MONTHLY EDITION FROM PONDICHERRY MARITIME ACADEMY

ISSUE 14

PENDULUM

TO INFINITY AND BEYOND

FOR MORE INFORMATION

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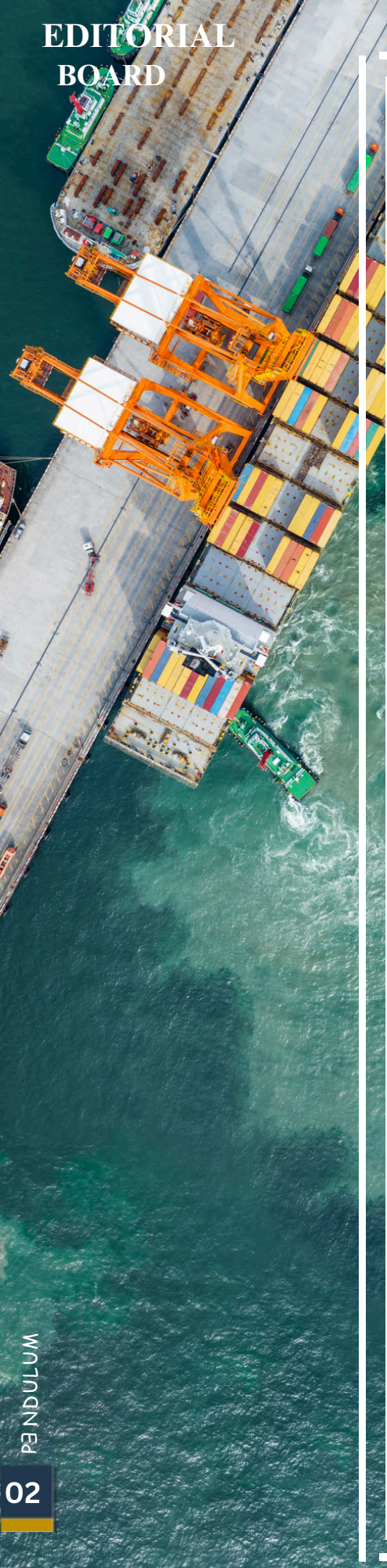

PONDICHERRY MARITIME ACADEMY

Mrs. Arul Josphin Mary
Editor

On behalf of our editorial team, I would like to offer a word of thanks to our reader, data contributors, marine authors, editors and anonymous reviewers, all of whom have volunteered to contribute to the success of the magazine and for its mission towards in the maritime education and research. Without research, education system cannot be be fulfilled to meet the industry requirements IMO's dream about GREEN VOYAGE 2050 and government of the India dream about MARITIME INDIA VISION 2030,

we encourage contribution to ensure continuity of a successful maritime magazine We also welcome comments, suggestion that could improve the quality of the magazine Thank you, we trust and hope will find the magazine more informative in the future / ahead endeavor.

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PENDULUM

No. 236/1 & 262/1, Vanur, Mettupalayam, Manavell Main Rd, Poothurai, Tamil Nadu-605111

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NO : 236/1,262/1,VANUR,MANAVELI MAIN ROAD
-METTUPALAYAM, POOTHURAI. TAMIL NADU-605111

PRINTED AT:

PONDICHERRY MARITIME ACADEMY

CONTENT - 2024

Website and Free E-magazines on :
https://pondicherrymaritime.com/magazine

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Approved by Directorate General of Shipping Govt. of India MTI NO : 403021

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Pondicherry Maritime A

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INTERESTING FACTS

Ancient Maritime Power : India has one of the oldest maritime histories in the world, dating back to the Indus Valley Civilization (around 2300 BC). Ancient Indian seafarers traded extensively with Mesopotamia, Egypt, and Persia.

·Coastal Shipping Initiative :India is focusing on boosting coastal shipping to reduce congestion on roads and railways. The government has introduced policies to promote short-sea shipping, which is a more economical and eco-friendly alternative to land transport.

·Strategic Global Position: India is located along some of the most important global maritime trade routes. The country's 7,500 km coastline serves as a key gateway for trade between the East and the West, making it a strategic player in global shipping.

·Inland Waterways Network :India has a vast network of inland waterways, with 111 national waterways identified for cargo and passenger movement. Inland shipping can significantly reduce logistics costs and pollution compared to road transport.

·Blue Economy Potential :India's Blue Economy, which includes fisheries, tourism, shipping, and deep-sea exploration, has enormous potential. The government is exploring ways to harness its marine resources to drive economic growth and job creation.

Wind and Solar Power for Zero Emission Shipping

Introduction

The trend towards using renewable and alternative energy sources on land has gathered momentum over the last decade as governments; companies and the general public tackle the issues of air pollution, energy security and climate change. However at sea, the shift towards the widespread adoption of alternative energy is only now beginning to take shape.

Recently the shipping industry has begun to seriously look at ways to reduce fossil fuel consumption and operate in a more environmentally friendly way. The concepts of; Green Shipping, Green Logistics and Sustainable Shipping are now important issues for ship owners, shipping lines and ship builders globally. In addition various regulations and initiatives are being implemented aimed at reducing emissions from ship. Examples of these include Emission Control Areas (ECA's) and a limit on the Sulphur content in marine fuels.

The use of renewable energy is increasingly being seen as part of the energy mix for the shipping sector and the power of the wind and sun will most likely play an important role in helping to reduce fuel use and emissions from ships, especially as further renewable energy related technologies are developed.

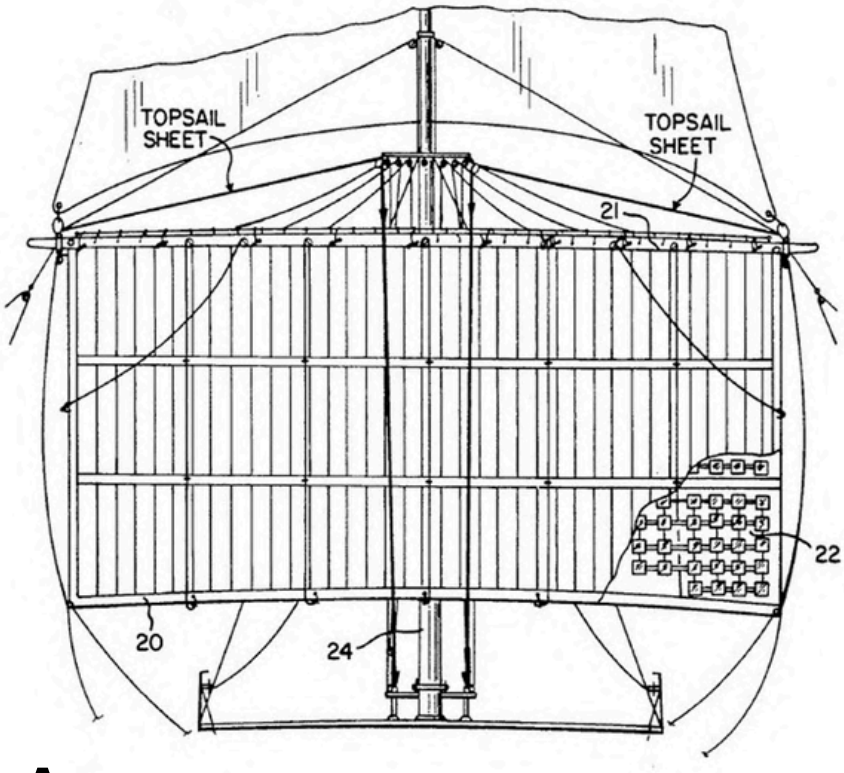
Rigid Sails on Ships

In the 1980's several Japanese ships were fitted with rigid sails with the aim of reducing fuel consumption. This was Despite this Japanese ships such as the Shin Aitoku Maru and Usuki Pioneer that were fitted with JAMDA (Japan Marine Machinery Development Association) rigid sails did prove that rigid sails reduced fuel consumption. On the ships that were fitted with JAMDA sails fuel reductions of approximately 10-30% were reported.

In the 1980's several Japanese ships were fitted with rigid sails with the aim of reducing fuel consumption. This was driven largely by the oil crisis in the 1970's which resulted in oil shortages and the price of oil soaring. However the crisis passed and when prices fell in the 1980's the viability of rigid sails in terms of cost was undermined.

Various rigid sail concepts have also been applied to a range of smaller vessels but these have not gained widespread acceptance to date on large ships due to numerous engineering & operational challenges.

Marine Solar Power



Another way to reduce fuel consumption on-board ships is through the use of solar power. Recent advances in solar cell and photovoltaic (PV) module technologies have led to solar power becoming a cost effective fuel reduction option on pleasure boats, ferries and tourist vessels. However on large ships the amount of fuel saved through the use of solar power alone is relatively small. So the idea of a commercially viable solar ship seems impractical at the moment.

Perhaps rather than having a ship with rigid sails or a ship with solar panels, a better approach would be to design a system that could tap into the power of the wind and sun together? The challenge in developing such a solution would entail dealing with many practical problems related to use sails and solar panels on large powered ships operating in the harsh marine environment.

This idea of combining the power of the wind and solar power is not new though, and in the 1990's a patent was granted in the United States for a solar powered electric ship concept that incorporated a traditional soft sail fitted with photovoltaic cells.

Ideas and concepts that combine sails with solar power probably pre-date the 1990's however to date, no combined wind power and solar power system that incorporates rigid sails has been deployed on large commercial ocean going ships. But this situation is about to change.

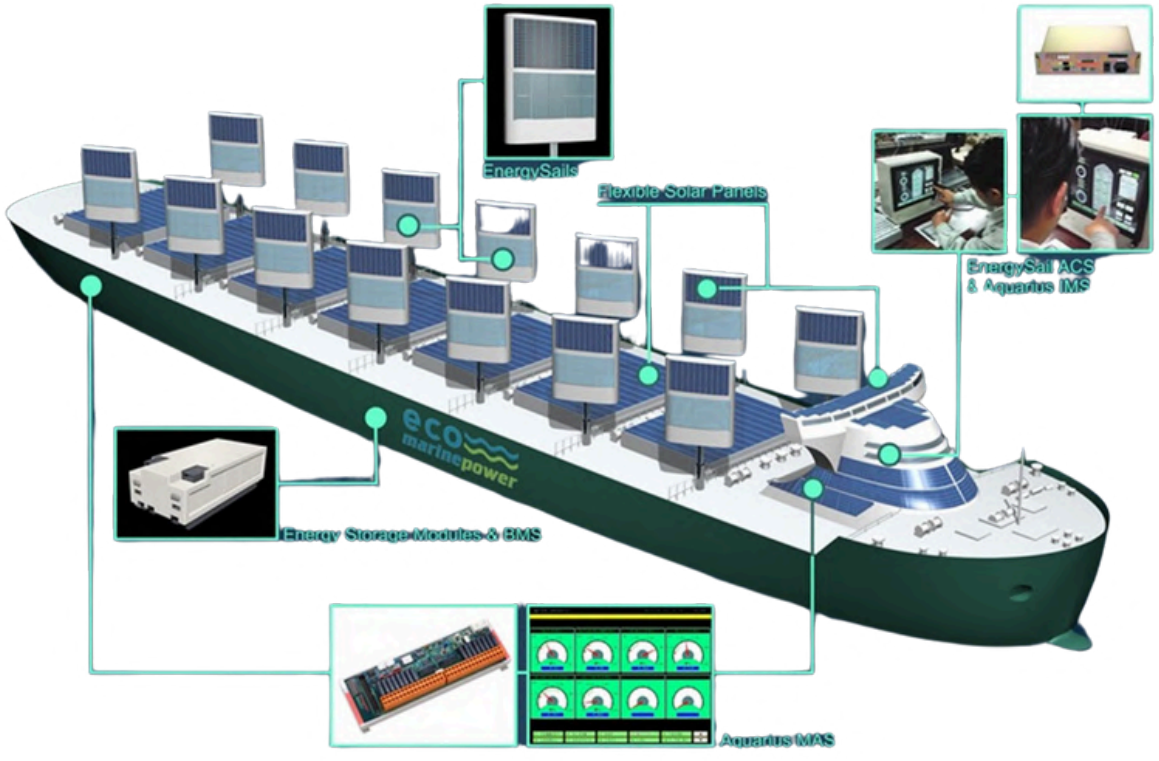
Aquarius MRE-Wind & Solar Power for Ships

Aquarius MRE (Marine Renewable Energy) is a patented solution developed by Eco Marine Power that combines sail power (using rigid sails) with solar power. This wind-assisted propulsion (WAP) system also include marine solar power and is designed so that the practical limitations of using rigid sails and solar panels on ships are overcome.

A ship fitted with Aquarius MRE such as a passenger ferry, cruise ship, bulk carrier, survey vessel or tanker will be able to tap into the limitless power of the wind and sun.

These hybrid powered ships will use wind and solar power together as a source of energy and propulsion (along with the ship's main engines or other form of propulsion) in order to reduce harmful emissions and lower fuel consumption.

On a large ship, 1000 tonnes or more of bunker fuel could be saved annually by using Aquarius MRE and CO2 emissions reduced by approximately 3000 tonnes.



An on-board solar power array can either be mounted on the sails or on deck areas of the vessel (or both). The solar panel array(s) will in turn charge batteries or the power can be fed into the DC or AC power distribution system. The energy stored in the batteries could also be a useful source of emergency or back-up power. For a typical system, hybrid battery technology from the Furukawa Battery Company of Japan will be used.

Unique Energy Sail Technology

At the center of Aquarius MRE is a patented rigid sail technology called the Energy Sail. This innovative device can incorporate a number of renewable energy technologies and can be installed on a wide variety of ships. The EnergySail can be used as a stand-alone device or as part of an array and is positioned automatically by a computer control system developed jointly by Eco Marine Power and KEI System Ltd of Osaka, Japan.

This computer system is known as the EnergySail Automated Control System (ACS). In addition to control functions the EnergySail ACS will also incorporate a management interface and a data logging capability.

In a link with history, EnergySail production and engineering design is being carried out by Teramoto Iron Works of Onomichi, Japan. Teramoto Iron Works was one of the companies involved in the manufacture of JAMDA rigid sails in 1980's.

This innovative company has a long history of manufacturing high quality products for the shipping industry, and is one of the few companies in the world that has manufactured and installed large rigid sails on ships.

To interface with other equipment on the ship such as the main engines & generators, another computer system jointly developed by Eco Marine Power and KEI System - the Aquarius MAS (Management & Automation System) - is incorporated into the Aquarius MRE system architecture. This marine computer system also calculates vessel airborne emissions, monitors fuel consumption, logs data, displays system alarms and can interface with a range of marine renewable energy solutions.

Aquarius MRE with its combination of technologies will offer ship owners and shipping companies an attractive return on investment (ROI) proposition. This combined with the environmental benefits will help this hybrid marine power technology gain widespread acceptance across the maritime industry.

The technologies being developed or incorporated into Aquarius MRE have applications outside shipping and are also suitable for land based renewable energy systems or offshore marine energy projects.

The Future is Now

The concept of using wind and solar power together on ships is not science fiction, nor is it decades away. Eco Marine Power has completed lab tests of the EnergySail along with the EnergySail ACS, and sea trials involving elements of Aquarius MRE have commenced. The first factory produced EnergySail has been manufactured and is undergoing testing at the Onomichi MTTC (Maritime Tech Test Center) before being installed on a ship for sea trials.

In October 2014, Eco Marine Power along with a number of strategic partners installed the first Aquarius Marine Solar Power solution on the Blue Star Delos - a large high speed passenger and car ferry operated by Blue Star Ferries in Greece. This system includes an Aquarius MAS CPU/AGU, ILS unit, MPPT charge controllers, an energy storage solution (from The Furukawa Battery Company) and marine-grade solar panels.

A second similar system has now been installed on the large general cargo ship - MV Panamana.

In July 2017, Eco Marine Power announced that planning for sea trials has started. This work will lead to the world's first deployment of an integrated rigid sail and solar power system on a ship using EMP's EnergySail technology!

The propeller

A brief guide to its history, design and maintenance

An essential component of most vessels the boat propeller is a humble and elementary piece of technology that has evolved over time to deliver thrust to mechanized boating. From its origins in sculling to revolutionizing the boating world, the propeller is often overlooked due its simple functionality but, with careful selection and diligent maintenance, can ensure your vessel performs at its optimum capabilities.

Fundamentally propellers create both momentum and lift. The former stating that accelerating a substance in one direction creates a force in the opposite direction and the latter (Bernoulli's principal) creating a forward lift, essentially being a circular wing.

History of the propeller

he founding science behind the propeller is attributed to Archytas, disciple of Pythagoras, in 400BC who put an inclined plane on a cylinder but it was a century later when famous mathematician, Archimedes, developed the screw propeller. Known, aptly, as Archimedes screw this precursor of the modern day prop was first used or irrigation purposes and to bail water from boats. Well known for his interest in spirals in space, Archimedes is supposed to have invented the device after a trip to Egypt. It has been suggested that the contraption (consisting of a spiral within a cylinder) was actually in use up to 350 years prior to his introducing it to Ancient Greece.

Famous artist and inventor, Leonardo Da Vinci, is known to have incorporated an adaptation of the screw propeller within his

The propeller

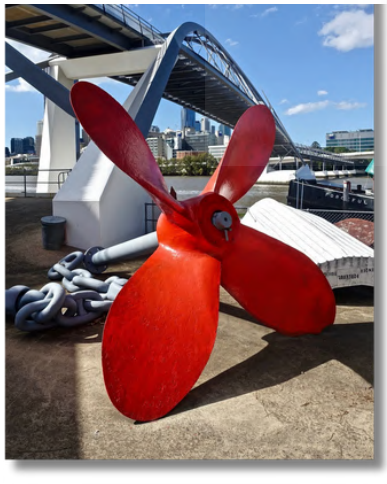
designs for a theoretical aircraft published
some 400 years before the invention of flight.

The incorporation of mechanized propulsion is but one element of the propellers evolution which also has a long history in the design of blades used for sculling. Manual rowing of a vessel largely depends on the style of the craft, the type of water being navigated and the position of the rower; as a result various blade designs evolved.

Sculling is a particular form for rowing which has a technique upon which the propeller was innovated. The form involves the rower moving a single blade from side to side in an arc motion whilst maintaining the blade at a distinct angle for the most effective
transfer of energy. The combination of the Archimedes screw and the knowledge gained from centuries of sculling culminated in several breakthroughs in technology during the late 17th -18th centuries.

In 1661, Toogood and Hays patented a design for marine propulsion which
seems to have involved a sort of water jet propulsion. A few years later, English physicist, Robert Hooke, is credited with the idea of a propulsion system not unlike a windmill.
Still far from the modern day propeller but growing closer.

However, by attaching a blade to a rotating shaft such that the arc could extend through
360 degrees, James Watt expanded on the design of his steamers (which used



The propeller

large paddle wheels to provide the thrust).

His sketch of four angled blades attached to a screw, or a 'spiral oar' as he put it, is about as close to modern day designs as history can get but was never brought to fruition in Watt's own vessels.

Several patents followed, each expanding on the sketch that Watt made and, by 1804, Colonel Stevens had conducted successful experiments aboard a 25' long 4' beam vessel with a screw propeller of his own design achieving speeds of 4 mph.

Though Stevens work was highly successful, and was one of the first engineers to correctly pay attention to the blades curvature (camber), placement of the propulsion and angle of the blades, his designs were not accepted or taken up.

It wasn't until 1827 when Josef Ressel invented, patented and successfully trialed a 'never-ending screw' propulsion system. After manual trials on a smaller vessel his bronze screw propeller was installed on the 'Civetta', a 48 tonne steamboat, and reached speeds of approximately 6 knots. vessel's designs caught the imagination of other engineers and a whole host of similar trials were undertaken across Europe during the 19th century including John Patch in 1832, Francis Petit Smith and J Ericsson in 1836 and Isambard Kingdom Brunel in 1845.

As the teething problems associated with each design were ironed out the shipping world began to view the propeller as less preposterous and began to embrace the idea.

By 1844 the Admiralty, impressed by trials on the HMS Rattler, finally accepted the screw propeller and paddlewheel vessels began to decline in popularity.

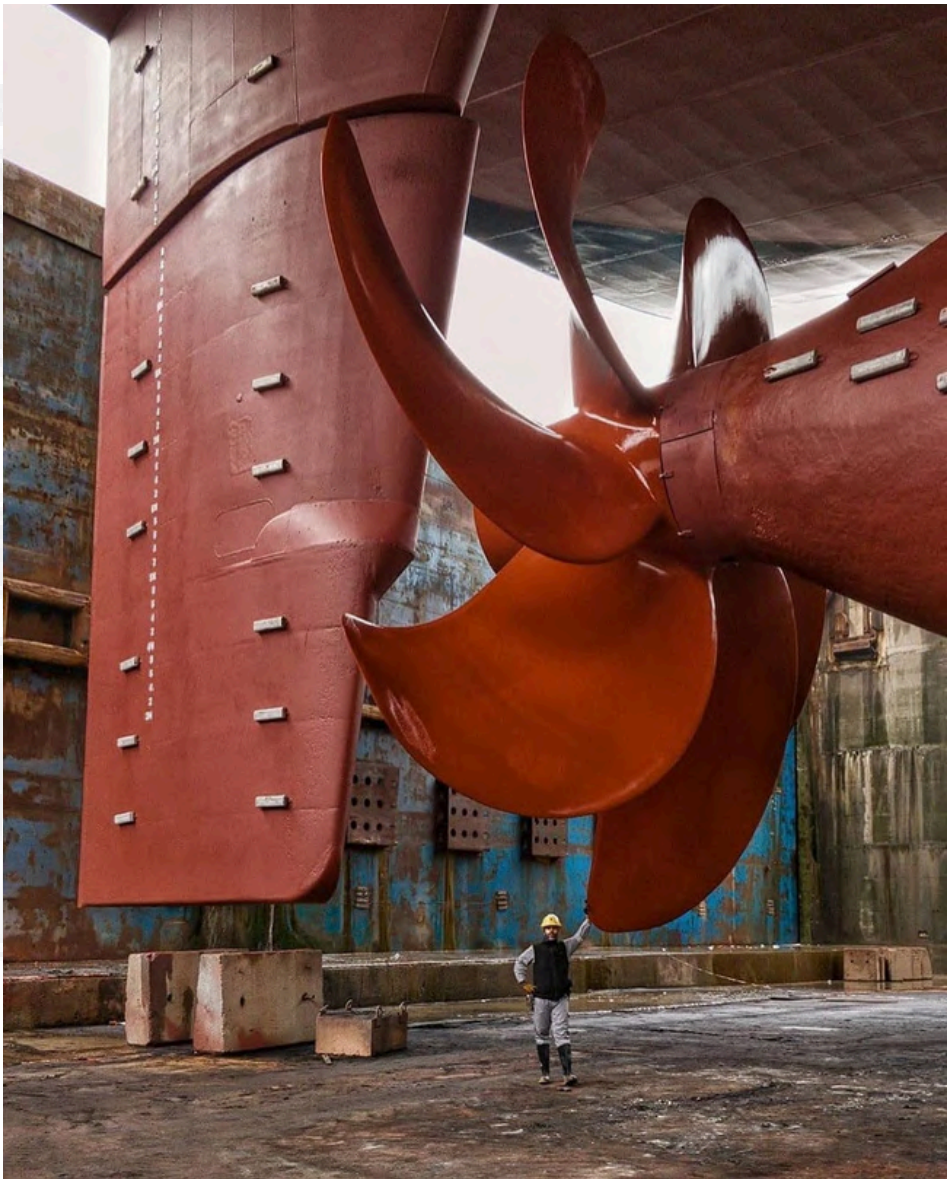
It was Brunel's designs,

The propeller

as a respected engineer, which finally led to mass take-up of the designs with his own being fitted to the first screw prop vessel to cross the Atlantic and that same machinery (being tested in 2004) having an efficiency of 65% by modern day standards.

Modern evolution of the propeller

The design of the propeller remained reasonably static from Brunel's efforts until about 1970 when the fuel crisis at the start of this decade forced engineers to seriously consider the efficiency of the propeller. Combined with a need to optimize



environmental outputs designs grew to be more complex with adaptations made to the shape of the stern and incorporating new, unconventional, shapes in blade design.
Propeller design continues to evolve, with modern technology able to hone and finetune efficiency up to approximately 70% and come in various designs, namely modular propeller, controllable pitch propellers and skewback propellers

EVENTS

VINAYAGAR CHATURTHI CELEBRATION

The spirit of devotion and unity was in full display as Pondicherry Maritime Academy celebrated Vinayagar Chaturthi 2024 with great enthusiasm and fervor. This auspicious occasion, dedicated to Lord Ganesha, the remover of of obstacles and the god of wisdom and prosperity, was embraced by both students and faculty, bringing the entire academy community together in a shared cultural and spiritual experience.

Traditional Rituals and Pooja

The celebrations began with a beautiful Ganesha Pooja in the academy's Garden, where a stunning idol of Lord Ganesha was installed. The pooja was performed with traditional rituals and chants, led by students and faculty members, creating an atmosphere of devotion and reverence. Offerings of flowers, fruits, and sweets were made, and the whole community prayed for blessings, success, and the removal of obstacles in their academic and personal journeys.

EVENTS

Unity and Togetherness

The celebration of Vinayagar Chaturthi at Pondicherry Maritime Academy was not only a religious event but also an opportunity to foster a sense of unity and togetherness among students from diverse backgrounds. The collective participation in the pooja and cultural events highlighted the academy's ethos of inclusivity, respect for traditions, and shared celebrations.

Student-Led Cultural Performances

Adding a vibrant touch to the celebrations, the students took center stage with cultural performances. From traditional dance performances to devotional songs praising Lord Ganesha, the event was filled with energy and excitement. A special skit depicting the story of Lord Ganesha and his wisdom entertained the audience, reminding everyone of the importance of knowledge, discipline, and humility in overcoming challenges.

Special Prasadam Distribution

The day concluded with the distribution of prasadam (blessed food) to all students, staff, and faculty members. Delicious traditional sweets, especially modaks (Lord Ganesha's favorite), were prepared and shared, bringing everyone together in the festive spirit.

A Celebration of Culture and Learning

Eco-Friendly Ganesha Initiative

This year, the academy took a sustainable approach by encouraging the use of eco-friendly Ganesha idols made from clay. The importance of environmental consciousness was emphasized, and students were educated on how the use of natural materials helps in preserving the environment. The idol immersion was conducted in a symbolic manner, highlighting the academy's commitment to sustainability and protecting our marine ecosystems.

Vinayagar Chaturthi celebrations at Pondicherry Maritime Academy are more than just a religious festival—they are a reflection of our commitment to fostering cultural heritage, spiritual growth, and a sense of community. The celebration allowed students to take a break from their rigorous academic schedules and enjoy a day of festivity, while also gaining important lessons in responsibility, teamwork, and environmental awareness.

EVENTS

We look forward to continuing this rich tradition each year, as we seek the blessings of Lord Ganesha to guide us in our educational pursuits and personal growth.

Swachhta Hi Seva Campaign 2024 – Pondicherry Maritime Academy

In alignment with the national mission of Swachh Bharat and our commitment to maintaining a clean and neat Sea Shore, Pondicherry Maritime Academy actively participated in the Swachhta Hi Seva Campaign 2024. The campaign, which emphasizes cleanliness and environmental awareness, saw enthusiastic participation from both students and faculty, showcasing our academy's dedication to social responsibility and environmental stewardship.

Spreading Awareness

In addition to the physical clean-up activities, the campaign also focused on raising awareness about the importance of hygiene, waste management, and sustainable living. Interactive workshops were organized where students learned about waste segregation, the importance of reducing plastic use, and the long-term impact of cleanliness on health and the environment. These workshops were complemented by poster competitions and awareness rallies, where students creatively expressed their thoughts on the significance of a clean and green future.

Tree Plantation Drive: As part of our contribution to a greener planet, the academy also organized a tree plantation drive during the campaign. Faculty and students planted several saplings across the campus, promoting the importance of afforestation and ecological balance. These newly planted trees symbolize our academy's continuous effort to contribute to environmental conservation and sustainability.

A Continued Commitment

Swachhta Hi Seva Campaign 2024 - Pondicherry Maritime Academy

SEASHORE CLEANING

SEA Clean-Up Drive

The highlight of the campaign was a Sea -wide clean-up drive. Students, staff, and faculty members joined hands to ensure Sea Shore are will clean. Equipped with gloves, eco-friendly bags, and cleaning tools, participants worked tirelessly to collect waste, segregate recyclables, and ensure proper disposal methods were followed. This collective effort not only improved the cleanliness of our surroundings but also instilled a sense of pride and ownership in maintaining a pristine learning environment.

Pondicherry Maritime Academy is proud to be part of the Swachhta Hi Seva initiative. This campaign is not just a one-time event for us, but a way of life. As a maritime academy, we understand the significance of cleanliness and environmental protection, not only on land but also in the seas.

Our commitment to maintaining a clean campus and promoting sustainable practices will continue throughout the year, as we encourage everyone to play their part in keeping our surroundings and oceans clean. We extend our heartfelt thanks to all students, staff, and faculty members who contributed to making the Swachhta Hi Seva Campaign 2024 a resounding success. Together, we are building a cleaner, greener future for all!


SWACHHTA HI SEWA CAMPAIGN- 2024
#swachathahisewacampaign

PONDICHERRY MARITIME ACADEMY

SWACHHTA HI SEWA CAMPAIGN- 2024

The Ocean takes care of us lets return the favour

TEACHERS DAY CELEBRATIONS

INTRODUCTION

At Pondicherry Maritime Academy, Teachers' Day is not just a day to celebrate the role of educators, but an opportunity to reflect on the significant impact they have on the lives of students and the maritime industry. This year, our celebration was a grand testament to the dedication, passion, and hard work of our esteemed faculty members who continue to guide and mentor future maritime professionals.

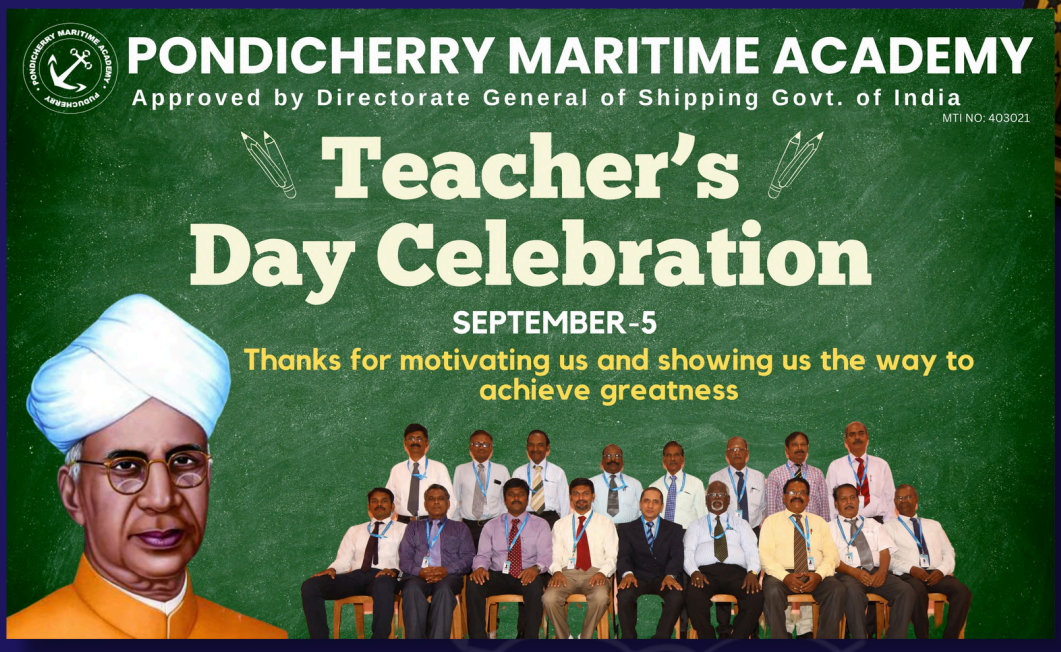
CELEBRATING OUR MENTORS

The day began with a warm welcome to all our faculty members, who were greeted with tokens of appreciation. Students took the lead in organizing a series of heartfelt performances, showcasing their gratitude through speeches, songs, and creative presentations. The enthusiasm of the students was evident as they expressed how their teachers shaped not only their academic knowledge but also their character and professionalism.

SPECIAL AWARDS FOR FACULTY

As part of the celebration, Pondicherry Maritime Academy honored some of its most distinguished teachers with Faculty Awards. These awards were given based on their dedication to teaching, mentorship, and contribution to research and development in the maritime field. This gesture was a symbol of our appreciation for the teachers' endless efforts in inspiring and nurturing the next generation of maritime leaders.

TEACHERS DAY CELEBRATIONS



Teachers' Day 2024 at Pondicherry Maritime Academy was a heartwarming event, filled with joy, appreciation, and reflection. It was a perfect reminder that the bond between teachers and students is at the core of our success as an institution. The entire celebration was not only a tribute to our faculty but also a reminder of the critical role that education plays in shaping the future of the maritime industry.

We at Pondicherry Maritime Academy are proud to have such passionate educators who continuously inspire our students to reach for the stars. This Teachers' Day, we renew our commitment to providing an enriching and nurturing learning environment for all.

A TRAILBLAZER IN THE MERCHANT NAVY

CAPTAIN RADHIKA MENON

Captain Radhika Menon is not only a pioneer in India's maritime industry but also a global icon of courage, leadership, and dedication. She made history as India's first female Merchant Navy Captain, breaking gender barriers in a male-dominated field. Her remarkable journey from a small coastal town to commanding ships across the world's oceans is inspiring for countless aspiring mariners.

Early Life and Career Beginnings

Radhika Menon hails from the town of Kodungallur in Kerala. Her initial career path was different from what she ultimately pursued in the maritime world.

A TRAILBLAZER IN THE MERCHANT NAVY

She first trained and worked as a radio officer in the Indian Navy after graduating from the All India Marine College, Calcutta, with expertise in marine radio communication

At that time, radio officers were crucial in communication between ships and ports, handling important navigation signals and distress communications. However, as technology evolved and the role of radio officers began to phase out, Menon decided to take a bold step: she shifted her focus to becoming a deck officer, which was an uncommon choice for women in India's maritime sector.

Breaking Barriers: Becoming a Merchant Navy Officer

In the early 1990s, Captain Menon joined the Merchant Navy. Her journey to the top was not easy—she faced challenges that came with being one of the very few women in the profession. She enrolled in training to become a navigating officer and climbed the ranks slowly through perseverance, commitment, and hard work.She made history when she became the first woman in India to command a Merchant Navy vessel. This was a groundbreaking achievement in a field where very few women had ventured, let alone reached leadership positions. Radhika Menon's determination opened the door for future generations of women who aspire to work in the maritime industry.

In June 2015, Captain Menon, commanding the oil tanker Sampurna Swarajya, was on a voyage in the Bay of Bengal when she spotted a distress signal from a fishing boat. The boat had drifted more than 2,000 kilometers from shore due to engine failure, They were facing certain death, with no hope of rescue in sight. Despite the dangerous conditions, with 25-foot-high waves, rough seas, and poor visibility, Captain Menon and her crew undertook a daring rescue operation. Displaying exceptional navigation skills and leadership, she maneuvered the massive ship toward the fishing boat and successfully rescued all seven fishermen.

Her story continues to inspire both women and men to pursue their dreams, no matter the challenges, with the understanding that bravery, resilience, and determination are key to success.

HAPPY Birthday

Mr.Mahesh Kumar

5th October

Capt.Saranath Bakthavachalam

24th October

DR. Romano Verttilla Livia A

10th October

Capt.Aditya Sharma

26th October

PMA Wishing you a day full of laughter and happiness and a year that brings you much of Success, endless happiness and unforgettable memories.

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