



OCTOBER 2024

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Maiden Edition of VR@SEA



**The Sea may be unpredictable,
but our commitment is unwavering.**

 VR Maritime Services Pvt. Ltd.

Head Office: Mumbai

Regional Offices: Chennai, New Delhi, Vizag, Kochi, Mundra, Rakkar, Bhubaneshwar, Chandigarh

Straight from the heart - Captain Rahul Kumar's Experience in VR Maritime

My journey at VR maritime Service Pvt. Ltd. began in March 2021 as a Chief Officer, my responsibilities included Cargo and Crew management & safety for the Staff and Vessel, which were instrumental in understanding the company's core Operations and culture.

Being a defense brat, I had very little desires. After Completing my Schooling / College – Stepped in Merchant Navy, the only reason was Good Salary. After Clearing my Chief Mate Exams (with Highest Marks in Safety Subject all over India), I joined VR maritime.

Getting my Command here has been an enriching experience so far. There are many people who played a big role in making me what I am today, Company Promoted Me Master for Which I want to say a BIG THANK you, I'm Thrilled about moving into the master Rank and I am eager to take on the new challenges. I appreciate their confidence in me and am committed to doing my best. The support and trust received means a lot to me.

VR maritime is known for Building long lasting relationships which helped me grow in my career. Their Regular feedback and acknowledgment efforts contribute to a sense of belonging and value. Their Programs that celebrate achievements, whether through formal awards or informal gestures of appreciation, boosted morale and motivation. Even when we are onboard, away from home VR maritime celebrates our birthday, making us feel special and appreciated. Their Surprise Delivery Sending a birthday cake, flowers, gift at home location & Wide Announcement Making a special birthday shout-out on the company's internal communication channels, are the gestures which makes me a sense of connection and appreciation.

Thank you, sir for everything. I am Very grateful working with this firm & looking to Continuing to Work together with this firm.



Capt. Rahul Kumar
Master - Wisdom Venture
Wah Kwong Shipping
(Joined VR Maritime: 1st April 2021)

* T. S. RAHAMAN INSTITUTE VISIT *



T.S. Rahaman is one of India's most prestigious maritime training institutes with over 113 years of Excellence in Maritime Education & Training. It is affiliated to the Mumbai University and approved by the Director General of Shipping.

The principal, Capt (Dr) Ashutosh Apandkar with his extensive experience and expertise in maritime training plays a crucial role in overseeing the institution's operations and ensuring the quality of education and training provided.



Capt Apandkar's thorough explanation of the facility provided a deep understanding of the training environment, including its various sections, equipment, and resources.

We interacted with our sponsored trainees; connecting personally with them builds a stronger association and is important for their morale and development.



INDEPENDENCE DAY CELEBRATION ONBOARD VESSELS



Celebrating Independence Day onboard a vessel is an unique and heartfelt experience, especially for crew members who find themselves far from their homeland but deeply connected through a shared sense of patriotism and camaraderie.

For seafarers, this special day brings together the spirit of freedom and the tight bonds of life at sea, creating a memorable occasion.

The celebration of Independence Day is a reminder of the country's rich history, cultural diversity, and the values that bind the nation together.



On a vessel, miles away from the mainland, the crew comes together to hoist the Indian flag, honouring the sacrifices of those who fought for their country's independence. The deck of the ship transforms into a stage for the celebrations, where sailors stand united, saluting the flag and singing the national anthem with pride. The sound of patriotic songs resonates against the backdrop of the vast ocean, adding a unique sense of significance to the occasion.

PG SHIP MANAGEMENT PVT LTD TRAINING IN MUMBAI



PG Shipmanagement recently hosted a training in Mumbai focusing on the takeover of the new gas carrier, Gas Bombax. PG Shipmanagement, known for its expertise in managing gas carriers, organized this event as part of its ongoing efforts to expand its fleet and enhance maritime operations.



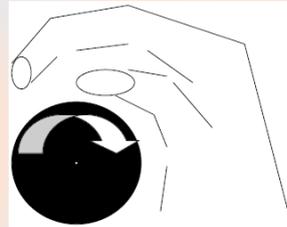
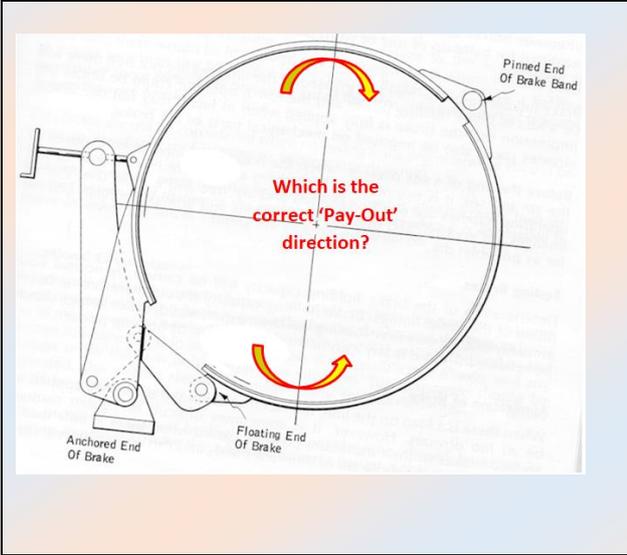
The training emphasized safety, efficiency & compliance with international standards, highlighting the company's commitment to excellence in the shipping industry.



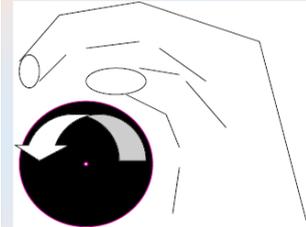
**Felicitation of Mr. Ashvin Mande (Tech Dir), Capt. Shiraz Lakhani (QHSE Manager)
& Ms. Emily Tan (Senior Crew Manager)**

Mooring Winch Brake Rendering Test Procedure

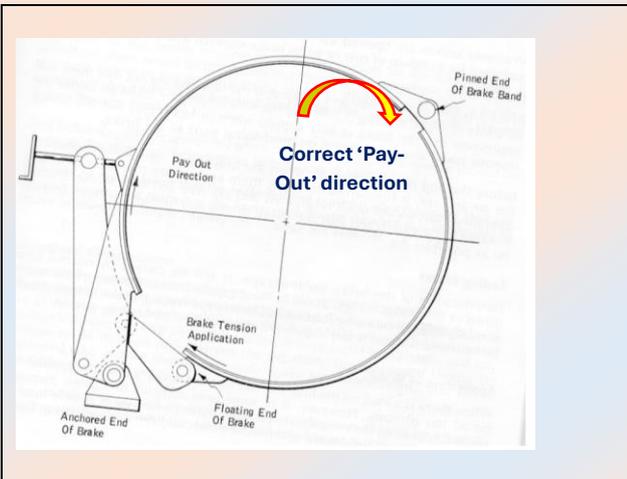
Let us first understand the basic working of the band brakes provided on our vessels as explained below; and then include the appended additional guidelines for conducting the brake test which are in addition to those stipulated in the Maker's manual.



Try stopping above shaft as shown in figure. Your hand will be repulsed by the clockwise movement of the shaft and it will be difficult to stop the shaft.



Try stopping above shaft as shown in figure. By virtue of movement, the fingers will collapse inwards & grip further on the shaft thus assisting in the efforts to stop the shaft.



The line of force is acting in the 'pay-out' direction as shown in adjacent figure. As the brake is tightened, it tends to pull the brake segment towards the brake band, thereby increasing the grip on it. Reeling the hawser in the wrong direction will reduce the brake holding capacity by upto 50%.

Mooring winch brake design capacity, brake holding capacity – The percentage of the minimum breaking load (MBL) of a new mooring rope or wire it carries, at which the winch brake is designed to render. Winch brakes are normally designed to hold 80% of the line MBL and are set in service to hold 60% of the mooring line MBL. Brake holding capacity may be expressed either in tones or as a percentage of the line MBL. For effective mooring, the tension on all mooring lines must be the same, hence brakes on all drums must be equally tightened; to achieve this, all brakes must be set at the same brake holding capacity.

The strength of the hawser must exceed the set brake holding capacity of the mooring winch, in other words, the brake should slip before there is a danger of the hawser parting. It is recommended that the brake holding capacity is set at 80% of the design capacity of the mooring winch.

Brake Testing Guidelines: For Calculations & Test Procedure, refer to instructions provided by Maker's, in the ship's drawings. Additionally pay attention to following points:

- 1) Prior executing the brake test the winch should be operated for a short period with the brake set slightly on, this is to dry the surface.

- 2) The hydraulic jack must be set in correct position such that when the hydraulic pressure is generated on the jack, the torque is applied in the payout direction.
- 3) Tighten the brakes adequately well and mark the drum position with a marker so as to monitor for any movement when the pressure is applied.
- 4) Use only the equipment provided in the brake testing kit and do not improvise with tools. It is very important that only the jack provided for the purpose is used, this is because the jack bore area is used in calculations for determining the pressure to be applied.
- 5) Ensure the correct diameter of the rope is used in the calculation.
- 6) Slowly raise the jack pressure to the pre determined calculated pressure (80% of the designed brake capacity of the winch). Any movement of the drum from the marked position or the dropping of the pressure on the pressure gauge when pumping is stopped will indicate that the brake is not holding. Tighten the brake until it just holds at the rendering point with the set pressure on the gauge.
- 7) Adjust the brake indicator to show this position, this is the position upto which the brakes need to be tightened while mooring the vessel.
- 8) Brake test must be conducted annually as per SMS requirements and when any maintenance is done on the brake mechanism, such as brake lining renewal.

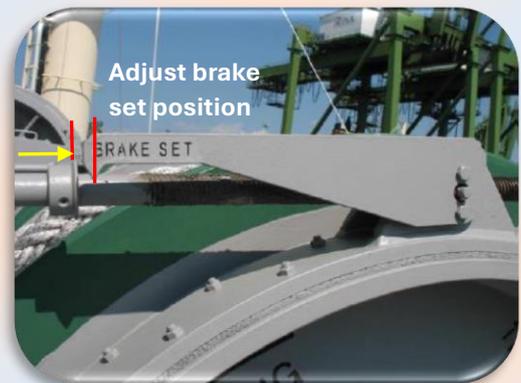
SPECIFICATION OF HYD JACK
 NOMINAL POWER 800KN AT 60MPa
 MAX. STROKE 100.00
 CYLINDER BORE 95.00

MASS BRACKET WITH PIN ART. 50.44
 HYD JACK ART. 24.44
 PUMP WITH HOSE ART. 12.44

Sample Brake Test Calculation sheet from Manual

DRUM NAME	BRAKE FORCE	DRUM DIA	ROPE DIA	W	D	R ₁	R ₂	L ₁	H ₁	H ₂	F	NOTE
W-1.2 ALL DRUM	990	510	60	285	620	770	1000	572	453	366	51.5	FLANGE 014
W-2.3 BOX DRUM	790	590	60	285	620	770	1000	572	453	366	51.5	FLANGE 014
W-2.4 DRUM	990	510	60	285	620	770	1000	572	453	366	51.5	FLANGE 014
W-2.5 DRUM	990	510	60	285	620	770	1000	572	453	366	51.5	FLANGE 014

ORDER NO. 11-2011
 DATE OF ORDER 11-2011
 DATE OF DRAWING 1-12 MAR. 20 2009
 MOORING DRUM 赤船ドラム
 BREKE TEST KIT フレーキテスト装置
 FITTING PLAN 取付要領書
 CHECKED IN CHARGE OF WORKS
 FUKUSHIMA LTD. 3H45828
 FUKUSHIMA JAPAN



Correct Setting of mooring rope on the drum:

Despite the good overall winch condition, on several vessels the mooring lines are incorrectly set on the split drums, The first picture below shows the correct way to set up a split drum, having at least 4 or 5 turns on the tension (smaller) drum and the remainder of the rope on the storage (larger) drum.

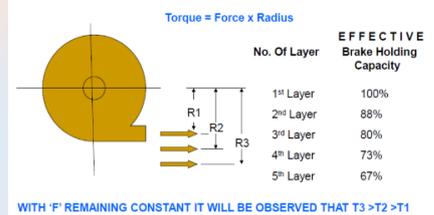


Correctly set up with at least 4 or 5 turns on tension drum



Incorrectly set up split drum with buried mooring line

Effect Of No. Of Layers Of Hawser On Brake Holding Capacity



Incorrectly set up mooring lines with more than one layers will reduce the brake holding capacity of the drum as explained above. Brake force calculations are established on basis of one layer of mooring rope on the drum and brake markings set accordingly.

Performance Influencing Factors (PIFs) in Sire 2.0

SIRE 2.0 will focus heavily on the human element. Most questions will have a crew competency subsection as the persons who interact with machinery and procedures play an instrumental role in ensuring successful operations.

The inspector will observe the human element to evaluate the knowledge and competency of the ship crew. Upon completion of interaction, the SIRE inspector will provide one of the following ratings to the crew members: Not as expected, as expected, largely as expected and Exceeds expectation. Any Not as expected rating must also be supported by a PIF.



Human factors can enhance or diminish performance. The Sire 2.0 inspector will identify the applicable PIFs from nine standard PIFs to ascertain the reason for substandard performance in operations. The SIRE 2.0 inspector will not mention any names or specific ranks. The comments would instead refer to rank groupings such as senior deck officer (Master, C/O), junior deck officer (2/O, 3/O), senior engineer officer (C/E, 2/E, ETO), junior engineer officer (3/E, 4/E, ETO) and ratings. The intention is not to have a blame culture but to identify the underlying reasons for inadequate crew performance.

The nine PIFs are as follows:

1. Recognition of safety criticality of the task or associated steps
2. Custom and practice surrounding use of procedures
3. Procedures accessible, helpful, understood and accurate for task
4. Team dynamics, communications and coordination with others
5. Stress, workload, fatigue, time constraints
6. Morale, motivation, nervousness
7. Workplace ergonomics including signage, tools, layout, space, noise, light, heat, etc.
8. Human-Machine Interface (Controls, Alarms, etc.)
9. Opportunity to learn and practice

PIFs have a positive or negative impact on a task's performance. When the PIFs are healthy, the task is more likely to succeed. A negative PIF, such as high workload or fatigue in crew members, can lead to a performance degradation. The inspectors will not just verify procedures (Work as imagined) but also how the actions are performed (Work as done) to assess which PIFs are healthy and which ones could be improved.

Preventing kidney stones: How to stay hydrated onboard



Off late we have been having numerous cases of kidney stones among our seafarers. Addressing the issue of kidney stones in this magazine we wish to raise awareness and provide valuable information to our seafarers.

One in ten people will likely have a kidney stone over their lifetime. Maintaining physical and mental health is not an easy task when the workload is heavy, and the shifts succeed one another. How much water have you drunk today?

Life of a seafarer onboard can be quite hectic, making it very easy to neglect taking care of themselves and forget to drink enough water, one of the fundamentals of well-being. Dehydration can have a negative impact on a person’s health and can cause or worsen certain diseases, including kidney stones.

What is a kidney stone?

A kidney stone is basically a hard mass of minerals, salts and other waste product crystals that form in the kidneys. They can be as small as a grain of sand or as big as a pearl. They can be painful as they pass through the urinary tract.

Kidney stones: The main symptoms

A kidney stone will normally not cause symptoms until it moves around within the kidney or passes into one of the ureters.

- Severe flank or lower back pain on either side
- Persistent vague stomach pain
- A persistent need to urinate or urinate small amounts
- Blood in the urine
- Foul-smelling, cloudy urine
- Fever and chills
- Nausea and/or vomiting

Hydration: The key factor against kidney stones

The best way to prevent kidney stones is to make sure you drink plenty of water each day to avoid becoming dehydrated. As expected, when the body is properly hydrated, the urine is more dilute and contains less of the substances that form stones. Adequate hydration also helps flush away bacteria and other substances that can lead to infection or inflammation of the kidneys. Drinking plenty of water and other fluids can help keep the body from becoming too dehydrated and reduce the risk of kidney stones.

How can I stay properly hydrated?

To prevent kidney stones, the human body should receive up to 3 Liters of fluid throughout the day, every day. The UK NHS advises:

- drinking water, as the healthiest option, but drinks like tea and coffee also count.
- adding fresh lemon juice to the water
- avoiding fizzy drinks

How can I monitor the situation?

One way of knowing that you are drinking enough fluids and that you are not at risk of producing kidney stones is that you are urinating a lot throughout the day. You should also bear in mind that the darker your urine is, the more concentrated it is.

Other risk factors associated with kidney stones

1. **Diet:** Eating a diet high in sodium, animal proteins, and refined carbohydrates can increase the risk of developing kidney stones.
2. **Genetics:** Some people are more likely to develop kidney stones due to a family history of the condition.
3. **Medication:** Certain medications, such as calcium-based antacids and diuretics, can increase the risk of kidney stones.
4. **Medical conditions:** Certain underlying medical conditions, such as urinary tract infections or gout, can increase the risk of developing kidney stones.
5. **Excess body weight:** Excess body weight can cause an increased level of uric acid in the urine, while putting extra strain on the kidneys, making them work harder to filter out waste.

Six tips to prevent kidney stones

1. **Drink plenty of fluids:** As highlighted above, staying hydrated by drinking plenty of fluids is the most important step in preventing kidney stones. Drinking enough water throughout the day helps flush out the toxins and excess minerals that can lead to stones.
2. **Eat a healthy diet:** Eating a balanced diet that is low in sodium and animal proteins may help prevent kidney stones. Eating plenty of fruits and vegetables may also help.
3. **Limit animal proteins:** Eating too much animal proteins (such as red meat, poultry, and seafood) can increase the risk of kidney stones. Consider replacing animal proteins with plant-based proteins, such as beans, nuts, and tofu.
4. **Limit salt:** Eating too much salt and processed foods can increase the risk of kidney stones. Choose fresh foods over processed foods whenever possible.
5. **Avoid high-oxalate foods:** Oxalates are chemicals found in certain foods that can increase the risk of kidney stones. Avoid high-oxalate foods such as spinach, green beans, rhubarb, beets, chocolate and sweet potatoes.
6. **Calcium is not the enemy:** People tend to think that calcium increases their chances to produce a kidney stone, but the case in reality is opposite. A diet low in calcium, actually increases one's risk of developing kidney stones.



C/E Kunal Kanti Jha



3rd Eng Vikram Jeet Singh



3rd Off Dummu Kumar



2nd Eng Gopi Krishnan



Cook Nikhil Sharma



2nd Off Mirkar Rahil



Oiler Vikrant Walia



Ch. CK Ganesh Ram



2nd Eng Manish Kumar



Ch. Eng Vijay Bandekar



Ch. Ck Pukkalla Laxmanrao



AB Deepak Kumar



AB Manmohan Singh



2nd Eng Toor Jagbir Singh



Gurbeer Singh



3rd Off Divya Komal



Eng. Fitter Munna Chauhan



3rd Eng Shivaprasad Shrinivas



Capt. Kukreja Mandeep Singh



3rd Off Keshab Sharma

Seafarer's Birthday Celebration





Ms. Kavita Sameer Bane



Capt. Jeseveil Alistaire



Mr. Abhijeet Janardan Sawant



Ms. Gauri Subhash Khopte



Mr. Girish Gajanan Sarfare



Ms. Sarika Laxman Devgharkar



Mr. John Samuel



Mr. Atul Mishra



Mr. Atharva Sawant



Ms. Hiteshi Jain



Ms. Sonali Thakur



Mr. Rajesh Siram



Mr. Amit Kumar



Ms. Anisha Kondiram Bhostekar



Ms. Rama choudhary



Ms. Purva Dudwadkar

Staff Birthday Celebration



Yoga

Yoga encompasses a range of methods and philosophies that promote physical, mental, and spiritual well-being. While yoga is largely beneficial, there are certain risks associated with its practice if not performed properly or under proper guidance.

Types of Yoga and Their Philosophies



Hatha Yoga

- **Focus:** Physical postures (asanas) and breathing techniques (pranayama) to prepare the body and mind for deeper spiritual practices.
- **Philosophy:** It teaches the balance of opposites (sun and moon, activity and passivity) and aims to purify the body to achieve spiritual awareness. It is the foundation of most modern yoga styles.
- **Risk:** While generally safe, incorrect posture or overexertion can cause injuries such as muscle strain, joint pain, or spinal issues.

Raja Yoga (The Royal Path):

- **Focus:** Meditation and mental control. It is often associated with Patanjali's Yoga Sutras and involves the practice of the eight limbs of yoga.
- **Philosophy:** Raja Yoga emphasizes self-discipline, ethical conduct, and meditation to reach higher states of consciousness.
- **Risk:** Excessive meditation or improper guidance in deep practices could cause psychological disturbances if not practiced with proper mental preparation.



Kundalini Yoga:

- **Focus:** Awakening dormant spiritual energy (Kundalini) located at the base of the spine, often through chanting, breath control, and specific postures.
- **Philosophy:** It seeks to awaken the Kundalini energy to connect the practitioner with a higher state of consciousness and spiritual awareness.
- **Risk:** Premature awakening of Kundalini energy without proper grounding and preparation can lead to emotional or mental imbalances.

Bhakti Yoga:

- **Focus:** Devotion and love for the divine, typically through prayer, chanting, and rituals.
- **Philosophy:** Bhakti Yoga teaches that surrendering to a higher power can lead to spiritual enlightenment and inner peace.
- **Risk:** No significant physical risks, but emotional attachment without discernment can cause dependence or disillusionment.

Jnana Yoga:

- **Focus:** Knowledge and wisdom. It involves deep self-inquiry to realize the true nature of the self and the universe.
- **Philosophy:** Jnana Yoga teaches the path of knowledge to discern the real from the unreal and the eternal self from the transient world.
- **Risk:** Intellectualizing spirituality without embodying the practices can lead to confusion or arrogance.

Karma Yoga:

- **Focus:** Selfless action without attachment to the results. It is the yoga of work and service.
- **Philosophy:** By engaging in selfless action, one can purify the mind and transcend the ego.
- **Risk:** Overworking or focusing on action without balance may lead to burnout or disillusionment if personal expectations are unmet.

Iyengar Yoga:

- **Focus:** Precision and alignment in physical postures using props like belts and blocks.
- **Philosophy:** Developed by B.K.S. Iyengar, this style emphasizes the therapeutic benefits of yoga by aligning the body to improve posture, flexibility, and health.
- **Risk:** The detailed focus on alignment minimizes injury risk, but incorrect use of props or over-exertion can still lead to strain.



Maintaining good health on a vessel, where space is limited, and conditions can be physically and mentally demanding, is crucial. Here are some practical health tips that seafarers can follow to stay healthy during long voyages:

1. Stay Active

Being on a ship doesn't mean physical activity is impossible. Staying active can help prevent stiffness, improve circulation, and boost mental well-being.

- **Stretch regularly:** Especially if your job involves sitting or standing for long periods.
- **Bodyweight exercises:** Push-ups, squats, lunges, and planks can all be done in small spaces without equipment.
- **Use available gym facilities:** Many vessels have small gyms or exercise equipment (like dumbbells or resistance bands).
- **Walk the deck:** If possible, take regular walks around the ship's deck for some fresh air and light cardio.

2. Stay Hydrated

Dehydration can lead to fatigue, headaches, and impaired concentration, all of which are risky on a vessel.



- **Drink plenty of water:** Aim for at least 2 Liters of water per day. Carry a water bottle and sip regularly.
- **Limit caffeine and no to alcohol:** These can contribute to dehydration, so balance them with water intake.

3. Eat a Balanced Diet

Eating healthy on board is essential for maintaining energy and overall well-being.



- **Choose nutritious meals:** Go for meals rich in vegetables, fruits, whole grains, lean protein, and healthy fats when possible.
- **Avoid excessive processed foods:** These can be high in salt, sugar, and unhealthy fats, leading to energy crashes and weight gain.
- **Portion control:** With limited opportunities for movement, overeating can lead to unwanted weight gain.
- **Supplements:** Consider taking multivitamins or supplements, particularly if fresh fruits and vegetables are scarce.

4. Prioritize Sleep

Sleep is essential for physical and mental recovery, especially with the irregular work hours that seafarers may face.

- **Establish a sleep routine:** Try to go to bed and wake up at the same time each day to regulate your internal clock.
- **Create a restful environment:** Use earplugs or an eye mask if noise or light is an issue on board.
- **Limit screen time before bed:** Reduce exposure to bright screens (phones, laptops) to improve sleep quality.



5. Practice Good Hygiene

Preventing the spread of germs is key to staying healthy on a ship, especially in close quarters.

- **Wash your hands frequently:** Use soap and water, or hand sanitizer if soap is unavailable.
- **Shower daily:** Maintaining personal hygiene helps prevent infections, especially in warm, humid environments.
- **Keep your living area clean:** Regularly clean your cabin, and ensure shared spaces are kept tidy to minimize the spread of illness.



6. Manage Stress and Mental Health

Long periods at sea, isolation, and stressful work conditions can take a toll on mental health.

- **Stay connected:** Keep in touch with family and friends via phone or email when possible.
- **Take mental breaks:** Allow time to unwind and relax, whether through reading, listening to music, or meditation.
- **Practice mindfulness:** Breathing exercises or simple meditation can help reduce stress.
- **Seek support:** Don't hesitate to talk to a colleague, superior, or use telemedicine services if you're struggling with stress, anxiety, or depression.



7. Prevent Seasickness

If you're prone to seasickness, taking preventive measures can make a big difference.

- **Take seasickness medication:** Medications like Dramamine can help, however best avoided.
- **Look at the horizon:** Focusing on a fixed point can reduce nausea.
- **Stay hydrated and eat light meals:** Avoid heavy, greasy foods that can worsen nausea.

8. Sun Protection

Spending time on deck means exposure to the sun, which can lead to sunburn or, in the long term, skin damage.

- **Wear sunscreen:** Use SPF 30 or higher and reapply throughout the day.
- **Wear protective clothing:** A hat, sunglasses, and long sleeves can help protect from sun exposure.



9. Regular Health Monitoring

- **Monitor blood pressure:** If you have hypertension, check it regularly.
- **Watch for signs of illness:** If you feel unwell, report symptoms early to prevent escalation.
- **Get regular checkups:** When in port, try to have routine health checks to address any ongoing issues.

10. Follow Safety Protocols

- **Wear protective gear:** Use personal protective equipment (PPE) like helmets, gloves, and life jackets when required.
- **Follow proper lifting techniques:** Prevent back injuries by lifting with your legs, not your back.
- **Take breaks:** Avoid fatigue, which can lead to mistakes and accidents.



Maintaining your physical and mental health while on a vessel requires discipline and awareness, but with a few simple habits, you can stay fit and healthy even on long voyages.

WORDS OF WISDOM

The woods are lovely, dark and deep,
But I have promises to keep,
And miles to go before I sleep,
And miles to go before I sleep.

- Robert Frost

The above lines to some extent personify our lives as seafarers. Seafaring is one of the toughest professions of the world. A Ship is a great place to learn, explore, get exposure, to globe trot, to be in close proximity of mother nature, to get groomed, to encounter hardships and learn to overcome them. If I were to sum up, I would be audacious enough to say that a ship is a place where boys are forged to be men.

Since time immemorial the best advice has been given to boys joining sea as a profession.

I also came across a sound advice as quoted from one of the plays of Shakespeare (Hamlet) in which a father (Polonius) bids farewell to his son (Laertes) as Laertes sets sail for the first time.

Through this chronicle would like to share the same for the younger generations who are taking to sea as a career.

Polonius' Advice to Laertes

Hamlet I, iii, 55-81

LORD POLONIUS

Yet here, Laertes! aboard, aboard, for shame!
The wind sits in the shoulder of your sail,
And you are stay'd for. There; my blessing with thee!
And these few precepts in thy memory
See thou character. Give thy thoughts no tongue,
Nor any unproportioned thought his act.
Be thou familiar, but by no means vulgar.
Those friends thou hast, and their adoption tried,
Grapple them to thy soul with hoops of steel;
But do not dull thy palm with entertainment
Of each new-hatch'd, unfledged comrade. Beware
Of entrance to a quarrel, but being in,
Bear't that the opposed may beware of thee.
Give every man thy ear, but few thy voice;
Take each man's censure, but reserve thy judgment.
Costly thy habit as thy purse can buy,
But not express'd in fancy; rich, not gaudy;
For the apparel oft proclaims the man,
And they in France of the best rank and station
Are of a most select and generous chief in that.
Neither a borrower nor a lender be;
For loan oft loses both itself and friend,
And borrowing dulls the edge of husbandry.
This above all: to thine ownself be true,
And it must follow, as the night the day,
Thou canst not then be false to any man.
Farewell: my blessing season this in thee!

**Capt. Nikhil Bhardwaj
(Onboard GAS GEMINI)**

Congratulations!



OUR RISING STAR

Hittarth Bhardwaj, 9 ½ years old son of our Capt. Nikhil Bhardwaj sailing onboard GAS GEMINI.

In the District Badminton Championship organised by Indian Oil Corporation, Hittarth participated in the Singles & Doubles (Boys) under 11 years age group.

He secured 3rd position in the Singles event and was awarded Bronze Medal. In the Doubles event, he secured 1st position and was awarded Gold Medal & Trophy.

We wish him a bright future with countless milestones and accomplishments.

VRM Safety Workshop for Officers & Crew

Chennai 26th -27th Sep 2024



The workshop was designed to enhance our collective understanding of workplace safety measures and protocols and emphasize on the critical role that safety plays in the maritime industry.

Highlighted how safety practices directly impact the wellbeing of crew members, operational efficiency, and environmental protection.

Provided statistics and examples of incidents where safety protocols helped or could have prevented accidents.



Thanks to support extended by Chennai Office



IN A LIGHTER MOOD

And didn't spill a drop.

An old captain and his first mate are reminiscing about their days on the Arctic convoys of World War II together.

Captain: "All through those terrible, dark, storm wracked nights, you never once failed to bring me a steaming full mug of tea on the night watch. How on earth did you manage it without ever spilling a drop?"

First mate: "Well Sir, since you ask, I used to take a swig of your tea in the galley, then spit it back in the mug when I got to your door."

How did you get that eye patch?

A sailor and a pirate are in a bar recounting their adventures at sea. Seeing the pirate's peg-leg, hook, and eye patch the sailor asks: "So, how did you end up with the peg-leg?"

The pirate replies: "We were caught in a huge storm and a giant wave swept me overboard. Just as me crew were pullin' me out a school of sharks appeared and one of 'em bit me leg off."

"Blimey!" said the sailor. "And how'd you get the hook?"

"Arrrr...", mused the old salt, "I got into a fight over a woman in a bar, and me hand got chopped off."

"Blimey!" remarked the sailor. "And how about the eye patch?"

"Oh that," said the pirate, looking embarrassed. "A seagull droppin' fell into me eye."

"You lost your eye to a seagull droppin'?" the questioner asked incredulously.

"Well..." said the old sea dog, "it was me first day with the hook."



Wife: What is 10 years with me?

Husband: A second.

Wife: What is \$ 1000 for me?

Husband: A coin.

Wife: Ok, give me a coin.

Husband: Wait a second.

Lady: My husband just swallowed an Aspirin by mistake, what shall I do?

Dr: Give him a headache now, why waste medicine!

Marriage is like a deck of cards. In the beginning, all you need is two hearts and a diamond. But after the honeymoon, you'll be looking for a club and a spade.

शेरो शायरी

ना चिड़िया की कमाई है,
ना करोबार है कोई,
वो सिर्फ होन्सले से,
आबोदाना ढूँढ लेती है।

मेरे खामोशी में भी,
अफसाना ढूँड लेती है,
बड़ी शातिर है ये दुनिया,
बहाना ढूँढ लेती है।

उठती है जो खतरा,
हर कदम पे,
डूब जाने का,
वही कोशिश समंदर से,
खज़ाना ढूँढ लेती है

सदा-दिल रहो,
और मुस्कुराओ चलो.
ज़रूरत की होशियारी,
तो दुनिया सिखा ही देती है.

इबादत के अहमियत,
मेहनत से कम नहीं,
इबादत मेहनात को,
परवान चढ़ा ही देती है.

कुछ सख्त फैसलों को,
वक़्त पर छोड़ दो.
ताक़त वक़्त की,
सालिको उनकी जगह दिखा ही देती है।

एक अच्छा दोस्त और
एके बेहतरीन क़िताला
जिंदगी के झूठ से
रुबरू करवा ही देती है

फरमाबरदार बनो
माँ-बाप की दुआओं में रहो
पेचिदा रास्टन पे
दुआँ फूल खेला हे देती हैं



Capt. Nikhil Bhardwaj
(Onboard GAS GEMINI)