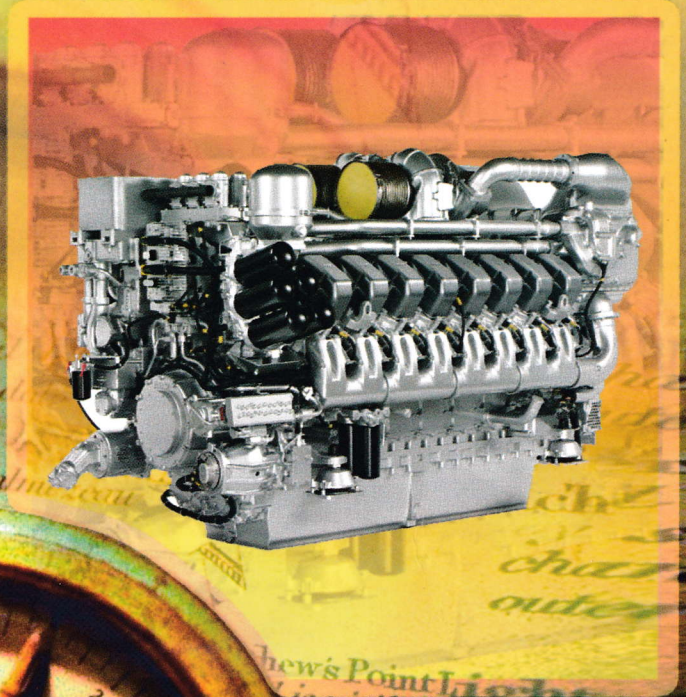


# REFLECTIONS '08



*Attitude, Skill, Knowledge*  
**Excellence by par...**



## SAIL AWAY

Early in the day it was whispered that we should sail in a boat  
only thou & I, & never a soul in the world would know  
of this our pilgrimage to no country & no end.

In that shore less ocean.

At thy silently listening smile my says would swell in melodies,  
free as waves, free from bondage of words

Is the time not come yet?

Are there works still to do?

Lo, the evening has come down upon the shore  
& in the fading light seabird come flying to their nests

Who knows when the chains will be off?

And the boat, like the last glimmer of sunset  
vanish into the night?

RABINDRANATH TAGORE

Look at me for I am what you've  
Always wanted to see,  
For I am what you've always wanted to be.  
I am your honour and pride  
And from me you can never hide,  
I am with you when no one's around  
I am present when you don't hear any sound.  
I am something for which many live  
something, which they never can give  
I am your cravings and most precious desire  
You can never lie to me nor have me deceived,  
For I live with you and I am your identity  
I am what you look up to,  
Still don't know me, do you?  
I am nearly you  
As nearly as anybody else  
Would never be  
I am your

“REFLECTION”

# *Message From Our Chief Patron*



It gives me great joy to present my greetings on the publication of the latest edition of "Reflections" and to see the immense talent being nourished in the serene environment of TMI. The magazine has done a good job over the years in encouraging talent to achieve excellence. The effort of the team is 'reflected' in it.

I congratulate the editorial board and the entire TMI community for their hard work, determination and dedication towards achieving greater success.

Well done and keep it up.

**Dr. Nandlal P. Tolani**  
**Founder**

# Message From Our Principal



Yet another issue of Reflections is being published and I congratulate the Editorial board and all contributors.

TMI is now completing the first decade of operations. We have witnessed its growth from humble beginnings at the Sharada Centre in Pune to becoming the premier centre of maritime education and training. I take this opportunity to complement and congratulate the faculty, staff and the student body on this achievement.

I have always acknowledged the immense talent that is available in our student body. The successful conduct of the first student festival METTLE '08 demonstrates the all round skills of our student community. My compliments to them.

Without sitting on our laurels let us re-dedicate ourselves in our endeavor to take TMI to still greater heights.

I wish this issue a great success.

**Brijendra K.Saxena**  
**Principal**

# Message From The Chief Editor



As our institute celebrates its 10<sup>th</sup> anniversary, it gives me immense pleasure to present you with the all new ninth edition of "Reflections".

This year after receiving a lot of feedback, we have made several changes, one of them being a special column space dedicated to the evolution of TMI to commemorate the successful completion of a decade, in our "Mind Portal" section.

The edition includes two brand new sections, namely "Technocracy" where our cadets share their technical knowledge and research, and "From the Cubicles" where our faculty have, penned down their minds. The art section "Intricate Expressions" as usual depicts the artistic side of our men in uniform.

I thank my team for their immense support towards the success of this edition and finally dedicate this issue to the maritime profession and the leader in nurturing the growth of maritime industry, the TMI which has given each one of us enough memories to last a lifetime!!!

Being the chief editor for this edition of reflections had been one of the greatest experiences of my life. Well I guess you all have waited enough, so go ahead and flip away, I hope you all enjoy it..... Happy reading!!!

**Sagar Sharma**  
**Chief Editor**

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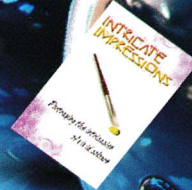
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## From A Mariner's Dictionary...

**DEMURRAGE:** Amount of money paid to the ship owner by the charterer.

**DONKEY MAN:** Engine room petty officer whose duties include being responsible for the maintenance of ship's auxiliary engine.

**CHOCK:** To place pieces of dunnage in between pieces of cargo or in between cargo.

**BARRATRY:** Negligence or fraud on the part of master or crew of a ship resulting in a loss to the owners of the ship or her cargo.

**NEAPED :** Said of the ship which is unable to leave port or place due to neap tide.

**PARAGRAPH SHIP:** Cargo carrying ship so called because the regulations of variable countries concerning constructions of ships contain separate paragraph.

**PIGGY BANK:** Carriage of road trailers on special rail wagons.

**PLIMSOLL LINE :** Line painted on sides of ship which shows maximum depth to which ships hull may be immersed when in summer zone.

**FARTAM:** Flat bottomed vessel with shallow draught.

**CONE:** Device for positioning one shipping container on top of another.

**CALF DOZER:** Small bulldozers used to go over bulk cargoes such as sugar for trimming.

**DOLPHIN:** Island mooring generally constructed of wooden piles or cement block.

Compiled By:  
Cdt. Kuljeet Singh

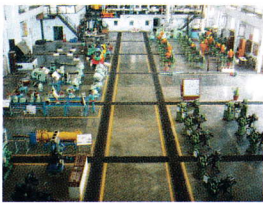
# MIND PORTAL



Opening the gateway  
of thoughts.....

THE DEPARTURE

September  
1998 : TMI was  
founded  
at Sharda  
Centre, Pune, .



Workshop and  
east block  
come into  
existence  
1999.



1999 : Artificial  
Lake  
completed.

I remember, of those moments frozen into papers,  
That one with you, of my infant days,  
When I sat gripped, by your small strained arms,  
And you with that to lose me on your face.

Today I see that same anxious face but,  
Dressed in scarlet bridal robe, to everyone's envy,  
Flashing moments passes by as you sit waiting-  
Besides the holy fine, with someone else not me.

I remember of those colorful days of mine,  
We used to paint pictures on walls together,  
If only we could manage not to fight then,  
Or else would end up painting each other.

Today I see that same impish face, but-  
That ivory forehead stained-a crimson spreading free,  
As the sin door's red glorifies your bridal crown  
Painted though by someone else, not me.

I remember of those school days of mine  
You pulling your wretched cycle, with me behind.  
Tough wasn't it, to carry this chubby brother?  
But tough indeed a weary sign, on your face to find!

Today I see, that, time changing its wheel,  
You on a four-wheeled sedan, roaring to roll free,  
Pain does peeps though, obscured behind your florid face-  
As you today ride away, with someone else, not me.

I remember of those childhood days of mine,  
Mother's false angers commanding me out of home,  
I though unperturbed you waiting pleading mother'  
Those tears were of course a sister's to love epitome,

Of sacrifice-what you did always, one I do today,  
But I feel this one too hard to withstand,  
Seeing you depart into better half of your life-  
With someone more charming from your dreamland

And today I see, that someone taking my gift,  
A gift I did, for so long envy,  
Tears not a usual part of my gender though,  
May all else resist them but not me, today not me...

## I miss u....

I find myself,  
 Missing you so often,  
 In so many ways...  
 But even though  
 We aren't together...  
 Gentle thoughts of you,  
 Come to my mind so often...  
 No matter what I am doing,  
 I know it would be,  
 So much nicer...  
 If I would be sharing it with you,  
 I keep imagining things...  
 You'd say if you were here,  
 With me now,  
 Or the way you'd laugh,  
 If something funny happened,  
 Or the pep talk you'd give me,  
 If I were ever blue...

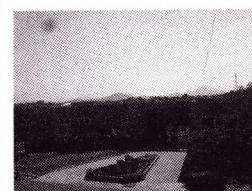
The next moment I'm daydreaming  
 About all the things,  
 Although we're not together,  
 I still feel so close to you,  
 And I just keep hoping,  
 That the days will fly by,  
 Till we're together again....

Cdt. Gopal S. Srivastava  
 BSME IIIrd Year

November  
 2000 : TMI  
 inaugurated  
 residential  
 campus at  
 Induri, .



January 2001  
 Clubhouse  
 completed.



August 2002 :  
 Construction  
 of Main Block.



## The Men Inside

August 2002 :  
Pioneer batch  
passes out.

On the shore, the waves are breaking,  
On the horizon, a ship is sailing,  
And as I stand there by the sea side,  
I wonder about the men inside.

August 2003 :  
BSNT program  
commences.

Do they while the boilers stoke,  
Dream of old times with their folk?  
Those carefree days seem a distant dream,  
The same life, but a different realm.

August 2003 :  
M.E.O. Class  
IV program  
commences.

When in service, do they miss,  
The gentleness of a loved ones kiss?  
For their well being they always pray,  
And the blessings received a thousand miles away.

How do they cope with the raging seas?  
Seafarers, both young and old,  
Must be nerves of steel,  
But with a heart of gold.

On the shore, the waves are breaking,  
On the horizon, the light is fading,  
And as I stand there by the sea side,  
I'm still wondering about the men inside.

-Cdt. Kartik Mohan



August 2004 :  
New computer  
lab  
commences,

## Beautiful From Inside...

The unequivocal depth of ecstasy,  
The sweetest and soundest way, to pierce swords through a  
heart,  
She massacres a multitude as she deciphers fatality,  
He sensuous lashes as the ocean unbounded  
Make you wither in her extremity,



With locks of aesthetic shade,  
And lips dripping honey,  
Her tranquil heart whispers serenity,  
She fills the world with toxic entities,  
The chiseled curves furnished with heavenly sculpture.

August 2004 :  
New hostel  
becomes  
operational, .

Hoping that each day for everyone lies  
A doorway to the condemned paradise.

Cdt. Rebeiro Gilroy  
BSME IIIrd Year

## LIFE IS WHAT YOU MAKE IT

Life is what you make it. Your tomorrow depends essentially on what you do today. Whether winning a bride or battle, fame or fortune, power or position, wealth or worldly goods, success depends on proper planning and execution of a plan. If success is to come to you, you must do your part to encourage it. With knowledge and preparation you can meet any challenge and reach your goals.

The foolish person seeks success in the distance but the wise one cultivates and nurtures it constantly. Giving public credit to one who earned it is the best success technique in the world. Be on the look out and catch people doing something right; then tell everybody about it. Never find a problem instead find a solution. The man who offers insult writes it in sand and the one who receives it, is chiseled in bronze.

Knowledge is power. Proficiency and competence galvanized people make them up to you for guidance and direction. Appearance and manner counts. Talk and look like a winner; people don't follow leaders who lack directions and determination. The beginning is the most important part of the work. Once you start it gets easier all the time.

Success in the end depends on the stamina of your mind and your willpower. The starting point of success is optimism and faith in you. Everything is possible for those who believe in him. Take heart to be bold and open a new chapter of your life. Dedicate your energies, imagination, intellect, resources and time towards realization of your worthy and cherished goal in life.

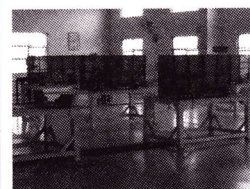
One step at a time and well placed will guarantee your success. Action is soul of life. If there is no action, there is no life...

Cdt. Shashwat Anil Sood  
BSNT 1st Year

February 2005 :  
M.o.U signed  
with port  
authority of  
Singapore.

March 2005 :  
New chairman  
of Governing  
Council, Mr  
.R.N Tolani.

May 2005 :  
Crisil grade 'A'  
rating awarded  
to T.M.I.

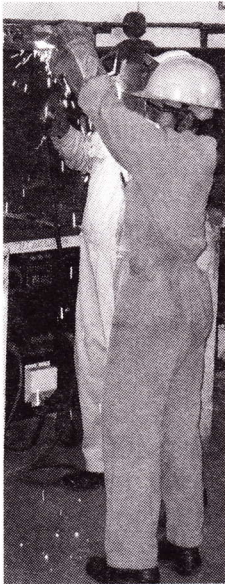


June-July  
2005 :  
Workshop  
Expansion.



## SKY

August 2005 :  
Cornell  
University  
honours Dr.  
Tolani..



August 2005 :  
2G, 3G, 6G  
Welding  
courses  
introduced.

August 2005 :  
Pre-Sea  
commences.

The lights went out and there was nothing to do, except to sit and wait. But then it struck me that I should go up on the roof. The night was chilly. The sky was absolutely clear. It was really pleasant with the darkness blanketing the surrounding and the sky studded with diamonds, which were shining. There was no sound, no traffic noise, no shouting nothing but nature speaking. When the cool breeze made leaves flutter and then the wind would die out and again it would pick up speed; start speaking as though taking on a new topic. It was a perfect night and a perfect night sky.

There were stars, many stars; some cluttered up, some all alone, some making constellations while others fighting the darkness. I felt the whole sky was for me. Those heights, dreams, aspirations and desires to fly off and be on the top were exclusively for me. I just dreamt that I'll be on the top of the world. But I was wrong. There were others who were also looking up. Everyone wants to look up and aim high. But the thing, which is common, is that we all forget that we are standing under the same roof. The sky is for everyone and we all stand in darkness looking up seeing and seeking light, aspiring for the top position and often forgetting others. Everyone can dream and aspire but those who really work hard get their sky.

Then these stars like angels of god always keep watching us. The perhaps note, what we do wrong and our actions reveal Godliness. But what I am sure of is that they cannot write my destiny. It is I and only I who'll make the difference. When everything goes right they say, "God is happy" and when everything goes wrong, we say, "God is angry". For me this is the biggest lie. If everything goes wrong it's you who has failed and if everything goes right then it's you who have succeeded. Why to blame the third person who just watch and whose presence is also not defined, between us and our deeds?

I can't help saying, "Let there be light for the person (even me) who is wrong". However it is my firm belief that its we who can change the world and even our destinies. We could change the position of these stars through our hard work, toil and perspiration rather than living at the mercy of those who are miles away and only watch. If this is called rebel, then I want to be a rebel.

Shubham Agarwal  
BSME Ist Year

## ABANDONED LOVE...

Alone , alone , alone ...

This piercing feeling :I moan. !!

I know you are there, just a few steps ahead,  
But I did not have the courage to stretch out, coz I bled.

My blood a river peaceful and deep,  
My soul a secret you never could keep,

I was happy, much gay,  
Coz I knew there was no one my price, which would pay,  
But since you came back, you crossed my way,  
I knew you were the one, with my heart, who would play.

I dreaded the way once, but now its mine,  
With all its thorns and dark shadows,  
Its wild like pines.

Still it adores the lovely way,  
Those who tread on it, its price they must pay.

I am there, yes I am,  
My portion I fulfilled just like a lamb,  
But you were the one, who just left me half way,  
You never looked back, left me to sway.

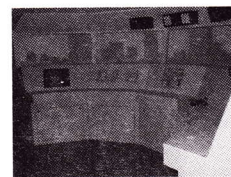
I hate you for that,  
But I love you still,

Coz I knew you are the one, though you never will,  
While I was soaring high, with the furious bashing wind,  
My heart rose down to you, and that was when I sinned,

I fell off the way: I landed at the wrong place,  
So I am here today: by your grace,

And though it seems so lovely:  
But in my heart, is where you live,  
I trusted you and I loved you, but you threw me over the cliff  
And that was exactly when honey - I Felt Lonely.

Cdt. Kshitij Parashar  
BSME 1st Year



December  
2005 : Engine  
room and  
Bridge  
Simulators  
operational..

January 2005 :  
Athletic Track  
under  
construction.

August 2006 :  
House system  
commences, .



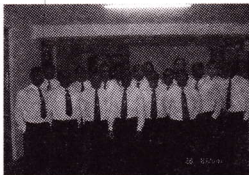
February 2005 :  
MoU signed  
with N.Y.K.

I LOVE YOU

2006 : T.M.I  
introduces  
Online  
Selection  
schemes in 8  
centers across  
India.



May 2006 :  
New hostel  
completed.



July 2006 :  
Intake of  
foreign cadets.

You changed my world, with a blink of an eye,  
That is something that I cannot deny,  
You put my soul from worst to best,  
That is why I treasure you as my dearest.

You just don't know what you have done for me,  
You even pushed me to the best I can be,  
You really are an angel sent from above,  
To take care of me and shower with love.

When I'm with you I will not cry even a single tear,  
And your touch has chased away all of my fear,  
You have given me a life that I could live worthwhile,  
It's even better every time you smile.

It's so magical, those things you've made,  
To bring back my faith that almost fades,  
Now my life is a dream come true,  
It all began when I was loved by you.

Now I have found what I am looking for,  
It's you and your love and nothing more,  
Coz you have given this feeling of contentment,  
I my life something I've never felt.

I wish I could talk till the end of day,  
But now I'm running out of things to say,  
So I'll end by the line you already know,  
I LOVE YOU more that what I could show

-Cdt. Ashutosh Kumar  
BSNT IIIrd Year



## FRIENDSHIP

When you're in trouble, or in pain,  
 You're like a dried river in need of rain,  
 When you're lost everything and have nothing to gain,  
 When you're helped by only one and a friend is his name,

You can look him straight in the eye,  
 Tell him things, about which you normally lie,  
 He'll laugh with you and with you he'll cry,  
 Because this is friendship and can never die,

Doesn't matter if you succeed or fail,  
 Doesn't matter if you lead or trail,  
 He'll be besides you in every task you scale,  
 Protecting you from storm and hail,

There are no secrets in friendship,  
 There are no losers in friendship,  
 Because no one is ever alone in friendship...

Cdt. Upneet Sharma  
 BSNT II nd Year

## SEA FEVER...

I must go down to sea again, to the lonely sea and the sky,  
 And all I ask is a tall ship and a star to steer her by,  
 And the wheel's kick and the wind's song and the white sail's  
 shaking,  
 And a gray mist on the sea's face and a gray dawn breaking.

I must go down the sea again, for the call of running tide,  
 Is a wild and a clear call that may not be denied;  
 And all I ask a windy day with the white clouds flying,  
 And the flung spray and the blown spume and the sea gulls crying.

I must go down the sea again, vagrant gypsy life,  
 To the gull's way and the whale's way,  
 Where the winds like a whittled knife;  
 And all I ask is a merry yarn from a laughing fellow-rover,  
 And a quiet sleep, and a sweet dream when the long trick's over.

Cdt. Mrityunjay Abhishek  
 BSNT II nd Year



May 2004 :  
 New  
 badminton and  
 Squash courts  
 completed.

December  
 2006 : M.o.U  
 signed with  
 MITSUI.



August 2006 :  
 New Annex  
 building



## A Journey and Two Days

Like every tale this too has to start somewhere, with someone doing something. But I guess I'll just change things a bit and give a walkthrough first. This is how the story goes.... Guy finishes 12<sup>th</sup> grade outside of India, wants to join a good college in India, gets into a great college, his journey to the college and his first two days at the college



January 2007 :  
Library shifted  
from Main  
Block to Annex  
and renamed to  
Learning  
Resource  
Center (LRC).

March 2007 :  
New computer  
lab in E.B.C.L.

November  
2006 : T.M.I  
bags the  
LLOYDS LIST  
award.

After my 12<sup>th</sup> I was 18kilos heavier and feeling lazy, frustrated and confused. Lazy because I had done nothing but sit in a place, read books and eat, frustrated because the Board Exams took a long time to end and confused as I didn't know what to do next. There were a lot of options, actually there were too many options. I outlived that phase and after a very long and at times kind of fun procedure that you all are very familiar with, I got into TMI. I was excited and all I wanted to do was to come here and join the college. I loved the way the campus looked and also the uniforms that we got to wear if we joined the institute. It was modern but it did not lose any of the charms of the village that it was in. To me it seemed just perfect.

I was sent a list of things to buy before joining the institute. I went ahead and bought all of them in a day. That was the easy part. Then came the difficult parts. One of biggest problems that I had was getting an air ticket to India. It may sound difficult to believe but well it is difficult in the peak season. But thank God for "contacts". I had to call in a couple of IOUs from friend's working in airline companies before I could get a ticket. But even then it was hardly a trip worth taking. It was a connection trip which, to me didn't make any sense at all. I had to get on a flight and fly for half an hour in the exact opposite direction of the one that I was supposed to go and then get on a flight from that place and retrace my path and then get to India. Well couldn't help it because I had no choice. I took the flight. The first flight was on time. But the second one wasn't which didn't come as much of a surprise because Air India can never break tradition. By now you must be thinking that I am just one of those fussy "Foreign Brats" but I have to tell you I am far from one.

I got to India in one piece after a very strange flight. The food was kind of discouraging. It had this funny smell to it which prevented me from eating the rice or the chicken which was on my tray. So I ended up eating a plain croissant with butter in it and a salad. For the rest of the flight I sat chewing the mint flavoured toothpick which is the one thing that never needs any improvement. I was seated, two rows from the rear of the plane. The restrooms gave off an unpleasant smell, I had no choice but to bear with it, but somewhere in between "Refreshing Tissue" came to my rescue. I counted the minutes till I landed. After the landing I was taken home by my uncle and I had a nice time at his place. I had a couple of days left before getting on a train and coming to the college. So I decided to unwind and spent most of my time in CCD (Café Coffee Day).

My uncle had my train tickets booked. He got me a ticket in Two Tier A/C. I didn't know what it meant but all I knew was that it was the best and most expensive place available on that train. I didn't understand why he did this to me. I wanted to travel normally but again everyone was treating me as a fussy "Foreign Kid". I just couldn't understand why people have to fuss over you. Anyways the days went by and finally came the day on which I was supposed to board my train. The train was fashionably late (as usual). I got into my compartment and found it to be very very silent. I thought that it was empty because the train had started from a place 8 stations away. I found my way to my seat and I drew the curtains there was a really old guy and his wife seated there. I placed my bags below the seat and I sat down and we began to talk. He asked me all kinds of things like Name, Age, What I was doing at present and where I was originally from and where I studied for my 12<sup>th</sup> etc. On hearing the I studied outside India he began an all-new barrage of questions about life outside of India, Job Environments, Cost of Living etc. These were the exact same questions that I had gotten tired of answering over the years but anyways it was better than not having a conversation at all. All of a sudden he stopped talking and from his expression I kind of inferred that the conversation was over. I climbed up onto my berth and just lied down with nothing to do.

The hours passed and still there was not a sound. I climbed down and the same uncle guy who I had conversed with for more than an hour just looked at me and didn't say a word. I went around and I found out that the average age of the people in my compartment was about



which was about 3 times my age. After another 2 hours I was bored, really really bored. I just wished that I had my uncle around so that I could thank him for what he had done to me. But my misery was short lived, Wilbur Smith came to my rescuer. At the next station a guy came into the compartment with books. I picked up the thickest book that he had and started reading. That was all that I did for the rest of the trip, I just read. I finished the book before I got to Pune station and then waited eagerly to get to the station which the last stop.

Finally I arrived at my destination. In came several porters at once and before I knew it my bag was forcibly taken from me. I didn't know anything about local trains or anything of that sort. All that I knew were the timings. So I went ahead and asked the porter how I could get to "Talegaon" on hearing this he gave me such a stare that I felt very uncomfortable. All of a sudden I felt that I was in the wrong place at the wrong time. He asked me to repeat the name of the place and I repeated it again. All of a sudden his very straight face lit up and he started laughing. I was a little in the dark to the reason why he was laughing. It was then that he told me that I had gotten the pronunciation "all wrong" what he meant to say was that I had named a place of my own. Well how was I supposed to know how the name of the place was supposed to be pronounced? I just read the name in English. We had a chat and he told me how the name of the place was really pronounced and asked me where I was from and all that. Anyways he told me where to buy tickets from and the timings of the next couple of local trains. He also gave me a piece of advice he told me that it would be better that I buy a First Class ticket as I may find it difficult in a second class compartment. Well I had, had just about enough. Here was a Porter judging the kind of a person I was and what I could manage and what I could not.

I had a very uneventful journey on the local train. But it was kind of congested even in the First Class Compartment. After an hour I got to the station that I was supposed to get down at. I got down and carried well actually I dragged my bags behind me and got into a rickshaw. I asked him to take me to the only hotel whose name I knew. But after some time I found out that all of them were full. In my excitement I had forgotten to reserve a room at a hotel. I felt really dumb at that time. I had taken care of even the tiniest detail if the trip and I forgot something the size of a truck (Boy! Did I feel smart). It almost felt like seeing a sapling and missing out the tree that was in front of me.

With all hope lost I asked the rickshaw guy to take me to all the hotels that he knew about. We went to about 2 places but they were also full. Finally we found a place that had one room empty. I was overjoyed until I saw the room. It looked like it had every single type of mould possible it almost felt like entering a "Mould Museum". The fan was not working and there was only one small light bulb, which gave off hardly any light. The bed had bugs in them and the toilet was close to unusable but I had to do with it. I was forced to say yes because there was another person waiting to take the room in case I decided not to take it. The rickshaw guy told me that it was a "nice" room, though even today haven't been able to understand his definition of "nice". I had no choice but to take the room. So I took the room but was hardly able to sleep I waited for dawn and then got a rickshaw and got to the college early to finish all the formalities before everyone else got there.

I was early and I was asked to sit in the T.V. room with some of the other early birds. I was then asked to sign a slip and collect my room keys. I did so and went to my room it was really good. Then I went on and collected all the things that I had to, like the blanket, pillow, shoes etc. After this we were asked to get a hair cut and I was told to get rid of my moustache. I was a little surprised because I had short hair and well shaving my moustache was one thing that I had tried to avoid all my life. But I was curious and didn't want to make a bad impression on the first day itself so I shaved off my moustache and I went to get a hair cut. It was then that I found out that the meaning of short hair when you are a first year is "close to bald".

After all that we were asked to go for our dinner. I had my dinner and then we were asked to assemble for our first "Muster". It was a new word for me. We were made to stand for a long time as far as I was concerned but only later did I come to know that it was actually a very "short" muster. Our roll calls were taken and then we were left after certain instructions were given to us, one of them being that we had to muster at 5:40am for our "Morning Conditioning". I was shocked, I had never in my life gotten up that early and here I was being made to do so and that too on my first day of college. I didn't understand the word "morning conditioning" but to me it didn't sound too bad after all how bad could conditioning be, right? So I went to bed after saying my prayers. I couldn't sleep much but I finally got to sleep after



August 2007 :  
Athletic track  
inaugurated

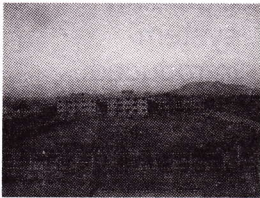
August 2007 :  
Student  
Guardian  
system  
introduced.



October 2007 :  
Third  
computer lab.



December 2007 : Ship in campus-material procured.



February 2008 : Extension of faculty residence

29 March 2008 : TMI girl cadet on DD Sahyadri on programme "HELLO SAKHI",

quite a bit of tossing and turning, this was the end of day one. I still don't know how or why but I got up on time the next day. I guess it must have been the excitement. I was feeling fresh and energetic and I was looking forward to the day. This was the beginning of day two.

We were made to muster and then our seniors told us that it was time for our "morning conditioning" and they told us for a jog. I ran with enthusiasm with the others. Half way to the lake close to the water tank I started feeling tired. I guess the "exam fat" that I had piled on without doing anything at all but eat and sleep was taking its toll on me. It was then that I saw that we were headed to the lake. We were told to run around the lake. Halfway around the lake I felt my body telling me to stop or else face the risk of falling down in heap but I kept on running and had almost reached the end of the first round and happy to say this I was kind of relieved That it would all soon be over. But boy was I mistaken. As the first file completed one round of the lake we were told to run another round of the lake.

That was it. I lost all hopes of getting out of this situation alive. A quarter of the way around the second round I slowed down and started walking only to find a senior standing there and encouraging everyone who had fallen back from the squad to run and complete the round as it would be the last round. I was too far gone into hopelessness to even listen to him. I continued walking. But again the senior was asking us to run. Feeling really bugged I started jogging at a snail's pace but soon found out that even that was difficult for me. I walked on but again another senior was there to bug me. To me it felt that it was me who was being picked on and I didn't like it. Finally I saw the others in front of me stop. With new energy and the desire to just stop and rest I sprinted till the end. My mind felt good but my body was in agony. All the kilos that I had piled up with great ease were threatened.

My body was telling me never to do it again. But I knew that there was no escaping the inevitable. I was mentally preparing to jog back to the room with the squad when were asked to spread out for the exercises. Now I was 100% sure that I was not going to make it. Earlier when there was just the running I had some hope of finishing but by this time I was really tired and just wanted to sit down. That was exactly what we were made to do. We were made to do squats, after a little bit of stretching. By the time we were done every muscle in my body ached. We went back to the hostel and were told to report at 8:40 in uniform for our muster. By this time I was getting really bugged with musters also. I was wondering how many musters we would have in a day.

We reported in uniform and a very thorough shave and uniform inspection was conducted. We were given some instructions about classes and also the mess timings. Lunch was another fun event. I went for lunch in my P.T. rigs with a group of others from my floor. We entered the mess and we took our food and started eating when a senior who was the mess in-charge came over to us and told us that we are not supposed to eat lunch in P.T. rigs and were asked not to repeat in again. Here was another senior who just wanted to make life difficult for me. What was going to happen if I have lunch in P.T. rigs? Well the day went on and we had a muster again in the evening when we were given instructions about conduct in the mess, how to make our bed etc.

Our last muster for the day was the one before dinner again a head count was taken and we were told to have our dinner and then go to our rooms and rest before the next day's morning conditioning. I dreaded the thought of more running and exercises the next day. But I had my dinner, said my prayers and then went off to sleep. That was the end of day two.

Over the next few days and months I found out that the morning conditioning that we had done on the first couple of days was nothing compared to what we would have in the next couple of days. By then my body had adjusted to the running and exercises and I felt happy that I was doing something that I thought I couldn't do and was very much alive even after doing all those exercises. It has been quite some time after all this had happened but even now I cant help remembering that really weird journey and my first couple of days at this college.

-Name withheld by request

## In Her Memories!

Never crossed a thought in my mind  
That feeling would arouse in my heart.

Falling in love was a business of such kind never for me  
Kept saying to myself but kept looking for  
A glimpse of her,  
For that was what I really wanted  
To see!

Searched her everywhere, in dreams and reality for sure  
But thought this pain had no cure.  
Spoke to god and pleaded to him,  
But showed the world that it was not  
My fantasy or whim,  
Hid my feelings everywhere and never showed  
Those unspoken desires  
But kept looking for a companion for my soul.

Then she came, as I had never dreamt nor imagined,  
Such innocence and beauty untouched made me think,  
Was I really insane!

She brought with her such happiness  
That I never felt,  
That she made my nagging brain meet  
My heart was this war with mind,  
And made me realize that it was  
Really a find!

Healed all the wounds and all the cuts mended,  
Enchanting was her smile which never offended.  
Spreading magic in my life was all she did  
Day and night,  
Cooled me down and loved me more even  
In the worst of sight

Seeing the world through her,  
Saw everything was beautiful  
So pure  
That living in her memories is all I do  
Knowing that,

Living in a world where nothing is for sure  
But I'll protect her even if it takes the  
Last bit of mine,  
Never will anybody dare harm her  
Knowing that I'll do anything for  
My love  
For I admit that I am a lover.

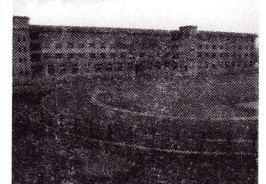
Cdt. Mehul Chaturvedi  
BSNT II nd Year



May 2008 :  
New gym.



One more  
faculty seating  
area in Annex  
by Aug.2008



Third hostel to  
be completed  
by Aug.2008



## Today is yesterday's tomorrow

The problem with waiting until tomorrow is that when it finally arrives, it is called today.

Today is yesterday's tomorrow. The question is what did we do with its opportunity? All too often we will waste yesterday and as we are wasting today.

Each of us must pause frequently to remind ourselves that the clock is ticking. The same clock that began to tick from the moment we drew our first breath will also someday cease. Time offers opportunity but demands a sense of urgency. When the game of life is finally over, there is no second chance to correct our errors.

The clock that is ticking away the movements of our lives does not care about winners and losers. It does not care about who succeeds who fails. It does not care about excuses, fairness or equality. The only essential issue is how we played the game. We still have all the time we need. We still have lots of chances. For most of us, there will be a tomorrow, a next week, a next month and a next year. But unless we develop a sense of urgency, those brief windows of time will be sadly wasted, as were the weeks and months and years before them.

There isn't an endless supply! So as you think of your dreams and goals tomorrow, begin today to take those very important first steps.

Cdt. Manish Kumar  
BSME Ist Year

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### Quotable Quotes

Gravitation cannot be held responsible for people falling in love. How on earth can you explain in terms of chemistry and physics so important a biological phenomenon as first love? Put your hand on a stove for a minute and it seems like an hour. Sit with that special girl for an hour and it seems like a minute. That's relativity.

-Albert Einstein

REFLECONS'08

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# THE SUBICLES





## Examination System

Wg Cdr (Retd) Durga Das Mundhra joined Tolani Maritime Institute on 2<sup>nd</sup> July 2001 as professor Mechanical Engineering. He took charge as the examination controller on the same day. He continues to hold dual posts to date.

He came to institute during the formative stage. BSME Programme in collaboration with BITS, Pilani was in third year. Some of the feature which have brought credibility to the system are as follows-

1. Registration of the cadets on the first day of semester to enable them to decide their academic load in terms of courses for the semester.
2. Academic session/semester calendar is set in the beginning of the session giving dates for exams/preparation leave/semester break
3. The exam time table are displayed at least six weeks in advance so that the cadets can plan their vacation journeys.
4. Identification of weak cadets at the mid semester stage to counsel them and inform their parents about the poor performance of their wards.
5. Timely publication and forwarding of results so that these are forwarded to parents and BITS. Pilani.
6. Error free results are displayed on notice boards for some time before these are forwarded.
7. Displaying of model answers immediately after examination to enable cadets to identify their mistakes.
8. Multiple question paper are set to increase confidentiality
9. Streamlining of granting of makeup examination.
10. Weekly class tests to involve cadets in studying on a continuous basis
11. The punishments for malpractice in examinations have been standardised and implemented under the direction of BITS, Pilani

The credit of success of the system goes to Wg. Cdr. (Retd.) Durga Das Mundhra and members of the exam control committee who have tirelessly worked towards the goal of having transparent evaluation process in time.

**Prof. D.D. Mundhra**



## Just know more..

Ever since recompression chambers exist they have borne evidence of the technical efficiency of their epoch. Keeping the most essential basic principles, they have now reached a state of development, which constitutes an immense challenge for engineers. Today fundamental innovations demand considerable investments, take up much time and energy. They further request remarkable ability not only to define ideas but also realize them.

The realization of epoch-making ideas is firmly established management principle of life support: innovative thinking and particular enthusiasm of our engineers help to design chambers that are exemplary for their time. This brand new chamber types gives evidence of this. They stand for creativity in the development of new techniques. They stand for profession of perfection.

The mere appearance of new hyperbaric chambers leads new views. They appear courageous, however never obtrusive. They communicate a precision that spontaneously inspires confidence and their clear and powerful shape gives an idea of their fascinating character. Hyper baric oxygen chamber are used with best results by the diving simulators of the BLFS, DLRG in Berlin by the medical pressure chamber system of the oskar helene heim hospital, Berlin (IHTM), by the diving simulator of the German federal navy at the schiff medinst in Kiel Kronshagen ,by the new medical hyper baric center of the royal dutch navy as well as by new HAUX STARMED 2200/5 of the ASB in wien ,the HBO centers Hannover, Frankfurt, munchen, koln/bonnand more then 100 additional systems. Diving re compressions chambers are designed for diver rescue operations of navy, fire brigades, police rescue squads, diving companies and recreational divers..

HAUX-TRASSTAR ,MEDISTAR/MEDILOCK, STARMED 2200-5/2 OXYSTAR ,HYDRA 2000 ,HAUX LIFE SUPPORT ,DEEP STAR ,BELL STAR ,STARMED-KD ,arer some of the models HAUX LIFE SUPPORT is huge developments in the field of diving simulators and hyperbaric test facilities with its related life support system and peripheral.

The large diving simulator HYDRA 2000 for the german navy and the hyperbaric center MEDUSA for Netherlands navy were built by HAUX especially remarkable with these systems is the extremely complex and user friendly computer monitoring system for instruments and test persons.

LIFE SUPPORT designs ,develops and constructs deep diving systems and met bells of any size and for any diving depth according to the individual needs of the customers. these systems are operated on research platforms ,on carne barges , pontoons etc. in very cold regions as well as in tropical climate. it's a modular and containerisable system .

Hyperbaric pressure chambers-computer system consists of various functional units ,that individually work as a system. computer support makes it possible for instance that one can operate two chamber system with automatic operations .

In the basic components following elements are included ,

1. Computer systems hardware and software:- 486 pentium basis ,with storage(GB) HARD DISK ,486 PEN MICROPROCESSOR, screen adaptor ,serial /parallel I/F , keyboard, operating system, color monitors, connecting panels, cables and plugs , data logger, colour printer for recording of graphs and data. DECOMAT-2000 software, with displays and control panels with alarms(audio/visual)
2. TV MONITORING SYSTEM-makes an uninterrupted observation of chambers inmates possible. one camera can observe 4 patients or personals, CCD-colour TV cameras, monitors, VHS-video recorder, TV monitoring system.
3. COMPRESSED AIR SUPPLY-(LP+HP SYSTEM) the offered compressed air supply system corresponds to the demand for pressure chambers(with valid safety standards) for redundancy use and safety two separate systems is highly recommended i.e low pressure and high pressure systems like routine and special operation to cover up peak hours.



LP:Low pressure system-compressors,(14 bar) system pressure 15kw motor working hours meter.

HP:High pressure system-compressors-MV 7,5 working pressure 225 bar,E motor 380 V/3 phase,5 kw.condensate collector with semi automatic compressor control

AIR STORAGE SYSTEM-consists of two bottles battery of 15 pieces each with 501/200 bar compressed bottle arranged in supply rack.

4. O2 SUPPLY-the main supply is taken over by the client taking advantage of a liquid oxygen system.storage must be 30.0001 O2 to comply with this regulation.  
Following system is foreseen-  
1 piece-emergency o2 supply HP systems,cylinder battery,presure reducer station  
1 set-pipe work and installation material
5. PERSON MONITORING SYSTEM:-  
Measuring desk and monitoring systems.  
1 x tc PO2 MODILBOX /electrode /cables /extensions  
transfer trolley for lying instruments.
6. COOLMASTER system : Air conditioning system module equippe d with a cooling system specially developed for this task .Air is circulated in the entire main chamber volume by a special air conduction system .together with the cooling of the air a desirable dehumidification is reached ,it consisits of heat exchanger with ventilator ,room thermostat ,refrigerating agent ,high temprature and pressure regulators and electrical connector box.
7. MASTERTENT/OC: for breathing oxygen under pressure for the improvement of decompression and general HBO treatment semi masks are usually used as breathing aid .exhaled O2 is removed from the chamber through valves and hose.
8. Fire suppression system: STARMED 2200/5 ,5/STANDARD offered can be equipped with a fire suppression system which has especially been developed for hyperbaric chambers system and which is protecting the ante chamber as well as the main chamber in case of fire outbreak . this consisits of activation and deluge system (water) with wiring and pipings and pressure reducer systems the treatment chambers are control and supervision systems unrivalled .it consisits of active and passive computer control ,electric control by including remote control in thre chamber and manual pneumatic control guarantees highest operating facility and safety .the continuously improved operating ergonomics is still absolutely outstanding and modular design of the system allow to comply with any specific customer specifications via simultaneous and personal communication systems the persons are connected directly in manifold ways with the operating staff the effective person supervision is supported by high quality colour cameras ,2 monitors and 1 quad system .monitors for computer control and for supervision,for entertainment headphones ,different music programmes and intercom services are provided for the diver control systems psychometric and MEDICAL TEST are performed under the conditions .installation and assembly is also a demand of customer for its smooth execution.

With the artificial intelligence ,now its possible to replace human existence for operations in to replace human existence for operations in its several models

- HAUX LIFE SUPPORT ,gmbht,german
- IAM Bengaloroo,India
- HBO center INDIA

BY: MISS SMITA DIKONDWAR



## An Informal Approach to Developing Practical Skills

By Cdr. C. J. Baptista, I.N. (Retd)

The present system of training marine engineers, under the guidance of the DG (Shipping), is an attempt to provide the necessary theoretical background, as well as the basic practical skills. And there is little doubt that the theoretical content has increased over the years, because of the increasing sophistication of the ships. Some of the major areas of development are controls (remote and automatic), fuel efficiency, residual and other fuels, exhaust emissions and other areas of pollution prevention. There is no denying the need for the theoretical knowledge to cope with these developments, but in the process the practical content of the training seems to have been compromised. Moreover, the practical training seems to focus more on manufacturing methods, such as turning and welding, at the expense of the fitting skills which are actually needed most often. Certainly my own experience seems to show that fresh marine engineers are most lacking in this area, and they have to learn these skills "on the job", which is not the best place or time for learning.

What can be done about this? When you study the syllabus, it soon becomes clear that little or nothing can be deleted (those turning and welding skills are needed too), and in fact you can usually find plenty of gaps that need to be filled. Nor is it realistic to increase the time spent in training, already four long years. That leaves only individual effort that might help prepare you sufficiently to confidently take up your job as a junior engineer. But how can an individual broaden his skills without formal guidance and access to workshop facilities? There is a way, and it is a lot easier and more interesting than any formal instructions.

Get yourself an old motorcycle. Old because many things will be wrong with it, which you will have to rectify, and because it will cost a lot less than a new one. In any case, who would like to take a new machine apart? A motorcycle is just complicated enough to teach you all the basic skills, but not so complicated as to be beyond the abilities of anyone of average intelligence. It is also not too expensive, and small enough that the necessary work can be done in a very limited space. Don't worry too much about the condition of the bike, so long as it does not have major accident damage, such as a bent frame or front fork. A two-stroke is easier for a beginner, mainly because it is simpler.

Some preparation is essential before you start work. You will need a reasonable set of hand tools, spanners and screwdrivers being the most necessary. Ring spanners are the best, but more expensive than open-ended spanners; metric sizes from 6 to 24 mm will cover most needs. There will be certain places where only a box spanner can reach, but wait until you find out which exactly are needed, and buy only those. Long-bladed screwdrivers are the most useful, at least four different sizes of flat blades will be necessary, together with two Phillips type (star type). Two or three pairs of pliers, including one needle-nosed, a light hammer (ball-peen, not claw) and a wooden or rubber mallet completes the basic collection you will need. A set of feeler gauges is essential, ranging from 1.5 to 25 thousandths of an inch (or the metric equivalent).

That takes care of the hardware, but what of the software? Look for a "do-it-yourself" guide book that tells you the basics of the maintenance of the motorcycle. There are Indian publications which are quite reasonably priced, and you should not proceed until you have read it through. And this is only a beginning. There will still be many questions that will need answers, and you will have to find out more, from books, websites, and even from the manufacturers. Standard engineering handbooks are also a good source of information on bearings, seals, fasteners and the like. There are no short cuts to the correct information, and you must learn how to find out.

Ride the bike, if it is rideable, to make a preliminary list of defects. Check for easy starting, a steady idle, and quick pick-up in the lower gears, and listen for any knocking, scraping or rattling sounds, particularly at higher speeds. The clutch should operate without jerks, and the gears should shift easily. Both brakes must slow the bike firmly but not abruptly, and the front one should be much



Stronger than the rear. The bike should run straight with hands off the bars, and of course the lights should all work, including the brake light and the indicators. Finally, check fuel consumption in normal riding, about 35 km/litre is usual for a two-stroke 100/125 cc bike, even when badly worn out.

The next step is a detailed inspection which will add to your list of defects. For this, and for all the rest of the work, it is convenient to regard the bike as made up of separate assemblies. These are the power unit (engine and gearbox), the front wheel and fork, the rear wheel and suspension, the frame and the complete electrical system. Your guide book will tell you how to proceed, but some general principles are worth emphasizing. First remove all body parts, such as mudguards, fuel tank, side panels and headlight assembly, clean the remainder thoroughly, and then proceed with inspection. All moving parts should move only in the manner and direction they are supposed to move. After removing the chain and the rear shock absorbers, the swing-arm should travel up and down freely, but without any sideways movement.

On the other hand, every fixed part should be tightly secured, and if not it may be due to either neglect or wear over a long period. All fluids and lubricants should be present where they are needed, but not seeping through any joints or seals. This includes engine oil, front fork oil, shock absorber oil and wheel-bearing grease. All nuts, bolts and screws should be present and tight, with locking devices where necessary. Electrical wiring should be clean, dry and intact, including the insulation, and should be clipped or secured in place, not hanging loose. If oil or water is found on or in any electrical part, try to find out where it has come from.

The next stage is the actual dismantling. This must be done systematically, preferably one assembly at a time. Clean the assembly externally before starting, so that every part is clearly visible, and external dirt cannot get in when it is opened up. Every nut, bolt and screw should be marked to show where it came from, and every one should go back to the same place. This even means that each nut goes back with the same bolt and washer. Similarly, mark every electrical wire or you will find it impossible to connect it correctly when reassembling. Rust and dirt will make dismantling difficult, and it is necessary to be patient, because it is too easy to do serious damage by using force. Rustolene or WD40 helps to make things free, and kerosene is a cheaper alternative which often works. Sometimes a sharp tap with hammer or mallet is needed, but never repeated hammering.

Clean and carefully inspect every part as it comes off the assembly. Check for cracks and breaks, for correct fitting (tight, or free to move as the case may be, without excessive play). Every defect should be noted, for this is the basis of preparing the list of spares you are going to need. With an old machine, it is most probable that all bearings, bushes and seals will need to be replaced, but remove each one and inspect it, just for practice. Some bearings may need a puller, and it is not difficult to improvise one with the help of a welder and a machine shop. Ball and roller bearings should generally need light force to fit and remove, if loose some workshop assistance will be needed, if tight dirt or rust is usually to blame. Do not attempt to dismantle and overhaul the rear shock absorbers, as this requires special skills and equipment. Instead, simply replace them as it is certain that they have never been changed. The front fork can be overhauled, and new bushes and seals will certainly be needed, also the steering bearings.

The most complex assembly is the engine and gearbox unit. The first task is to drain the oil and examine its condition before disposing off it. Does it contain sludge, metallic particles or water? The cylinder head bolts and the screws holding the crankcases together should be loosened while the engine is still in the frame. The cylinder head may need some encouragement before it comes off, this can be provided by a short push by hand on the kick starter, when the engine compression should break the joint. The cylinder head, cylinder barrel and piston should be removed with the engine in the frame. Also remove the two side covers, the chain sprockets, and the clutch. Once this is done, it is possible to remove the remainder of the power unit single-handed, as the weight is easily handled.

De-carbonize head and piston, check piston ring clearances and check the fit of the gudgeon pin



in the small end bush as well as in the piston bosses. Also examine the cylinder bore for scoring and for wear; this will require an inside micrometer. Further dismantling will require you to split the two halves of the crankcase, fairly easy if the joint is horizontal, much more difficult if the joint is vertical. In such a case, special pullers may be needed, and it is preferable to avoid this job unless the gearbox or the main bearings actually need some attention. Proceed carefully, and make sketches as you go along, because you are likely to forget how to put it together again. This is particularly true of the gearbox, which is a complex mechanism.

Once all defects have been identified, you will have to go shopping for spares. Where mechanical parts are concerned, original spares are advisable, because they will fit correctly and use the right materials. Use duplicates only when originals are not available. All joints and packings must be renewed, also bearings, bushes and seals. Avoid changing bolts, nuts and screws, as far as possible, because the originals are better than any replacement you can find, and there is a danger of mixing up different threads. But all locking devices, such as circlips, split pins and spring washers should be renewed.

One lesson you will learn is that it is much easier to take something apart than to put it together again. Stop and think every time something does not go back in place as you expect it to. Is there a burr along the edge which is causing it to jam? Does it need a little lubricant? Does the place just need a thorough cleaning, maybe with fine emery paper? Are there particles remaining after cleaning with emery paper? If you cannot find the answer, ask someone with more experience for help. A certain amount of force is needed in some cases, and your judgement will improve as you proceed, but mistakes are always expensive. One good rule is to check the freedom of movement every time one more part is assembled. If a mistake has been made, you will find out immediately, instead of when it is too late. Where the tightness of fasteners is concerned, beginners usually tend to use excessive force. Spanners for smaller sizes are intentionally made shorter, so that you cannot apply too much torque. Do not try to increase the leverage by any means, or disaster will follow. But by all means use sensible force to pull the nuts or bolts tight.

Do not forget to apply the necessary lubrication before completing each assembly. For instance, are the chain sprockets in line? This is easily checked before putting the chain back in place, but is not possible after. When reassembling the front fork, are the two legs parallel? Are both at the same level? Are the front and rear wheels in line with one another? Adjustment of the controls is another skill to be learned. This includes the clutch, the brakes and the throttle in particular.

Almost always, the final assembly takes place late at night, after a long day of hard work. If so, do not give in to the temptation to start the engine as soon as you are done. When you are fresh again, think over everything you have done, and check the basics: freedom to turn, oil levels, electrical connections correct, all fasteners tight and then only go ahead. Do not be disappointed with the results, because it is certain that plenty of adjustments will be needed before everything is functioning as you would like it to. You will get there, but you have to be patient, and ask for advice when in doubt.

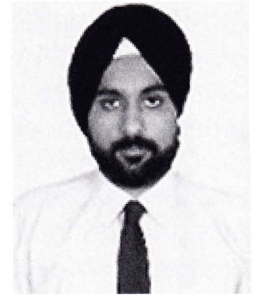
When it is all over, you would have gained invaluable experience not only in workshop skills, but also in planning and executing a complex task in a methodical manner, and within a reasonable time. You would also have learnt, ways to find the information you need, and how to find the right spares at the right price. Since you yourself are paying, awareness of costs would have developed, and this is just as important for your future career. It would be difficult to find a better way of practising all these skills.

**NB.** Because no one will supervise your work, it does not mean that no safety precautions are necessary. All workshop procedures must be followed implicitly. You will need to be particularly careful with petrol, which is highly inflammable, and the other main risk is of eye injuries from flying debris, so protective glasses are essential. Some minor cuts and bruises are to be expected when learning to handle tools; particular care is needed when trying to shift rusty screws, because a screwdriver can do serious damage to you.



## SPECIAL ACHIEVEMENT

Amandeep Bedi, one of the cadets of the pioneer batch, class of 2002, has marked a milestone by becoming the first TMIian Chief Engineer by clearing his MEO class I (motor) Exam in March 2008.



He is an alumni, the TMI is endowed with. He joined the TMI in 1998 and passed out in August 2002 with a healthy CGPA of 9.06. Having passed out from TMI he joined KC Maritimes which was later overtaken by Anglo eastern ship management Ltd and sailed with them to start a bright carrier which took him to the helm and brought laurels to the TMI. He became chief engineer in a span of five years and seven months which sets a inspiration and perfect example for TMIians to excel to afford unsurpassable dignity. It is his hardwork and dedication buttressed with loyalty that sets him apart from others.

The glory road to his distinguishable achievement shines as under-

TMI graduate: August 2002

MEO class IV (motor): October 2003

MEO class II (motor): November 2005

MEO class I (motor): March 2008

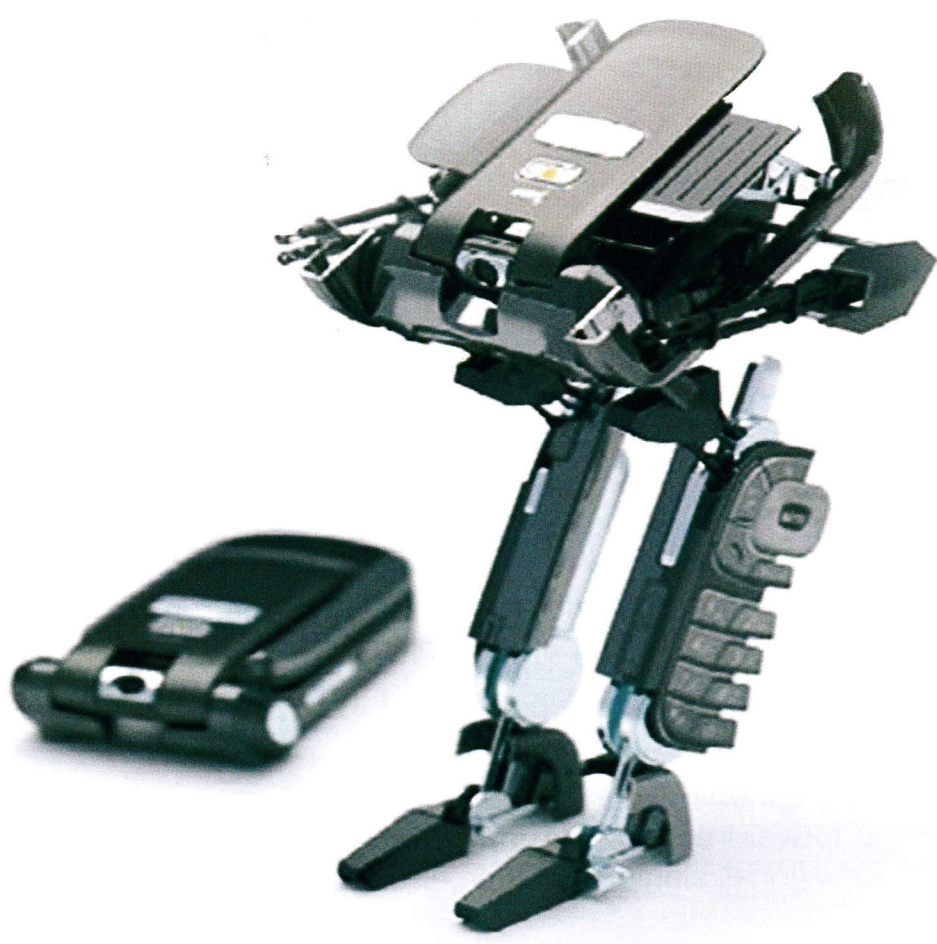
With his superb display of indomitable spirit he has kept the tag of a TMIian with great pride. TMI wishes chief engineer Amandeep Bedi success in his venture and hope his wisdom will boost the morale of cadets and will prove a precursor for others to follow in succession.

# TECHNOCRACY

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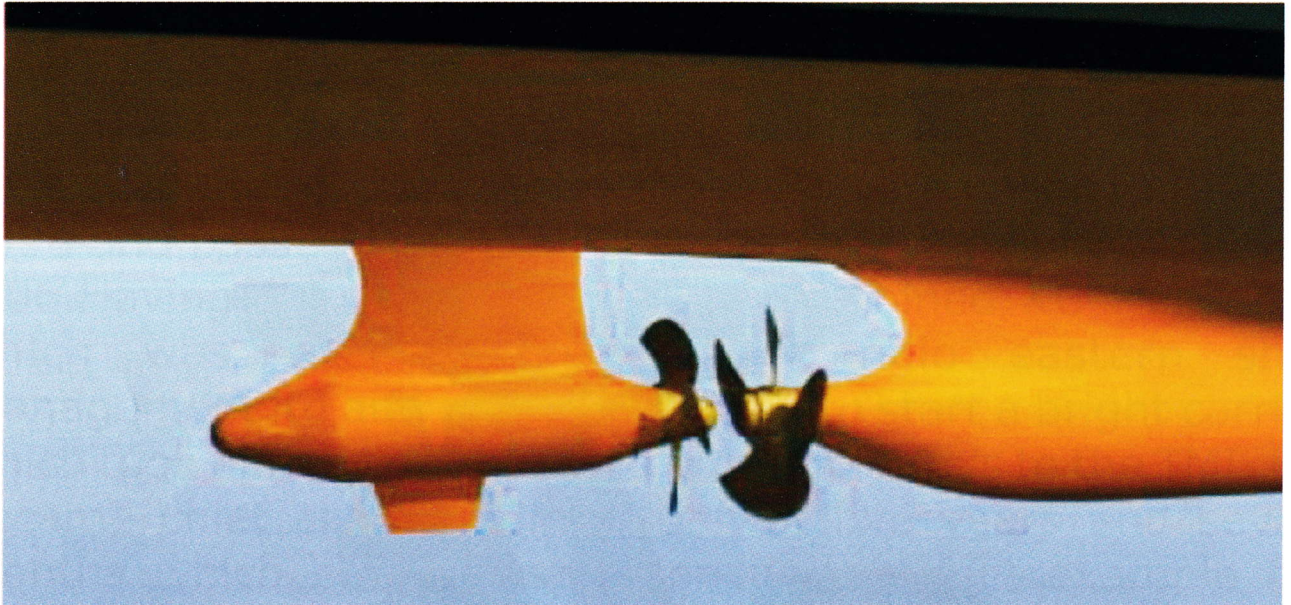
## SAILING IN THE SEAS OF TECHNOLOGY...





## CONTRA-ROTATING PROPELLER

For dozens of years it seemed that there was not much room for new propulsion concepts for ships. But Contra-rotating propellers (CRP) have been known since 1836. They are commonly used in torpedoes and are often met in fast motorboats. Although their good hydrodynamic properties were well recognized they did not gain much popularity as ship propellers because of the mechanical complexity associated with long shafts, their bearings and sealing.



**HYBRID PROPULSION:** - Hybrid propulsion comprises two different propulsion sub-units (the main fixed propeller and the pod propeller, behind it). The units have separate power transmission.

**Why use Contra-Rotating Propeller?**

- The basic idea behind the contra rotating propeller arrangement is to recover the slipstream rotational energy of the forward propeller. The hydrodynamic axial losses of the CRP are similar to those of a traditional single propeller arrangement. However thanks to lower propeller loading, propeller diameter can be increased, as the pressure pulse level will go down. This will have a beneficial effect on the axial losses of the CRP and yield an increased propulsive efficiency.

- Dividing loading between two propeller units yields additional benefits in the propulsion efficiency. The blade area of the propellers can be lower when compared with a single propeller arrangement. The aspect ratio of the blades increases and as a result the propeller efficiency increases.

Lower blade loading also results in improved resistance to cavitations.

**Propulsive Efficiency:** -

When comparing a CRP hybrid single propulsion unit with a traditional twin-screw arrangement we observe that the resistance of the appendages (propeller shafts, brackets, skegs, rudders etc.) is absent. This significantly decreases the ship's resistance since the propeller is located in the decelerated flow region. As a result the wake fraction is high and also the hull efficiency is higher. That is, both the hull resistance and the hull efficiency are similar to a single screw arrangement



Other features: -

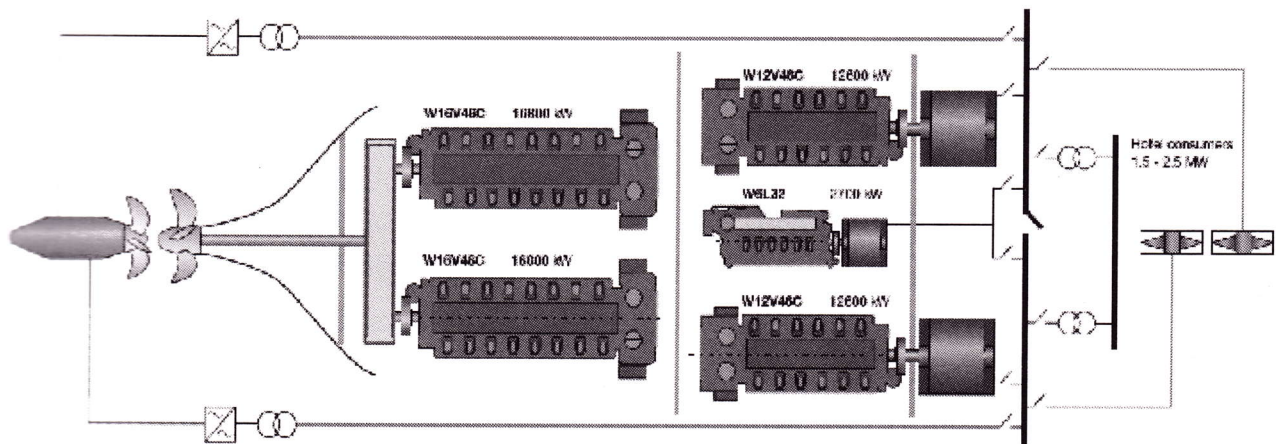
The hybrid CRP concept preserves the excellent maneuvering performance of the pods. The steering force generated by the pod is about 100%-200% higher than that developed by a rudder, which means that only small steering angles are normally required to steer a vessel. For a vessel equipped with two hybrid CRP propeller units crash-stop abilities improve significantly. A decrease of thrust this maneuver. Gradually turning the pods outside up to 180° and keeping the main propeller in the wind milling or backing position is a much more efficient way to stop the vessel than reversing the propeller rotation or changing the propeller pitch to negative.

Turning the pod by 180° and setting the main propeller to wind milling or reversing can also significantly improve the going astern performance of a ship. We should also be aware of the high steering efficiency of the podded propeller unit and its effect on ship heeling. The high steering forces of a pod set higher requirements on ship stability. If ship stability is not sufficiently high this may result in the large angles of dynamic.

The power gain achieved when using hybrid CRP propulsion on an average 5-15% is claimed. The proper way of evaluating the suitability of the hybrid CRP is to benchmark it with the conventional counterpart version, which has been properly optimized. The biggest gain from using the hybrid CRP propulsion is expected in cases where the propeller of the conventional counterpart version is heavily loaded.

Conclusion: -

The CRP pod offers most of the benefits associated either with diesel-electric or diesel-mechanical machinery without their respective downsides. The result is a very competitive solution that provides outstanding technical and economical performance for fast RoPax and RoRo applications. This machinery solution also shows great potential for other twin-screw vessels, single-screw ships with highly loaded propellers or ships with high maneuvering demands.



-Soven Nayak  
BSME IIIrd Year



## ROYAL MAIL SHIP QUEEN MARY II

The **RMS Queen Mary 2 (QM2)** is a Cunard Line ocean liner named after the earlier Cunard liner Queen Mary. At the time of her construction in 2003 by the Chantiers de l'Atlantique, the QM2 was the longest, widest and tallest passenger ship ever built, and at a gross tonnage (GT) of 148,528 tons, was also the largest. She lost that last distinction to Royal Caribbean International's 154,407 GT Freedom of the Seas in April 2006, but QM2 remains the largest ocean liner ever built, and her width, length, and waterline breadth are unsurpassed by any other passenger ship. QM2's 30 knot open ocean speed sets the ship apart from cruise ships. The ship was constructed to complement the RMS Queen Elizabeth 2 (QE2) - the Cunard flagship from 1969 to 2004 - replacing it on the transatlantic route. The first RMS Queen Mary sailed the Atlantic from 1936 to 1967. QM2 had the Royal Mail Ship (RMS) title conferred on her, as a gesture to Cunard's history, by Royal Mail when she entered service in 2004 on the Southampton to New York route.

The Queen Mary 2's principal architect was Carnival's house designer, Stephen Payne, a self-admitted ocean liner aficionado. She resembles her predecessor Queen Mary in the curved forward bridge screen, the tower-like ends of which rise to the bridge wings. The QM2 has 14,164 m<sup>2</sup> (3.5 acres) of exterior deck space, with similar wind screens to shield passengers from gusts as the ship travels at high speeds.

Due to the size of the ship, the luxury of materials, and the fact that, due to her nature as an ocean liner, she required 40% more steel than a standard cruise ship, the final cost ended up being approximately \$300,000 US per berth. On 12 January 2004, the Queen Mary 2 set sail on her maiden voyage from Southampton, England to Fort Lauderdale, Florida in the United States, carrying 2,620 passengers under the command of her first captain Ronald Warwick, who had previously commanded the Queen Elizabeth 2.

By SOLAS standards the lifeboats should have been lower on the ship's hull (15 m above waterline), but for the sake of the QM2's appearance as well as to avoid the danger of large North Atlantic waves damaging the boats in a storm, Payne convinced SOLAS officials to exempt the QM2 from this requirement, and the boats are 25 m above the waterline. In common with many modern ships, both passenger and cargo, QM2 has a bulbous bow to reduce drag and thereby increase speed, range, and fuel efficiency.

As the QM2 is too large to dock in most ports, passengers are ferried to and from the ship in specially-built tenders. While at sea, these are stored in davits alongside the lifeboats. To transport passengers to shore, the tenders will pull up to one of four loading stations, named Kensington, Chelsea, Knightsbridge and Belgravia, which each have a large hull door that hydraulically opens outwards to form a boarding platform, complete with railings and decking.



The main public rooms of the Queen Mary 2 are on the lowest public decks of the ship, with the passenger cabins stacked above. This allowed for larger rooms to be contained within the strong hull as well as for more passenger cabins to have private balconies.

Deck 2, the lowest passenger deck, contains the Illuminations theatre, cinema and planetarium; Royal Court Theatre; Grand Lobby; Empire Casino; Golden Lion Pub; and the lower level of the Britannia Restaurant. Deck 3 holds the upper levels of Illuminations, the Royal Court theatre and the Britannia Restaurant, as well as a small shopping arcade, Veuve Cliquot champagne bar, the Chart Room, Sir Samuel's wine bar, the Queen's Room, and the G32 Nightclub. The other main public deck is Deck 7, on which are the Canyon Ranch Spa, Winter Garden, King's Court, the Queen's Grill Lounge, and the Queen's Grill and Princess Grill restaurants for higher-fare passengers. The public rooms on Deck 8 include the à la carte Todd English Restaurant, the largest library at sea (the record was previously held by QE2), a book shop and the upper part of the Canyon Ranch Spa. Also on Deck 8 is a large outdoor pool and terrace at the stern. Four of the ship's five swimming pools are outdoors; one of these is only one inch deep for the use of small children. The fifth pool is indoors on Deck 12, though covered with a retractable magrodome.

The QM2 is powered by gas turbines and diesel engines that produce the power to drive her four electric podded propulsors. She is built for crossing the Atlantic ocean, though she is regularly used for cruising purposes; in the winter season she cruises from New York to the Caribbean on 10 or 13 day tours. The Queen Mary 2's power plant comprises both four 16-cylinder Wärtsilä 16V46CR EnviroEngine marine diesel engines generating a combined 67,200 kW (90,100 hp) at 514 rpm, as well as two General Electric LM2500+ gas turbines which together provide a further 50,000 kW (67,000 hp). Such a combined arrangement, known as CODAG (Combined Diesel And Gas turbine), provides for economical cruising at low speed combined with an ability to sustain much higher speeds when required, and has been common in naval vessels for some time. Thrust is provided by four Rolls-Royce Mermaid podded propulsion units, each featuring one forward-facing low-vibration Kamewa propeller with separately bolted blades. (QM2 carries 8 spare blades on the foredeck, immediately forward of the bridge screen.) The forward pair are fixed, but the aft pair can rotate through 360°, obviating the need for a rudder. The QM2 is the first quadruple screw passenger ship completed since the SS France in 1961. The diesel engines and gas turbines drive electrical generators, which provide the power to drive four 21,500 kW (28,800 hp) Alstom electrical motors located inside the podded propulsors (and thus entirely outside the vessel's hull).

QM2's gas turbines are not housed along with her diesels in the engine room deep in her hull, but instead reside in a thoroughly soundproofed enclosure directly underneath the funnel. This arrangement allowed the vessel's designers to supply the oxygen-hungry turbines with air intakes without having to run air ducts the entire height of the ship, which would have wasted valuable interior space.

-Shrey Singhal

BSNT II nd Year



## Encryption For "Dummies"

What exactly happens when you sign on to Google, Meebo etc. or rather what exactly happens after you press the submit button. All we see is a blank screen and then we have our inbox. What we do not seem to understand is all the "Mathematics" involved in it. Right now I must have all u guys spooked right. Signing in, and mathematics? Well I'm happy to say that none of it involves us. I know I was also kind of relieved when I got to that part. Now here's the interesting part. When you press the submit button the password that you enter gets encrypted into the type followed by the site. In the case of Google which is by far the most commonly used web site on the internet. Google uses an RSA encryption. RSA stands for Rivest Shamir Adleman.

RSA:

The RSA cryptosystem is based on facts from elementary number theory which have been known for over 250 years. It is an asymmetrical type of encryption. It involves the use of one key for encryption (called a public key which is know to all) and another for decoding (called private key which only you possess). What this means and does for you is that anyone can send u a mail cos they have your address ( public key) but it is only you who can open the mailbox and read the mails since you are the only one with the (private key).

To set up an RSA encryption we have to multiply two very large primes and make their product  $n$  public.  $n$  is part of the public key, whereas factors of  $n$  are kept secret and are used for the secret key. The basic idea is that the factors of  $n$  cannot be recovered from  $n$ . The security of the RSA encryption function depends on the tremendous difficulty of factorizing large numbers. Now that we are all interested lets take a look at an example. This involves mathematics but you'll all learn to love it. At least i hope you do. Consider Alice wants to send her phone number to Bob ( its kind of strange but its these names that always appear in most cryptography literature worldwide). Lets consider her phone number is 32.

### Step 1- Key Generation Public Key

Select two large Prime Numbers P and Q.

Say P=7 & Q=13 (for simplicity)

Define  $N=P \times Q = 7 \times 13 = 91$

$$\begin{aligned} \text{a) Calculate } z &= \phi(n) = (P-1)(Q-1) &= (7-1)(13-1) \\ &= 6 \times 12 &= 72 \end{aligned}$$

b) Select 'k' at random such that "z" is not completely divisible by 'k'.

Since 72 is not completely divisible by 7 we select k=7

c) public key is  $(n, k) = (91, 7)$  [use for encryption]

### Step 2- Key generation private key

a) Calculate 'l' such that  $l \times k = 1 \pmod{z}$

i.e. dividing  $l \times k$  by 'z' will give you remainder 1.

$$l \times 7 = 1 \pmod{72}$$

$$l = 31$$

b) Private key  $(n, l) = (91, 31)$

### Step 3- Encryption:-

Plain text is 32 & represented by 'P'

Encrypted or encoded can data be represented by 'E'

$$E = P^k \pmod{N}$$

$$E = 32^7 \pmod{91}$$

$$E = 46$$

Thus Alice encrypts her phone number using public key.

Now Bob receives 46 as the message. Anyone tapping the network will read 46 but the plain text or Alice's phone number will remain a secret.

### Step 4 Decryption:-

$$P = E^l \pmod{N}$$

$$= 46^{31} \pmod{91}$$

$$= 32$$

Thus Bob receives Alice's phone number through complete confidentiality. Got a headache? Well this was just a two digit number consider what happens when u type an e-mail. Mind boggling right? Well sometimes we do not appreciate certain things that are right in front of us because we are none the wiser.



## SETHUSAMUDRAM PROJECT-IS IT WORTH SPENDING CRORES?

Sethusamudram ship canal project proposes linking the Palk Bay and Gulf of Mannar between India and Sri Lanka by creating shipping canal of about 44.9 nautical miles. The Indian government has approved the project and the estimated cost is about Rs2400 crores. The government says it would reduce travel distance by about 350 nautical miles and will be a boost to economic and industrial development of coastal Tamil Nadu.

There are basically three aspects which makes us think that this project is worth spending crores. Firstly, there are environmental factors that would impinge the safety of the ship and also the safety of life at sea. Secondly, it is the security aspect which is maritime terrorism as it stands today and the LTTE is the main cause for this fear. The third one are the certain aspects of navigation.

The coast between Rameshwaram and Cuddalore is known as the Cyclone Coast. A ship is safe when she is moving at the onset of a cyclone. Imagine a ship waiting to pick up her pilot as she approaches Palk Strait to enter Sethusamudram. No captain will wait for the pilot. His safety lies in heading towards the south, towards Sri Lanka.

This is a high siltation and sedimentation area. Once the channel is established, it will require continuous dredging round the year. This is the hidden cost of the project.

This channel is not suitable for heavy ships. According to global shipping trends, to reduce operating costs, they are going for large ships of order 60000 DWT carrier would require anything in excess of 17m draft. Hence none of the big ships will ever be able to utilize Sethusamudram.

The voyage distance from Kolkata to Tuticorin around Sri Lanka is about 1227 nautical miles. And if the canal is used, the distance comes out to be 1098 nautical miles. So there is no point in saving just 120 odd nautical miles. The majority of bulk carriers travel with a speed of 12-13 knots. So, if we go around Sri Lanka, the time taken to reach out anchorage at Tuticorin will be 102 hrs and 15 mins. By using this canal speed reduces to 50% due to shallow waters and travel time comes out to be 100 hrs and 30 mins. So, net saving is 1hr and 45 mins. Is it worth spending 2400 crores to save 1 hr and 45 mins ???

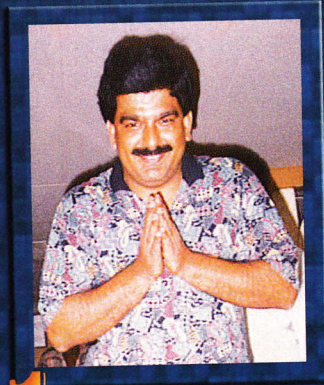
Those who support the Sethusamudram compare it with Suez and Panama Canal. But Suez and Panama Canal save thousands of nautical miles in sailing distances and hundreds of hours of sailing time.

Thus to conclude, Sethusamudram project is not worth spending crores.

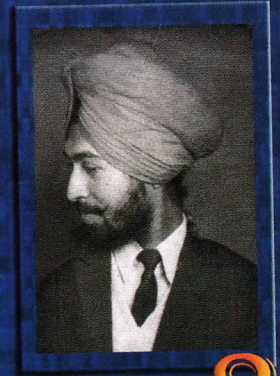
Cdt. Prathmesh Shanware  
BSME Ist Year

# RECO-D-FACS

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ANSWERS ON PAGE NO 94

## THE STALWARTS OF THE INSTITUTE SPEAK TO U...

With most vessels becoming UMS there has been a major difference between the work load on the deck and engine side. What is your view on this?



UMS ships do not require a physical presence at all times, but the mental pressure on the crew is still the same, if not more. One requires to be much more familiar with the instruments and machinery. The level of knowledge and competence required have gone up many fold. It has become more mentally tiring and one needs to visualize more.

A person has to always be on watch even if not in-front of the machine. The environment is much more relaxed. That is the only difference. The way one handles maintenance, breakdowns, emergencies etc. is still the same.

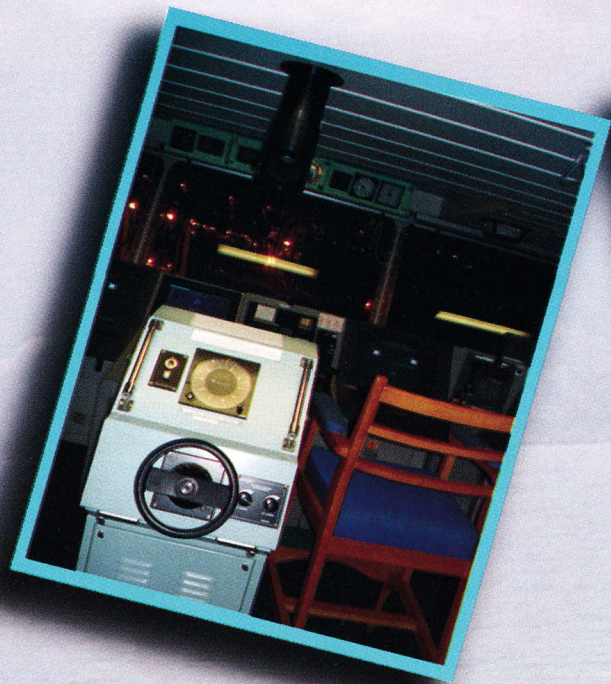


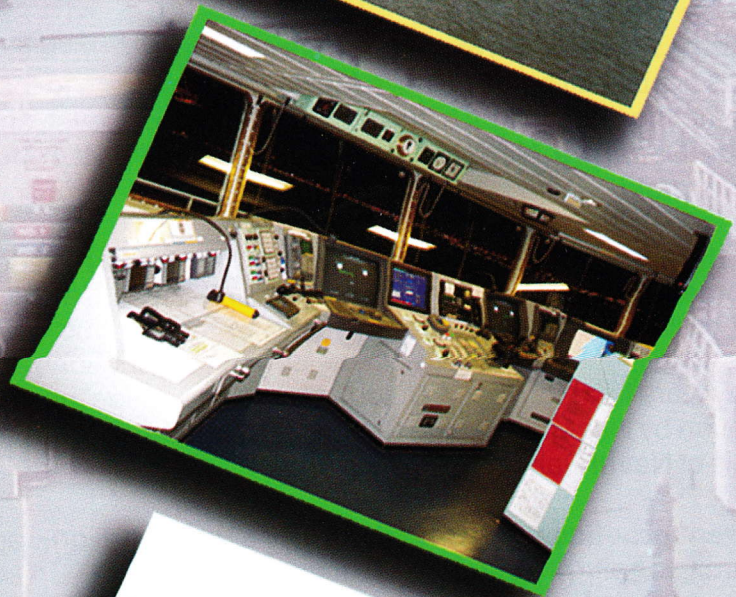
Not much of a difference compared to the old system as far as work load is concerned. In any case, a person still has an 8hr watch if not directly in the engine room, indirectly ie. the alarm is routed to his room.

The manning on any ship is dependant on the work load on the ship. The manning should always be more than that prescribed in the minimum manning certificate. Even with maximum automation manning cannot be reduced below a certain minimum level. Bridge watch keeping duties can never be completely automated. The functions of deck officers and engineers will change. Deck officers will have to be trained on machinery maintenance to assist engineers incase of break downs and engineers will have to be trained in GMDSS, managing victualling, handling accounts and in tank cleaning operations. Today all ratings are being trained for general purpose work. The ratings do not belong to any one department



# INTERNSHIP REPORT







## British Gallantry Awards at Sea

This paper is intended to give a flavour of how the official gallantry award system for acts of heroism at sea has evolved since 1854, and is concerned mainly with awards officially for acts "not in the face of the enemy". The first official civilian gallantry award was the Sea Gallantry Medal (more properly known as the Board of Trade Medal for Saving Life)

**Gallantry Awards during the First World War (Mercantile Marine):** During the First World War Mercantile Marine Personnel received a total of 2 **Victoria Cross**, 23 **Albert Medals**, 10 **DSOs**, 101 **SGMs**, 191 **DSCs**, 98 **DSMs**, a host of **Commendations**, 280 **Lloyd's Silver Medals** for Meritorious Service, 17 **Lloyd's Bronze Medals** for Meritorious Service, 21 **Lloyd's Silver Medals** for Saving Life, and 12 **Lloyd's Bronze Medals** for Saving Life.

**Gallantry Awards after the First World War:** Following the First World War the gallantry awards system was adapted in recognition of the Merchant Navy's gallant acts in the face of the enemy.. This position was achieved by recognizing the fact that in times of war the Merchant Navy was in as much danger as the Royal Navy and the conditions were often indistinguishable. Awards like **Victoria Cross**, **Distinguished Service Order**, **Conspicuous Gallantry Medal** and **Distinguished Service Cross** were given to commemorate their act of bravery.

**Mentions in Despatches** - Merchant Navy Personnel received Certificates of Mentions in Despatches during the Second World War. Furthermore they were entitled to wear the "Mentions in Despatches Emblem" for a King's Commendation for Brave Conduct.

**Gallantry Awards during the Second World War (Merchant Navy):** These days official gallantry awards are classified as being in four levels that relate to the estimated risk of loss of life to the recipient, in attempting their gallant act(s): *I* being the highest level, and *IV* the lowest. Awards like **George Cross**, **Empire Gallantry Medal**, **Albert Medal**, **Lloyd's War Medal** were given. There were 8973 awards given in total.

**After the Second World War:** Further attempts were made to rationalise the gallantry awards system, and presumably through governmental and Royal Navy ignorance, a major injustice to the Merchant Navy resulted from the harmonisation of the various grades of military awards. This is remarkably unfeeling in the light of the acknowledged contributions and high casualty rate of the Merchant Navy in many wars in which the M.N. took higher casualties than any of the armed services, which drew special mention by Her Majesty The Queen on V.E. Day and thus the Merchant Navy is now eligible for 3 of the 4 levels of Naval Gallantry awards.

**Current practice regarding gallantry awards:** It is now apparently the practice to consider all gallantry awards as being in four levels as follows:

Military	Civil	Level
Victoria Cross	George Cross	I
Conspicuous Gallantry Cross	George Medal	II
Military Cross	Queen's Gallantry Medal	III
Distinguished Service Cross	Sea Gallantry Medal	
Distinguished Flying Cross		
Air Force Cross		
Mention in Despatches	Queen's Commendation for Brave Conduct	IV

# INTRICATE IMPRESSIONS



*Portraying the intricacies  
of vivid colours*



CDT. PRASOON TRIVEDI (BSME 1st YEAR)



CDT. SUBHA DHAR (BSNT 1st YEAR)



CDT. SHREY BANSAL (BSME II nd YEAR)



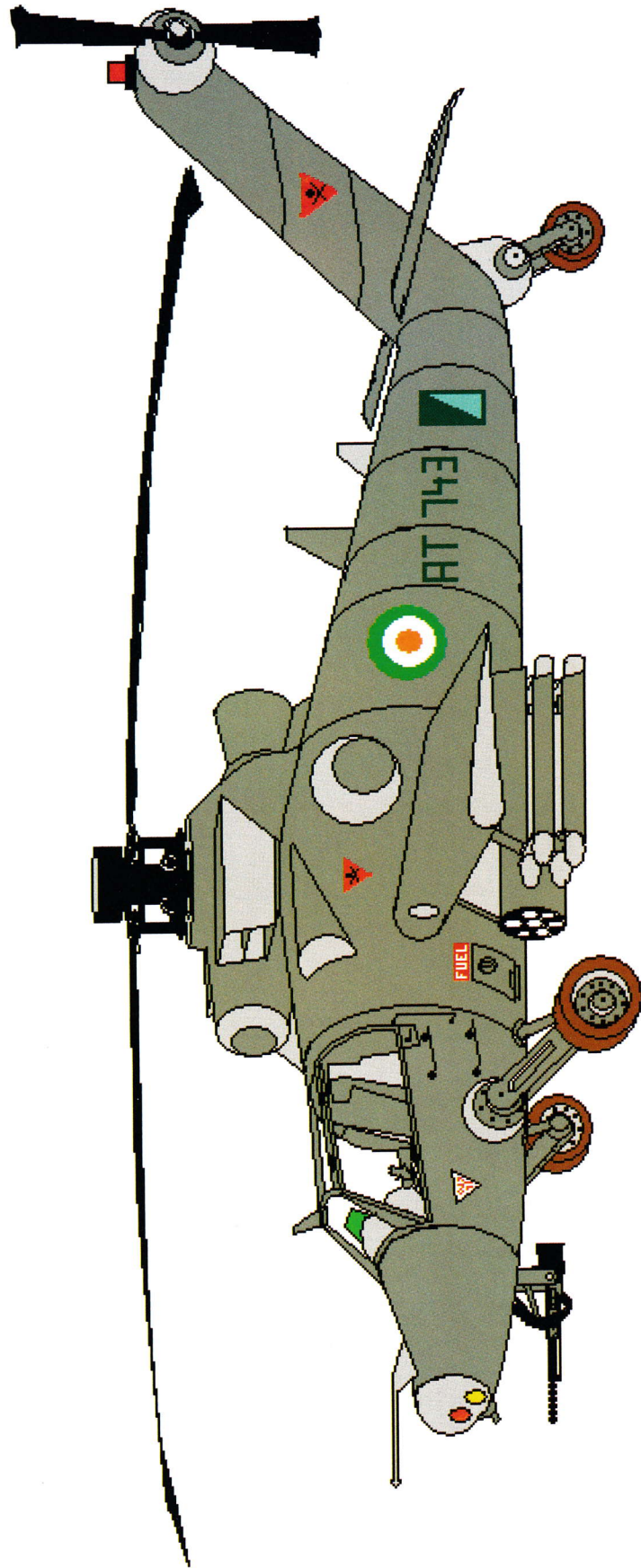
SUMĒET ROY  
200637TP280 (IT)  
MASTER HOUSE.



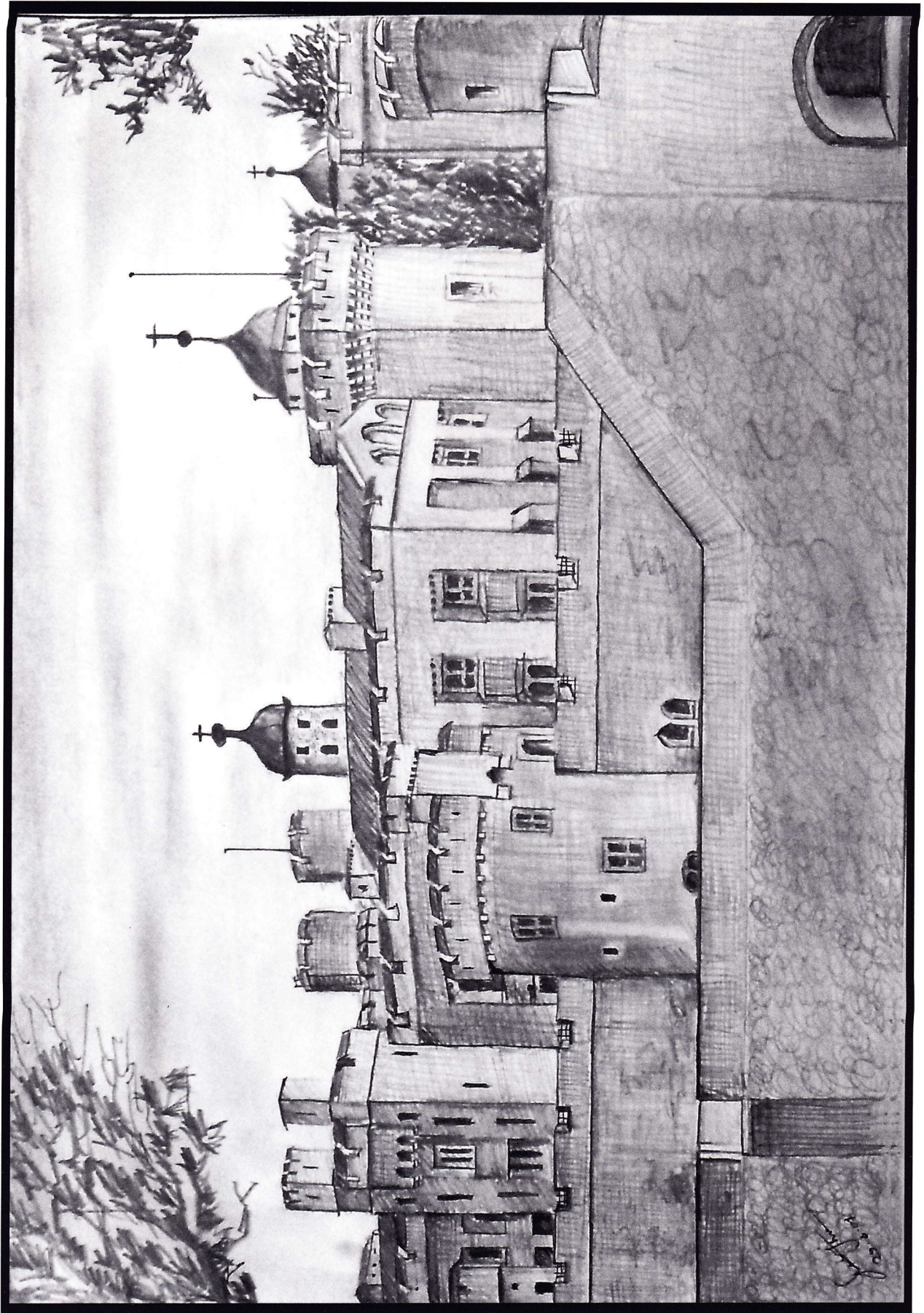
*Summet Roy*  
*23/3/2008*



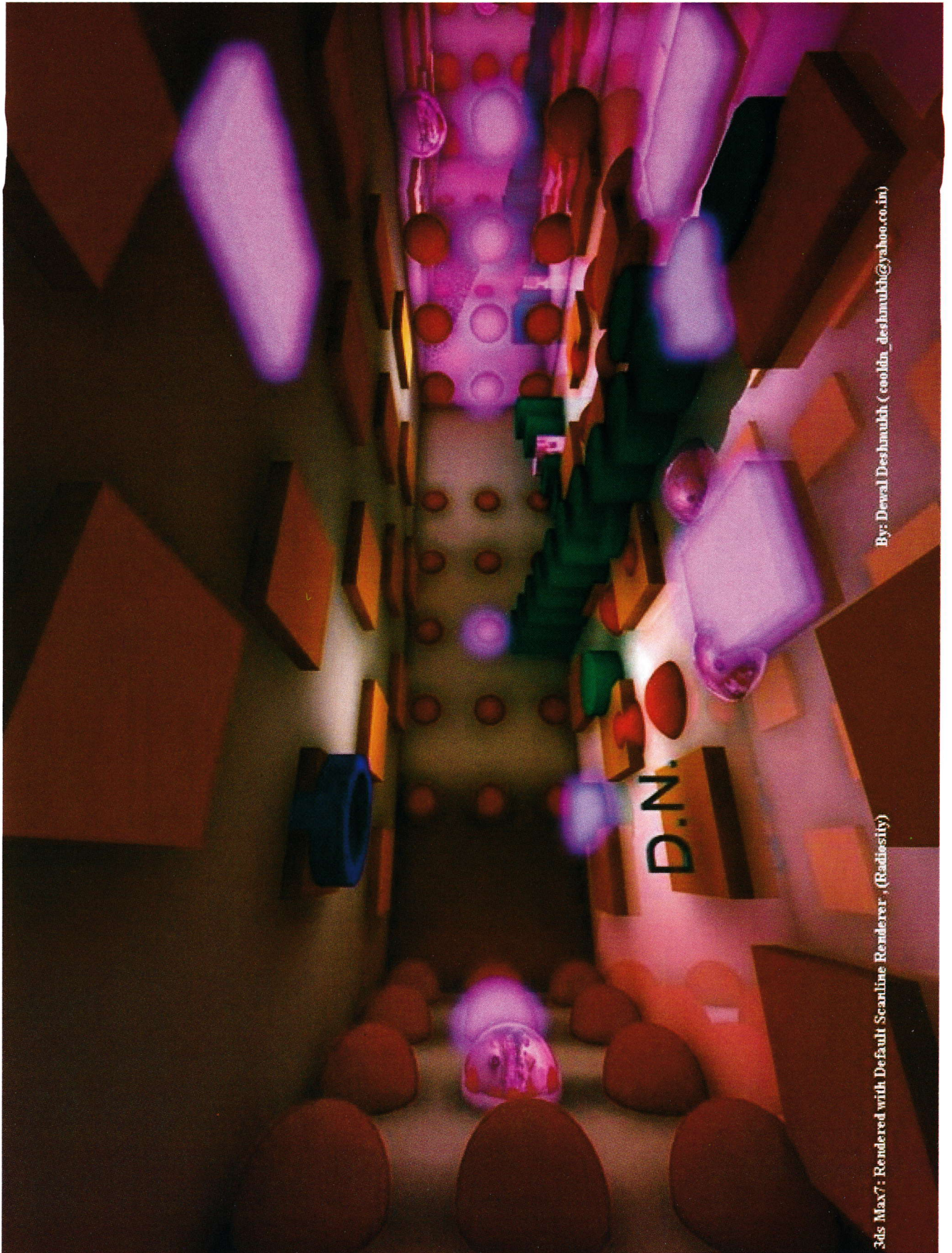
CDT. ABUSAAD SHAIKH (BSME IIIrd YEAR)



CDT. VAIBHAV PASSI (BSME IIIrd YEAR)  
(Made with the help of Microsoft Paintbrush)



CDT. SURAJ THITE (BSME IIIrd YEAR)



By: Deval Deshmukh ( coolkn\_deshmukh@yahoo.co.in)

3ds Max7: Rendered with Default Scanline Renderer , (Radiosity)

CDT. DEVAL DESHMUKH (BSNT IIIrd YEAR)



ANSHUL SINGHAL (BSME IIIrd YEAR)

पारुष्यम्

नीति

## संधर्ष

ये जिन्दगी से हारे इन्सान  
 मित जाएगा तेरा नामोनिशान  
 जिन्दगी ने तुझे ललकारा है  
 अपनों ने ही तुझे धिक्कारा है  
 बिखर गया है तू मौतियों की तरह  
 चेहरा भी तेरा कुछ मुरझाया है  
 नजरें झुकी हैं शर्म से तेरी  
 अब तेरा ना कोई स्तरा है  
 जीना चाहता है अगर  
 तो तुझे करना पड़ेगा संधर्ष  
 मंजिल पानी है अगर तो करना पड़ेगा संधर्ष  
 उठ खड़ा हो और सच्चा साहस छुटा  
 तू शूरवीर है इस धरती का  
 असफलता के इस बाकल को मिला  
 घा जा प्रकाश बनकर आसमान में  
 जो तेरे लक्ष्य का सितारा है  
 ये कर्म युद्ध है तू कर्म कर  
 इन गलियारों को लोंघ कर पार चल  
 निरश न हो, परेशान न हो  
 ये तो रंगमंच है जीवन का  
 कोई सुखी यहाँ, तो कोई दुखी यहाँ  
 सब कुछ कैद है तेरी सुट्टी में  
 बदल दे भाग्य के इतिहास को  
 ऐसा तू कर्म का शंख नाद कर  
 ये युद्ध है संधर्ष का, तू युद्ध को प्रस्थान कर  
 तुझे जीतना है ये रण, ऐसा मन में तू प्रण कर

कैडेट संदीप रावत  
 एम० ई०-द्वितीय वर्ष



## चैन पुराण

हाँ तो हुआ यूँ कि पप्पू की माँ की गलै की चैन कट गयी, वो भी रात को चौकी-दिपे नहीं, बल्कि भरी दौपटरी में चार लोगों के बीच। बात ये थी कि मोहल्ले में चल रही अब्बण्ड समायण के पाठ में शामिल होकर पप्पू की माँ अपनी दो सहेलियों के साथ लौट रही थीं। बारिश का मौसम था और हल्की बूँद-बाँदी भी हो रही थी। तभी अचानक पीछे से एक मोटर साइकिल सवार आया और उनके गले में पड़ी चैन को झपटता हुआ चला गया। एक पल को तो उन्हें एहसास ही नहीं हुआ और वे स्तब्ध खड़ी रह गयीं। फिर जब उनकी चेतना लौटी तो उन्होंने शौर मचाना शुरू किया।

पास खड़ी महिलाओं ने किसी प्रकार उन्हें संभाला। बारिश में घर के अन्दर गर्मगर्म पर्कोंड़ों का मजा ले रहे लोग भी अब बाहर निकल कर उन्हें समझाने लगे।

शर्माजी बोले, "भाई, अब ये शहर रहने लायक नहीं रह गया है। अब कोई धर्म-कर्म के काम में भी घर से नहीं निकलेगा क्या? कोई बात नहीं भाभीजी, लहमी का आना-जाना तो लगा ही रहता है। ये कहिये कि जान तो सुरक्षित है। नहीं तो आज कल के चौर-उच्चकों का कोई भरोसा शौड़े ही है।"

मोहल्ले भर में सबकी खबर रखने वाली काकी, जिन्हें पता होता था कि आज किसके घर कौन सी सब्जी बनी है या किसके मुन्ने को दस्त लगे हैं, भी चुप न रह सकीं और कहने लगीं, "अरे ऐसे कैसे भूल जाये कोई गहने को। आदमी दिन भर पिसता है तब कहीं जाकर चार पैसे बचाता है। ना जाने कितने अरमानों का गला घोंटकर पप्पू की माँ ने ये एक चैन बनवायी थी, वो भी निकम्मे से देखी नहीं गयी। आग लगे उसके कलेजे को।"

दारोगाजी की पत्नी बोलीं, "कोई रुपया-पैसा शौड़े ही गया है, सोना गया है। सोने का जाना कितना अशुभ होता है। साक्षात लहमी का रूप होता है सोना। मैं तो कहती हूँ कि पुलिस में रिपोर्ट लिखवा दो। शाम को मैं भी चंपू के बाबूजी से कह दूँगी। इन्हें तो मालूम है कि कौन आदमी कि घर हाथ मारता है।"

शर्माजी, "अरे पुलिस के पास जाने से क्या होगा, अब वो चैन वापस शौड़े ही आयेगी। कुछ इश्योरेंस वर्गेरह कर के रखा था या नहीं?"

पप्पू की माँ जो अभी तक सदमे में उबर नहीं पायी थीं, अचानक दहाड़ें मारकर रोने लगीं। "अरे काहे का इश्योरेंस! चौकी चले जाने के लिये शौड़े ही बनवायी थी।"

सभी सांत्वना देने लगे, किसी तरह चुप कराकर पानी पिलाया गया और समझा-बुझा कर घर तक छोड़ा गया।



शाम ढल चुकी है। पप्पू के पिताजी घर के बरामदे में बैठे दो पुलिस वालों से बातें कर रहे हैं। पहला पुलिस वाला पान चबाते हुए, "अरे ये अच्छा किया जो रिपोर्ट लिखवा दी। वरना आजकल तो लोग चलो चीज गयी और भूल जाओ का रवैया अपनाकर रिपोर्ट भी नहीं लिखवाते और कहते हैं कि पुलिस कुछ करती नहीं।"

पप्पू की माँ, "पर इन्होंने तो रिपोर्ट लिखवा दी है। अब तो मेरी चैन मिल जायेगी ना?"

दूसरा पुलिस वाला बर्फी का आखिरी टुकड़ा सामने रखी प्लेट से उठाते हुए, "आप सब रखें भाभीजी, हम तो आपकी ही सेवा के लिये हैं। बस भाईसाहब से कह दीजियें कि दो-चार रोज में आकर हमसे मिल जायें, हम अपनी तरफ से पूरी कोशिश करेंगे।"

पहला पुलिस वाला, उठ कर कौने में पान की पीक थूकते हुए, "अच्छा हम चलते हैं, आप धैर्य रखिये और चिंता मत कीजियेगा।"

इस घटना को पाँच महीने बीत चुके हैं। पप्पू के पिताजी को पुलिस थाने में हर कोई जानने लगा है। अब वो थाने में चैन के बारे में जानने के लिये नहीं, बल्कि पुलिस वालों से अपने अच्छे संबंध बिभाने के लिये जाते हैं। पप्पू की माँ की हालत देखकर उन्होंने दूसरी चैन भी बनवा दी है। स्त्रियों का गहनों के प्रति प्रेम तो जगजाहिर है। नयी चैन बनने से पप्पू की माँ भी काफी हद तक संतुष्ट हैं। पड़ोस के बच्चे अब उन्हें चैन वाली आण्टी के नाम से बुलाते हैं। मोहल्ले के हर अखण्ड शमाश्रण के पाठ में अब इस घटना का जिक्र अवश्य होता है। महिलायें रावण की तुलना उस चैन चुशाने वाले से करती हैं।

वो चैन चुशाने वाला किसी दूसरे मोहल्ले में मोटरसाइकिल घुमा रहा है। उसे चिन्ता हो रही है कि अगर इस हफ्ते कोई शिकायत नहीं मिली तो दो दिन बाद वो पुलिस वालों को हफ्ता कैसे देगा।

समय बदल रहा है, देश तरक्की कर रहा है और हर कोई अपने-अपने तरीके से देश की तरक्की में योगदान दे रहा है।

बैभव टण्डन  
तृतीय वर्ष एम. ई.



मेरा सपना  
मेरा सपना है ये  
कुछ ऐसा कर पाऊँ  
गर्व हो सबको  
कुछ ऐसा बन जाऊँ।

मैंने जिन्दगी में बहुत सपने संजोए हैं,  
उनसे फल पाना है, जो बीज बोए हैं।

थक जाता हूँ रास्ते में कभी-कभी,  
आ जाता है पानी आँखों में जब भी,  
याद आता है अपनी माँ का चेहरा तभी  
भूल जाता हूँ मुझे कोई गम था कभी।

तब आगे बढ़ने का नया जोश मिलता है,  
फिर कुछ कर दिखाने का हौसला मिलता है।

चल पड़ता हूँ जीत की तलाश में,  
ये सोच कर कि मंजिल है पास में,  
मगर ये तो सिर्फ धोखा है,  
रेजिस्तान में पानी कहाँ होता है।

हार को जीत में बदल कर दिखाना है,  
जितनी भी हो मुश्किलें मुझे तो मंजिल को पाना है,  
प्रण लिया है कि कुछ करके दिखाना है  
मेरा तो सपना है कि कुछ बनकर दिखाना है।

अनिल तिवारी  
तृतीय वर्ष  
एन. टी.



### सपनों का महत्व

स्वप्न मनुष्य की जागृत मानसिक क्रियाओं से अलग होते हैं; क्योंकि इनमें हमारी कल्पना शक्ति स्वच्छंदता से कार्य करती है। इसमें स्वतंत्रता और सहजता का भाव होता है। स्वप्न दो प्रकार के होते हैं - पहला दिवा स्वप्न और दूसरा रात्रि स्वप्न। इनमें से पहले प्रकार के स्वप्नों को मनुष्य जागृत अवस्था में अनुभव करता है, जबकि दूसरे प्रकार के स्वप्न तब आते हैं, जब हम सो रहे होते हैं।

एक महत्वपूर्ण प्रश्न यह उठता है कि हम स्वप्न देखते क्यों हैं? इसका उत्तर है कि: हमारे सपने हमारी उन दली दुर्ग इच्छाओं, कार्यों को पूरा करते हैं जो आसानी से पूरे नहीं किये जा सकते हैं। हम अनेक वस्तुओं को पाने की इच्छा रखते हैं, विशेषकर उन वस्तुओं की जो हमें आसानी से नहीं मिल पाती। हमारी ये इच्छायें, भावनायें आदि बहुत शक्तिशाली होती हैं और इन्हें किसी भी बंद कमरे में कैद नहीं किया जा सकता है। अक्सर ये प्रबल इच्छायें हमारी नींद और सपनों में प्रतिबिम्बित होती हैं।

निश्चित ही ऐसे अनेक स्वप्न हैं जो हमारी प्रबल इच्छाओं के प्रतिबिम्ब हैं, लेकिन हमारे सभी सपने इसी श्रेणी में नहीं आते। कई ऐसे स्वप्न होते हैं जिनमें पहले ही आभास हो जाता है। वे जो भविष्यवाणी करते हैं सबसे पता चलता है कि वे हमारे भले को साक्षित होंगे या नहीं।

हम कह सकते हैं कि सपनों की प्रक्रिया को सही प्रकार से समझ पाना बहुत कठिन है। जहाँ अधिकांश सपने हमारी इच्छाओं को पूरा करते हैं वहीं कुछ सपने भविष्यवाणी भी करते हैं। आने वाले समय की घटनायें कभी-कभी हमें स्वप्न में दिखाई देती हैं। इसलिये हम कह सकते हैं कि सपने भविष्यवाणी भी करते हैं। फिर भी सपनों की प्रक्रिया में बहुत कुछ ऐसा है जो वैज्ञानिक ढंग से अभी तक समझा नहीं जा सका है।

कैडेट अवधेशा सिंह  
द्वितीय वर्ष स्न. टी.



## मॉडर्न स्टूडेंट

दो फनों की कॉपी लेकर, कॉलेज पढ़ने जाते हैं।  
 रास्ते में मिल गये यार, तो पिक्चर को मुड़ जाते हैं॥  
 इन्टरवल में समय मिला, तो नेवीकट सुलगाते हैं।  
 मुह में खाकर पान-मसाला, स्पेशल चौराहे पर जाते हैं॥  
 माता-पिता का पैसा फूँके, नई चीज फरमाते हैं।  
 पांच-पांच ले यार साथ में, सड़कों के चक्कर लगाते हैं॥  
 अटेंडेन्स जब शॉर्ट हुई, तो दौड़े-भागे आते हैं।  
 प्रिन्सीपल ने जब नहीं खुनी, तो टीचर को फुसलाते हैं॥  
 क्या करें विक्श हैं, इम्तिहान देने से रुक जाते हैं।  
 परमीशन मिला गई अगर तो, साथ में परचा लाते हैं॥  
 पढ़ा-लिखा है खत्म नहीं, पर पास की आस लगाते हैं।  
 पेपरो के समय में भी, पढ़ने में मन नहीं लगाते हैं॥  
 नकल के भरोसे वो सब, पेपर देने जाते हैं।  
 पकड़ी गई अगर नकल तो, टीचर से अकड़ दिखाते हैं॥  
 रिजल्ट आउट होते ही, वे घर दौड़ भाग जाते हैं।  
 ठीकर जब हैरान माँ-बाप, पेपर में टपकाते हैं॥  
 तो जहाँ कहीं भी आ जाओ, हम तुमको पास बुलाते हैं।  
 पेपर में पढ़कर वो सब, घर खुशी-खुशी फिर आते हैं॥  
 माता-पिता की क्या चिन्ता, जूते फिर चमकाते हैं।  
 ठीकर लगी फिर भी न खुशे, दुल्हा में समय बिताते हैं॥  
 यह तो वाट-बाट हैं उनके, जो मॉडर्न स्टूडेंट कहलाते हैं।

### दायित्व

मानव जीवन की सबसे बड़ी उपलब्धि शिक्षा - शक्ति से ही संभव है। उसे शिक्षा प्रदान करने वाले गुरु अथवा शिक्षक की आवश्यकता जीवन में हर मौड़ पर पड़ती है। यह कार्य सही ढंग से चले इसके लिए एक समुचित एवं परिमार्जित शिक्षा की आवश्यकता है। जहाँ एक शिक्षक आवश्यक है वहीं निष्ठावान, जिलासु, प्रद्वाल, एवं परिश्रमी विद्यार्थी भी चाहिए। अभिभावक और शिक्षक दोनों ही शिक्षार्थी के पथ प्रदर्शक हैं। लेकिन आज देखने में ये आ रहा है कि समय की कमी के कारण अभिभावक पत्र कमजोर पड़ रहा है जबकि संतान की किशोरावस्था में माता-पिता का पूरी तरह जागरूक होना बहुत आवश्यक है। वे अपना दायित्व पैसा खर्च करके पूरा करने की कोशिश कर रहे हैं। अपने बच्चों के साथ आत्म-संबंध रखने की अपेक्षा धन से उसकी पूर्ति करना उचित नहीं है। हाँ, इस बात को झुठलाया नहीं जा सकता कि उनके पालन-पोषण के लिए आवश्यक सामग्री जुटाने हेतु व्यस्त होने के कारण वे समय नहीं निकाल पाते। उनके लिए किसी न किसी तरह समय निकालना और उनके क्रिया-कलापों पर बजर रखना माता-पिता का कर्तव्य है, जिससे बच्चे को लगे कि उनके माता-पिता उनके प्रति पूरी तरह जागरूक हैं। आज हमारे बच्चे जो भारत के भावी नागरिक हैं, उन्हें आवश्यकता है आदर्शमूर्त्यों से रसाभिभूत करने की। यह शिक्षार्थी के साथ जुड़ी दोनों सुदृढ़ कड़ियाँ ही कर सकती हैं - शिक्षक एवं अभिभावक।

किसी ने सच ही कहा है कि -

“ चरित्र के द्वारा मानव के हृदय में ऐसी शक्ति उत्पन्न होती है जो जीवन के प्रत्येक क्षेत्र में सफलता दिनाती है। वह अपने व्यक्तित्व की पवित्रता, नेज और गतिशीलता से सर्वत्र अपना प्रभाव स्थापित कर लेता है। ”

केडेट वैभव शर्मा  
200637-TP 325



## नकल का महत्त्व

पढ़ाई विष की बेल, नकल अमृत की खान।  
नकल कर के पास हुए, तो भी सस्ता ज्ञान ॥

दुर्लभ अच्छा नकलची है, मिले न बारंबार।  
उसके संग में भी जो फैल हुआ, वो गथा पढ़ाई से हार ॥

क्लास में पीढ़ जग मुवा, पंडित भया न कोई।  
दाई आखर नकल करके, पढ़े सु पंडित होई ॥

नकल संग तो कीजिए, 'सैम' जरूर पास कराई।  
टॉम-आइ सी-मैम-मॉम, सब पास हो जाई ॥

सुरव का सागर नकल है, कोई ना पावेँ थाह।  
अच्छे नंबर बिना नकल नहीं, नकल बिना नहीं शह ॥

आवत ज्ञान एक है, नकल से होय अनेक।  
कहें कबीर नकल कीजिए, कर्म बड़ा ही तेक ॥

पढ़ो-पढ़ो सब कौऊ कहें, पढ़ाई न चीन्हें कौय।  
जो नकल कर सके, पास वही तो होय ॥

(स्रोत : कबीर एवं रहीम के दोहे)

वैभव टण्डन  
तृतीय वर्ष एम.ई.

लहरों से डर कर नौका पार नहीं होती

लहरों से डर कर नौका पार नहीं होती,  
कौशिश करने वालों की कभी हार नहीं होती।

नहीं चींटी जब दाना लेकर चलती है,  
चढ़ती दीवारों पर सौ बार फिसलती है।  
मन का विश्वास रगों में साहस भरता है,  
चढ़ना गिरना, गिरकर चढ़ना न अखरता है।  
आखिर उसकी मेहनत बेकार नहीं होती,  
कौशिश करने वालों की कभी हार नहीं होती ॥

डुबकियाँ सिंधु में गीताखौर लगाता है,  
जा जा कर खाली लौट आता है।  
मिलते नहीं सहज ही मोती गहरे पानी में,  
बढ़ता दुग्धा उत्साह इसी हैरानी में,  
मुट्ठी उसकी हर बार खाली नहीं होती,  
कौशिश करने वालों की कभी हार नहीं होती ॥

असफलता एक चुनौती है, इसे स्वीकार करो,  
क्या कमी रह गई, देखो और सुधार करो।  
जब तक न सफल हो, नींद चैन को त्यागो तुम,  
संदर्भ का मैदान छोड़ कर मत भागो तुम,  
बुद्ध किशु बिना ही जय-जय कार नहीं होती,  
कौशिश करने वालों की कभी हार नहीं होती।



# SPORTS REPORT

## FOOTBALL

### TEAM A standings

1ST: MUDALIAR  
2ND: MASTER  
3RD: CASSIM  
4TH: MORARJEE

### TEAM B standings

1ST : CASSIM  
2ND : MORARJEE  
3RD : MUDALIAR  
4TH : MASTER

**BEST PLAYER TEAM A:-** CDT ADRITO (MUD)

**BEST PLAYER TEAM B:-** CDT HRISHIKESH (CAS)



## BASKETBALL

### TEAM A standings

1st : MUDALIAR  
2nd : CASSIM  
3rd : MORARJEE  
4th : MASTER

### TEAM B standings

1st : MUDALIAR  
2nd : MORARJEE  
3rd : MASTER  
4th : CASSIM

**BEST PLAYER TEAM A:** CDT AKSHAY MADAN (2ND ME) CASSIM

**BEST PLAYER TEAM B:-** CDT SUNNY BINNY (1ST ME) MUD

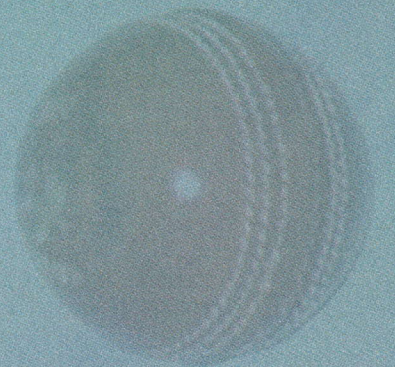


## CRICKET

1st : MASTER  
2nd : MORARJEE  
3rd : CASSIM  
4th : MUDALIAR

**MAN OF SERIES:** CDT AMARNEET SINGH(ME 2ND YEAR)

**MAN OF MATCH:** CDT AVINASH KUMAR (ME 2ND YEAR)





# SPORTS REPORT

## TABLE TENNIS

1st : CASSIM  
2nd : MORARJEE  
3rd : MUDALIAR  
4th : MASTER

### BEST PLAYER (DOUBLES)

CDT ADHAR AGRAWAL  
CDT ANKIT TOMAR

### BEST PLAYER (SINGLES)

CDT SMRITI BHISEN  
CDT NAVNEET KUMAR

## LAWN TENNIS

1st : MUDALIAR  
2nd : MORARJEE  
3rd : MASTER  
4th : CASSIM

**BEST PLAYER SINGLES:** CDT KINJALAK SINGH

**BEST PLAYER DOUBLES:** CDT KINJALAK AND CDT VIBHOR SAHAY

**BEST PLAYER MIX DOUBLES:** CDT HARSHAL KHOBRAGADE AND CDT SWATI BHATIA

## SWIMMING

1st : CASSIM  
2nd : MUDALIAR  
3rd : MORARJEE  
4th : MASTER

**1ST IN FREESTYLE:** CDT SANDIP PATIL

**BACK STROKE:** CDT SIDDHARTHA DATAR

**BUTTERFLY:** CDT SANDIP PATIL

**BREST STROKE:** CDT PARAG DESHPANDE

## HANDBALL

### TEAM A standings

1st : MORARJEE  
2nd : MUSALIAR  
3rd : CASSIM  
4th : MASTER

### TEAM B standings

1st : CASSIM  
2nd : MUDALIAR  
3rd : MORARJEE  
4th : MASTER

**MAN OF MATCH A:** CDT ABIR SAHNY

**MAN OF MATCH B:** CDT HRISHIKESH BAPAT

## CROSS COUNTRY

1st : MORARJEE  
2nd : MASTER  
3rd : CASSIM  
4th : MUDALIAR

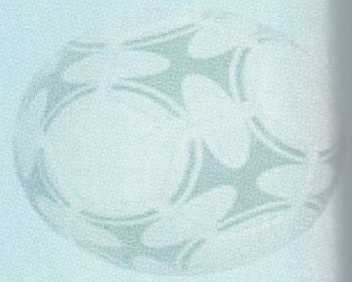
**OVER ALL: 1ST** CDT RAKESH NEHRA (MOR)

**2ND:** CDT MRITYUNJAY ABHISHEK (MAS)

**3RD:** CDT AAKANSHAN (CASSIM)

**GIRLS: 1ST** CDT DEEPALI KULKARNI (MOR)

**2ND:** CDT SMRITI SINGH



## VOLLEY BALL

### TEAM A standings

1st : MASTER  
 2nd : MORARJEE  
 3rd : MUDALIAR  
 4th : CASSIM

### TEAM B standings

1st : MASTER  
 2nd : MORARJEE  
 3rd : MUDALIAR  
 4th : CASSIM

**BEST PLAYER TEAM A:** CDT GAURAV GANDHE - ME 3RD YEAR- MASTER

**BEST PLAYER TEAM B:** CDT ABHIRAM OAK- ME 3RDYEAR- MASTER



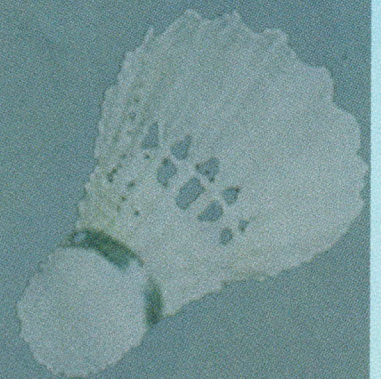
## BADMINTON

MUDALIAR  
 MASTER  
 CASSIM  
 MORARJEE

**BEST PLAYER SINGLES:** CDT ABHAY AGARWAL

**BEST PLAYER DOUBLES:** CDT SWAPNIL OGLE AND SRIDEV SATPATHY

**BEST PLAYER MIXED DOUBLES:** CDT SONAL DATE  
 CDT MRIDUL GARG



## SQUASH RACKET

1st : MUDALIAR  
 2nd : MASTER  
 3rd : MORARJEE  
 4th : CASSIM

**BEST PLAYER BOYS:** CDT SIDHARTHA MAHADIK

**BEST PLAYER GIRLS:** CDT SWATI BHATIA

**TMI BLUE:** CDT ANIRUDH MUKHERJEE



## TUG OF WAR

### TEAM A standings:

1st : CASSIM  
 2nd : MUDALIAR  
 3rd : MORARJEE  
 4th : MASTER

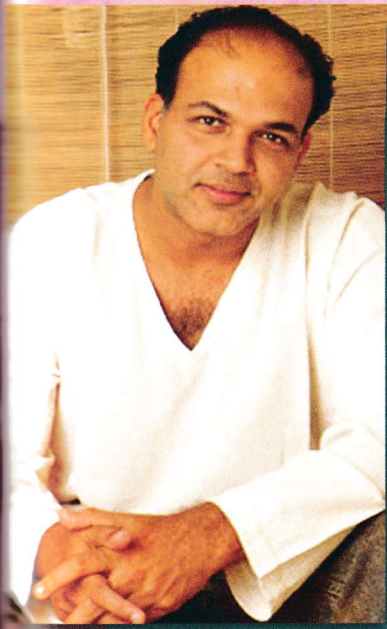
### TEAM B standings:

1st : MUDALIAR  
 2nd : CASSIM  
 3rd : MORARJEE  
 4th : MASTER





# INTERVIEW WITH AASHUTOSH GOWARIKAR



On the 15th of May 2008 we had the privilege of hosting one of the greatest directors that Indian cinema has produced. What made this occasion even more memorable was that he was the Chief Guest at our first ever Inter College Cultural Fest, Mettle '08.

I was lucky enough to get an opportunity to speak to him for a short while. He exuberated intelligence and had something about him that made you feel comfortable around him. He was extremely friendly and signed all the autographs that were thrust upon him and posed with everyone who asked him for a photograph. Not once did he display even the slightest sign of discomfort or impatience.

He's a perfect example of how hard work and perseverance combined with talent and an unwavering personality can lead one to the pinnacle of success. His profile and achievements that were displayed during the opening ceremony in the form of a video spoke volumes on how far he's come since joining the film industry as a young actor. He has proved that, to be successful one does not always have to "go with the flow" and do what everyone else is doing, one can be successful even if we are different in our approach and methods. He has given Indian cinema some of the best movies ever starting with Lagaan (2001) which was nominated for Best Movie in a Foreign Language at the 2001 Academy Awards. Then came Swades (2004), which reminded us of our responsibility and obligation to our country. And mostly recently came Jodhaa Akbar (2008) which was again another movie making marvel and a big hit. He has proved time and time again that he is one who thinks "out of the box" rather than following a set formula of film making. Each of his movies, are unique and send out a very clear cut message.

An extract from my conversation with him:-

Reflections: If you had a chance to live your life again, how would you live it? What would you have different?

Ashutosh Gowariker: I wouldn't dream of having anything different except, maybe possessing the knowledge from this life so that I can be even better than what I am right now.

Reflections: What advice would you like to give us for our future?

(He gave this one quite some thought. And then said.)

Ashutosh Gowariker : "Focus on the Goal,  
Believe in yourself that you can achieve it,  
Move toward it with passion and courage,  
Each of you have the Mettle!"

With this he smiled and left in his car that was waiting for him. It was a very special day for all of us but his presence made it even more special and memorable.

**Compiled By:  
Vibin C. Varghese  
IIIrd Year ME**



**HND ME CADETS**



**PRE-SEA CADETS**



**1ST YEAR ME CADETS**



**1ST YEAR NT CADETS**



**IIND YEAR ME CADETS**



11th YEAR NT CADETS



**IIIrd YEAR ME CADETS**



**III RD YEAR NT CADETS**



**IV TH YEAR ME CADETS**



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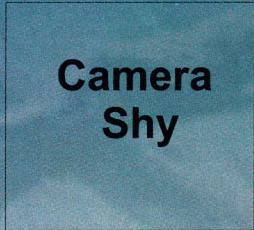
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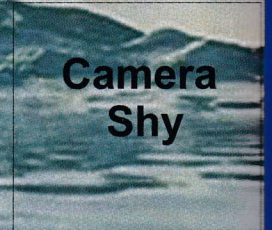
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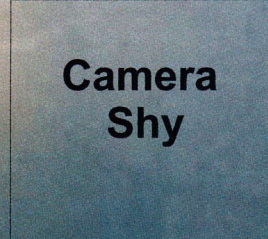
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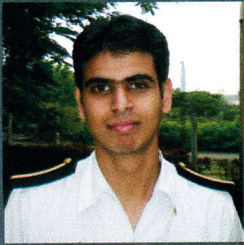
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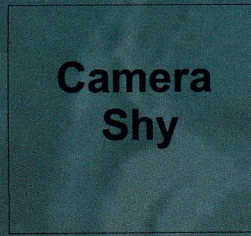
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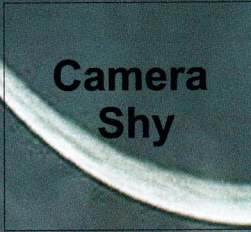
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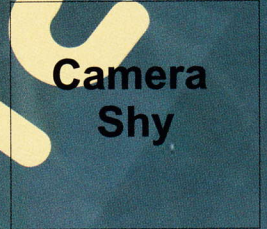
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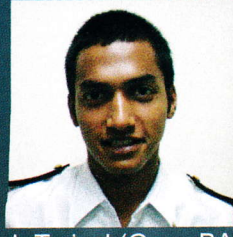
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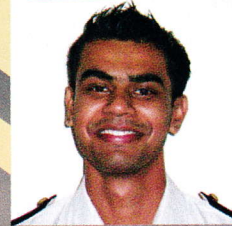
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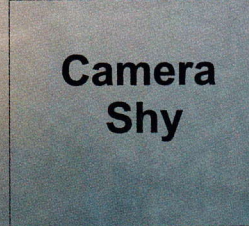
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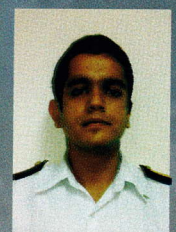
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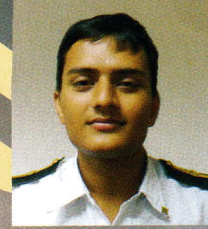
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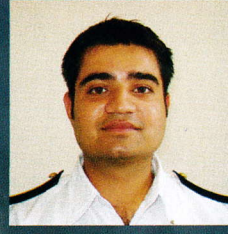
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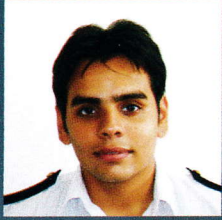
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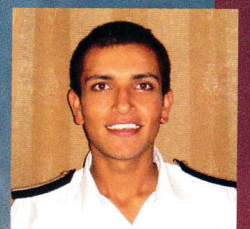
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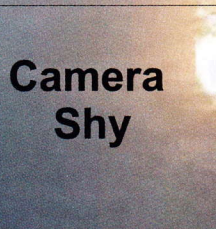
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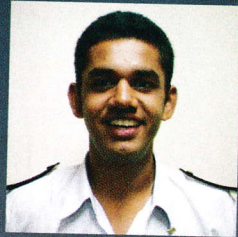
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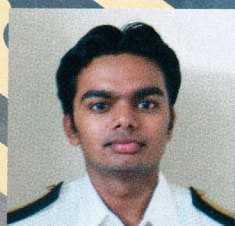
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## **THE ANCHORS**

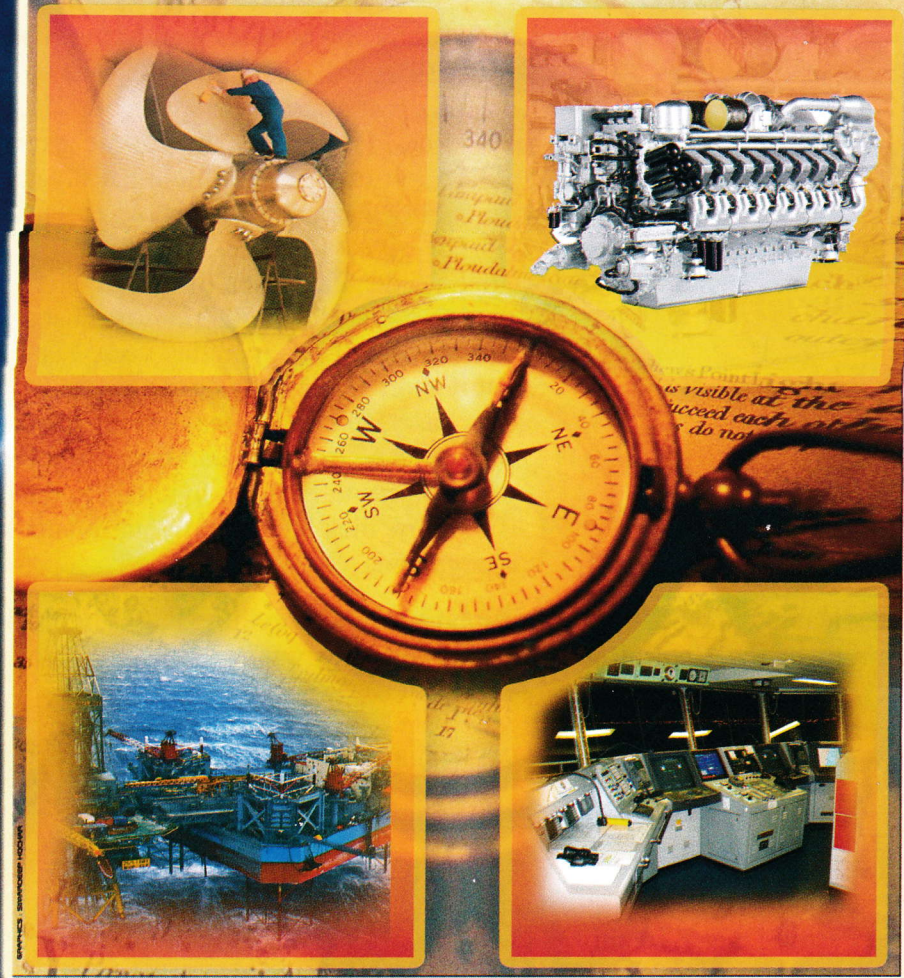
First Row from bottom ( Left to Right ) : Cdt. Ashutosh Kumar ,  
Cdt. Vaibhav Tandon , Cdt. Sagar Sharma , Cdt. Vibin C. Varghese ,  
Cdt. Satyabrata Lenka.

Second Row from bottom ( Left to Right ) : Cdt. Pradeep Kumar ,  
Cdt. Subhash Sambhangi , Cdt. Simardeep Kochar , Cdt. Avdesh Singh ,  
Cdt. Upneet Sharma.

Third Row from bottom ( Left to Right ) : Cdt. Sandeep Rawat ,  
Cdt. Umesh Deshmukh, Cdt. Mehul Chaturvedi , Cdt. Shrey Singhal.

Top Row ( Left to Right ) : Cdt. Amit Kishore Srivastav , Cdt. Subha  
Dhar,  
Cdt. Kshitij Parashar , Cdt. Kuljeet S. Sohal.

# REFLECTIONS '08



*An impeccable and successful ocean perigrination can be avouched with full rapport key five. Bridge flowering navigation, engine spoons power propeller giving thrust, oil rigs energizing the ship and magnetic compass as the guide book all together surges ahead for a healthy safe and successful voyage.*

*Reflection '08 comes out with combine efforts of tmi cadets who have cultivated their thoughts for the shining success of the ninth edition.*

*Escalating empyrean standards!!!*



**A**hoy, me hearties wondering what me doing dressed as a pirate, me finds mine great great grandfathers sea chest. He was last of them Addock pirates, before me great grandfather came clean. Me must say me looks like one fine swashbuckler in his old clothes.

Hope I didn't catch you off guard. Here it is, another edition of Reflections. I must say that, the response that I received this year was excellent, to put it short. As always I got a lot more than I could ever carry, so I had to leave some of it behind. All I can say is not to lose heart because there are a lot of very very talented individuals in this college and if not now then later all of your talents will be recognized.

This year I had a dedicated crew behind me to support me in everything that I did. Now as I leave this year on my sail, I leave you with Reflections '08 and hope you enjoy it till I come back next year with an all new Reflections '09.

**Till then happy reading and God bless...!**

DEDICATIONS TO :

:  
 His Holiness Chief Patron Dr.N.P.Tolani  
 Principal Mr.B.K.Saxena  
 Provost Mr.R.k.Razadan  
 Mrs.Vandana Shinde  
 Mrs.Swati Bhise  
 Mr.A.C.Roy  
 Sports Coordinators and Wardens  
 Dearest members  
 Endowed TMI Cadets.  
 And finally all our readers.

Thanks to the following TMI Cadets:  
 Cdt.Nikhil Srivastava  
 Cdt.Vaibhav Behl  
 Cdt.Ishan Vyas  
 Cdt.Akshay Sona  
 Cdt.Gopal Srivastav  
 Cdt.Shobhit Gupta  
 Cdt.Shobhit Sharma  
 Cdt.Manu Chaturvedi  
 Cdt.Aman Arora  
 Cdt.R.Rajaram  
 Cdt.Saurabh Pendse

Answers to RECO-D-FACS II:

1. Mr. Prem Kumar Ramrakhiani
3. Lt.Cdr. Kuldeep Singh
5. Mr. Gajjan Singh

2. Mr. K.J.Singh
4. Mrs. Vandana Shinde

## ME A SAILOR !

Very apprehensive in my mind that what if I fail?  
I set off for my first ever sail,  
Exploring the unexplored was what I was going aft and fore,  
Leaving my treasures behind to earn new one,  
My heart ached a little more,  
Many isolate in most dense crowd:  
But I had to search for crowd within myself,  
In isolation so would  
North, south, west & east;  
No one known, not even an acquaintance,  
Which was thought of atleast,  
With myself I continued to live for I am a man,  
Knew could do anything & know still that I can

Never thought I would see this sight,  
Water everywhere, and none of land.  
Neither at horizon nor at the greatest of height.  
Feeling the wind brush me  
I thought they welcomed one more,  
Who came to explore and win,  
With there is no pardon for a sin,  
Felt like god on his chariots,  
When stood on deck all alone,  
Winds blowing past me & water getting higher and higher to me  
As if wanting to see how much had I grown  
Water slashing hard at the bow,  
As if wanting to touch me and say hello!!  
Welcomed me with tradition and warmth  
Water kept splashing hard,  
Gushing wind I felt, said to me,  
"Thou are a sailor  
and its living on edge of two faced knife,  
but I am proud of you my son,  
for you lead a man's life....."



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