INDIAN MARITIME UNIVERSITY CHENNAI CAMPUS

PURPLE STRIPES

Effect of Russo-Ukrainian war on shipping Industry
Cdt. Chittharanjan BA, 3rd Year

'Conversing experiences' with Shri CV Subbarao, MD, Sanmar Shipping

"Living a ghost life" at sea with sailing vlogger Karanvir Singh Nayyar

Vol - 1 , Issue - 2

BY TEAM PURPLE STRIPES

A Message from Director

It is said that, 'Art without engineering is dreaming. Engineering without art is calculating.' Earlier we have our Marine Engineering Cadets bring out an artwork of coffee table book with pictures of avian species visiting the vast Campus. And now we have the second edition of Purple Stripes. In the engineering journey od designs, calculations and solving shipboard problems, such talents will add sense and purpose.

The Environment Club has taken the initiative of 'Clean Energy Campaign' and I understand that there will be an increased usage of bicycles rather than the dependence on the fossil fuel burning vehicles.

Also, the shuttle-excursions between Uthandi and Semmencherry Campus will be clean.

I wish the 'Be Tech Bikers' many safe rides in the Campus and outside.

I hope these initiatives are well absorbed by all the Campus cohorts across the Schools and the culture may pervade and sustain in the years to come.

Best Wishes to the PS Team of Faculty & Cadets as the new 2023 rolls on.

Dr. Rajoo Balaji
Director, IMU CC

A Message from Chief Editor

It is heartening to see the official college magazine of the School of Marine Engineering and Technology work relentlessly to achieve what it has since the previous edition's launch. Purple Stripes has grown and expanded its dimensions to include literary works from other genres.

'COLLOQUIUM' was a testament to the team's potential and a glimpse of what could be accomplished. The interview with Shri.C.V.Subbarao, Managing Director of Sanmar Shipping, provided valuable insight into the industry's demands and operations. His advice and suggestions are certain to be beneficial to all the Marine Engineering Cadets.

This second edition serves as confirmation that the efforts made since its inception are bearing fruit. I encourage every Cadet to showcase their talent and understanding through the platform provided by the magazine, and to carry on the tradition that is being established.

Dr. K. Sivasami
Head of Department
School of Marine Engineering and Technology

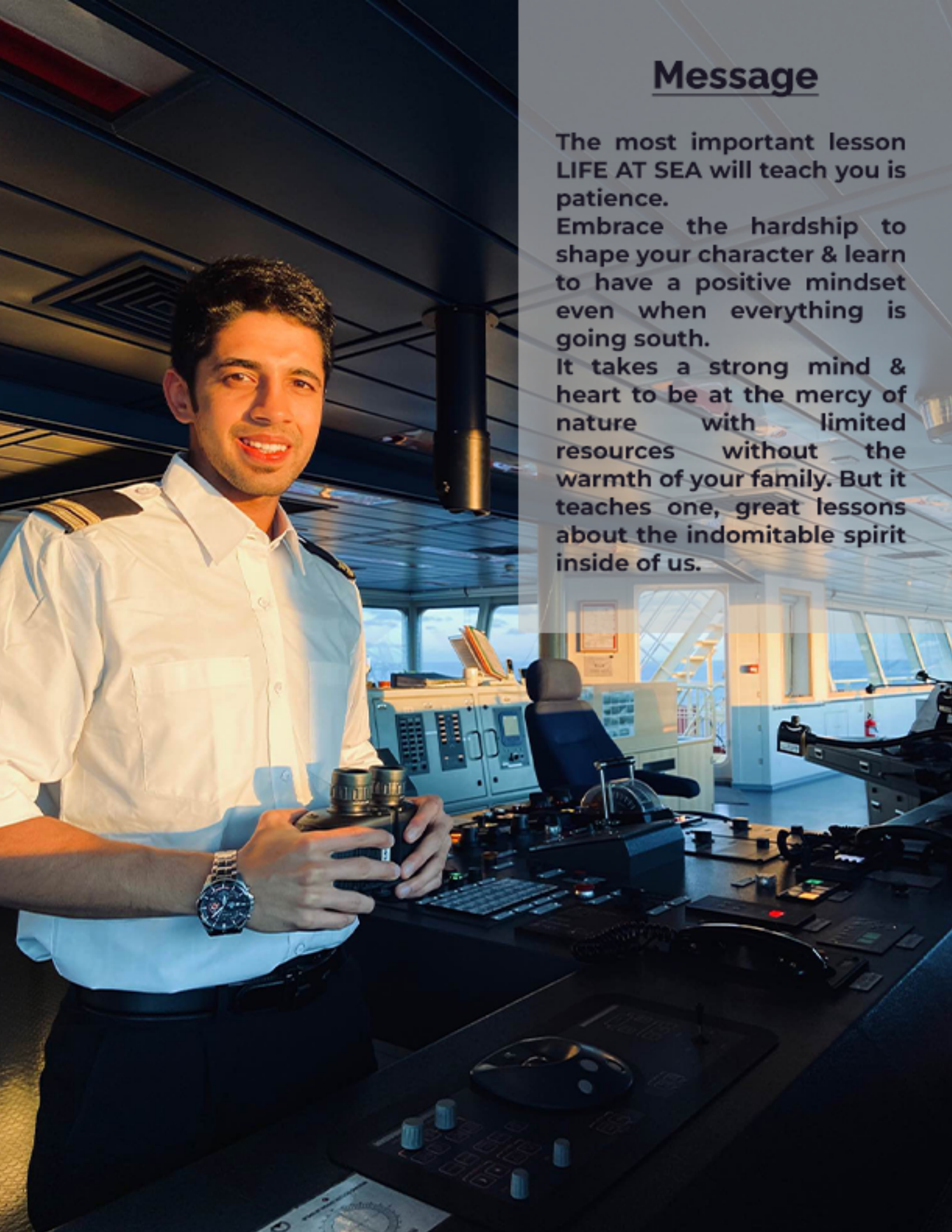
Who is KSN?

Karanvir Singh Nayyar is a Navigator of Mega Cargo Ships working in the capacity of a 2nd officer with one of the biggest companies in the world, The Maersk Line.

Content creator with more than 200k subscribers on his YouTube platform, his videos are a great source of learning for budding seafarers and an even better insight into the merchant navy, for those that are oblivion to shipping.

His journey requires no introduction to those who are a part of the industry. His passion and dedication for this field are apparent in every content that he creates. The platform that he has created for himself is acting as a means of encouragement to those contemplating their career choices and reassurance to those who are working their way toward their sailing career.

His pursuit of helping cadets understand the demands of the maritime industry and its nuances lines itself with the motivation with which Purple Stripes functions. We are honored to have been considered for this association. Our zeal to provide cadets with a platform to showcase their understanding of the industry has been further boosted by our association with Karanvir Singh Nayyar.



Message

The most important lesson LIFE AT SEA will teach you is patience.
Embrace the hardship to shape your character & learn to have a positive mindset even when everything is going south.
It takes a strong mind & heart to be at the mercy of nature with limited resources without the warmth of your family. But it teaches one, great lessons about the indomitable spirit inside of us.

CONTENTS

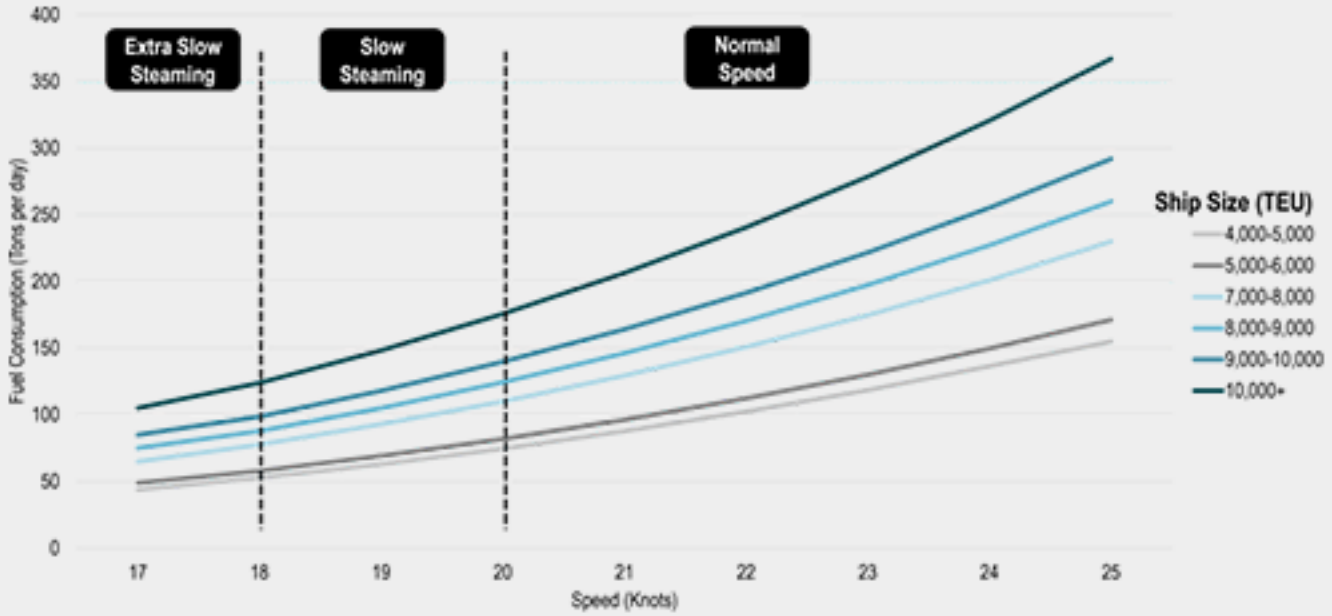
IN LIGHT

RENEWABLE POWERED SHIPS

Road transportation has been considered the primary source of carbon emissions in the transportation industry. The vast majority of the world uses this medium to commute, trade, etc. According to statistics, road transportation isn't the only polluter. It accounts for around 12% of the world's total greenhouse gas emissions which can be reduced to zero. There are many industries around the world working to neutralize their carbon footprint, and each is coming up with effective technologies to get them closer to that target. One of those industries, the shipping industry, is responsible for around 2% of the world's emissions. The vast majority of this is created by container ships, which carry 80% of the world's trade.

Maersk, the world's largest shipping company, with 17.6 percent of the world's market share of container transport, only has 786 ships. These ships last around 20-30 years, thus making it important to adopt carbon-neutral technology. Each one of these ships has a remarkable impact on global emissions. Maersk as a whole released over 36.5 million metric tonnes of carbon dioxide in 2019 (roughly equivalent to a small country's emissions, like Ireland). On the contrary, cargo ships are remarkably more efficient than any other form of transport. This figure was closer to 6 grams in 2007. This milestone was achieved by only slowing down. Fuel consumption of these ships is primarily a function of the size, weight, and speed.

The practice of lowering speeds began in 2007, not because of climate change concerns, but as a result of rising fuel prices, then in 2008, the practice was fortified by the arrival of the financial crisis placing financial strain on the world economy. To survive and lower costs, shipping companies looked toward lower fuel consumption, and the trend continues today as climate change has come into focus. Maersk has reached up to a 42% reduction in carbon emission and is aiming to get to 60% by 2030 and 100% by 2050, which is arduous. Slowing down a ship to reduce fuel consumption isn't cost-effective and achieving 100% by this method could collapse the world's economy.



This graph shows the relative fuel consumption per day at different speeds and cargo capacities. The fuel consumption rises exponentially with each knot of speed added, and the heavier the ship, the more pronounced that fuel increase is.

ADOPTING VARIOUS METHODS FOR LIMITING EMISSIONS:

Wind power: Flettner rotor, a new technology that uses the Magnus effect to generate thrust, which is the force experienced by a rotating object which deflects airflow around it. When presented with a crosswind, these rotors can provide a good deal of thrust, for very little energy input. It is simple in construction, cost-efficient, takes minimal space on the deck, minimizes loss of revenue, and can be easily retrofitted to many different types of ships

Since, the international maritime organization mandated that the SOX and NOX emissions, need to be reduced, the shipping industry responded by turning to, low sulfur heavy fuel oil, fitting scrubber systems to remove the pollutants from the exhaust, whereas some companies are turning to liquified natural gas. But the biggest downside is the leaking of a large amount of methane into the atmosphere, a much more potent greenhouse gas

It is the only medium with less (almost negligible) carbon emissions. But being the lightest element, there's always a possibility of its leaking. Also, to meet the need for fuel consumption, Hydrogen is needed to be stored in tonnes in highly pressurized storage chambers which would require large storage space cutting down some of the cargo space as well.

As the international maritime organization mandated to control carbon emissions, the shipping companies began to move away from heavy fuel oil. It is essential to persuade companies to not only adopt clean and efficient technology but to work collectively with IMO in the future

Cadet. GIRISH BN
Fourth Year B.Tech

INSPECTION OF METHANE USING ONBOARD TECHNIQUES AND DRONES.

Cadet Khushi Chaurasiya
Second Year B.Tech

The International Council on Clean Transportation (ICCT) formally commenced a new project named FUMES (Fugitive Methane Emission on The Ships), in collaboration with Danish-based Explicit and Netherland Organization for Applied Scientific Research. This is a two-year project to measure the real-world methane emissions from LNG fuelled ships in Europe.

The use of LNG as a fuel for new cargo and cruise ships is becoming popular. According to the fourth IMO greenhouse gases study, LNG's global consumption climbed up to nearly 30% between 2012 to 2020, leading to an estimated 150% increase in methane emissions by international shipping over that period. Methane contributes to climate change and its global warming impact is strong in the first decades after it is estimated.

FUMES will be useful for a variety of policymakers, the International Maritime Organization, and the European Union. This project will examine and quantify methane emissions from ships fuelled by liquified natural gas (LNG) under real-world conditions using in-stack continuous emission monitoring, drones, and helicopters. Its main objective is not only to collect the dataset of methane emissions from fuel tanks and cargo ships but also to focus on the emission from low-pressure dual fuel (LPDF) and high-pressure dual fuel (HPDF) engines.

The project consists of four campaigns which are:

1. The **Onboard campaign**- measures methane emissions from two ships using a combination of instack and drone-mounted sensors.
2. The **drone plume campaign**- measures methane emissions as the ship enters and exits European ports.
3. The **drone fugitive campaign**- aims to quantify total methane emission under different in-port operations such as berthing, anchoring, bunkering, loading, and unloading.
4. The **helicopter campaign**- measures methane emissions in Danish water over the full course of 2022.

Ships are therefore becoming a new and growing source of methane emissions as they use engines that emit a sufficient amount of unburned methane into the atmosphere. Based on the capacity, 15% of new bulk carriers, 30% of new container ships, 40% of new tanker ships, and 50 % of new cruise ships will be capable of using LNG.

LNG-fuelled ships are capable of using both renewable and fossil fuels, so the condition under which the methane emissions are low and high will become a key

EFFECT OF RUSSO UKRAINIAN WAR ON SHIPPING INDUSTRY

On 21 February 2022, Russia recognized the Donetsk People's Republic and the Luhansk People's Republic, two self-proclaimed statelets in the Donbas region controlled by pro-Russian separatists. On 24 February, at about 5:00 AM EET (Eastern Europe Team) Russian President Vladimir Putin announced a "Special military exercise" to demilitarize Ukraine. Minutes later, missiles struck at various locations throughout Ukraine, including the capital Kyiv.

This was shortly followed by a large-scale ground invasion from multiple directions. In response, Ukrainian president Volodymyr Zelenskyy enacted martial law and the Russo-Ukrainian war of the 21st century started. Globalization and the interdependence of countries for their economic prosperity have prevented wars. The impact of a confined conflict between two nations has a great impact and the economic implications of a full-blown war in Europe will upset economies globally.

HAMPERING OF GLOBAL SUPPLY CHAIN

The global shipping industry and supply chain have already taken a huge hit due to the pandemic. As soon as the war broke out, global stock markets and trade took some of the hardest blows in history. The chain effect continued to the global supply chain as well. Ukraine is a golden basket of naturally occurring minerals and its top exports include wheat, corn, neon, and some more major products. On the other hand, Russia is a giant compared to Ukraine in the matter of export. Russia also provides 1/3 of Europe's natural gas and is the third-largest crude oil producer in the world. The global sanctions imposed on Russia are making it very difficult for Russia to export most of its produce. This has already hiked the global fuel prices and some of the day-to-day commodities. The longer this war persists, the higher the prices of such commodities will soar.

DIFFICULT TIMES FOR SHIPPING INDUSTRY IN GENERAL

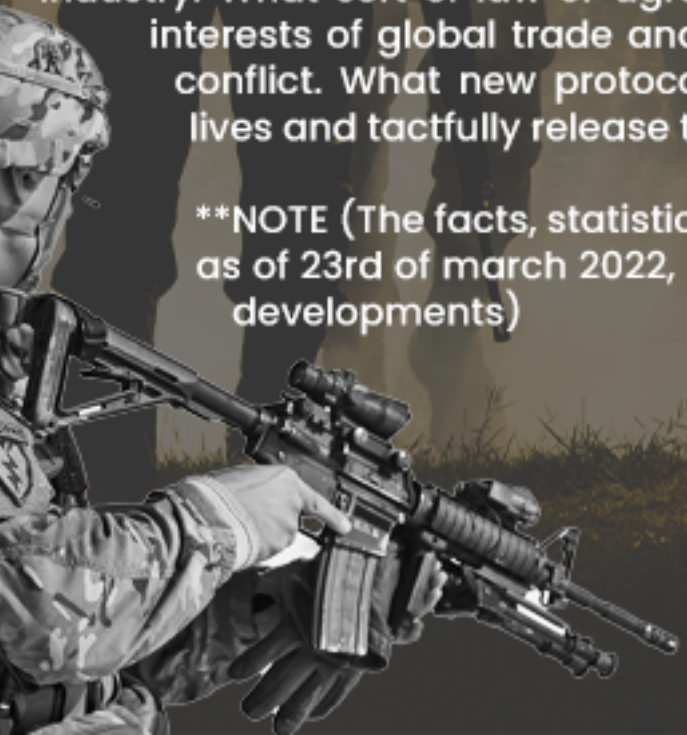
Russia has heavily deployed its navy in the Black Sea region to prevent Ukraine from getting major war essentials. In return, the Ukrainians have used a huge amount of sea mines to defend against the Russian naval invasion. Due to this war-torn heat in the BLACK SEA region, major container and oil tanker shipping routes have been shut down. Some of the most important straits like BOSPORUS STRAIT and DARDANELLES STRAIT have been completely closed. Due to the closing down of these major routes, the ships are finding it difficult to reroute to their initial destinations.

Some of the ships are stuck while waiting in the Ukrainian and Crimean ports due to the flying missiles and sea rigged with mines. According to reports 140 ships are still stuck in the Black Sea and Five ships have been hit by Russian Missiles resulting in heavy damage and casualties.

EFFECT OF THE WAR ON THE LIVES OF THE SEAFARERS

The war has proven to be devastating to the lives of seafarers irrespective of the sieds they're on. The ongoing conflict has raised a question in the maritime industry. What sort of law or agreement has to be made to safeguard the interests of global trade and the lives of the seafarers during a major conflict. What new protocols should be designed to save seafarers' lives and tactfully release the stuck ships from the war-torn waters?

**NOTE (The facts, statistics and informational reports mentioned are as of 23rd of march 2022, they are subjected to change as per future developments)



CADET CHITTHARANJAN B A
THIRD YEAR BTECH

Colloquium

On the 21st of May, 2022, School of Marine Engineering and Technology (SMET) held 'COLLOQUIUM' in the headquarter campus of Indian Maritime University, Chennai. Colloquium is a conclave where personalities are invited for a formal conversation and an interview. With students as live audience, the idea is to use this event as an aid for students to gain an insight into the industry that they aspire to be a part of. Industry experts and stalwarts with decades of experience and distinguished presence in the maritime industry are invited. The goal is to learn about their journey and struggles and understand the direction that the sector is heading towards.

The event was graced by the distinguished presence of Shri CV Subbarao, Managing Director, Sanmar Shipping. Shri CV Subbarao is a part of the 77'-81' batch of DMET, Kolkata. He's had an illustrious sailing career of 10 years. He became Chief Engineer at the age of 28 and went on to become superintendent for a few years. He became the president of Institute of Marine Engineers, India (IMEI) in 2018 and was elected as the president of the Madras Management Association (MMA) for the year 2021-2022.
The conversation with Shri CV Subbarao included a variety of topics including his journey to becoming the managing director and the evolution of the assessment of cadets over time. The effects of war and pandemic on the business were also discussed and so was the gender inclusion on board

Question

Merchant navy isn't one of the quintessential careers like doctors, lawyers, etc; even in the 21st century where there's such an abundance of information and a person can pursue any career, how did you come about to pursue this career because I can only imagine that lack of information that existed then?

Response

A-Actually I didn't know much. I was from a place called Durgapur. I was in the border-ship batch, as you call it 1976, the last batch of 11th standard, that was the year when the government decided that across India there will be 10+2 i.e., the intermediate. I did my 11th and 1-year BSc in avian college Vizag, and that is where I got this info. Many of my classmates at that time applied for this, they said you too should apply for this. It looked logical, exciting, and adventurous. People were talking about going overseas and the usual thing of adventure, money, and visiting foreign ports. That was the basic at that time it made sense.

So I applied along with IIT and I was rejected, I turned out for a seat in REC Warangal. I got in civil engineering so IIT I didn't get through. I got through this and I joined. No one in the family was very happy. My father left it to me. My mother was worried because nobody knew what a sea career was. And my grandparents were, I was living with my grandparents at that time. They were worried they were saying what is this kind of career. He will go away for a long time. It didn't carry much value in those days. But I don't know it just made sense to me.

Question

You finished your graduation 41 years ago, the maritime industry functioned differently then. The advent of technology wasn't that much on-board ships or machinery like it is now. So now as part of the management of a shipping company or rather as the managing director of a shipping company what differences do you see between then and now and how has the assessment by the companies changed over the years of the cadets?

Response

I'll answer the question in 2 parts. I'll start the first part with an anecdote you know there is a book called 'The Glimpses of World History' written by Jawaharlal Nehru and sometimes in 1931 he writes to his daughter while he was in jail, talking about various diseases and things like that and he says, you know, despite all the advances in medicine we still have this, even today we see much the same thing. So, technology is relative. At that time, there was a lot of technology as far as we were concerned. Today, yes, there is much more technology much more advanced than we had then. I'm sure 40 years later, technology will advance even further.
But the basic principle today what's happened is, that you all are much more technologically advanced in your thoughts. I would like to bring a fundamental perspective to this if you can absorb, we all listen to and talk about digitalisation, digitisation and we talk about digital transformation. Please note this point of digital transformation, it's not technology, it's a process of thought. It never talks about incremental processes. It talks about a fundamental change in the thought process to improve the process itself. Saving time and cutting unnecessary processes in the value chain.

Question

As the managing director of a company what skill set do you hope to see in students other than the training that they go through?

Response

You do your four years, like any other engineering course, if you wish to change your career at the end of four years, please go ahead and do it. If you want to write a common entrance exam for civil services please go ahead. That's the first part. Whatever skills you look at, we all know at the end of four years you will come with a certain skill and certain culture from where you have been brought up. We don't look for any special skills basically, it's all attitude to an extent. This doesn't mean that your marks are so low that you don't even meet the criteria. Your marks should not be so low that you don't even fit into the bar. That won't happen. You should hit the minimum requirement. The skills that I sought after; I don't get all the time. I would like you to have some good communication skills. What I mean by communication is English. My mother tongue is Telugu, I speak Bengali somebody else is from somewhere else and speaks something else, but the entire world is running on English and we have to appreciate that. So kindly appreciate the language and get your English right, you must. I don't know if the chief's exam today carries it, we used to have one of the papers in the chief's exam that used to say there's a breakdown and the chief has to write to the superintendent. There's a proper letter has to be given as to what happened, when it happened and what have you done to rectify it? Today in many cases, I get emails from chief engineers. And they say 'please advise. That's what happened or This is what I've done. Please advise.' Pardon me for saying that. Even the 'advise' spelling is wrong. This is a trade that is related to education. People do mechanical engineering and then they do something else. But all of you will fit into a shop floor a lot better than any other people, any other student who comes out of any other courses because there is no way to stimulate. People are struggling now, the ministry of education is working on it, how to get people employment ready. This is a course through which you become fairly employment ready. So, for that, you should applaud yourself.

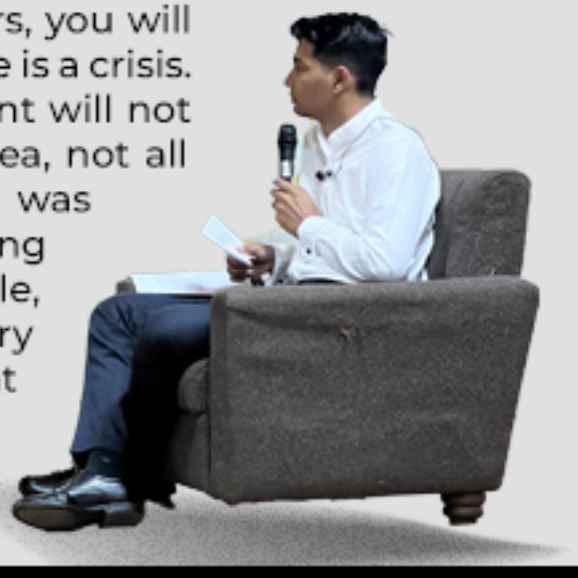
Question

You more than anyone else would know that the sea challenges the hardest of souls, the next day is always different than the previous one. It's even said that the more challenges one faces while sailing, the better sailor he becomes. Although we are trained for four years and taught about every machinery on board, has there ever been an instance where you were faced with a challenge that you weren't particularly trained for?

Response

Technology-wise, yes it will change. But what happens today, when compared to the past, a lot more redundancy has come in, and a lot more safety measures have been incorporated. The failures that engineers witnessed in the past have been done away with to improve the safety perspective. If you were to ask an engineer today, what is scavenge fire? He will give the textbook answer while colleagues from my time have seen the scavenge fire. Today scavenge fire does not occur. We have had incidents in the past. I'd say safety management has improved tremendously today. And by various legislations systems have improved. During my sailing years, an intelligent engine wasn't that common, but a lot of efficiency has come in since then, in terms of fuel consumption and things like that. .

I have had experiences. If you sail for 10 years, you will have a fair bit of experience in tackling if there is a crisis. Judgment comes from experience. Judgment will not happen just like that. Yes, when I went to sea, not all that I'd studied in the classroom was automatically linked. But that is why I'm asking everyone to try to link up the principle, anything that you read in any of your books, try and compare it, and link it to a principle that will help in your growth process. You have to filter the things that are not important and learn what is important.



Question

One aspect of the merchant navy is its inherent solitude. Although with the advent of the internet now onboard ships, that sense of oblivion about one's family and home still exists. One can only imagine the perils you faced during your time. How did you tackle thoughts that stressed you about your family and home, because when you were sailing internet wasn't quite mainstream even on land let alone on the sea?

Response

This is a good question. It has its own advantages and disadvantages. When I was a fifth engineer, we used to write letters, and the letter which covered events that happened 15 or 20 days ago used to reach home after ages. It so happened once that for some reason my letter didn't reach home and my mother started begging my father to do something. They waited for two-three weeks, finally one day my father went to the company, saying that they haven't received the letter. So my company promptly asked me to post a letter from the next port. The chief engineer called me and said "tell your parents not to worry". The thing is, today there's internet on board, but Internet has its issues, especially at senior levels or even at junior levels. Say, if the spouse has the simplest of problems, the issue is conveyed to the person on the ship. The person on board then starts thinking about what has happened which in turn affects the person's mental health. So, we (company) talk to spouses directly and tell them, "look, we appreciate that you tell us if any help is required, we'll act on it". We (company) do convey and tell the ship Management Master or the chief engineer as the case may be, to sort of cover for that person. But the internet has these issues. The boy or the girl who is there, for whatever reason feels distressed in the initial days of sailing, calls up the parents and tells them. A distressed parent would say, what is this? what happened to my child? Etc. We've had issues like this and they bring in a couple of influential people also, so the internet I can't comment on it, but it has its advantages and disadvantages. Internet in a sense, you are informed and that is fine. But it has also caused accidents at sea, you know, especially on the bridge if someone is using it.

Question

Your company has a fleet of tankers and gas carriers. With the war underway in eastern Europe and the sanctions put in place by countries on Russia, there is a pertinent energy supply crisis, the effects of which can now be felt in America, the UK, etc. How has this crisis affected the business and the recovery of the industry from the pandemic blues?

Response

The first time the pandemic hit oil prices were low because people stored oil. Because people scrambled to store oil, business picked up and tankers make money. Even though there was demand destruction next year, demand destruction was still in place because the pandemic was raging and the people had stored the oil but nobody used anything, less usage demand falls. Therefore, the ship's earnings drop.

The next year was in total contrast to the previous year. Economies opened and the demand picked up. And now it's come to the Ukraine conflict.

What the Ukraine conflict essentially has done has, as you know improved trade flows because of all the sanctions, when you don't take from Russia, people go and take from somewhere else.

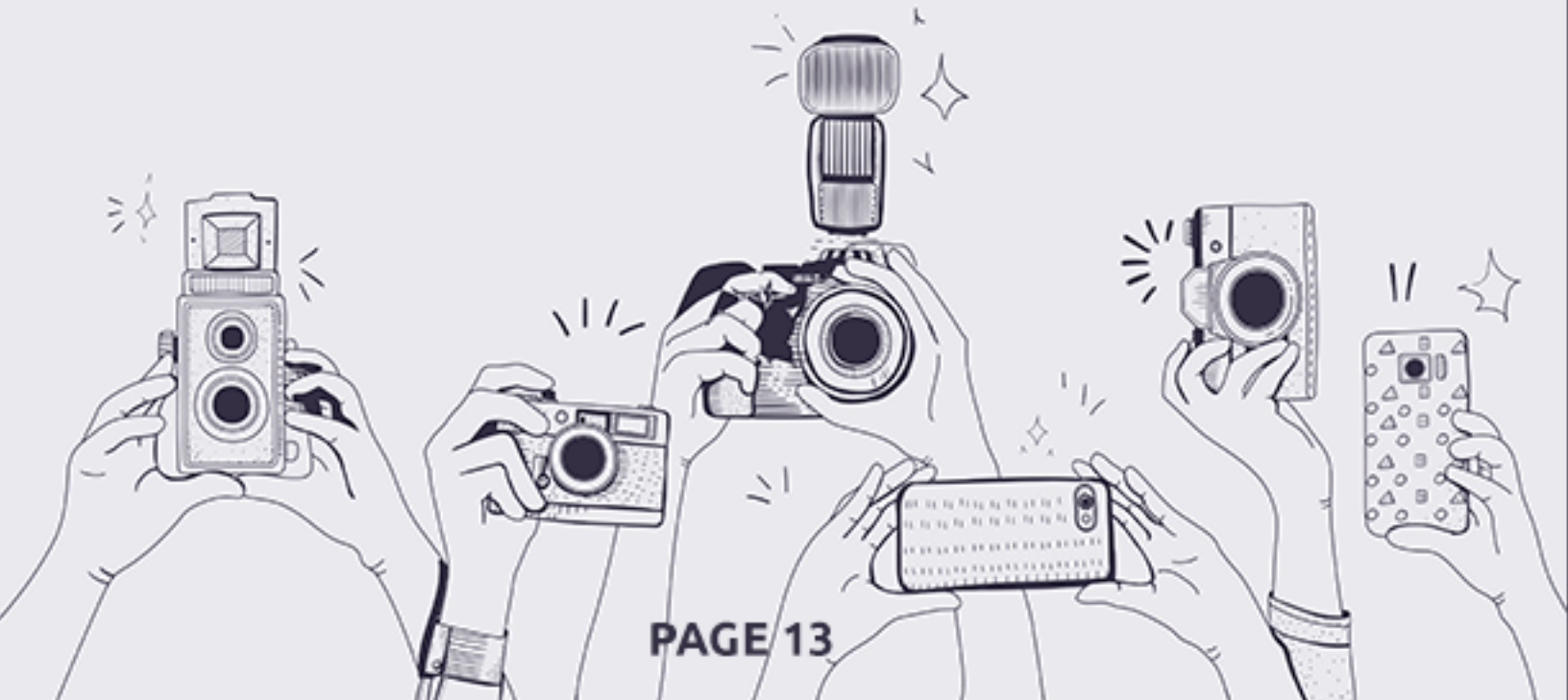
So when distance increases, ships travel longer distances. When a ship travels longer distances, you need more ships because yesterday, shorter distances, ships could manage. So, you need more ships. When you need more ships, the demand picks up and that's what happened. There are

Transcripted by
Cadet. Snehali Dutta , Fourth Year B.Tech


Presents
COLLOQUIUM
CONVERSING EXPERIE
Chief Guest
CV SU
MD SANMA

1

The Tasveer Section



There are stories and narratives. You are told about a life of impossibilities. You come and die, the burden of life. You inhale the colours of life and exhale the sigh of human wants. That's the extreme of living. Lurking own life in others. Burning the flame of affliction for every minor discomfort. This is the narrative that we are fed to live. But what manifolds is the second you know the immortality of totality. That you come to pursue your ikigai. The motto of "live and let live".

Cadet. Rishav Kumar

The quintessential part of a working day, thousands of emotions in the realm of faces. Faces defined; for some a woman and for some another labour of human tragedy. The corn of brighten day, a yellow of mortal life. It's a never-ending road of duty and havoc. What last is the moment, right now as what I see

Cadet. Rishav Kumar

2

3

In the early hours of dawn, when the sun begins to paint the grey world into shades of blue and yellow, humanity witnesses the beauty of nature. Darkness persists, but scared for its existence as the birds sing the arrival of a new sky.

Cadet. Bhavishya Manral

When the sun rises and the mist clears, these majestic creatures unveil themselves to another day of human enthrallment. Always in herds, they sing melodies of woe and captivity, all in a tune that no human can hear.

Cadet. Bhavishya Manral

4

5

In the monotonous grey world, when places loose significance and surroundings fade, these yellow rickshaws infuse some life. The city comes to life when humanity moves in these three-wheelers. When one travels in these, the expanse and dullness of the city dawns

Cadet. Antony Blair

6

Beyond the paddy, over the horizon, in a commanding posture they stand, reassuring the world of its safety from the unknown. To every child that lives in these mountains, they sing songs; tales of that which lies beyond and of those who ventured into oblivion.

Cadet. Bhavishya Manral

Akshay Raj

Batch-07, BTech, SMET, IMU-Chennai
Joined on 9th Oct, 2022

The initial experience was full of excitement but at the same time was quite scary. I was joining along with a Messman, who too was new to the merchant navy. We were scheduled to join Agadir (a port city in Morocco). My flight was scheduled from Delhi-Dubai-Casablanca-Agadir
The Messman was supposed to join me in Dubai. But, at the last moment, his visa was not approved. Hence, I was all alone for the first international trip of my life

And I was scared to fly alone since it was not a direct flight and I was at the mercy of my agent for visa approval after arriving in Morocco. Finally, I reached Agadir were my agent arrived to escort me to the port. As soon as I stepped foot on the embarkation ladder, my whole cloth was covered with coke. My white shirt had turned black and I was shocked by the amount of dust as the cargo holds were at a distance.
As soon as I went inside I was made to sign a form for crew embarkation which was brought by the 3/0. It was around 1 am and the deck cadet asked me to have dinner. Around that time, I met the 4th engineer who was on his watch. He asked me to report to the ECR at 7 am sharp. With 5 hours of rest I went to ECR where he briefed me about the engine room layout and taught me how to take readings for some important tanks like the bilge tank, ME sump tank, FO drain tank, waste oil tank, stuffing box tank, LO sludge tank, and FO sludge tank. So, then this became my routine, taking soundings of these tanks every day at 7 am. It takes around 30 minutes and by the time I'm done, my hands are covered in different grades of oil. At 10 am, I observe the scrubber system in the panel and note down all the scrubber logs and the same on the computer. I have also learned how to operate an incinerator, so daily after 10 or before 10, I have to burn all the sludge, papers, oily rags, etc. I have been told by seniors to start tracing all the line diagrams of the different systems so I do that whenever I find some time. At 12, I create a noon report. I enter all the parameters and data of the main engine and generators.
My average daily working hours are from 7 am to 6 - 6.30 pm. Sometimes, I ask for an extra 1-2 hr to learn more from the seniors The food is of the highest quality and my ship has recreational facilities like Table Tennis, PlayStation, air hockey, karaoke, cinema room, smoking room, instrument room, gym, etc

Girish Kumar

Batch-07, BTech, SMET, IMU-Chennai
Joined on 1st October, 2022

First Ship, seems very exciting, isn't it? Well, I was also feeling the same, excited and nervous. I got only 5 days to pack my stuff, the call was so sudden and I wasn't mentally prepared for joining the ship. Yet, one needs to answer whenever duty calls. My joining was from Singapore, it took me just 5 hrs to fly from India to Singapore and in the next 3 hrs, I was on the ship, my first ship. It will be my home for the next 9 months

It was past midnight when I reached my cabin. I couldn't sleep all night because of all the adrenaline rush of speculating how the next day going to be. I got my duty call and came at 6'O Clock in the morning. A bunker barge had come to deliver HFO. So, I helped the 4th engineer with that, then came the stores, so helped with that too, and then came spares and provision. I was physically tired by evening but to add to my woes, the garbage truck came, and then I had to throw kilos and kilos of bags filled with oily rags as the incinerator was not working and with that finally, the first day ended. Contrary to what I imagined, the first day was pretty rough. I didn't expect to do this much physical work on my first day. Although the day ended the hardship continued. On the 3rd day, there was a major leak in Generator. HFO was everywhere on the Generator platform and as we all know how hard it is to clean HFO, I Spent the next 2 days cleaning it, and then it was time to clean the Bilge Holding Tank. But as the days went by, I started to enjoy the job as I am learning a lot of new things, keeping the Engine room clean was one part of the job. There are many other things that I do like taking ER rounds, filling ER Logbook, taking readings, and many more. It's not an easy job being a Marine Engineer but if you love the profession then these hurdles will pass by. My advice to new joiners is to be mentally and emotionally strong, learn your duties quickly and things will get smooth with time hopefully.

perientia

GRADUATED.GRADUATED.GRADUATED.

CONVOCATION.

On 4th November, 2022, the convocation ceremony of graduates in various programmes was declared open by Dr. Malini V Shankar, Hon;ble Vice Chancellor, Indian Maritime University. The event was graced by the presence of Shri Sarbananda Sonowal, Hon'ble Union Minister of Ports, Shipping and Waterways, Government of India as the chief guest.

As many as 401 students were awarded in person their respective Doctoral degrees, Post Graduate degrees, and Diplomas as well as the under graduate degrees of all schools. As many as 3179 students received their degrees virtually. The ceremony captured and gathered beautiful memories glimpses of which are portrayed here.


INDIAN MARITIME UNIVERSITY
SEVENTH CONVOCATION ...
INAUGURATION OF
"CENTRE FOR POLICY RESEARCH
IN MARITIME STUDIES" (C-PRIMeS) OF IMU


INDIAN MARITIME UNIVERSITY
SEVENTH CONVOCATION ...
INAUGURATION OF
"CENTRE FOR POLICY RESEARCH
IN MARITIME STUDIES" (C-PRIMeS) OF IMU

CPRiMeS

Shri. Sarbananda Sonowalji, Honorable Cabinet Minister, Ministry of Ports, Shipping & Waterways & Ministry of Ayush, Shri. Sripad Naikji, Minister of State, Ministry of Ports, Shipping & Waterways, Dignitaries, Honorable Chancellor of IMU, Shri. Shankar, Honorable Vice Chancellor Dr. Malini Shankar, Visitors to the Convocation, Graduands, Colleagues, dear students, a very good evening to you all.

Enhancing its training and academic capabilities, IMU has also been taking initiatives to stay contemporary and add value to nation building. Aligning with the action plans of the Vision document, the Centre for Policy Research in Maritime Studies has been envisaged to become a preferred knowledge base for Policy Advisory in the Maritime Domain with global reach.

The Policy Centre intends to build an intellectual capital which can provide clarity for policy makers with facts and unbiased opinions to enable rational decisions for the maritime Industry.
The great Tamil poet Tiruvalluvar says,

சயெ்தக்க அல்ல சயெக்கடெம் சயெ்தக்க
சயெ்யாமை யானங் கடெம்

Doing what should not be done and not doing what should be done... both will result in naught.

IMU's Centre for Policy Research will harvest knowledge to help discern what ought to be done and what not to be done for the maritime industry. On that note, We request the Hon'ble Minister to inaugurate the Centre.
Thank you.

Dr. Rajoo Balaji
Director, IMU CC

Vision

To become a preferred knowledge base for Policy Advisory in the Maritime Domain with global reach.

Mission

To provide clarity for policy makers with facts and unbiased opinions to enable rational decisions for the Maritime Industry.

B. Objectives

- To interlink existing sources of information on maritime affairs for effective collection, analysis and interpretation on policy issues.
- To promote studies, training and related activities on various maritime topics.
- To become one of India's prominent public policy think-tank / knowledge base.
- To seek support from industry, academia and administrative bodies for assignments, research projects, studies and funding.
- To contribute to the better understanding of strategies and policy issues that may provide impetus to the development of Maritime sector.
- To bring together experts, professionals and policy makers who are at the forefront of research, education, business, administration and industry.

C. Thrust Areas of Research

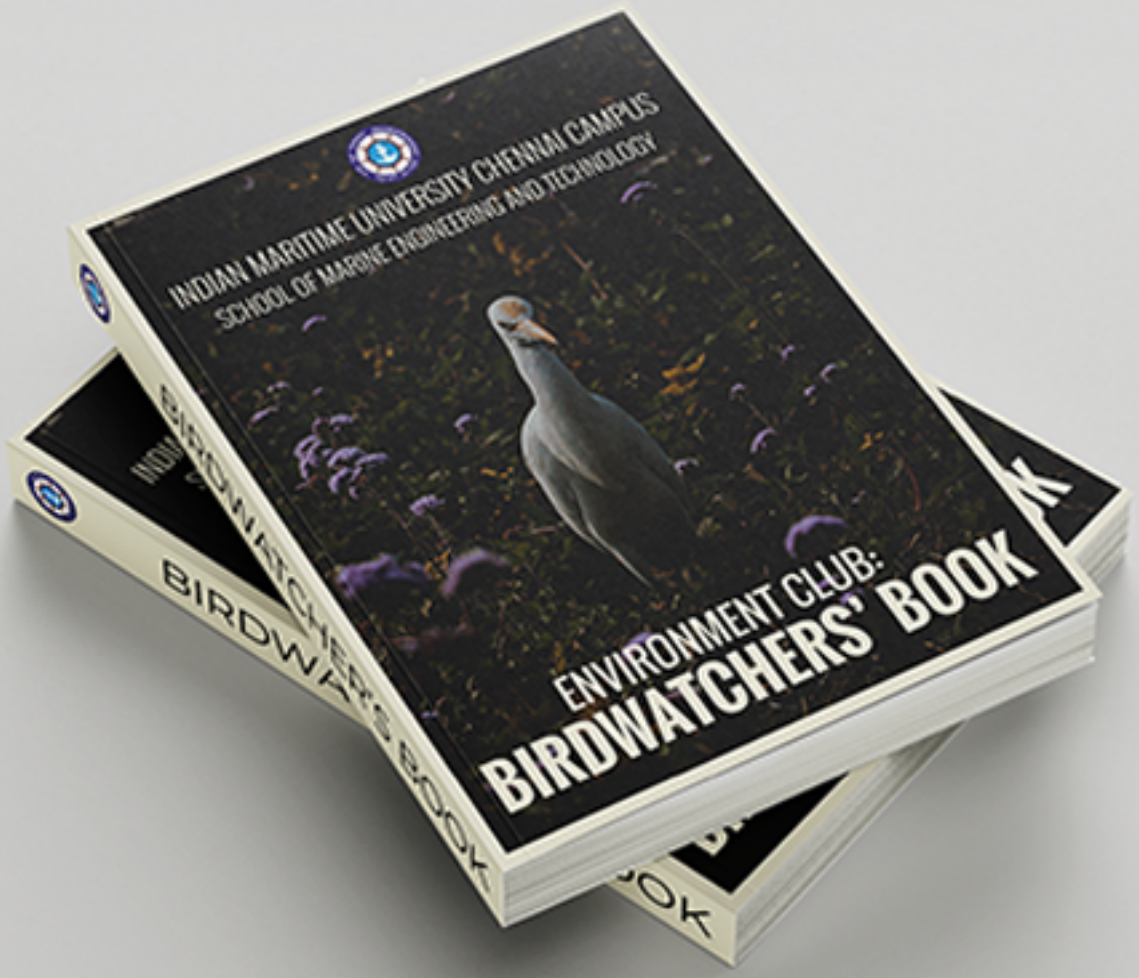
The Thrust Areas identified from IMU Act are listed below. The initial focus may be on #1 to 4 till such time in-house expertise is built and/or opportunities are sighted.

1. Public Policy related to ports, shipping, waterways and allied areas
2. Oceanography
3. Maritime security
4. Environmental studies and other related fields
5. Maritime history
6. Maritime Laws
7. Search and rescue
8. Transportation of dangerous cargo

Currently, while interacting with institutions engaged in such policy research (NIAS & RIS), following areas have been identified where work is in progress. Of these, #3, 4, 8 and 12 may be focussed upon at the initial stages.

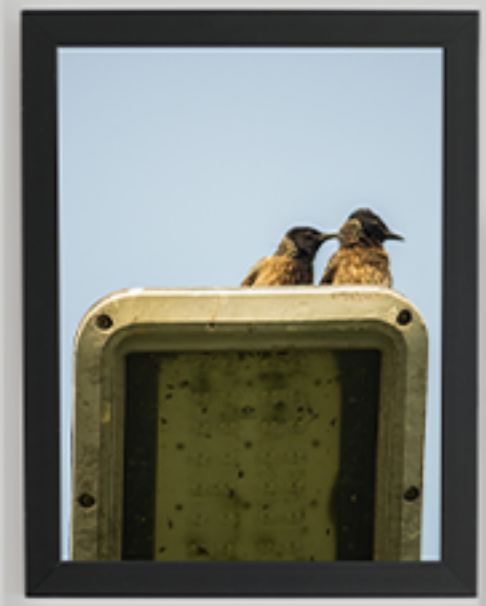
1. Maritime Health
2. Marine Biodiversity
3. Maritime domain Awareness
4. Maritime Security
5. Marine Ocean Science
6. Maritime Conflicts
7. Maritime International Interactions
8. Sustainable Shipping & Port Practice
9. Maritime Heritage
10. Ocean as a Global Common
11. Ocean Governance (global, regional, national)
12. Blue Economy

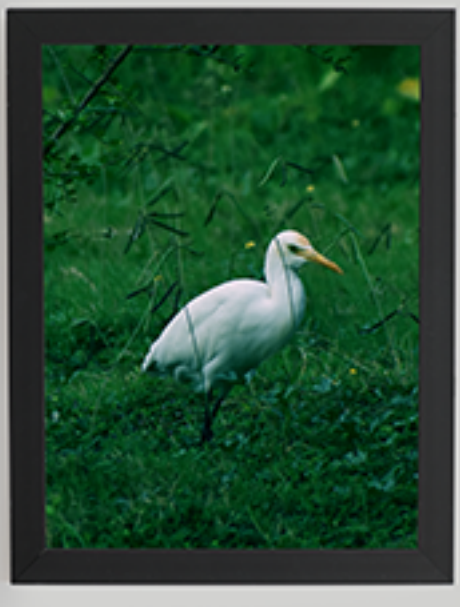
BIRD WATCHING CHAPTER



The Event

The Environment club of the School of Marine Engineering and Technology, Indian Maritime University, Chennai launched the Bird Watchers Club in the presence of Dr, Malini V Shankar, Hon'ble Vice Chancellor, Indian Maritime University.





Bon Voya

Batch 7 seniors

ge

Core Members

Chief Editor: Dr K.Sivasami
Faculty Incharge: Dr S.Thangalakshmi

Co editors
Mrinal Nigam
Vaishnavi Harish
Shashwat Dev

Head columnist
Arsh Kumar
Pratham SH

Editor (Concept & Design)
Shubham Mishra

Co-editors (Photography)
Bhavishya Manral
Rishav kumar

Suppoting Members

Photography

Antony Blair
Harsh Sharma
Shushant Naidu

Content writing

Chittharanjan B A
Vaddadi Pavan Kumar
Ananya sharma
Shabareesh S P
Abhishek Kumar
Barnali maji

Editing

Renjith R Menon
Pradhuman Kumar
Sri Ram Sagar
Praveen Singh Budania

THANKYOU!

PURPLE STRIPES

By School Of Marine Engineering And Technology

purplestripes@gmail.com

Purple Stripes

teampurplestripes