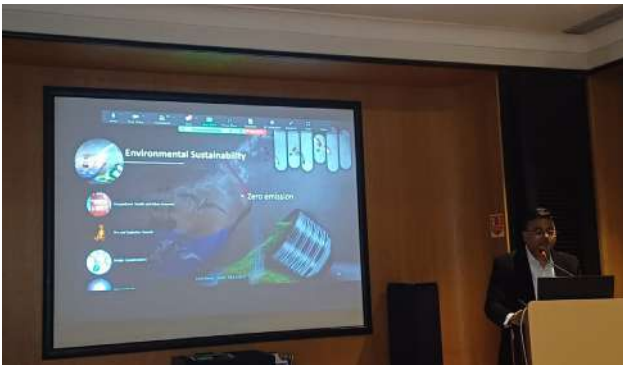
During the lecture, attendees had the opportunity to engage in a dynamic discussion and question and answer session on the challenges and opportunities surrounding alternative fuels. The hybrid format allowed for participation from mariners across the country, fostering a collaborative and inclusive environment.

Mr. Sunil Kumar’s interesting talk ended with a thank-you message from **Capt. Philip Mathews**, who leads the Seven Islands Maritime Training Foundation and is the chosen Warden of CMMI. Capt. Mathews sincerely thanked Mr. Kumar for his informative presentation, highlighting its importance in improving our knowledge of alternative fuels and ensuring seafarers’ safety.

Acknowledging Mr. Kumar’s pivotal role in IMO’s correspondence group on fuel safety and member of Indian delegation representing Maritime Safety Committee at IMO and HTW sub-committee of IMO, Capt. Mathews highlighted the substantial contributions expected in future CMMI knowledge sessions. The appreciation conveyed encapsulated the acknowledgement of Mr. Kumar’s profound expertise, promising a continued collaboration for a safer and more sustainable maritime industry.

The event underscored the commitment of industry leaders, such as Mr. Kumar and the CMMI, to navigate the maritime sector towards a sustainable and secure future. As the industry explores alternative fuels, forums like these play a pivotal role in disseminating knowledge and fostering a collective approach to maritime safety and environmental responsibility.

Glimpses of the Event





Join the India's Largest Association for Marine Engineers



BENEFITS OF MEMBERSHIP

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- Use the opportunity to interact and network with senior marine engineering professionals, academics, administrators and business leaders.
- Receive information about marine technical events worldwide.

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Each Corporate and Non-Corporate Member of the Institute may use the title of the grade to which he belongs or the abbreviation thereof, as provided by these Articles and shall use no other title or abbreviation to describe his relation to the Institute.

Each member of the Institute is entitled to describe himself as follows

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Associate Member	A. M. I. Mar. E (I)	Subscriber	S. M. I. Mar. E (I)
Associate	A. I. Mar. E (I)		

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RANKED GRADE A1 (OUTSTANDING)

D. G. Shipping Approved IGF Courses

★ **Basic IGF** **Course Id-5311**

Basic Training for Ships using
Fuels covered within

5
Days

★ **Advanced IGF** **Course Id-5312**

Advanced Training for Ships
using Fuels covered within IGF

5
Days



Course Dates:

Basic IGF: 16th Jan 2024/ 22nd Jan 2024/ 5th Feb 2024/ 20th Feb 2024/ 4th March 2024/ 18th March 2024

Advanced IGF: 16th Jan 2024/ 13th Feb 2024/ 12th March 2024

Time: 8:30am - 4:30pm

Registration Link: <https://imeimum.marineims.com/course/register>

Course Fee: Rs.15000/- (per participant inclusive of Taxes)/Rs.13500/- For IME (I) Members (inclusive of Taxes)

Setting Sail to Success: DG Shipping Shri Shyam Jagannathan Inspires Graduating Maritime Minds



At a momentous occasion, **Shri Shyam Jagannathan, IAS**, Director General of Shipping, graced the Coimbatore Marine College (CMC) as the Chief Guest, imparting his invaluable presence to uplift the spirits of future mariners. The farewell ceremony for 55 cadets from the ETO-39 and GME-44 batches unfolded with grandeur, highlighting the Chief Guest's arrival, which was honored with a Guard of Honour, symbolising profound respect. **Capt. Sasidharan Manikkath**, CMC's Principal, showcased the institution's academic growth and conducted a Ship in Campus visit, further enriching the event.

The ceremony commenced with the ceremonial lamp lighting, representing the dispelling of darkness and the pursuit of knowledge. **Mr. S. I. Nathan**, Chairman of CMC Group, delivered the welcome address. The highlight was the official launch of The Gangway Mobile App by the Chief Guest, a progressive step in facilitating STCW/Modular Course bookings for seafarers, accompanied by a video presentation.

Department Heads, **C/E Balakrishnan Kumar** and **Mr. Karthick**, shared course insights, while cadets Deepak Yadav and Abhishek Pandey presented testimonials. Graduates received personal recognition and certificates for their hard work. The Chief Guest, introduced by Cadet Ankit Dubey, shared experiences and encouraged graduates to explore new ventures and become innovative leaders.

Shri. Shyam Jagannathan highlighted India's progress in the Maritime Industry, Vision 2030, and transformative measures like the Green Commitment. He praised women mariners and emphasised future mariners' responsibilities and the vision's modes of achievement.

C/E. S. L. Nathan felicitated the Chief Guest, and **Capt. Sasidharan Manikkath** delivered the Vote of Thanks. The ceremony concluded with the National Anthem and a group photo, capturing cherished moments with graduates, staff, and the Chief Guest.

Glimpses of the Event



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D. G. Shipping Approved Course

★ **AECS Course**
Course Id - 1062

10
Days

Assessment, Examination and Certification of Seafarers meets the guidelines provided in the IMO Model Course 3.12

Entry Criteria: Master (FG) / MEO Class I (FG) / GMDSS (GOC) / ETO COC Holder and TOTA / VICT Holder

This Course ensures that the Core publications namely, the STCW Convention and the Code and the Quality Management System is familiarized and well understood by the trainee.

This Course also covers the techniques of assessment and developing written tests and conduct of oral and practical assessments

Assessment, Examination and Certification of Seafarers

Dates: 8th Jan 2024/ 4th March 2024

Time: 9am - 5pm

Course Fee: Rs.15500/- (per participant inclusive of Taxes)

VENUE: IMEI HOUSE, Plot No.94, Sector-19, Nerul, Navi Mumbai- 400706

For Registration: <https://imeimum.marineims.com/course/register>

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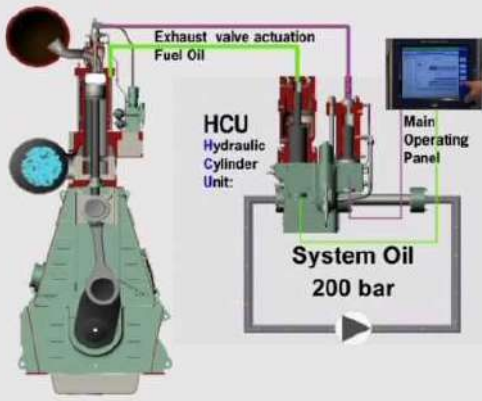


**MASSA Maritime Academy,
Chennai**



**The Institute of
Marine Engineers (India)**

Electronic Engine Familiarisation Course (ME-Type Engine) Delivered online with Cloud access to ME Engine Simulator



This 3 days course is designed for all Ship's Engineer Officers and Electro Technical Officers responsible for the operation of ME Engine. This course consists of technical lessons and practical instructions on the design, principles, operating procedures and maintenance activities for the safe, efficient and optimal performance of the engine system.

Course Aims and Objectives:

The course aims to provide practical understanding of the principles, design, operation and maintenance of the ME Engine System, enabling participants to safely and efficiently operate the engine and perform fault-finding in the control system.

Coverage / Program Focus:

This course deals with the following training areas:

- Introduction to ME Engine
- Hydraulic Power Supply (HPS)
- Hydraulic Cylinder Unit (HCU)
- Engine Control System (ECS)
- Main Operating Panel (MOP)
- Standard Operation

Entry Requirement / Target Group:

Entry is open to all Ship's Engineers and Electro Technical Officers with basic knowledge of diesel engines.

DATE & TIMING	: 27th – 29th Dec 2023/ 29th – 31st Jan 2024/ 27th – 29th Feb 2024/ 26th – 28th Mar 2024/ 23rd – 25th Apr 2024/ 28th – 30th May 2024/ 25th – 27th June 2024/ 29th – 31st July 2024/ 27th – 29th Aug 2024/ 24th – 26th Sep 2024/ 28th – 30th Oct 2024/ 26th – 28th Nov 2024/ 17th – 19th Dec 2024 8:00 am - 4:00 pm IST
VENUE	: Web Platform / Zoom. APPLICATION LINK: https://imeimum.marineims.com/course/register
REGISTRATION & PAYMENT	: Rs. 15,000/- /- per participant – inclusive of taxes. For IME(I) Members 13,500/- per participant - inclusive of taxes. Payment to be made to: https://imeimum.marineims.com/course/register (Under Category - Value added Courses) 10% discount available for IME(I) members
FOR MORE INFORMATION	: @IME(I) - email: training@image.in Ms. Anukampa (M). 9819325273, (T) 022 27701664 / 27711663 / 2771 1664. @ MASSA Maritime Academy Chennai - email: mmachennai@massa.in.net Ms. Saraswathi, (T) 8807025336 / 7200055336 .

After registration and payment, please email the details of the receipt to: training@imare.in

Chief Surveyor and Addnl DG (Engineering) *Shri Ajithkumar Sukumaran Inspires the Next Wave of Maritime Graduates*

The Passing Out Parade for the cadets of the Diploma in Nautical Science course, Batch 35, unfolded on the **21st of December 2023** at the **The Great Eastern Institute of Maritime Studies** campus, Lonavala. The ceremony gained distinction with the presence of eminent guests, featuring **Shri Ajithkumar Sukumaran**, Chief Surveyor cum Addnl DG (Engineering), Government of India, as the Chief Guest, and **Mr. Sunil Kumar**, F.I.Mar.E, Chtd. Engr, CTO and Head – T&A, of the Great Eastern Shipping Co. Ltd. as the Guest of Honour. The arrival of these esteemed guests prompted a warm welcome extended by **Mr. David Birwadkar**, Head of the Institute, **Capt. Subroto Khan**, Principal, **Capt. Ghanashyam Deo**, Vice-Principal, **Mr. Milind Kulkarni**, Head of Engineering, and **Capt. Ravishankar**, Course In-charge.

The occasion commenced with a comprehensive presentation introducing GEIMS to the guests, followed by a visit to the parade ground. Here, the cadets of GEIMS displayed an impressive march pass, coupled with an oath-taking ceremony for the DNS 35 batch cadets. The march pass, witnessed not only by the guests but also by the proud parents of the cadets, set the tone for the subsequent events, which transitioned to the GEIMS auditorium for the continuation of the Passing Out Parade.

The official welcome and commencement of the event were orchestrated by Capt. Ravishankar, who presented a summary of the accomplishments of the DNS 35 batch. Noteworthy was the achievement that all cadets of the batch had secured placements even before the formal passing out ceremony. A short film, prepared by the cadets, offered insights into their life at GEIMS and was met with enthusiasm from the audience.

The academic achievers were duly recognised and awarded by the Chief Guest, Guest of Honour, Head of the Institute and Principal. Subsequently, the Chief Guest and the Guest of Honour were felicitated by the Head of the Institute and the Principal. Addressing the passing out cadets, the dignitaries shared valuable insights into the life of a seafarer, offering inspiration and motivation. While Mr. David highlighted the challenges a seafarer has to face onboard a ship, Shri. Sukumaran shared experiences from his seafaring days to give the cadets a sense of what they will experience as a seafarer and the pride the profession of Merchant Navy brings to an individual.

Following the felicitations and speeches, the cultural program unfolded, featuring captivating performances by cadets from various batches. Singing, dancing, and poetry recitals showcased the diverse talents of the cadets, captivating the audience. The event culminated with a vote of thanks delivered by the Vice Principal.

Beyond the official proceedings, the gathering commemorated the occasion with a group photo, capturing the significance of this milestone in the cadets' careers. Subsequently, the guests were treated to lunch and a guided tour of the campus and its facilities. The chief guest also interacted with the passing out cadets and their parents and responded to their queries and apprehensions.

In conclusion, the Passing Out Parade proved to be a resounding success, characterised by meticulous organisation and memorable moments. The Institute expresses sincere gratitude to Shri Ajithkumar Sukumaran for delivering an inspiring speech that left a lasting impression on the cadets and all attendees.



Glimpses of the Event









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DG Shipping Approved Courses

COMPETENCY COURSES

- MEO Class I – Preparatory Course
- MEO Class II – Preparatory Course
- Second Mates (FG) Function Course
- Chief Mate (FG) – Phase I Course
- Chief Mate (FG) – Phase II Course
- Advanced Shipboard Management

MODULAR COURSES

- Medical First Aid
- Medical Care
- MEO Revalidation & Upgradation
- Assessment, Examination and Certification of Seafarers
- Train the Simulator Trainer
- Ship Security Officer Course

SIMULATOR COURSES

- Diesel Engine Combustion Gas Monitor Simulator,
- Engine Room Simulator (Management level)
- Engine Room Simulator (Operations) level
- High Voltage Course (Management level)
- High Voltage Course (Operations level)
- Radar & ARPA Courses
- RANSCO Courses
- Ship Manoeuvring Simulator and Bridge Teamwork
- Liquid Cargo Handling Simulator Course (Oil)

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WHO SHOULD ATTEND:

Operational Level Courses - 3 Days

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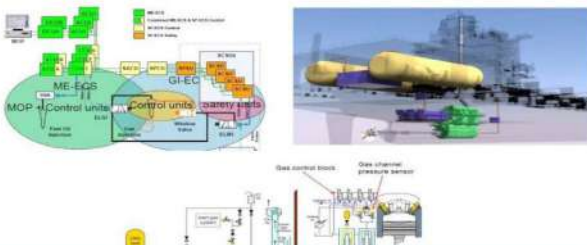
Management Level Courses -5 Days

★ Senior Engineers, ETOs , Superintendents

Medium of Instruction - English

Method - Online lecture + Simulator

Enhancing Mariners Skills to Stay Ahead and Future Ready



ABOUT THE TRAINER

Mr Raghu Ivaturi is a senior Marine Engineer with more than 30 Years of experience in senior ranks in Marine industry. He has been training seafarers of leading international shipping companies for the last 25 years in various parts of the world. He has wide experience in Operating Dual Fuel Engines



Institute of Marine Engineers (India) Chennai Branch

Dual fuel Electronic Engine Course -MEGI, MEGA, X DF

Course Contents

- Introduction and Working of the MAN B&W - MEGi Electronic DUAL FUEL Gas & HFO powered engines and MEGA ; WingGD X DF Engines
- Familiarization of the MEGi engine on Tankers, Bulkers, Containers, Car Carrier Ships & LNG ship fitted for dual fuel operations.
- To provide participants with Analysis and Operational knowledge about the ME-GI-DF engine and various associated engine components
- Effect of Green House Gases in Global Warming, Climate changes , Decarbonization Initiatives (Paris Memorandum, Adv IGF code requirements and IMO Tier 3 regulations)
- Differences between MEGi and MEGA Engines
- Bunkering of LNG guidelines and Safety Procedures.
- The training course covers the various vital engine systems, liquid and gas fuel, safety, electronic and hydraulic control system of the ME- GI-DF engine.
- The ME-GI-Dual Fuel engine training course is interactive, using a sophisticated MEGi simulator for practical exercise.
- Various fault finding and problem solving checks and methods.
- IMO- EEXI and CII rules and regulations
- Future Fuels determining latest Engines

FEE STRUCTURE

7000 INR /Day / Pax + GST@18%

Process

★ Register at link - <https://forms.gle/ieQQU8ZJWEKGpHmu5>

★ Confirm the course Dates and make Payment

ICICI Bank (IFSC Code: - ICIC0003219) on A/C No.321901001518 in the name of "The Institute of Marine Engineers (India)" Chennai

Contact

Laxman 9884683779

E-mail-imeichennai@gmail.com

Muthusamy 9840134947

Joint Seminar on “New Technology for Efficient Maritime Management”

Kolkata



On November 4, 2023, the Kolkata branch of The Institute of Marine Engineers (India) hosted a seminar on the theme “**New Technology for Efficient Maritime Management.**” Organised in collaboration with the Institution of Engineers (India), West Bengal State Centre, Marine Engineering Division, the event unfolded at the Indian Maritime University’s Kolkata Campus, featuring a Technical Paper Competition alongside the insightful seminar.

The session was inaugurated by **Mr. Gautam Sen**, Chairman, Institute of Marine Engineers, Kolkata Branch. He welcomed all dignitaries and guests. **Mr. S. K. Sarkar**, Executive Committee Member, IME(I), Kolkata Branch, conducted the ceremony.

Mr. A. Srinivasa Prasad, E&SS cum DDG (Technical), MMD Kolkata, in his keynote address, highlighted various modern developments in management of the maritime industry. He presented a lucid view of blockchain, the internet of things, IoS and alternative fuels.

The Patron of the event, **Rear Admiral Dr. Rangachari P. J. (IN Retd)**, Campus Director of IMU, Kolkata Campus (erstwhile DMET / MERI), in his address, mentioned the role of IMU(KC) towards improving the quality of maritime education and training.

The Chief Guest, **Dr. Biswajit Ghose**, Vice Chancellor of The Neotia University, Kolkata, advised the cadets to grow with modern technology, but not at the cost of humanity.

Mr. Rajeev Nayer, President, IME(I) in his message, said “I am thrilled to see the diverse range of topics that the papers will explore, from blockchain technology, IoT, and automated stowage planning to PMS and even the use of modern fuels like ammonia.

It’s evident that these cadets are being equipped to become future-ready seafarers with a strong focus on technological advancements”.

There were five technical papers presented in the Seminar. Three teams from IMU (Kolkata Campus) and two teams from The Neotia University, Kolkata presented technical papers on various modern topics like Blockchain Management, Internet on Ships, Alternative Fuels, Automated Stowage Planning, PMS on Ships. The presentations were very informative.

A Team led by Cdt. Shashank Shekhar Jha, of IMU (Kolkata Campus), won the first prize for their paper “Block Chain Applications in Maritime Supply Chain - A Data-driven Approach to Efficient Maritime Management”. Another team led by Cdt. Ankush Pal, from The Neotia University, Kolkata, won the second prize for their paper “Internet of Things or Internet of Ships for Increasing Efficiency of Management of Shipboard Operations”.

Mr. Anukul Hoon, CEO of Hoon Maritime Institute, the prize sponsors, was the chief judge of the competition, and gave away the prizes to the winners.

Mr. A. K. Sarkar, Vice Chairman, IME(I), Kolkata Branch, proposed a vote of thanks.



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RANKED GRADE A1 (OUTSTANDING)

D. G. Shipping Approved Course

05
Days

★ **Course Id - 5121**

Basic Training for Liquefied Gas Tanker Cargo Operations

Entry Criteria: Any seafarer who has successfully completed approved Basic Safety Training Course as per STCW Section A-VI/1. para 2.3. Tables A-VI/1-1. A-VI/1-2. A – VI/1-3. A-VI/1-4

- This Course will familiarize with the equipment, instrumentation and controls used for cargo handling on a Gas tanker. It will enhance the awareness to apply proper and safe procedures at all times when carrying out the various operations on board tanker
- The trainee will be able to identify operational problems and assist in solving them and will be able to co-ordinate actions during emergencies and follow safety practices and protect the marine environment.

Liquefied Gas (LPG) Tankers



Course Date: Commencing Soon

For Registration: <https://imeimum.marineims.com/course/register>

FOR MORE INFORMATION please email to training@imare.in or

Contact on M: 8454847896/ 022 2770 1664 & 27711663

Unlocking Insights in Tribology and Marine Lubrication - A Technical Session

Kochi

On December 9, 2023, IME(I) Kochi Branch hosted an interesting webinar on the theme '**Tribology and Marine Lubrication.**' The featured speaker was Chief Engineer **Mr. Sanjiv Wazir**, a Fellow of IME(I) and an alumnus of IIT Mumbai with a B.Tech. degree. Mr. Wazir shared stories from his many years at sea, including a time when he was the Chief Engineer. Later, he took on different roles in the marine industry. One noteworthy phase of his career was working with a company that specialises in Marine Lubrication. The webinar provided valuable insights into the world of tribology and lubrication in a simple and engaging manner.

The focal point of the webinar was **Tribology and Marine Lubrication**, a crucial subject for marine engineers. Attendees, comprising a diverse audience, actively participated in a lively discussion following Mr. Wazir's insightful presentation. The session served as a knowledge-rich platform, tailored to the specific needs of practicing Marine Engineers. This marked the first part of the seminar series, promising an enriching continuation with Part 2 scheduled for a future date. The webinar underscored IME(I), Kochi Branch's commitment to fostering learning and professional development within the maritime community.



Sir, TANK is SAFE for Entry. You know, Our Capt is very Safety Conscious and takes no chance :-)



Hmmm.. Cadet, I am very impressed. So you have a good inventory of these RATS in the Galley which you use for TESTING TANKS. I guess id better have my lunch in the HOTEL And also INVITE your Capt and Chief Officer also to JOIN me for Lunch at the Hotel, Because i dont think the vessel will sail Out.



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Chief Engineers Tea Time Talk

Idea, Words & Drawing: Ramesh Subramanian



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A Deep Dive into Ship Building & Ship Repair

Mumbai

The Mumbai Branch of the Institute of Marine Engineers (India) in line with the objectives of the society to develop knowledge and exchange ideas of Marine Engineering with the engineering fraternity of the country has joined hands with the oldest and most prestigious institute "The Institute of Engineers (India)". Branch is grateful to **Cdr Dr Bhaskar Bhandarkar**, recently elected Vice president of IME(I), who also happens to be the Chairman of Marine Engineering Division of Institute of Engineers, India, for all the initiatives taken and the encouragement.

Branch in association with IEI, Maharashtra State Centre recently organised a technical Webinar, on **23rd November 2023** on the subject "**Shipbuilding and Ship Repairs: Opportunities for Indian Industries and Manufacturing Sector.**"

Webinar was compered by **Mr Sanjeev Mehra**, Secretary Mumbai Branch who invited **Mr Milind Patil**, Hon Secretary IEI Maharashtra state for welcome address and Cdr Bhandarkar to introduce the subject and the Joint Venture. Thereafter a senior Fellow member of IME(I) **Mr SM Rai** took over as the Moderator in his knowledgeable style and introduced lead speakers **Mr Shobhit Kapoor**, Marine Operation Manager, of Lloyds Register of Shipping and Offshore Services India and **Mr Jyotisman Dasgupta**, President Institute of Naval Architects, India (INA).

Both the speakers in their presentations covered shipbuilding and repair activities currently dominated by China, Singapore, Bahrain, Korea, and Dubai and India getting a very limited share of these activities due to various economic and procedural reasons. The market share of India today is less than 1%. The main issues they spoke about were lack of repair docks, lack of floating docks, complicated custom and procurement systems and frequent labour unrest. Ship Building even for big vessels while abroad takes a few months, in India it is taking years. We do have very experienced shipyards like Cochin Shipyard capable of building even Aircraft Carriers, Hindustan Shipyard Visakhapatnam and Mazagaon Docks but lately they are more focussed on defence requirements.

Mr Kapoor in his presentation specifically spoke on the growing demands in Ship Building and the global trends affecting the future. In his extensive deliberation he covered Regulatory drivers, Rules and issues of Classification society. He also spoke on Retrofit Yard capabilities and their capacity. Yards need to be ready and updated on new technologies, issues of pollutions & emissions. He emphasised and stated that Ship Building design Clusters are crucial for R&D and Industry growth. He was very optimistic saying that India's Maritime

talent can fuel ship building clusters with solid IT and technical knowhow. Speaking about repair activities he stated we are on average 1.4 to 2 times more expensive due prolonged procurement and custom regulations. He was hopeful that under Maritime vision 2030 we will be able to improve. He also advocated for Freeing up of finances, Setting up of Finance funds and incentives for Indian Ship owners.

Mr Dasgupta in his presentation stated that shipbuilding and ship repair activities in India is very challenging task and it is essential that is be aligned to global and national pursuit of pollution reduction with particular focus on GHG emission of ships. He was appreciative of the recent Government of India scheme to support ship building and she repair activities in our own country. He advised that India should take advantage of the fact that various Global trade routes especially between far east and Middle East, Europe and Africa transit through Indian borders. He also mentioned key steps being taken under Maritime vision 2030 and now MIV 2047. He gave good account of green technologies and impact it is going to have on Vessel design and operational efficiency and monitoring in future. In his presentation he covered New Ship designs on the horizon which are operating on new technologies with Solar Power, Wind turbines, Electricity and alternative fuels. Speaking about Govt of India's declared aspirations by 2047 and revised Atmanirbhar Bharat policy, He was hopeful that we shall improve our ship building rank to 5 and provide extensive services for retrofits. Complexity of ship building can be understood comparing it with other manufacturing industries. What is automobile industry to Light manufacturing; Ship Building is to heavy Industry. It has potential to multiply the employment by 5 to 6 times. He elaborated on four-pronged Transition Strategy of ICT implementation, Education & Training, Collaboration & Cluster and Green Shipyard Development. Talking about major Shiprepair opportunities he said Refits and Installation of new machinery & equipment are challenging. Normally these are extremely time sensitive and safety-critical. Training to workmen is essential from quality efficiency and speed completion point of view. In conclusion per him, there is need to change the national mind set to bring this sector to mainstream industry. The Paradigm shift in technology can be captured in Start -Ups in the maritime sector. Educational and R&D institutions need to promote this.

Mr Rai while summarising the presentations took question from the participants which the speakers replied gracefully. In conclusion **Mr Nilaj Deshmukh**, Chairman Navi Mumbai IEI local centre CBD Belapur gave Vote of Thanks.

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Basic Training for Oil and Chemical Tanker Cargo Operations

Entry Criteria: Any seafarer who has successfully completed approved Basic Safety Training Course as per STCW Section A-VI/1, para 2,3, Tables A-VI/1-1, A-VI/1-2, A – VI/1-3, A-VI/1-4

This course is principally intended for candidates for certification for basic training for oil and Chemical tanker cargo operations as specified in section A-VI/1-1 para 1 of the STCW Code as amended.

On successful completion of this course, candidates will be qualified in accordance with regulation Section A-VI/1 of the STCW code for Seafarers, 1978 as amended and will be eligible to carry out the assigned specific duties and responsibilities related to cargo or cargo equipment on Oil and Chemical Tankers



VENUE:- IMEI HOUSE, Plot No.94, Sector-19, Nerul, Navi Mumbai-400706

Course Date: 8th January 2024 / 29th January 2024

For Registration [CLICK HERE](#)

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Obituary

Swetaketu Sahu

(3rd April 1951 – 23rd
November 2023)

Swetaketu Sahu is no more. He passed away quietly in his sleep on Thursday 23rd November 2023, while at home in Chennai, India.

His death was attributed to a massive “Cardiac Arrest”, though he exhibited no previous signs of a heart condition. His name “Swetaketu” signifies “Bramhan”, the very essence of deep consciousness. Swetaketu embodied every aspect of that deep consciousness. He is survived by his wife Raji, his only daughter Deepti, son-in-law Varun and two adorable grand-daughters Alaya (6 years) and Amyra (2 years)

Born in Cuttack, Odisha on 3rd April 1951, he grew up amongst four other siblings, two older brothers and a sister and one younger brother, who have all survived him. Recognizing his natural inclinations towards academics, and his excellence in sports, the parents enrolled him at the Bhubaneswar branch of Sainik School in the 6th Grade. The specific school curriculum prepared the students for the National Défense Academy (NDA). Instead, he opted to join DMET in 1968, the 19th batch of cadets (Roll 1489). He completed his Marine Engineering training course in 1972 graduating in the Extra First-Class category. While in college, he maintained a very high level of academic achievement, garnering several Certificates of Merit. He was equally good in the field of sports and represented the College in Basketball and Field Hockey.

His professional career started with the India Steam Ship (ISS) company as a sea-going Engineer. His goal to obtain a combined “Steam & Diesel” certificate of competency came up short, as ISS started to shed the old steamships by the time it was his turn to serve. He left ISS in 1984, last serving as a Chief Engineer. His intent to settle ashore brought him to Chennai, where he joined the Offshore Division of Great Eastern Shipping as an Engineering Superintendent. After a brief stint ashore, he returned to the sea again with East Coast Shipping, that lasted a few years, before his second stint at a shore job landed him with Chettinad Cements, heading their Safety and Quality Department. Starting in 2009, he supervised the new construction of Bulk Carriers in China and South Korea for 6 years, eventually retiring in 2015.

True to his name, he was a very mild-mannered guy. He spent his retirement years with his grandchildren in the USA, visiting them every summer. His daughter Deepti often reminisced that the Engineer in him never left him, even after what he called his forced retirement. He was always trying to find projects to keep himself busy. One shared experience that will remain a fond memory for Deepti, they both loved watching shows on TV together, winding down from their hectic workday.



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10. Machinery Breakdown Safety Campaign - 1	01, 15, 22
11. Machinery Breakdown Safety Campaign - 2	08, 22
12. Machinery Maintenance - Skill Enhancement - Module 2	04-08, 11-15, 18-22
13. Machinery Maintenance - Skill Enhancement - Module 3	04-07, 26-29
14. Machinery Maintenance - Skill Enhancement - Module 4	11-13
15. Maritime Safety Management - Module 1 (Occupational & Behaviour Based Safety)	06-08
16. Maritime Safety Management - Module 2 (Risk Assessment)	26
17. Maritime Safety Management - Module 3 (Shipboard Safety Officers)	27
18. Maritime Safety Management - Module 4 (Accident Investigation)	28



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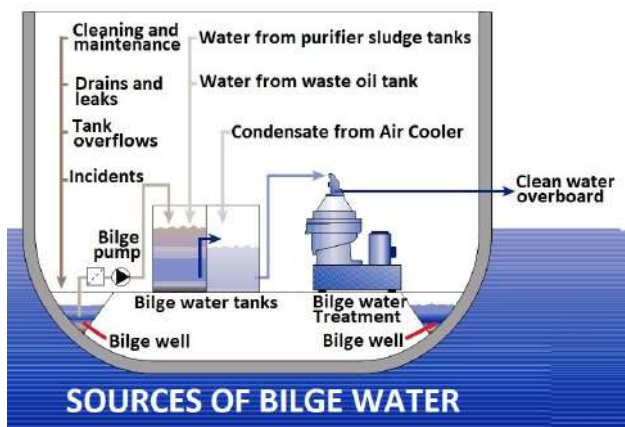


Centrifugal Oily Water Separators

Overboard discharge of Bilge water has arguably been the most challenging task for the marine engineer. Until 1983, the maximum permissible oil content in the oily bilge water discharge overboard was 100 ppm. To meet this requirement, the Oily Water Separators, in those times, comprised of a unit that had internal catch plates that would facilitate the separation of oil droplets from the bilge water. The separation was brought about by decantation or settling.

When focus shifted to cleaner seas, post 1983, the permissible limit of oil content in bilge water discharged overboard was drastically reduced to 15ppm. The equipment changed to meet the revised requirement and Coalescer Oily Water Separators were introduced. The filters assisted the oil droplets to coalesce and thus separate from the bilge water. These systems are still widely used in the Marine industry. It is also relevant to note that even today the permissible limit of oil content in bilge water discharged overboard is still 15ppm.

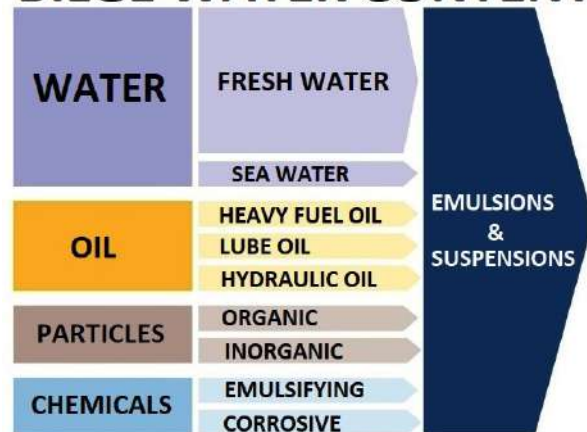
However with more and more emphasis being laid on reducing pollution, equipment that ensure oily water discharge having an oil content as low as 5ppm have been introduced by ALFA LAVAL amongst others. This Oily Water Separator is much like the purifiers used to purify fuel oils or lubricating oil.



Bilge water contains fluids from machinery spaces, internal drainage systems, sludge tanks and various other sources as shown in the illustration

Firstly it is important to understand the composition of bilge water. Bilge water is comprised of water, oils, particle and chemicals as illustrated. These components form emulsions and suspensions and continue to remain in solution

BILGE WATER CONTENT



The separation of particles is rather easy; the real challenge is to breakdown emulsion. What is an emulsion?

By definition, an emulsion is a mixture of two immiscible liquids. An oil-in-water emulsion consists of small oil droplets dispersed (distributed throughout) in water. Water is said to be in a “continuous phase”

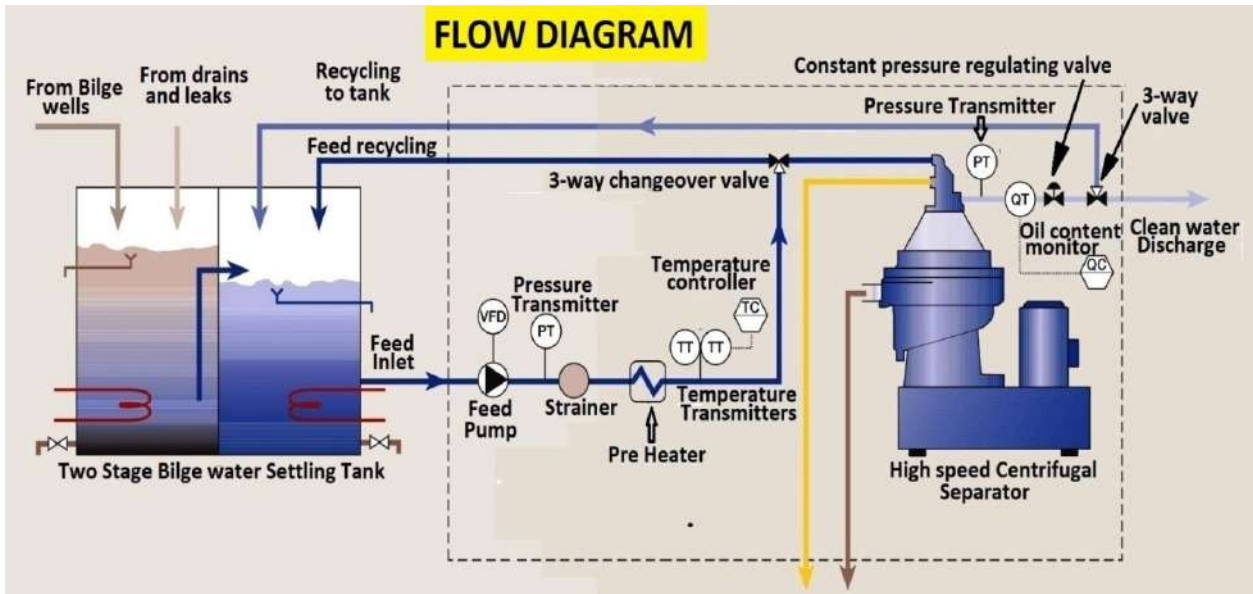
Emulsions, or small droplets of one liquid (that is in the dispersed phase), can form in the other liquid (that is in the continuous phase) when agitated, for instance, during pumping or throttling in valves.

Emulsions can be broken down by the process of coalescence. Coalescence is a process where two or more droplets collide, resulting in the formation of one larger droplet.

Increasing the droplet size helps facilitate separation. However the presence of surfactants, such as detergents, soaps and other surface-active compounds have a negative impact on the separation process and contribute to stabilization of small oil droplets. This makes separation very challenging. Centrifugal force is found to separate the small droplets that do not spontaneously separate when subjected to gravitational force.

Flocculation is a process by which two or more particles aggregate without losing their individual identities. Centrifugal force can be used to separate these particles from the bilge water.

Coalescer OWS make use of the gravitational acceleration “g” (9.8m/sec²) for separation whereas the Centrifugal OWS make use of centrifugal acceleration of

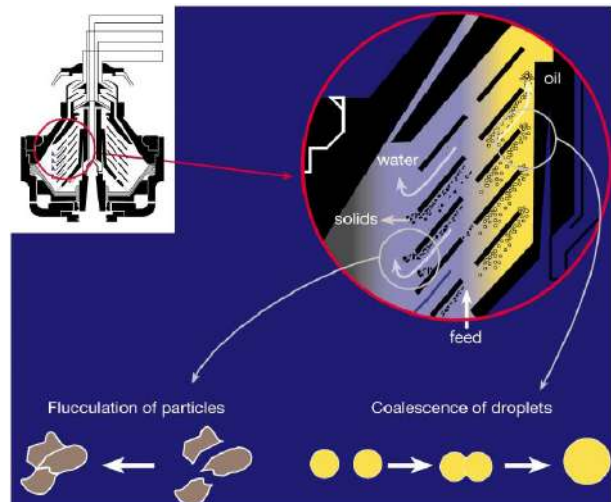


XLrator

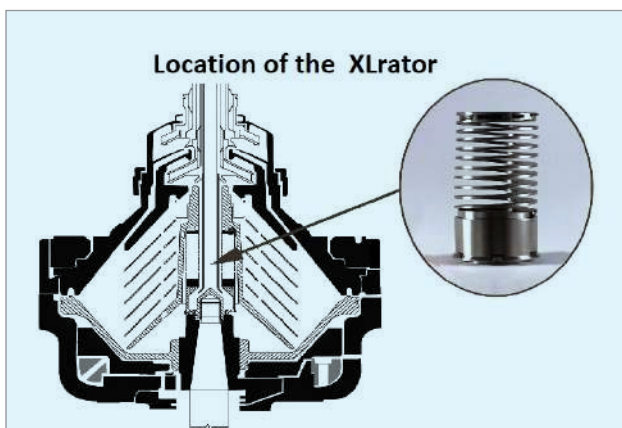
The centrifugal OWS is similar to the Fuel / Lube / Diesel oil purifiers that have been in use on board for several decades. The game changer is a patented component called the “XLrator” that is the inlet to the disc stack. It resembles a helical spring formed by a semi-circular rod (like a driveway to a multi-level car park). The “XLrator” gently accelerates the feed into the separator bowl with minimum agitation. This gentle acceleration greatly improves separation efficiency by preventing the splitting of oil drops and the formation of further emulsions



Once the oily bilge water passes into the separator the water and particulate matter (solid) separate at the disc stack and oil is lead off to the separated oil collection tank. Bilge Water with as low as 5ppm is now discharged overboard



“ ω^2r ”. This acceleration is found to be as high as **6000 X g**! Thus even very small droplets also get effectively separated.

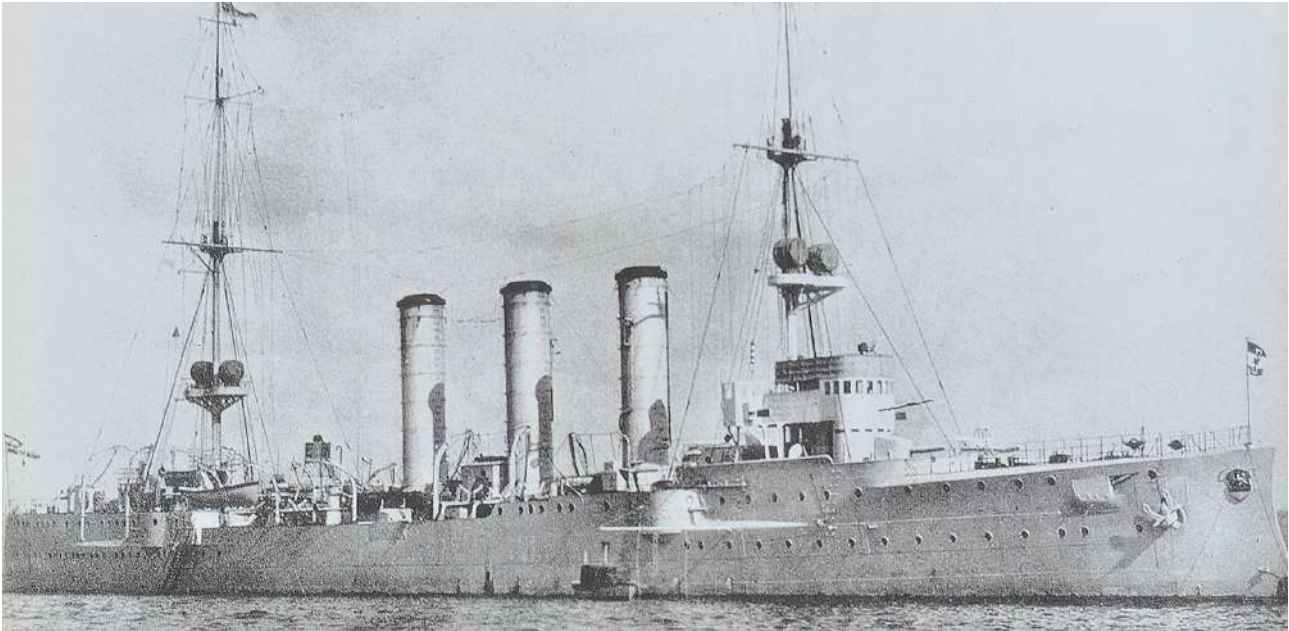


The bilge system consists of 2 holding tanks that are installed with heating coils. A variable frequency drive (VFD) progressive cavity pump transfers the bilge water to a pre-heater and thereafter to the centrifugal separator. The separator can handle Bilge water up to 5 m³/ Hour. The overboard discharge is continuously monitored by Oil content monitor. Pressure and Temperature transmitters 3 way valves complete the bilge piping. The Flow Diagram illustrates the system in detail.

Can we say for once that technology is ahead of Regulation?

Written by:-
Ramesh Vantaram
Fellow, IME(I)

Journey of SMS Emden from Cruiser to a Household Name



For a very long time, I never did catch on nor understand why my Grandmother (maternal) would angrily address and scold me with the words “Emden, Emden”, when caught in some mischief or the other. Since I was the only one - amongst a multitude of other children, my cousins - that she used to allude to as “Emden”, I thought it was unfair of her to use that epithet and, in fact, resenting it to the extent of magnifying my mischief, which landed me in more trouble with my Grandmother and most of my aunts. Surprisingly, my maternal uncles would disappear from the scene on the pretext of some important work. I resented being the only one being called “Emden”, although I had no idea what it meant.

What does all this have to do with ships and shipping, one may well ask. Tarry, my friend, till the end. I need my childhood life told and my village view unfold.

The usual - supposedly more refined - epithets used by the elders of the family in my part of the world was “Saniyan, Saniyan”, alluding to the planet “Sani” or Saturn that brought a lot of problems to a person, when under its clutches. The problems would be, and included, loss of jobs, loss of property, loss of face in society.

Other epithets thrown at me were “Yaman”, as in ‘you will yet be the death of me’, ‘Yama’ being the God of Death amongst us.

Another used to be “Theevatti”, who was usually the village’s mentally challenged person and who was responsible for carrying a flaming torch to light the way of

a procession - more to give him some responsibility in the activities - the flame torch later replaced by a gas lamp. The flaming torch was the “Theevatti”; “Thee” meant ‘fire’ and ‘vatti’ meant either receptacle or wick or bearer, not sure which. But, plainly, I was the village idiot.



Theevatti





Petromax Light

So, as per my aunts, I was destined to be a flaming torch carrier or a 'Petromax' lamp carrier.

Of course, 'rascal' was the most common, 'rasukol' in local jargon.

I understood all the epithets, except for my Grandmother's "Emden". Although not affected by any of the epithets, "Emden" stayed with me for life, the mystery of the word occasionally coming to the fore over the years, unresolved.

As my Grandmother died soon after, I had no chance of checking with her. As I grew up, I tried to find the meaning of 'Emden' from my uncles, aunts, all to no avail.

They all lived together in a place called 'Vandavas' or 'Wandiwash' as the English named it, its only claim to fame being the battle that was fought between the English and the French for supremacy of the South in 1760.

My Mother was the odd one out, as she had married a roving Army man, coming home to roost when delivering her children - me being one of them - and on summer holidays, marriages, functions, deaths, funerals.

An ornate house, double storeyed in the front, it was meant for communal living, with not much of privacy - as opined by modern habitations - with spacious common areas and a few small rooms.

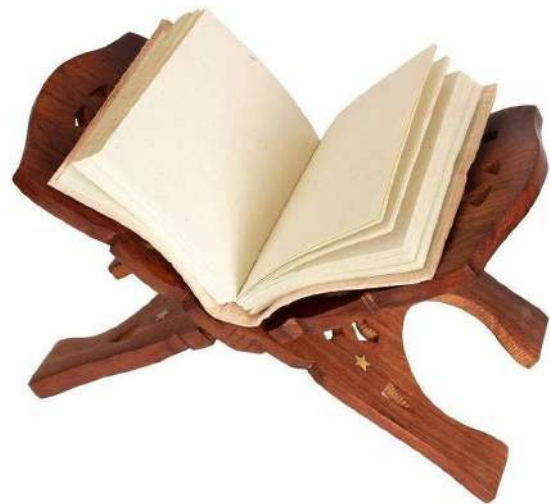
Adjacent to the entrance to the house, on either side, was the 'thinnai', a raised platform under the cool shade of specially designed woodwork and tiles.



"Thinnai"

In one corner, my Grandfather would sit - when he was home from his fields - and read heavy tomes, mostly in Tamil and in Sanskrit, the book mounted on an X-shaped wooden stand (image below). Whether he had been banished into this rather cool corner by my Grandmother or he had opted for voluntary exile, I never did fathom. But he was one of the happiest persons I have seen, living life contentedly with his bullock cart and bull to take him to his fields and his corner of the 'thinnai' for his reading and sleeping. With my Grandmother being the tyrant that she was, anybody would prefer the shade of the 'thinnai', rather than be inside the house.

The rebel that I was, my Mother could never understand my attitude towards her Mother, she and her sisters being totally subservient to their Mother. My Father would be secretly amused, but did not dare show it.



Going past the 'thinnai' one enters through an ornate, heavy, oak door into a corridor that expands into a large space. Typical image of the door below.



In the southern parts of India, the front door used to play a very significant and important social role in the prosperity of the family. In much earlier times, the logic was that the family built a house when they were prosperous, the harvests bountiful, unlike the EMI debt laden situation of today. Pujas were performed and large houses were built. The erection of the front door was another separate ceremony on an auspicious day. Before installing the two vertical members of the wooden frame into the recesses dug for it, a bag of genuine gems of large sizes - 'navarathnam' or nine gems - along with gold coins, diamonds - depending on the wealth of the owner - would be buried in the recess before lowering the door frame, cementing and securing it, more or less in secret.

Generations pass and everybody has forgotten about it. There has been a decline in the family fortunes and they are in despair. Under those circumstances, normally an astrologer is consulted, who opines that the decline in fortunes is because of the wrong positioning of the front door. He advises the family to shift the front door by about a foot or two.

When they dig to remove the door frame, they find the bags of gems, the gold and other valuables in quantities sufficient enough to revive their fortunes and get them back on track.

In modern times, the same practice takes place, except that the large and generous amounts of precious stones and gold have been replaced with a small pouch containing small pieces of the nine gems, a sliver of gold, probably costing about Rs 500 in total, more symbolic than useful or practical.

Flats and apartments are excluded from this practice.

With the front door open, the design of these houses was such that one can see clear into the backyard, along the full length of the house.



The bull resides in a small manger in the backyard, looked after by one of the family or a servant, regularly washed and fed. When my Grandfather was ready to leave for the fields, the bull would be brought through the full length of the house and strapped to the cart. My Grandfather would sit with the reins, 'cluck' at the bull - much as a cowboy says 'giddap' to his horse in the wild west - and go to sleep. Dutifully, the bull would trudge along and automatically stop when he has reached the fields, about 4 miles away. Turn the cart around and the bull would bring the cart back to the house without any guidance, all through the twists and turns of village roads, keeping to the side of the road without any guidance or GPS.

Footwear were left outside the front door. One enters a corridor that expands into the full breadth of the house, the main living and sleeping area of the family.

Dominating the left side would be the 'mitham', open to the skies, serving ventilation and sunlight purposes, recently grill bars put in place after the entry of thieves at night. Sunk lower than the rest of the house by about a foot or so, the sunken area provided space for drying various condiments on a piece of cloth, my favourite being 'vadam' which is a rice or sago based or 'dhal' based paste, set to dry and then fried, 'fry-um' kind of snack, even had with the main meal of the day. Long or short chillies, soaked in yoghurt, called 'mor milagai' and dried in the hot sun in the 'mitham', when fried added spice to curd and rice, one of my favourites.



Mitham



Mitham

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'Vadaam'



Vadaam



'Mor Milagai'



Mor Milagai

The pillars surrounding the 'mitham', ornately carved from oak or teak, supporting the tresses of the roof, were used as back supports when my aunts wanted to sit down and probably read a magazine or be in animated conversation with a visiting neighbour. These aunts were my 'Chithis', my Mother's younger sisters, the marshalled troops of my Grandmother. They were the ones in charge of the children.

The 'mitham' was the centre of all daylight activities.

On the far left corner of the 'mitham' was a raised cement cylindrical platform, on which a circular, thick, sandalwood board was glued on and with a sandalwood stick. One sprinkles a bit of water on to the board and lightly grind the sandalwood stick. A paste of sandalwood is formed, used in pujas and lightly applied on foreheads, like a 'tilak'.



The right side of the house was a long, wide corridor, with the only two electric fans in the house, dominated by a large swing, the exclusive domain of my autocratic grandmother who would either be sitting or reclining on the swing, the absolute monarch of all she surveys, issuing instructions and running the household with an acerbic tongue, I was probably the only child whom she could not intimidate, as I paid very little attention to her, which is the reason why I was given the exclusive epithet of a yet undeciphered - for many years - 'Emden'.



'Oonjal'

The very same, long, corridor transformed itself into a dining hall during meal times, by the simple expedient of unhooking the swing, cleaning and mopping the floor and laying either banana leaves or thatched leaves as plates, whenever the number of guests exceeded the capacity of the room adjacent to the kitchen,

Banana leaves, thatched leaf plates and cups made from folded leaves were all biodegradable and also proved to be fodder for livestock.



Thatched leaf plates



Banana Leaf cups



Areca leaf cups

The mostly red cemented shining floor had various games etched into the floor, the most prominent one of 'Snakes and Ladders' covering 1 metre x 1 metre. Another was a chess board in cement and a game called 'Daayan', something akin to 'Ludo', using a brass or ivory dice, small in cross section and long in length.





Another interesting game was 'Pallankuzhi', a twin rowed series of hollowed out receptacles on a piece of wood. Using small conch shells, it requires memory and mathematical skills to play it skilfully. By the age of five, I had learnt chess and 'pallankuzhi'.



'Pallankuzhi'

Going further into the house, there was another passage above which was a kind of attic, used to store the harvested grain. A small trap door at the bottom, allowed sacks to be filled and sent to the rice mill for polishing into rice. The sight of the grain falling into sacks seemed like gold tumbling down during certain angles of sunlight falling into that passage.

Over the years, my grandparents passed away, my 'Maamas' - my Mother's brothers - all moved away, selling the agricultural land. My 'Chithi' - my Mother's youngest sister - stayed on in the same house, along with her husband and her son, my cousin. My cousin, having completed B.Ed (and later M.Ed and a PhD), was another remarkable person who illuminated my life.

He married when I was at sea and so, when down from the ship for my Second Class exam, I went to the village to meet them all. Eager to hear about my exploits at sea, all were gathered around me, sitting close to the 'mitham', all of us chattering away - I had always been well liked (except by my Grandmother), with the novelty of having been the first person in the family to opt for a career at sea.

But my cousin's wife - newly wed - was standing a little distance away, leaning on a pillar, eagerly listening in but yet staying out of the circle. Shrewdly evaluating the cause of her non-participation as being the dominance of a very strict Mother-in-law, the social mores of the day,

the traditions of how a daughter-in-law should behave, I was bemused. To stir the pot, I shocked all and asked her directly to come and sit close by, rather than stand on one foot against the pillar, at the same time joking that the pillar may fall down, although she was a wisp of a girl, then.

My 'Chithi' - her Mother-in-law - was aghast and said "No, no, no, no, that is not allowed" and argued against it. When she did not back down, I told my 'Chithi' I am leaving right now and went to pick up my bag. With that threat, she acquiesced and my cousin's wife joined the small group. She - my cousin's wife, a well educated graduate compared to my Chithi's 4th Class passed - has forever been grateful to me for that gesture, as it gave her the courage to pave the way for independent thought and action and break the shackles of supposed tradition. In later years, I found that the tables had turned and the bride was the more dominant. To her credit, she lovingly looked after her parents-in-law till their last breath.

My cousin, starting off life as a school teacher in a government school, later became a headmaster and totally submerged himself in teaching the village children in practically all subjects. It became his primary objective in life. Finding that children in surrounding villages were failing due to lack of any additional follow up after school, he devised a system wherein he would reach remote villages at night in rotation, with a friend on a motor cycle, and spend hours under the tree of the main gathering place of the villagers, in the light of petromax lamps, teaching male and female children, helping them to pass their board exams, sometimes with brilliant marks. Snakes on the dark roads did not deter him. He did this for countless years.

In later years, I used to be humbled by the deference paid to him by any passer by, as we would sit on the 'thinnai' at nights and talk, my presence attracting a lot of boys and girls who wanted to listen to my exploits at sea. The probing questions that I had to answer astounded me.

The intelligence of our nation is in the villages.

Here was an unsung, selfless hero who impacted countless lives in a very positive way, bringing to them the foundation of the light of learning. He lived the most modest of lives and passed away a few years back.

I started with "Emden" and have rambled on about village life.

The fact is, almost forty years later, I came across an article in "The Hindu" about a First World War German battleship that terrorised the seas of the Bay of Bengal, Malacca Straits and even the South China Sea area. Colliers were captured for the fuel needed for feeding the boilers that fed steam to their triple expansion engines. Merchantmen were attacked, their cargo transferred and released. Armed ships were fired upon, sometimes destroyed.



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To quote Wikipedia:

“The **bombardment of Madras** was an engagement of the First World War, at Madras (now Chennai), British India. The bombardment was initiated by the German light cruiser *Emden* at the outset of the war in 1914.

With Captain Karl von Müller in command, on the night of 22 September 1914, SMS *Emden* quietly approached the city of Madras on the southeastern coast of the Indian peninsula. As he later wrote, “I had this shelling in view simply as a demonstration to arouse interest among the Indian population, to disturb English commerce, to diminish English prestige.” After entering the Madras harbour area, Müller illuminated six large oil tanks belonging to the *Burmah Oil Company* with his searchlights, then fired at a range of 3,000 yards. After

ten minutes of firing, *Emden* had hit five of the tanks and destroyed 346,000 gallons of fuel, and the cruiser then successfully retreated.

Soon the word *Emden* entered the Tamil dictionary and was used to describe someone powerful, frightening and with a wicked intent.”

This was the Battle Cruiser ‘Emden’.



Written by:-
A. Ranganathan
Fellow, IME(I)



Emden



One of ‘Emden’s 10.5 cm guns on display in Sydney



Some time in September 1914, the ‘Emden’ bombed Madras, then under the British, causing damage enough to panic an entire city. Bombs fell on establishments and ‘Shell’ oil tanks close to the coastline, as the range was small. Many citizens decided to flee the city, using any transport available or walking away from the city.

My Grandmother was one of the thousands who had come from the villages for their Deepavali shopping. Panicking on hearing the bombs fall, she, her family and other friends walked away from Madras, later finding bullock carts to make the rest of the journey to the village of Vandavasi. Madras to Vandavasi was a distance of about 125 km. (I got this information from my then estranged - now brought back into the fold - eldest uncle, who was 8 years old at that time, who had accompanied my Grandmother).

Her sense of fright remained a trauma for the rest of her life.

‘Emden’ became, in her eyes, the embodiment of all things evil.

According to her, so was I. She may have been right, though. I have tried, several times, to shear the horns, but they grow back yet again.

A. Ranganathan

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Plot No. 94, Sector-19, Nerul,
Navi Mumbai – 400 706, India
Tel.: +91 22 2770 1664
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