

HIGH PERFORMANCE MARINE VEHICLE



LaOla

ISSUE 20

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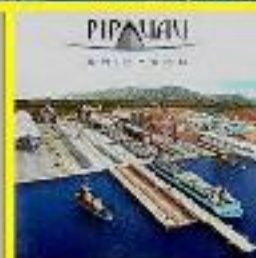
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From the editor's desk

LaOla is glad to introduce its twentieth issue. This e-magazine being the first edition of this academic year takes laola into the whole new level. Team laola is grateful to its ancestors who gave me and my team this opportunity to expose and develop Laola the e-magazine of Indian Maritime University, Visakhapatnam Campus. A sincere gratitude to our beloved former Director **Prof. S C Misra** who had the vision of having an E-magazine in the campus conceptualized this newsletter in the year 2010. Since then this vision was nurtured by and has successfully released 19 issues.

Me and My team were bestowed upon the job of carrying it forward through the academic year 2015-2016. As the magazine has made considerable movement it will be easy for our team to move forward under the guidance of our beloved Director In-Charge **Dr. U.S. Ramesh** and editorial advisor **Mrs. Padmashree**.

The 20th issue of laola is oriented by lots of knowledgeable and encouraging facts, consists of brief idea about high speed craft, its designing and new materials, what happens when a vessel is decommissioned, what's new in the Indian ship industry after, also continuation of the article on evolution of submarine. Followed by a life inspiring story of Indian personality who rules the world, poem and story section next to that what's happening in the campus.....

The La Ola team is committed to give its readers the best of the available talents of this campus.

While our continuous endeavours are for improving the quality, frequency and standard of the e-magazine it would have not been possible without your suggestion/comments/appreciation. Do write us.....!

Enjoy Reading!!

Ashwani kumar Dewangan



BY: Avinash Gupta

HIGH PERFORMANCE Marine Vessel

It's challenge for current ship building industry to get high performance from marine vessels. There are two major aspects related to performance – A. Speed and B. Mileage.

Speed is the major concern in performance based industry like defense and fast craft like multihull craft, hydrofoil and interceptor craft. Increasing speed is not biggest challenge because we know that by increasing power of engine, speed of vessel is increased. But there are some constraints: - A. fuel and B. Stability of price.

At the certain point, by spending two fold of power, we get only one fold of speed. So for more power, we need more fuel, then it become obstacle for getting better mileage. So it rise a major question – How did we overcome from these constraints?

The following important parameters became solution to overcome these constraints:-

- A. Better Design.
- B. Introduction of New material.
- C. Advance powering and propulsion system.

In the context of Design parameter, we see lots of new designs give better performance. For example -Hydrofoil, multihull vessel and air cushion vessel give better performance than traditional monohull.

A typical monohull vessel attains a speed of 25-40 knots but multihull can attain 50 knots and hydrofoils range from 30-70 knots which is far greater than monohull

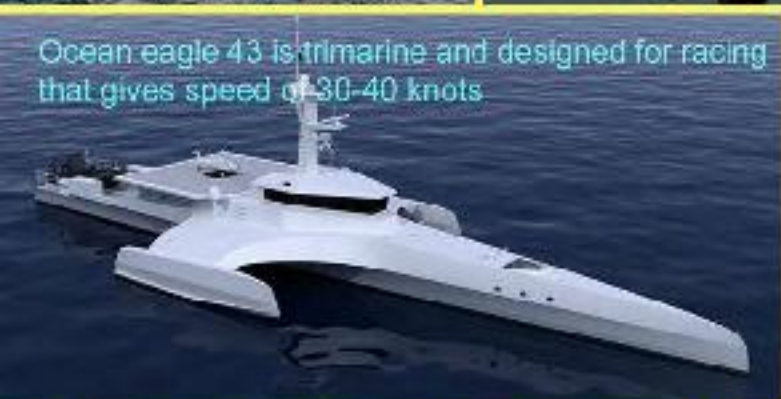
Basically concept behind Hydrofoil craft for greater speed is minimum resistance due to less contact of hull portion with water or less waterplane area. At certain "hump" speed or speed at "hull-borne" drag, it take off and subsequent acceleration to the cruise speed. But it is only developed for small vessel like patrol vessel and interceptor craft.

INTERCEPTOR CRAFT



One more advantage add up with air-cushion craft that is easily used as landing craft which give better offloading than amphibious ships

Ocean eagle 43 is trimarine and designed for racing that gives speed of 30-40 knots



"star CCM+ " of CP-Adpaco introduce a zero gap technique which help in better mesh development of vessel with proper understanding of hydrodynamic behaviour. In current trend, Finite element analysis becomes important feature for optimizing of vessel. Many software like "POSEIDON" and Nauticus hull of DNV-GL give better result with FEM

It is on a trial basis for larger crafts like sea flyer and HDV-100.

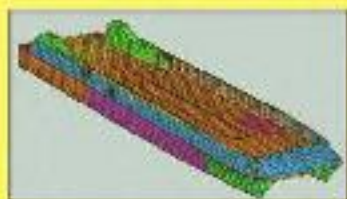
Similarly in designing of multihull vessel and air cushion vessel (Hovercraft), main agenda is minimizing the waterplane area.

By providing multihull, we reduce waterplane area and increase stability of vessel as compared to monohull. That's why we consider large range of vessel like passenger ferries, ro-ro, X-craft, Defence Stealth Vessel and racing yachts etc.

Development of CAD-CAM software gives better detailing of design which helps in understanding hydrodynamics and hydrostatic behaviour of vessel in very precise manner. Many CFD (computational fluid dynamic software) create better mesh and give more simulation result of vessel i.e.

Analysis and accordance of rule based designing.

Material is one of the major parameter for high performance vessel because by reducing the weight, speed is increased without spending more power, so mileage is also increase up. In modern ship building industry, composite material is used for making vessel that reduce the weight of vessel without compromising the strength and toughness. Some of the composite material that are used in making vessels are FRP, Polyester resin, glass fibre, sicomin resins and Arovex etc. In all the above, Arovex is a new material in ship building industry.



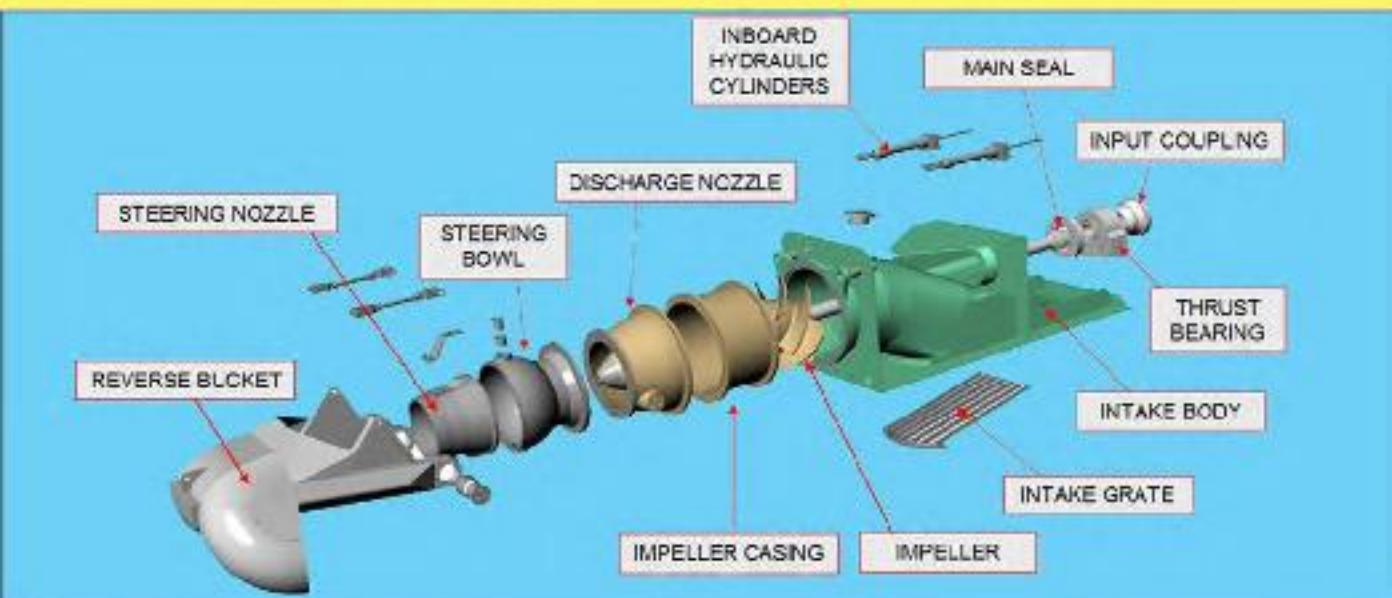


Lightweight, super efficient boats made possible with Arovex



Basically Arovex is one of the strongest carbon fibres which are made by infusion of carbon nanotube and graphene. It is 100 times stronger than steel and one by sixth of weight of steel. Some of new launched Singapore patrol vessel is made of Arovex.

Water jet propulsion system is one of the new propulsion system in ship building industry which is mainly used in high speed craft like multihull vessel-trimaran and passenger ferries etc. it give high efficiency, good maneuverability, shallow craft design, smooth engine load, less vibration and lower water-boon noise. Lots of change also came in powering system. Nowadays, electric powering system is one of the demanding powering systems in shipbuilding industry. Mainly defence forum wants to install electric powering system for electric guns and radar system.



Overall conclusion is that introduction of new design, material and powering system are necessary for fulfilling the current demand of ship building industry.

DISMANTLING OF SHIP

BY: Sourav Sett



Dismantling of ship, popularly known as ship breaking or ship recycling refers to the proper disposal of a ship after its life span is considered to be over. It is estimated that over 100,000 workers are employed at ship breaking yards worldwide. Of the approximate 45,000 ocean-going ships in the world about 700 are taken out of service every year.

NEED FOR DISMANTLING

About 95% of a ship's mass can be reused after her sailing life ceases. The demolition of ships is mainly done for extracting the materials, mainly scrap ready to be sold for re-use in the market. Steel is recycled to make new products, which in turn helps reduce the need for mining.

HOW IS THE PROCESS CARRIED OUT ?

The front of the ship is made to hit the shore, and the ship slowly lurches forward onto the beach until it stops. Anchors are dropped, the engine stopped, and power is finally cut off. The ship is shackled to the ground by the workers after which they use basic chains, cables and diesel machines to bring the ship farther up on the beach. The chains and cables are pulled extremely taut and sometimes even snapped back. The fuel tanks are first emptied while dismantling the ship to prevent explosion. Scrappers then walk through the ship to find anything that can be salvaged for resale -- anything from flags and ship's logs to liquor and

narcotics. Even the valuable plumbing, wiring and electronics from the ship are stripped off.

After the initial scrapping is finished, the real destruction begins. Inspection of the ship is done by the shipboard supervisor to determine the best course of action. There is no fixed procedure followed to dismantle a ship. After the captain's walk-through, demolition begins. In a slow and clean sweep, workers use torches, sledgehammers and sheer elbow grease to scrap the ship. The duration for dismantling a ship varies from two weeks to a year depending upon the structure of ship, equipment available and the number of workers involved.



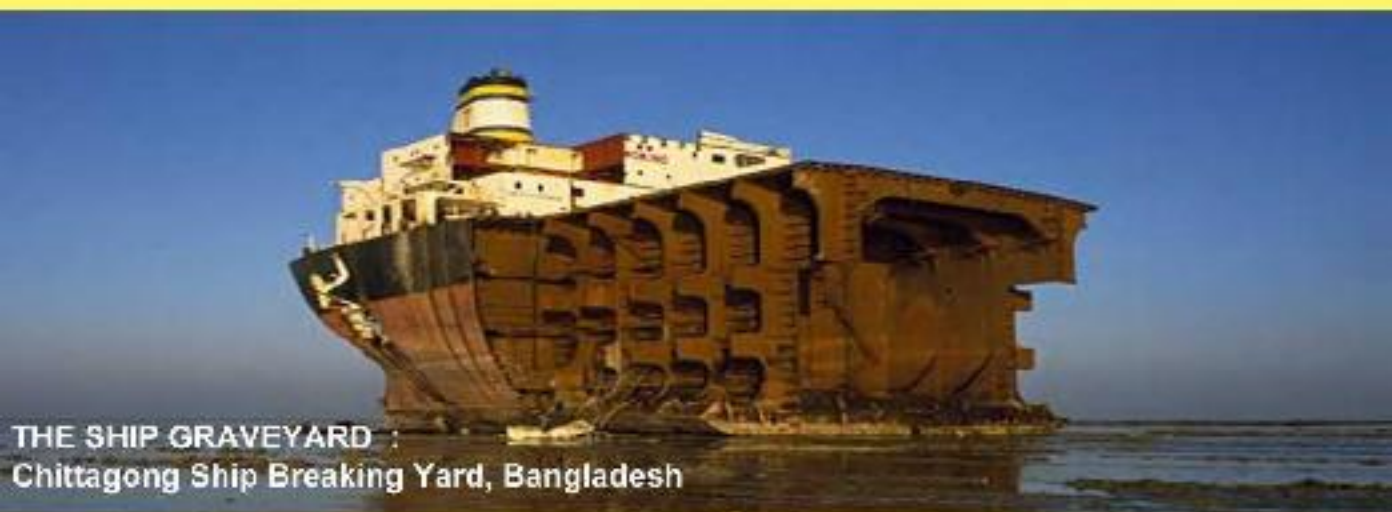


RISKS IN THE INDUSTRY

Taking into consideration the environmental, health and safety standards in this industry, concern has been expressed at the international level. These industries grow up particularly in those countries employing the beaching method of ship recycling. Ship recycling commonly takes place in developing countries which tend to have a competitive advantage as they provide a pool of low cost labour, may have weaker environmental protection, worker health and safety regulations, and have national demand for the outputs of the activity. People employed by the dismantling companies take apart the giant carcasses, which contain asbestos and other toxic materials, without protective clothing or proper equipment. Poor enforcement of regulations relating to this activity has led to problems with local environmental pollution and also incidents of worker injury and fatality are high.

RULES SET UP FOR PROPER SHIP RECYCLING

1. Ship recycling yards will be required to provide a "Ship Recycling Plan", specifying the manner in which each ship will be recycled, depending on its particulars and its inventory.
2. It is recommended that the Ship Recycling Facility should mark the location of the known hazardous materials. Any specific items or locations on board whose hazardous characteristics are uncertain should be marked for additional sampling as necessary.
3. Labourers should be made to work only under proper conditions which do not pose any health risk.
4. Scrap materials should be sold only after proper investigation by the supervisor.
5. Disposal of chemical and toxic waste has to be done in accordance with rules and regulations concerning environmental issues.



THE SHIP GRAVEYARD :
Chittagong Ship Breaking Yard, Bangladesh

The birth of The Chittagong Ship Breaking Yard took place way back in 1965 after the Chittagong Steel House bought the Greek ship M D Alpine and scrapped it off five years after it was stranded at the shores of Sitakunda, Chittagong due to a severe cyclone. From 2004 to 2008, the area was the largest ship-breaking yard in the world. However, by 2012 it had dropped from half to a fifth of worldwide ship-breaking.



Up to 60 % of the steel used in Bangladesh is believed to originate from the ship breaking yards in Chittagong. It is estimated that there are around 100 ship breaking yards along the coast north of Chittagong, and every year new yards are being constructed. The ship yards are owned by politicians and business people. Ship breaking generates a lot of jobs, and it is estimated that some 50000 people are directly employed in the ship breaking industry in Bangladesh. Additionally, another 100000 are indirectly involved in the

business. Most of the labourers are hired by the ship yards through local contractors on a ship by ship basis.

Some of the ships are 350 meter long with a weight up to 10-15 000 tons. It is estimated that approximately 30% of the world's Light Displacement Tonnes (LDT) were scrapped in Bangladesh during the period 2000-2010.

The ship breaking industry in Bangladesh is estimated worth an annual turnover of around 1.5 billion dollars.

This place has always been a tourist attraction until it was recently closed for public view due to security reasons. Even a scene was shot here for the well-known movie, Avengers : Age Of Ultron.



EVOLUTION OF SUBMARINE

BY: Sourav Jena

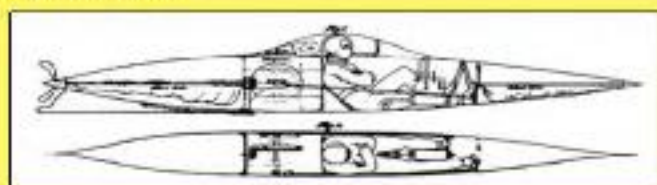


In the last edition, we came to know about the evolution of submarines from the date of its conception in 1580 till 1863 when H.L. Hunley was built. Now, we will see how our "underwater toys" became even more lethal possessing weapons of mass destruction, bigger in size, stealth in their capabilities, thus, carrying out missions successfully beyond the comprehension of mankind. We will start our journey from 1870 and end it in and around 1920 when the Great War finally ended. We can't really cover a long period of time as a lot of advancements took place in the subsequent years unlike the previous article where we could jump 40-50 years at a time. Are you ready to take this journey? If Yes, Let's Go.

Why are we going to start in 1870? Why not 1869 or 1871? Is it because 1870 is a multiple of 10? Nah. It's because it was in this year that French novelist **JULES VERNE** brought submarines to full public consciousness with one of his Magnum Opus "**Twenty Thousand Leagues under the Sea**." A submarine-wielding despot – Captain Nemo – uses his "Nautilus" to sink, among others, the then-fictional USS Abraham Lincoln. Verne's research was impeccable: he even computed the compressibility of seawater – "0" for most purposes – as .0000436 for each 32-feet of depth. It was at this time that the world came to know about "Submarines". Was it Science that made it famous among the masses? Or was it literature?

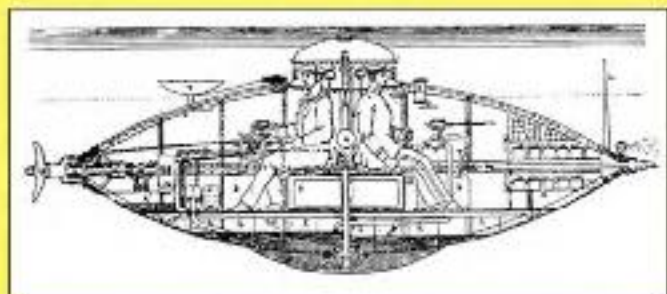
Let's travel to 1874. Recent Irish émigré Patterson, New Jersey, schoolteacher **JOHN PHILLIP HOLLAND** submitted a submarine

design to the Secretary of the Navy, who passed the paperwork to a subordinate. "No one would willingly go underwater in such a craft", that officer suggested. That was quite a blow. But Holland wasn't discouraged. In **1878**, Holland found sponsorship with the Fenians, a group of Irish revolutionaries, looking for a way to harass the British Navy. He built a small prototype submarine, "Holland No. 1" to test out his theories – including the use of a gasoline engine. The trial was successful enough to encourage building a larger, more warlike, boat.



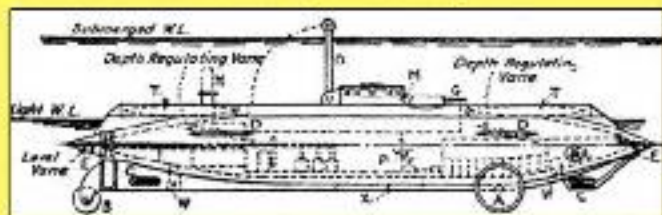
Holland's first design: a 15.5 foot-long one man boat with a foot-operated treadle to drive not only the propeller, but also to control the one-cubic-foot ballast tank and discharge "used" air.

The Year was 1885. French designer Claude Goubet built a battery-operated submarine, too awkward and unstable to be successful. He followed up in 1889 with "Goubet II" – also small, electric, but not effective.

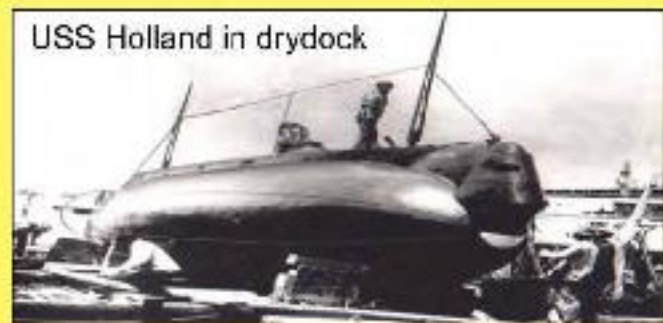




In 1893, with a new Administration in office, the U. S. Congress appropriated \$200,000 for an "experimental submarine" and the Navy announced a new competition. There were three bidders: Holland, George C. Baker, and Simon Lake. Holland and Lake submitted proposals; the politically well-connected Baker actually had a submarine, which he was demonstrating on Lake Michigan. A novel feature: a clutch between the steam engine and an electric motor allowed the motor to function as a dynamo, to recharge the batteries for submerged running.



The Year 1900 was a remarkable year for the Submarine industry. On April 11, the U. S. Navy bought "Holland VI" for \$150,000 and changed the name to USS Holland. In August, Congress ordered six more Holland submarines. By October, the British had five Holland submarines on order.



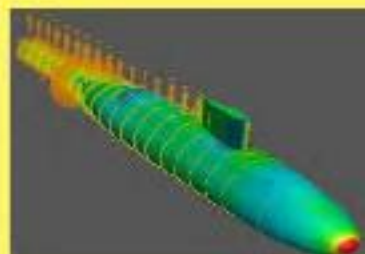
USS Holland in drydock

In the Year 1904, on their first fleet maneuvers, the five British Holland submarines were assigned to defend Portsmouth – and managed to "torpedo" four warships. Of this, Admiral John Arbuthnot (Baron) Fisher wrote, "It is astounding to me, perfectly astounding, how the very best amongst us fail to realize the vast impending revolution in naval warfare and naval strategy that the submarine will accomplish!"



In 1905, Theodore Roosevelt became the first U. S. president to take a submerged ride – in the A-1 "Plunger". He was so impressed with the hazards and hardships of the duty that he instituted submarine pay for crewmembers.

1906 was a remarkable year for the Germans. U-1, the first German "U-Boat" (a short form for unterseeboot), was launched. This modified "Karp" was 139 feet long, displaced 239 tons. It had a surface speed of 11 knots, a submerged speed of 9 knots, and a range of two thousand miles. It was in service in 1908 by a twin, U-2. By this time, the French had a submarine force of sixty boats, the British almost as many. Germany finally took notice. By 1912, Germany began



to get serious about submarines with the "30s" series – U-31 to U-41. These diesel-powered boats displaced 685 tons, carried six torpedoes and one 88mm deck gun, had a surface speed of 16.4 knots, submerged 9.7 knots – and a maximum range of 7,800 miles at 8 knots.

In the year 1914, World War I broke out. On the eve of World War I, the art of submarine warfare was barely a dozen years old, and no nation had submarine-qualified officers serving at the senior staff level. Ancient prejudice against submarines remained: they represented an unethical form of warfare, and they did not "fit" in the classic, balanced structure of a navy – where battleships were king. No nation had developed any method for detecting submarines, or attacking them if found. Professional intransigence aside, and thanks largely to the efforts of Admiral Fisher, Great Britain had the world's largest submarine fleet; Germany, with a late start, had the most capable.



In the Year 1918, after the Great War, the development of submarine-locating devices began with hydrophones (a directional microphone in the water) to listen for the sounds of propellers, and, too late to be of much use in this war, an echo-ranging system (the British dubbed it ASDIC – which

apparently stands for nothing in particular – but now known universally as SONAR, which stands for "Sound Navigation and Ranging.") By sending out an audible "ping" and measuring the echo return, an operator can determine the range and bearing of a submarine. By the end of the War, U-boats had sunk more than 4,000 ships, more than 11 million tons – fully one-fourth of the world's total supply. In essence, unrestricted submarine warfare almost won the war for Germany. Though they lost it at the end. Everyone acknowledged the power of submarine fleets. People in power came to know how destructive these underwater machines can be.

In 1919, Japan entered the submarine industry. As one of the World War I allies, Japan received seven of the surrendered U-boats but went a bit beyond mere "examination." Japan imported some 800 German technicians, engineers and naval officers to teach them how to design and build submarines. For Germans, The Treaty of Versailles blocked the German Navy from submarines, and limited the number of officers to 1500.

Many significant developments took place after 1920. Even further developments took place during the 2nd World War. Nuclear propulsion era started shortly thereafter. Economically strong nations started building more subs with many lethal abilities and an ability to stay underwater for a long period of time without detection.

We will see all these developments in the next issue.



INDIAN SHIP INDUSTRY

BY: Diganta Ghosh

Ship Building is a branch of heavy engineering industry. It is an assembly industry. It draws boilers, engines, electrical goods, glass, rubber, nuts and bolts etc. manufactured by other industries.

The industry manufactures ships of a variety of sizes and for a variety of purposes ranging from fishing vessels, cargo ships, oil tankers, cruise liners to ferries. Boats, sailing boats, etc. are also made by this industry.

The industry also manufactures naval ships ranging from mine layers, mine sweepers, destroyers, frigates, tugs to aircraft carriers, gun boats, submarines etc.

Ship building is a highly expensive, technical, time consuming, scientific and sophisticated industry. It exists in a few economically sound and technically advanced countries only the industry has developed on account of:

- (i) Growing international trade relationships among the countries of the world.
- (ii) Development of Iron and Steel and various other industries connected with fitting and trimming of the ships.
- (iv) National security and race for naval supremacy in the world has boosted construction of ships of different sizes and for different purposes for the use of the navy.
- (iv) Availability of capital.
- (v) Advancement in marine architecture and marine technology.





PIPAVAV DEFENCE AND OFFSHORE ENGINEERING COMPANY LTD.

**PIPAVAV
SHIPYARD**

Pipavav Shipyard Limited now Pipavav Defence and Offshore Engineering company Limited is the India's largest shipbuilding and Heavy industry company headquartered in Mumbai, Maharashtra. Pipavav shipyard is located in west coast of India, Saurashtra, Gujarat, at a distance of 90 km South of Amreli, 15 km South of Rajula and 140 km South West of Bhavnagar.



PRODUCTS MANUFACTURED:

- Shipbuilding: Bulk Carrier, Platform supply vessel, Barges, Naval ships
- Offshore & Engineering: Jackup rigs
- Heavy Engineering: Pressure vessels
- Machineries: Gantry cranes
- Repairs & Conversions: merchant vessels, Naval ships, Oil Platforms, conversion of Mobile Offshore Drilling Units into Mobile Offshore Production Platforms, conversion of Mobile Offshore Production Units into Mobile Offshore Drilling Units.

RECENT PROJECTS AND VENTURES:-

Anil Ambani's Reliance Defence Systems, along with Reliance Infrastructure, is set to make a big-bang entry into the defence sector by acquiring a share in the Pipavav Defence in an all-cash deal. According to a Reliance Group release, Anil Ambani will take over as chairman of Pipavav Defence, with full management control.



Anil Ambani of Reliance Group (right) with Nikhil Gandhi of Pipavav Defence at the latter's shipbuilding facility in Gujarat. Photo: PTI



Reference: www.pipavavdoc.com google.co.in

Image: Google image



COURSE OF ACTION :

- Reliance Infrastructure will first invest Rs 819 crore for 17.66% stake in the company, at Rs 63 a share
- Subsequently, it will launch an open offer for an additional 26% at Rs 66 a share (Rs 1,266 crore)
- In case of a lukewarm response to the open offer, Reliance Group will spend an additional Rs 345 crore to buy another 7.44% stake

"Reliance Group's acquisition of the Pipavav Defence Company in Gujarat with assets worth more than Rs 10,000 cr is our contribution towards Self Reliance. We will invest an additional Rs 5,000 cr over the next few years as a part of our commitment towards indigenisation efforts. This facility will be capable to deliver all requirements of the Indian Navy from frigates to aircraft carrier to submarines," Ambani said at a seminar in the capital.

Pitching Pipavav Shipyard as a one-stop shop for all requirements of the Indian Navy, from frigates to aircraft carrier and submarines, industrialist Anil Ambani said he will invest an "additional Rs 5,000 crore" over the next few years in the project.

The Reliance Group Chairman emphasised on self-reliance in the defence sector for flexibility to pursue country's foreign policy objectives and called for more transparent and predictable systems and procedures.

Ambani added that specific measures towards ease of doing business will encourage industry participation to boost confidence of the private sector in the new 'Make in India' initiative.

"This is necessary as the Ministry of Defence is the sole domestic customer," he said.

We hope with all the top businessmen entering the ship building industry, the industry will grow in the coming days.



Google

CEO Pichai Sundararajan

BY: Naman Nimbale



You must have read articles on Sundar Pichai new CEO of Forbes 3rd most valuable brand. I can't guarantee you that each and every information is new to you but the one who truly wants to isles of Blest of information sector.

The ascent of Sundar Pichai as Google's new CEO may have been one small step for Google, but it was a giant leap for the Indians all around the world. Google's announcement on Monday 10th August 2015 that it would be subsumed within a new parent company called "Alphabet" had a bonus for people of Indian-origin world over: the company's head of Products and Engineering, Chennai-born Pichai Sundararajan(43), was anointed the CEO of the new, "slimmed down" Google. With this reorganization of Google/Alphabet Inc., Pichai will control: search, ads, maps, the Google Play Store, YouTube, and Android. Though he had a modest upbringing, he's now worth a reported \$150 million.

Putting his confidence in Sundar Pichai, Google founder Larry Page said of the restructuring in the company he co-founded with Sergey Brin, "A key part of this is Sundar Pichai.". He also said that he is super excited about his progress and dedication to this company.

This new sensation was born on 12th July 1972 in Madras (Chennai) Tamilnadu, India to Tamil parents Mrs.Lakshmi and Mr.Regunatha Pichai. Pichai grew up in a

middle-class home and was a bright student. He excelled academically at his school, Pichai finished his Class X at Jawahar Vidyalaya school situated in Ashok Nagar, Chennai, and completed the Class XII from Vana Vani School, IIT campus, Chennai.



Pichai is alumnus from one of the most prominent engineering college Indian Institute of Technology Kharagpur (IIT-KGP) in Metallurgical Engineering. Sundar's professors at IIT recommended he pursue a PhD at Stanford University, but he decided to pursue MS and MBA degrees instead. He holds an MS Material Sciences and Engineering from Stanford University in and also an MBA from the Wharton School of the University of Pennsylvania, where he was named a 'Siebel Scholar' and a Palmer Scholar. When Sundar won a scholarship to Stanford, his father withdrew more than his annual salary from the family's savings to fly him to the United States.



His early career started at Applied Materials-a Silicon Valley semiconductor maker as an engineer and product manager but he did not work there for long. After the completion of his MBA he was appointed as a management consultant at McKinsey & Company. He anointed Google in 2004. He worked on Google's search toolbar as a part of a small team plus he also gave his contribution in developing other Google products like Google Gears and Google Packs.

The successful venture of Google's toolbar gave Pichai the idea named 'Google Chrome' currently most used internet browser in the world owned by Google. Pichai became an internationally known figure following the phenomenal success of the Chrome which eventually became the No. 1 browser in the world, surpassing strong and older competitors such as Internet Explorer and Firefox. The Chrome also paved the way for a series of other important products like Chrome OS, Chromebooks and Chromecast.

In 2008, Pichai was promoted to Vice President of product development. In this position he started appearing more often at Google presentations and continued rising up the ranks in Google. By 2012, he had become the Senior Vice President of Chrome and apps. In 2013, Android creator Andy Rubin left to work on a different project, Larry Page then made Sundar in-charge of Android as well. His influence continued to increase and he was made the Product Chief in October 2014. "Android One," Pichai's pet project designed to provide affordable smartphones in all households worldwide, launched in India in September 2014.

This is it all about Sundar Pichai. I give my best wishes to him.

"LAGE RAHO (GO ON) SUNDAR PICHAI!"



Poem and Story section

HELLO STRANGER

Hello, stranger - you came just in time
I look for your face in a crowd, or in line

Hello, stranger - not a moment too soon
As usual i feel like a spacebound rocket, and your heart's the moon!
Once again you'll sit across me, smile and look down
And i'll stare at you. "Why are you not mine?" i'll frown.
You'll sigh and giggle and look more beautiful than the last time
Your sweet perfume will torture this poor uncanny heart of mine.
Look, i've been waiting since forever again for this one night..
And you'll still leave early and my brain and heart will once again eternally fight.
This one night will feel like eternity and eternity will just fall short again.
After tonight i'll sigh and moan in your memory in vain.
Words always fail to convey the pain and love of your absence.
Once again i'll fear the image of my face in your memory will be evanescent.
Oh, what not i'll sacrifice for this euphoria! Your pristine face in front of me and this beautiful dusk
and the night be passed in insomnia.
The warmth of your skin will make me a lunatic and keep craving for more.
It will almost feel like hugging the moonlight on a silver shore.
The stars are winking at us, the moon is envious tonight because she's lost her charm.
Tonight, the sea is jealous. I love her less tonight, afraid you're in my arms.
Once again you'll see beneath this uniform and beneath this mask too.
You'll reach out to my ears and whisper "I love you".

Hello stranger- i've always kept in my heart for you this empty space.
It hadly seems strange now that nothing in His heaven can lure me more than your face.

BY:

Anindya Sourav Das

BSc. Maritime Science

Marine Engineering and Research Institute, Mumbai

सुख की माया में खोए मन

एक इंसान घने जंगल में भागा जा रहा था। शाम हो गई थी। अंधेरे में कुआं दिखाई नहीं दिया और वह उसमें गिर गया। गिरते-गिरते कुएं पर झुके पेड़ की एक डाल उसके हाथ में आ गई। जब उसने नीचे झांका, तो देखा कि कुएं में चार अजगर मुंह खोले उसे देख रहे हैं और जिस डाल को वह पकड़े हुए था, उसे दो चूहे कुतर रहे थे। इतने में एक हाथी आया और पेड़ को जोर-जोर से हिलाने लगा। वह घबरा गया और सोचने लगा कि हे भगवान अब क्या होगा। उसी पेड़ पर मधुमक्खियों का छत्ता लगा था। हाथी के पेड़ को हिलाने से मधुमक्खियां उड़ने लगीं और शदह की बूंदें टपकने लगीं। एक बूंद उसके होठों पर आ गिरी। उसने प्यास से सूख रही जीभ को होठों पर फेरा, तो शदह की उस बूंद में गजब की मिठास थी। कुछ पल बाद फिर शदह की एक और बूंद उसके मुंह में टपकी। अब वह इतना मगन हो गया कि अपनी मुश्किलों को भूल गया। तभी उस जंगल से शिव एवं पार्वती अपने वाहन से गुजरे। पार्वती ने शिव से उसे बचाने का अनुरोध किया। भगवान शिव ने उसके पास जाकर कहा - मैं तुम्हें बचाना चाहता हूं। मेरा हाथ पकड़ लो। उस इंसान ने कहा कि एक बूंद शदह और चाट लूं, फिर चलता हूं। एक बूंद, फिर एक बूंद और हर एक बूंद के बाद अगली बूंद का इंतजार। आखिर थक-हारकर शिवजी चले गए। वह जिस जंगल में जा रहा था, वह जंगल है दुनिया और अंधेरा है अज्ञान। पेड़ की डाली है आयु। दिन-रात रुपी चूहे उसे कुतर रहे हैं। घमंड में मस्त हाथी पेड़ को उखाड़ने में लगा है। शदह की बूंदें सांसारिक सुख हैं, जिनके कारण मनुष्य खतरे को भी अदनेखा कर देता है। यानी, सुख की माया में खोए मन को भगवान भी नहीं बचा सकते।

BY:

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Campus Life

J-GATE

The semester began with the visit of Mr. Ravi Shankar from Bangalore who gave a lecture on J-Gate and explained its benefits and provided guidance about its usage.



Stephen Tankel visit to IMUV

Mr. Stephen Tankel, assistant professor in the school of International service at American University visited our campus and interacted with our students and faculty. Professor Tankel specializes in international security with a focus on political and military affairs in South Asia, transnational threats, Islamist militancy, and U.S. foreign and defence policies related to these issues. A quality discussion was held between the students of the Indian Maritime University and professor Tankel about the current threats of terrorism in our country.



NASS

The newly elected NASS team for the academic year 2015-16

General Secretary: *Dinal Achary*

Cultural Secretary: *Naman Baderiya*

Treasurer: *Aanand Pandeya*

Sports secretary: *Amul Anand*



LaOla

La Ola gets its new chief editor *Ashwani Kumar Dewangan* along with this, the new team members:

3rd year: *Ranjit Sahani, Avinash Gupta*

2nd year : *Vishal Baliyan, Sahil Sagar*

1st year: *Naman Nimbale, Diganta Ghosh, Joseph C Sajan, Rahul Bhattacharya*

Celebration

- **Onam** was celebrated in the campus with traditional rituals followed by some games with active participation of students and teachers.
- **Janmashtmi** was celebrated in college with full devotion with students enjoying the dahi handi competition followed by kabbadi matches

programs

Talented Fresher's joined the College this year through IMU CET- 2015. An introductory gathering 'Arunima' with many cultural events like dance, skit, speeches, etc. was held.



Onam snapshots



Krishna Janmashtami snapshots



Introductory gathering



Ganesh chaturthi

Ganesh Chaturthi was celebrated in the campus with full devotion dated 17 sep 2015. On the same day, rangoli competition was held, which was organised by NASS IMU(V). Students from each house participated in the Rangoli competition. In a tough competition "Kiltan House" was declared as the winner. "Nipat House" came at second position and the third place was shared by "Nirgat & Veer House".





SPORTS

IBL Season - III was successfully conducted by IMU (V) Badminton council in the month of September 2015 and again proved IBL to be the popular league of IMU Visakhapatnam campus. 5 teams participated in the league. Team Rohit won the tournament by beating team Manish in the final. Neerav N was awarded as the "Best player of the tournament". While Deepak Kumar Lenka became the "emerging player of the year".



IMU (V) CRICKET COUNCIL (ICC) conducted its league called institute cricket leagues - 2015 in the month of AUG-SEP. 3 Teams consisting of 15 players each participated in the league. Players were auctioned before the start of the league. After more than a month of the hectic struggle on the field, TEAM AMUL finally emerged as the winners. 2nd years were the main organisers of the tournament.





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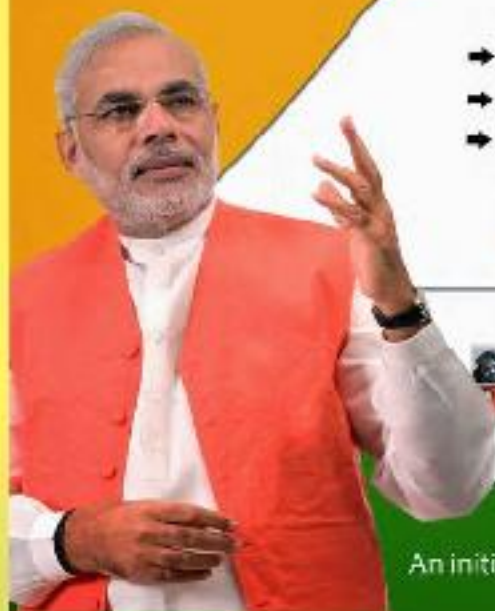
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