

# LIGHT HOUSE

**R.I. INSTITUTE OF NAUTICAL SCIENCES**

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## Eight Engine Terms Every Marine Engineer Should Know

Hemanth Kumar Chaluvarayi - GME

In this article, there are eight engine terms which deal with the characteristics of fuel and lubricating oils used on ships. These terms are used extensively on ship and therefore they are of great importance.

### 1. Viscosity of Oils

The viscosity of the oil is defined as a measure of a fluid's resistance to flow. It is the property of the liquid which tends to prevent relative movement between adjacent parts within itself.

Generally, the thicker the fluid, the higher its viscosity; whereas thinner liquids have lower viscosity.

### 2. Viscosity Index

Viscosity Index is a term which is mainly related to marine lubricating oils. It can be defined as the change in viscosity of the oil which takes place as a result of a change in temperature.

The higher the viscosity index of the lubricating oil better is the quality. This means that lubricating oil with higher viscosity index has only a small change as a result of a large temperature difference.

As a general practice, various additives are added in the oil to improve the viscosity index of the lubricating oil. A viscosity index is a dimensionless number.

### 3. Cloud Point

Cloud point is the term which is related to the wax formation in the oil.

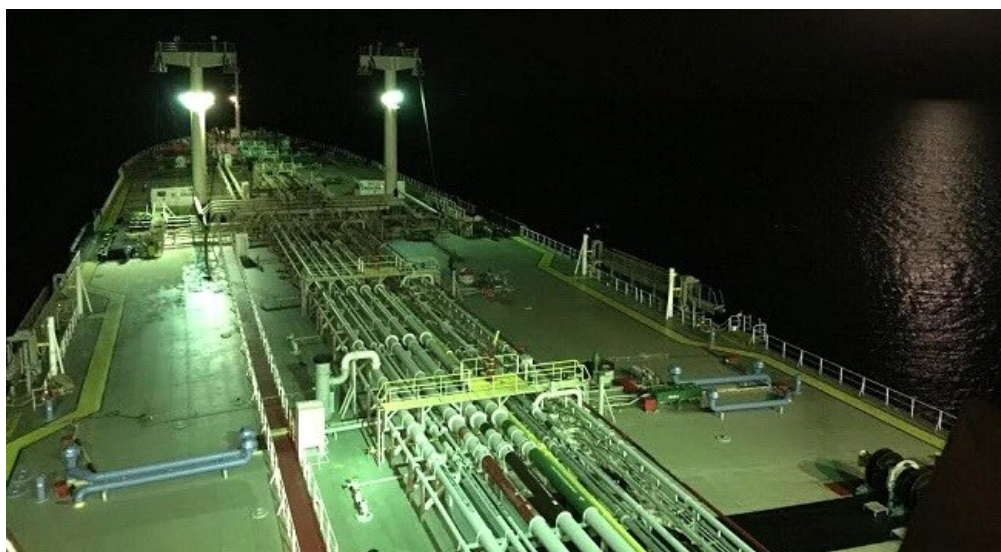
Cloud point indicates the temperature at which waxes begin to form in the oil.

Gradually, the wax formed crystallizes and clogs the filters. The cloud point helps in finding out the tendency of the oil to form wax.

### 4. Pour Point

The pour point of the oil can be defined as the temperature at which the oil stops flowing.

The pour point is lowered using additives



Representation Image – Photograph by Captain Syed Husain Kamil.

known as pour point depressants.

### 5. Flash Point

The flash point of oil can be defined as the lowest temperature at which the oil will give off sufficient inflammable vapour to produce a flash when a small flame is brought to the surface of the oil.

### 6. SAE Number

The SAE number of the oil indicates its viscosity based on classification involving two temperatures. Every lubricating oil comes with a specific SAE number. The Society of Automotive Engineers is responsible for the classification of SAE numbers.

### 7. Total Base Number (TBN)

Total Base Number (TBN) can be defined as the measure of reserve alkaline additives that are put into the lubricating oil to neutralize the acids. It determines how effectively the acids formed during the combustion process can be controlled.

The higher the TBN better is the capability to fight oxidization and corrosion and to

improve viscosity characteristics. It also allows a longer operating period between lubricant changes under harsh operating conditions.

Diesel engines burning low grades of fuel show a high rate of liner wear as low-grade fuel have higher sulphur content. This high sulphur content leads to corrosive wear to the liner surface. Thus, alkaline lubricating oil is used to protect the liner surface against corrosive attack by neutralizing the sulphur derivative compounds.

The TBN is generally between 8-10 for marine lubricating oils.

### 8. Total Acid Number (TAN)

Technically, the total acid number (TAN) of the oil indicates the deteriorating condition of the lubricating oil. The higher the TAN, the more acidic the lubricant, and further its chances of getting more deteriorated.

TAN also indicates the potential of the oil to cause corrosion problems, leading to component failure. The TAN should not be more than two for marine lubricating oils.

Courtesy: marine insight

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## APSEZ Ties with MSC to increase its strength in Southern India

Haroon Mehboob - GME

The Adani Ports and Special Economic Zone Ltd (APSEZ) is said to be India's largest port operator. It has further strengthened its ties with the world's leading container shipping line, Mediterranean Shipping Company (MSC). This is the second time between APSEZ and MSC within a year. The present new joint venture is for the Adani Ennore Container Terminal Pvt Ltd (AECTPL) in Tamil Nadu.

This strategic partnership is said to mark a significant development, not only for both companies but also for the maritime landscape of South India. The Terminal Investment Ltd (TiL) through its wholly-owned subsidiary Mundi Ltd, will acquire a 49% shareholding of AECTPL from APSEZ for a consideration of Rs 247 crore. The total enterprise value of AECTPL is estimated at Rs 1,211 crore. However, the completion of this transaction is subject to regulatory approvals, post which APSEZ will retain a 51% stake in AECTPL.

There are many reasons why the TiL is investing in Adani Ennore Container Terminal (AECT). The major reason is AECT is a state-of-the-art box terminal 30 km north of Chennai Port. Located strategically AECT offers 24x7 congestion-free approach roads for seamless cargo movement and on-dock rail siding services to Bengaluru presenting deep hinterland reach. It's also well connected to all Container Freight Stations (CFSs) in the primary hinterland of Chennai and 4 National Highways.

Moreover the Adani Ennore Container Terminal Pvt Ltd has a quay length of 400 meters and an annual handling capacity of 0.8 Mn TEUs. In the financial year 2022-23, the terminal handled 0.55 Mn TEUs, and in the initial eight months of the current fiscal year, it managed 0.45 Mn TEUs. The concession period for the terminal extends until 2044, and its annual capacity can be extended to 1.4 Mn TEUs.

And so this State-of-the-art infrastructure of AECT's modern facilities and technology are likely the reason to attract businesses and guarantee efficient operations.

This strategic alliance is said to mark the second collaboration

between APSEZ and TiL. The first successful joint venture was for Adani International Container Terminal Pvt. Ltd. (AICTPL) Container Terminal Three at Mundra Port in 2013.

It is no hidden fact that the Mundra Port, operated by APSEZ, stands as the largest private commercial port in India. The current move aims to replicate the success achieved in Mundra at the Ennore Container Terminal. It is said to cater to the burgeoning trade needs of the South Indian market. The Ennore terminal partnership further cements the trust and mutual benefit that have characterized the relationship between the two maritime giants.

### Here are the few Key Highlights of the Deal

- Terminal Investment Ltd (TiL), MSC's container terminal operating arm, will acquire a 49% stake in AECTPL from APSEZ for an equity consideration of Rs 247 crore.
- The total enterprise value of AECTPL is pegged at Rs 1,211 crore.
- AECTPL boasts a well-equipped infrastructure with a 400-meter quay and a current annual capacity of 0.8 million TEUs (twenty-foot equivalent units). This capacity can be further expanded to 1.4 million TEUs annually.
- The terminal's concession period extends until 2044, offering a long-term perspective for both partners.
- This represents APSEZ's second strategic collaboration with TiL, emphasizing a long-standing partnership built on mutual trust and transparency.

No ventures happen without any perspective of Mutual Benefits and Growth Potential. Similarly this JV promises significant benefits for both APSEZ and MSC:

**APSEZ:** Gains access to MSC's extensive global network and expertise, solidifying their position in the rapidly growing South Indian market.

**MSC:** Secures a strategic foothold in a key region, strengthening their presence in India and facilitating efficient trade routes.

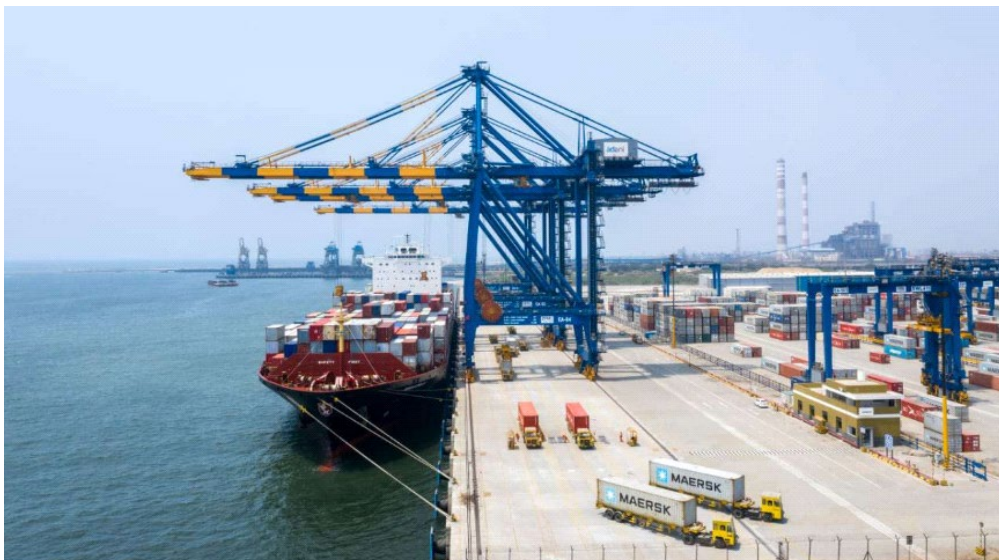
There are also few more reasons one must know why MSC is

venturing with APSEZ. India has its own methodology of doing business wherein from post liberalization, that is post 1991, the Foreign Direct Investment and Indirect Foreign Investment have received enormous approvals in few cases up to 100 percentage.

Later new opportunities under Public Private Partnership have also paved a big way which also provides scope of 100 percentage of Private investment which clearly states that the economy of India and the Investors will grow mutually.

On the other hand when we talk about APSEZ India being a democratic country APSEZ had to face many allegations and hurdles through Political and Industrial rivalry. However, overcoming all of it the Adani Ports and Special Economic Zone Ltd have evolved from being just a port company to an Integrated Transport Utility. Today with seven strategically located ports and terminals on the west coast and seven on the east coast of India, APSEZ represents 26% of the country's total port volumes. The company is also developing a transshipment port at Colombo, Sri Lanka, and operates the Haifa Port in Israel. APSEZ's vision is to become the largest ports and logistics platform globally by the next decade.

Not just limiting to making money it has also made a commitment to turning carbon



■ **The Adani Ports and Special Economic Zone Ltd (APSEZ) Joint Venture with Mediterranean Shipping Company (MSC) for expansion of Adani Ennore Container Terminal Pvt Ltd (AECTPL) through Terminal Investment Ltd (TiL) subsidiary Mundi Ltd.**

neutral by 2025, APSEZ has signed up for the Science-Based Targets Initiative (SBTi) to control global warming.

“With this second joint venture, we are now further deepening this strategic partnership in one of the fastest growing container terminal markets in the south. We aim to replicate the AICTPL terminal's success at the Ennore Container Terminal and service the trade needs of the South Indian market,”

said Karan Adani, CEO and Whole Time Director of APSEZ.

Ammar Kanaan, CEO of Terminal Investment Ltd. stated “This association will enable us to further improve TiL's presence in one of the world's fastest growing economies and strengthen our offering to customers in the Indian subcontinent.”

Courtesy: [maritimeneews.in](http://maritimeneews.in)

## DP World Nhava Sheva welcomes India-Red Sea Service with an inaugural call of MV FOLK Jeddah

Rahul Roy Muralikumar Nirmaladevi - GME

DP World, a leading global provider of smart end-to-end supply chain solutions welcomed the maiden call of the vessel MV Folk Jeddah at its Nhava Sheva International Container Terminal (NSICT), an official statement said.

This maiden voyage marked the commencement of the India Red Sea Service (IRS). This new service will strengthen connectivity between key ports in India and contribute to enhanced trade across the Middle East, the statement added.

The IRS service's port rotation includes: Nhava Sheva, Mundra, Jeddah, and Salalah, providing vital links to India's two of the largest major ports to along its route. By reducing transit time and improving access to major ports, the new route will further support strong trade link for bilateral trade between the Middle East and India, promoting efficient movement of goods.

Commenting on this significant milestone, Ravinder Johal, the COO of Ports and



Terminals, Operations and Commercial of DP World Subcontinent and MENA Region, said, “The commencement of the India Red Sea Service is a strategic step forward in enhancing trade connectivity across various regions that supports government's vision of boosting exports by 2030. This service is designed to streamline supply chains and provide better connectivity to key ports, allowing businesses to operate with greater efficiency.

This new service strengthens the trade links between India and the Middle East. At DP World, our aim is not only to support economic growth but also offer businesses faster access to emerging markets and optimize their supply chain.” DP World remains committed to minimizing its environmental impact and ensuring sustainable trade operations.

The company has made significant strides in integrating renewable energy and sustainable practices into its terminal operations in India, with the goal of leading the maritime sector towards a greener future. As part of this effort, DP World's Nhava Sheva terminals initiative of open access sourcing of green power, with a cumulative capacity of 11 MW, is expected to replace approximately 75% of conventional energy needs at NSICT and 80% at NSIGT. This will lead to a 50% reduction in CO2 emissions.

Source : ANI

Courtesy: [india shipping news](http://india shipping news)

# How to Operate an Oily Water Separator (OWS) on Ship?

Sivamani Nagasubramanian - GME

An oily water separator clears the bilge water of oily content to bring it inside the acceptable range to discharge it overboard. An oily water separator is a machinery for such importance that it is handled by only the 2nd or chief engineer. (However, the duty engineer might also be asked to operate under supervision)

## Operating an Oily Water Separator

An oily water separator can only be operated when the ship is sailing and en route. According to MARPOL, the oil content of the effluent must be less than 15 ppm and the ship has in operation an oil discharge monitoring and control system and oily-water separating/filtering equipment.

In case of failure to follow any of the above mentioned rules, the ship will be fined and stopped, and the chief or 2nd engineer can even be imprisoned.

Because of such high risks, operating an oily water separator should be done with utmost precision to minimize the risks of marine pollution. Though a "How to Operate?" guide is always posted near the oily water separator, there are few points to be kept in mind and followed to prevent any mistake.



## Operating Procedure

The following points are to be followed while operating OWS.

- 1) OWS overboard manual discharge valve is to be kept locked and keys are to be kept with the chief engineer. Open the lock and overboard valve. Open all the other valves of the system.
- 2) Open the desired bilge tank valve from which the oily water mixture is to be discharged from OWS.
- 3) Open air if the control valves are air operated.

- 4) Switch on the power supply of the control panel and OCM unit.
- 5) Fill the separator and filter unit with fresh or sea water to clean up and prime the system till the water comes out from vent of second stage.
- 6) Start the OWS supply pump which is a laminar flow pump and one that will supply the oily water mixture to OWS.
- 7) Observe the OCM for ppm value and keep checking sounding of bilge tank from where OWS is taking suction and of the OWS sludge tank.
- 8) A skin valve/sample valve is provided just before overboard valve and after the 3-way valve. Keep a check on the sample for any effluent and clarity.
- 9) Keep a watch on the ship side at the overboard discharge valve.
- 10) After the operation, Switch off the power, shut and lock the overboard valve. Keys to be handed over to the chief engineer.
- 11) Entry to be made by chief engineer in the Oil Record Book (ORB) with signature of operating officer, chief engineer and the master.

Courtesy: marine insight

# India's Cabotage Law Reform: A Game-Changer for Container Logistics

Ashish Singh – GP Rating

In a ground breaking and expansive move, India's decision to relax its Cabotage Law has created significant waves in the nation's container logistics industry, promising to usher in a fresh era of competition, efficiency, and opportunities while simultaneously posing challenges to domestic stakeholders. "The relaxation of cabotage laws is set to intensify competition in India's container logistics sector. Foreign bound ships can now ply Indian coastal routes without the need for permits, injecting a fresh wave of competition into the market. This development is expected to drive down shipping costs and potentially boost India's global trade presence in the long run.

With foreign vessels entering the market, shippers and cargo owners can anticipate more competitive pricing and improved service options. The increased competition will likely push logistics providers to offer cost-effective solutions, benefiting importers and exporters alike. Cost savings and greater efficiency in the transportation of goods are on the horizon," said Christian Roelos, CEO and Co-Founder, Container

xChange.

To accommodate the surge in coastal shipping activity, we can expect substantial investments in port infrastructure and connectivity enhancements. This anticipated development could lead to quicker turnaround times, increased cargo handling capacity, and more streamlined logistics operations, ultimately reducing overall transportation costs.

The accessibility of foreign ships could serve as a catalyst for trade growth within India. As the domestic logistics landscape evolves, businesses will have more options for moving goods within the country. This development aligns with India's ambition to become a global trade hub.

Challenges for domestic fleet owners:

While the relaxation of cabotage laws presents opportunities, it also poses challenges for domestic fleet owners. Previously sheltered from foreign competition, they may now need to recalibrate their strategies and operations to remain competitive in a more open market. Adaptation will be crucial to their ongoing

success.

The influx of foreign players and heightened competition could potentially drive innovation in the container logistics industry. We anticipate advancements in tracking and monitoring systems, automation, and efficiency enhancements as companies strive to distinguish themselves in the evolving market place.

Foreign shipping companies may also explore opportunities to expand their routes and services within India, potentially offering a broader range of options to shippers. This expanded network may influence freight rates, depending on factors such as route density and cargo volume. In the initial stages of this transformation, the container shipping market may experience some degree of volatility in freight rates as companies adjust to the changing competitive landscape.

## A Multimodal Shift

The shift from road and rail transportation to coastal shipping is now more feasible. With fewer restrictions on coastal trade, certain types of cargo may increasingly

opt for this mode, impacting the traditional road and rail sectors. The ripple effect could be transformative for India's multimodal transportation network.

While the immediate focus is on the Indian shipping industry, the ripple effects of these changes extend to the global supply chain. With Indian ports potentially becoming transshipment hubs due to enhanced coastal shipping, the global supply chain may witness shifts in cargo routing and consolidation, impacting global trade routes and logistics strategies.

From an economic stand point, the enhanced efficiency and cost-effectiveness of coastal shipping can catalyze India's economic growth. Efficient supply chains can attract foreign investment and support the expansion of industries that rely on timely and cost-effective transportation of goods.

The transition to a more open and competitive market is expected to lead to



both short-term adjustments and longer-term developments as companies navigate the evolving landscape. Additionally, these changes have the potential to

influence global supply chain strategies and cargo routing patterns as India's role in international trade continues to evolve.

**Courtesy:** indiashipping news.com

## Green shipping corridors surge by 40% worldwide

**G**reen shipping corridors – specific trade routes where the feasibility of zero-emission shipping is catalyzed by public and private action – have rapidly expanded in popularity worldwide but progress could stall without urgent action from governments to overcome a “feasibility wall”, according to a new report.

The “Annual Progress Report on Green Shipping Corridors 2024”, was published by the Getting to Zero Coalition and the Global Maritime Forum on November 19, 2024.

The report highlights major growth in the number of initiatives, increasing by 40% in 2023 to a total of 62 initiatives globally. Alongside this considerable expansion, a third of the existing corridors have advanced to a new phase of exploration, including feasibility studies, implementation roadmaps, and cost assessments. What is more, six front running initiatives are now preparing for real-world implementation, establishing blueprints for green corridors worldwide.

However, initiatives risk hitting a “feasibility wall” if the cost of transitioning to sustainable energy sources is not urgently addressed by national policy incentives. This lack of national policy to bridge fuel costs is now the number one bottleneck and will soon limit the development of green corridors, the Global Maritime Forum warned.

The report calls on national governments to step up support and help unlock the business case for alternative energy, such as hydrogen-based fuels.

“Green shipping corridors have an essential



■ Illustration. Courtesy of the Port of LA.

**“The report calls on national governments to step up support and help unlock the business case for alternative energy, such as hydrogen-based fuels.”**

role to play in accelerating zero-emission shipping. This year saw a handful of advanced corridors setting the pace, but continued progress is not inevitable. If industry and national governments make

a concerted effort to share the costs and risks associated with new fuels, these leading corridors could together generate a breakthrough for zero-emission shipping before 2030,” Jesse Fahnestock, Director of Decarbonisation at the Global Maritime Forum, commented.

The concept of green corridors was established in November 2021 as a critical way to scale new sustainable fuels and technologies. In particular, they are central to delivering the goal of having zero-emission fuels account for 5% of all fuels by 2030. The 5% target is considered the threshold at which the infrastructure, supply chains, and technologies that support zero-emission fuels are mature enough to enable exponential growth.

If green corridors fail to continue advancing, the 5% target is at risk, potentially jeopardizing the industry's entire 2050

net-zero goal. With shipping providing the backbone for global trade, failing to meet the sector's decarbonization targets could have significant implications for Scope 3 emissions reductions across all sectors, the Global Maritime Forum noted.

The report makes clear that the development of green corridors can help governments reach their hydrogen ambitions by providing an early and sizeable source of demand. Just the six front running initiatives alone could require over two million tonnes of hydrogen-based fuel per year by 2030. With an increased number of governments focusing on incentivizing the adoption of hydrogen in multiple sectors, providing shipping-specific support could catalyze

both national hydrogen economies and the decarbonization of the maritime sector.

The report concludes by identifying five key recommendations to ensure the continued successful development of green corridors:

- Government support to bridge the operational cost gap of transitioning to alternative energy sources. Countries could tap into existing schemes by, for example, offering shipping-specific auctions through the H2Global mechanism to decrease the cost of providing this support.
- The development of innovative commercial agreements for fuel procurement and chartering/cargo within green corridor initiatives.

- A flexible, programmatic governance approach for green corridor initiatives to encourage participation and collaboration while allowing for risk-sharing and scaling.
- Exploration into policy and finance for green corridors – and zero-emission fuel – in the Global South, which faces unique challenges that may require collaboration with development banks to identify solutions.
- Focused support on existing green corridor initiatives to progress against Clydebank Declaration targets, given the limited public and private resources available.

Courtesy:offshore energy.biz

## IMO makes progress on net-zero framework for shipping

Shafin Shafeek - GME

**M**arine Environment Protection Committee advances talks on proposed regulations for cutting GHG emissions from ships

The International Maritime Organization (IMO) has achieved key progress in negotiations towards a set of binding global regulations on the IMO net-zero framework, aimed at achieving the greenhouse gas (GHG) reduction objectives set out in the 2023 IMO Strategy on Reduction of GHG Emissions from Ships.

At the conclusion of the 82nd session of IMO's Marine Environment Protection Committee held from 30 September to 4 October 2024, Member States had identified further areas of convergence in their positions. They produced a draft legal text to use as a basis for ongoing talks around the proposed "mid-term measures" for GHG reduction, which are expected to be adopted in 2025.

These proposed "mid-term GHG reduction measures" (which build on previously adopted "short-term GHG reduction measures") include a goal-based marine fuel standard that will phase in the mandatory use of fuels with less GHG intensity and a global maritime GHG emissions pricing mechanism. They are aimed at driving the international shipping industry's transition to achieve net-zero GHG emissions by or around, i.e. close to, 2050.

Shaping the IMO net-zero framework

The draft legal text produced by MEPC 82 integrates inputs and proposals from Member States and international organizations on possible amendments to be made to the International Convention for the Prevention of Pollution from Ships (MARPOL, Annex VI). If adopted, these amendments would incorporate the proposed new measures into international



law.

Discussion also took place during the session on possible establishment of an IMO GHG Intensity Registry and an IMO fund/facility in order to facilitate the implementation of the technical and economic elements of the GHG reduction measures.

Closing the meeting, IMO Secretary-General Mr. Arsenio Dominguez commended the constructive atmosphere during this week's discussions:

"I welcome your continued demonstrated commitment. It has allowed us to identify further areas of convergence on defining the legal framework for the IMO Net Zero Framework, that will effectively guide the next round of dialogue. I am convinced that at the next session, you will reach an agreement."

The MEPC will hold its next session (MEPC 83) from 7 to 11 April 2025, where Members are expected to approve the amendments, ahead of their formal

adoption in October 2025.

### Next steps

A period of negotiations lies ahead between now and the next MEPC meeting, to resolve areas of divergence, and further refine the draft text before approval at MEPC 83 in April 2025 and adoption in Autumn 2025.

The Committee scheduled the following inter sessional meetings to focus on further development of the mid-term measures:

- Inter sessional Working Group on Reduction of Greenhouse Gas (GHG) Emissions from Ships (ISWG-GHG 18) 17-21 February 2025; and
- Intersessional Working Group on Reduction of Greenhouse Gas (GHG) Emissions from Ships (ISWG-GHG 19) during the week immediately before MEPC 83, scheduled for 7-11 April 2025.

**The following meetings are also scheduled:**

- Inter sessional Working Group on

Air Pollution and Energy Efficiency (ISWG-APEE 1) during the week before MEPC 83 to continue work to address the identified challenges/gaps in the short-term GHG reduction measure, and develop draft amendments to existing instruments and/or develop new instruments;

- One-day GHG-Expert Workshop (GHG-EW 6) to discuss the possible impacts of the basket of proposed mid-term measures on food security. Date to be confirmed.

**Other key issues**

In addition to GHG reduction matters, the

Committee reached a number of important decisions, including:

- Identification of challenges/gaps related to the short-term GHG reduction measure (CII) to facilitate its review;
- Adoption of amendments to MARPOL Annex VI, designating the Canadian Arctic and the Norwegian Sea as Emission Control Areas for Nitrogen Oxides, Sulphur Oxides, and Particulate Matter;
- Approval of the Action Plan for the Reduction of Underwater Noise from Commercial Shipping and associated

guidance for the experience-building phase;

- Approval of the Provisional Guidance on the Implementation of the Hong Kong and Basel Conventions regarding the transboundary movement of ships intended for recycling;
  - Advanced work aimed at reducing the environmental risks associated with the maritime transport of plastic pellets; and
  - Designation of the Nusa Penida Islands and Gili Matra Islands in Lombok Strait as a new Particularly Sensitive Sea Area.
- Courtesy: cyprusshippingnews.com

**VISIT OF A RECRUITMENT OFFICER FROM VSHIPS TO RLINS and SLCS**

Mr. Herbert Machado, Recruitment Officer from V.Ships, a leading shipping company well known for its services in the marine field across the world visited RLINS and its sister institution SLCS to interact with our students and guide them for a prospective and lucrative career in the cruise ships operated by V Ships. The cadets of GP Rating, GME and ETO participated in this programme. The Marine Catering students from SLCS also joined to have a broad idea about the colourful career in cruise ships.

During the session the visiting chief guest enthralled the students with his wonderful presentations and followed by lively interactions by the students who raised valid questions and cleared the doubts about the job opportunities. Earlier Dr.Sujatha, Principal, SLCS addressed the gatherings with a wonderful speech. Dr.Kumarasamy, Vice-Principal delivered welcome address .Capt.Thirumurthy Kamatchi, Placement Officer introduced the chief guest and his memorable experience with the V ships for a very long period.



■ Dr.Sujatha ,Principal ,SLCS felicitated the gathering.



■ Capt.Thirumurthi Kamatchi, Placement Officer, RLINS, introduced the Chief guest.



■ Dr.Kumarasamy, Vice Principal, RLINS, delivered welcome address.



■ Mr.Herbert Machado, Recruitment Officer, V Ships, Mumbai addressed the gathering.



■ Mr.Herbert Machado, Recruitment Officer, V Ships, Mumbai interacted with the students.

# SARASWATHY POOJA CELEBRATION

Saraswathy pooja celebration was held on 10th October, 2024 in Annexe building at 3 pm. Saraswati Puja is celebrated to invoke the blessings of the goddess Saraswati, who symbolizes for knowledge, wisdom, and learning.

The festival holds cultural and educational significance, as it is believed that seeking Saraswati's blessings enhances one's intellect and skills. Students often worship Goddess Saraswati to excel in academics and artists seek inspiration for creative endeavors.

The celebration fosters a reverence for education and the pursuit of knowledge, contributing to the cultural and spiritual enrichment of communities. Our principal, all the faculty and staff members attended in



the function. Mr.J.Krishnamoorthi, Co.Ord, Administration, SLF also took part in it. Earlier all the arrangements were made by G.P.Rating students who garlanded all

the photos of the deities and decorated with festoons of flowers. At the end of the celebration prasadam were distributed to all the participants.



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## R.L. INSTITUTE OF NAUTICAL SCIENCES

(Approved by Directorate General of Shipping, Ministry of Shipping Govt. of India)



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