

# La Ola

## Coverstory

### Savaging the Costa Concordia



## ilumi : Intelligent Bluetooth Enabled Bulb



### Including

*Entrepreneurship : Life Ahead*

*.Submarine Design : part 4*

*.Atrocities Against Women*



## Android vs. Windows



[www.imuvizag.wix.com/laola](http://www.imuvizag.wix.com/laola)



[www.facebook.com/laola.imuv](http://www.facebook.com/laola.imuv)





[Chief Editors Desk.....2](#)

[Salvaging of Costa Concordia .....3](#)

[iLumi.....6](#)

[E-Cell.....9](#)

[WINDOWS vs ANDROID.....12](#)

[Interview with Dr. Broberg.....14](#)

[Ship Propeller Maintenance .....15](#)

[SHRESHTHA 2K13.....18](#)

[Kill Your Time - Reviews.....22](#)

[Campuzzz.....23](#)



## From the Chief - Editor's Desk

La Ola presents its fifteenth edition.

We have entered into a new year. IMU Vizag has been as happening as always. Tech Samudra – International Conference on the Technology of the Sea dominated early December, followed by examinations & then the vacations. The University re-opened for the spring term on 17th January 2013. With Shreshtha 2013 (First Tech Fest of IMU Vizag) and other flagship events of Vizag Campus like, the semester has been a hectic one.

On the Placement front, 1 student was placed at Integraph Consulting - Hyderabad, 9 students were placed in Indian Register of Shipping—Mumbai, 2 students at Vedam Consultancy - Mumbai, 2 students at OMT Denmark, 5 at Bharati Shipyard - Mumbai & 1 at International Maritime Academy— Chennai. The placements have been at an average of about 50 % especially during a time when the industry is in bad shape. Several Students have also taken up higher education in various institutes in United States of America as well as India. The Placements for Academic Year 2013-2014 will also commence shortly.

The year that passed by has been one that has been extremely revolutionary for women security & rights. Starting from the 'I am Malala' Campaign in support of Malala Yousufzai (attacked by Taliban) to the landmark speech given by Julia Gillard in the Australian Parliament condemning misogynist attitude among politicians to the massive protests witnessed in New Delhi in the wake of the Delhi Gang Rape case. The year has been symbolic of the undying spirit of the youth, particularly young women.

The upcoming year presents a better view for the shipping industry, with strong hints of a turnaround in the industry. There are reports suggesting a fillip to both the ship building industry as well as the cargo & freight (merchant) industry. However, we can only wait and watch.

This edition of La Ola brings to you lots of informative snippets. It has been one year, since the Passenger Ship Costa Concordia grounded. The cover-story on 'Salvaging the Costa Concordia' is interesting account on the procedure to salvage the ship. 'Ship propeller Maintenance' is the second & final article in the series contributed by Dilip Singh Kharra of B. Tech 4th yr. 'Your Life Ahead' covers a detailed account on 'Entrepreneurship' & an interview with Dr. Lief Broberg, one of the pioneers of CFD Software & an entrepreneur himself. 'Windows Vs. Android' is another informative piece contributed by Kamal Palariya & Vishal Chowdary of 2nd Yr. B. Tech. 'iLumi' is an interesting feature contributed by Mr. Akula Nidarshan (Scientist B, IMU Vizag).

La Ola offers you the best platform to present your inspiring ideas & views. Therefore, I urge you to use this space to your full advantage. We look forward to your contribution, which is what keeps us going. Team La Ola is committed to giving its readers the best of talent on this campus.

I sincerely thank our beloved Director, Prof. S C Misra & La Ola Advisor Mrs. Padmashree for the opportunity given to my team & me.

Happy Reading & a Very Prosperous Academic Year Ahead!!

Anish Chacko,  
Chief Editor - La Ola.





## SALVAGING OF COSTA CONCORDIA

MS Costa Concordia is a Concordia-class cruise ship built in 2004 by the Fincantieri's Sestri Ponente yards in Italy and operated from 2005 by Costa Crociere (a subsidiary of Carnival Corporation) and the name Concordia was intended to express the wish for "continuing harmony, unity, and peace between European nations.

Costa Concordia is 290.20 metres (952 ft 1 in) long, with a beam of 35.50 metres (116 ft 6 in) and a draught of 8.20 metres (26 ft 11 in). She is equipped with a diesel-electric propulsion with six 12-cylinder Wärtsilä 12V46C four-stroke medium-speed diesel generating sets with a combined output of 75.6 megawatts (101,400 hp) and two 21-megawatt electric motors connected to fixed-pitch propellers. Her service speed is 19.6 knots (36 km/h; 23 mph), but during sea trials, she achieved a speed of 23 knots (43 km/h; 26 mph).

On 13 January 2012 at about 9:45 pm, in calm seas and overcast weather, under command of Captain Francesco Schettino, Costa Concordia struck a rock in the Tyrrhenian Sea just off the eastern shore of Isola del Giglio, off the western coast of Italy about 100 km northwest of Rome. This tore a 50 m (160 ft) gash on the port (left) side of her hull, which almost immediately flooded parts of the engine room and caused loss of power to her propulsion and electrical systems.

With water flooding in and listing, the ship drifted back to Giglio Island, where she grounded just 500 m (550 yd) north of the village of Giglio Porto, lying on her starboard (right) side in shallow water with most of her starboard side under water. Despite the gradual sinking of the ship, its complete loss of power, and its proximity to shore in calm seas, an order to abandon ship was not issued until over an hour after the initial impact.





Although international maritime law requires all passengers to be evacuated within 30 minutes of an order to abandon ship, the evacuation of Costa Concordia took over six hours and not all passengers were evacuated. Of the 3,229 passengers and 1,023 crew known to have been aboard, 30 bodies have been located, and two more passengers are missing and presumed dead.

### **Salvaging the COSTA CONCORDIA:**

On April, 21<sup>st</sup>, 2012, Costa Crociere and the Costa Concordia Emergency Commissioner's Office announced that the tender for the removal of the ship from Giglio Island has been awarded to Titan Salvage in partnership with the Italian firm Micoperi. The work begun in early May after final approval from the Italian authorities.

Titan Salvage is an American-owned specialist marine salvage and wreck removal company, and is a world leader in its field. Micoperi is a well-known Italian marine contractor with a long history as a specialist in underwater construction and engineering. The removal plan could be divided in six subsequent phases:

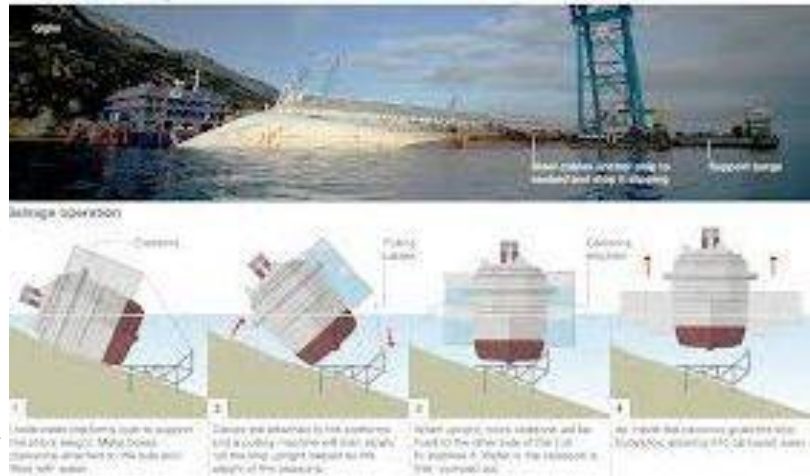
### **Stabilisation**

The first phase involves the anchoring and stabilisation of the wreck to prevent any slipping or sinking along the steep seabed. This will make it possible to work safely even in bad weather.

Stabilisation is performed using an anchoring system made up of four submarine anchor blocks fixed to the sea bottom between the center of the wreck and the coast.

At the beginning of November, Costa and the Titan & Micoperi Consortium announced the completion of the wreck stabilisation.

Later, 12 retaining turrets will be installed for use during the parbuckling of the wreck. Strand-jacks (individually controlled by computers) mounted on the tops of the turrets are attached to chains (two per turret or a total of 24 chains) that pass under the hull and are fixed to the port side of the wreck. This holdback system will be used for balancing purposes during the rotation and parbuckling of the wreck.





## Installation of submarine supports and portside caissons

Second stage involves the preparation of the false bottom on which the wreck will rest after rotation.

The preparation of the false bottom is divided into two separate phases.

Firstly grout bags will be positioned and filled with cement to occupy the empty space between the two spurs of rock (one in the stern area and the other in the bow of the hull) on which the wreck is resting and create a stable base for the hull. After divers have positioned the bags, a special ecofriendly cement prepared on a barge will be injected into them. The grout bags have eyelets for easy removal during clean-up operations. Recently, the Pioneer support vessel was positioned on the shore side of the wreck. This provides a logistics and operating base for the production, preparation and positioning of the false sea bottom, made up of removable grout bags.

After positioning the grout bags, three large platforms and three smaller ones will be fixed in place. The piles will be inserted into the granite ground by drilling a 2 m hole, using a closed circuit system so that no waste is dispersed in the sea. Currently, work has also already begun on sea bottom drilling to prepare foundations for the 6 under-sea platforms on which the wreck will rest after rotation into a vertical position. This highly delicate and difficult operation is being performed by UK company Frugo Sea-core, a world leader in offshore drilling operations.

After preparing the false bottom, the Micoperi 30 crane will be used to install 15 refloating sponsons on the left side of the wreck. These caissons are welded onto the wreck.







## iLumi- Intelligent light bulbs

By:- Akula Nidarshan , NSDRC.

Today the world is full of technologies that try to make our life little better than yesterday. One such field is LED lighting. Lighting, something that effects our life the most, between the LIFX and the Visualight, the year has been full of crowd-funded LED bulbs of the smart variety (and non-crowd-funded smart LEDs, too).

The new-born in this field is the programmable-LED, iLumi, a series of four variant Bluetooth-enabled bulbs from Dallas-based tech startup iLumi Solutions. Touted as the “world’s most intelligent light bulbs,” iLumi bulbs try to offer the same energy savings like other programmable LEDs, a slew of automation features controlled via a smartphone or tablet app, color customization, etc. — while harnessing the company’s patented Hyperlux LED technology that offers best-in-class efficiency and color.

Talking of color, the bulbs are available in different variants as full or white spectrums, with unique ability to “synchronize to music, mimic an underwater world of rolling blue waves, or create amazing effects like light strobes, fire or flickering candlelight, and more.

iLumi bulbs find their own special space in this LED lighting domain, instead of standard WiFi-capability, each fully dimmable bulb is embedded with dual-mode Bluetooth Classic and Bluetooth Low Energy (Bluetooth 4.0) technology.

According to iLumi people, the advantages of Bluetooth over WiFi are numerous:

- Easy breezy set-up with no routers, wires, or master/slave dependencies.
- Bluetooth is also more secure and more energy-efficient than WiFi.
- Other distinct features include a 16bit, 256KB FLASH processor and a real-time battery-powered clock with memory.





iLumi bulbs are compatible with E26/E27 type sockets and come in both small (650 lumens at 8W) and large (1100 lumens at 15W) variants. Both sizes are available in full or white spectrums. The large bulbs, will find their place in 100W incandescent bulbs category used in recessed, can, or track lighting, while the smaller, 60W incandescent will find its place in lamps, fixtures, and the like.

The free iLumi app will be compatible with all Android phones and tablets, the iPhone 4S, the iPhone 5, the iPad mini, and the iPad 3.



Like at the dawn of any R&D, the iLumi founders Corey Egan and Swapnil Bora are currently seeking funding via Indiegogo with the goal to raise \$100,00 by Jan. 3, 2013. The funds will be used to finalize the bulbs and apps, order the required parts, and move on to the full manufacturing stage now that the two-year design and development period has wrapped up and the prototypes have been created.

And, the fact remains that there are numerous perks involved with helping Egan and Bora reach their goal.





Backers can choose from three different tiers :-

- beta tester delivery tier (March 2013),
- early adopter delivery tier (April 2013), and
- the fast follower delivery tier (May 2013)

One can also choose as to how many of the four iLumi bulbs that they'd like to receive. The price of the bulbs off course depends on the size and type

- Small White spectrum iLumi \$59
- Small full spectrum iLumi \$69
- Large White spectrum iLumi \$79
- Large full spectrum iLumi \$89.

Backers can feel free to mix n match bulbs and delivery tiers.



Lot more info is available over at the iLumi Indiegogo campaign page including a FAQ section. You can also watch their Introduction Video at Vimeo.

A eco-friendly, Intelligent, Wirelessly Controlled lighting system with a life span of 20years to light up your life.



## Your life ahead– Entrepreneurship

“To any entrepreneur: if you want to do it, do it now. If you don’t, you’re going to regret it.”

– Catherine Cook

Do you want to be your own boss? Do you want to serve the society and still want to earn money?

Well if the answer to the above question is ‘Yes’ then entrepreneurship is for you. But to become an entrepreneur one needs to have certain skills which are imbibed over a long period of time. One needs to understand that entrepreneurship requires you to become a jack of all traits and master of some. Keeping this thought in mind modern colleges around the world have started Entrepreneurship Cells or E- Cells. And Indian colleges are no exception.

Entrepreneurship comes from the French verb 'entreprendre' which means 'To undertake,' is the act and art of being an entrepreneur or one who undertakes innovations or introducing new things, finance and business acumen in an effort to transform innovations into economic goods. This may result in new organizations or may be part of revitalizing mature organizations in response to a perceived opportunity. The most obvious form of entrepreneurship is that of starting new businesses (referred as Start-up Company); however, in recent years, the term has been extended to include social and political forms of entrepreneurial activity. When entrepreneurship is describing activities within a firm or large organization it is referred to as intra-preneurship and may include corporate venturing, when large entities spin-off organizations.





Entrepreneurial activities are substantially different depending on the type of organization and creativity involved. Entrepreneurship ranges in scale from solo projects (even involving the entrepreneur only part-time) to major undertakings creating many job opportunities. Many "high value" entrepreneurial ventures seek venture capital or angel funding (seed money) in order to raise capital to build the business.

These E- Cells help not only to clear concepts regarding business but also contribute in social service. In most of these cells the profits gained are given to charity or in some way spent for the welfare of the society. Thus the E- Cell not only helps people who want to go into business but can also prove to be fruitful to people who are looking forward to go into social service.

The functioning of an E- Cell is similar to that of a corporate enterprise. It has a marketing and PR department that handles its advertising and also looks into acquiring sponsorship for programs, workshops and seminars. It also has a finance cell handling all the investment and expenditure and also has an administrative section. All three parts sharpen the three core skills of an entrepreneur namely: - Public Relations, Finance and General Management. It also gives one a firsthand experience of philanthropy.







The working of an E- Cell involves solving case studies, conducting of discussion and debates regarding current events and their effects on business, it also involves interaction with NGOs and other eminent personalities.

An interesting program conducted by most of the E- Cells is the annual fate. This is once a year celebration and workshop which marks the closing of the financial year. During this fate there are presentations, cultural performances and an annual Sale wherein all the students of the college, pool in whatever they have made and some other used items and after subtracting the expenditure, the remaining profits are given to an NGO and the college fund in a pre agreed ratio.

In the 21st century entrepreneurship is the solution to most of the problems of the society and India being an information economy would need entrepreneurs of all. For this very reason an E- Cell in a college would be an asset.



## WINDOWS vs ANDROID

By Kamal Palariya & Vishal Chowdhary,  
B.tech 2nd Year.

Mobile are the most latest and popular medium of computation .because technology has integrated the whole computer system in a single mobile set. When mobile technology is concerned Android is level ahead than windows in just 3 months of its arrival. it user fold goes to 8 while the windows has 3.7 million people.

Windows are one of the quick operating systems that offer reliable speed and execution setting to its users. But android has simplified the internal coding which makes it quick fates than the windows.

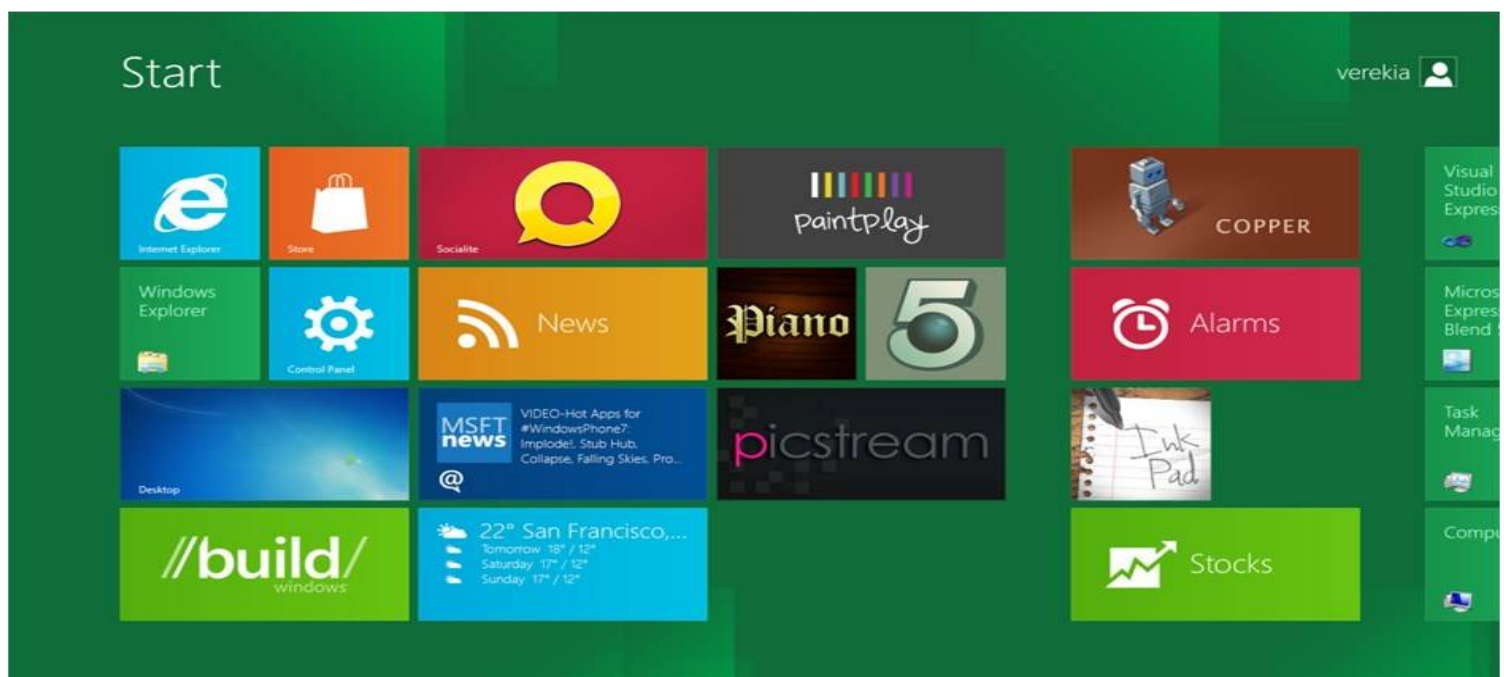
Google product such as android is more flexible than the product manufactured by the Microsoft. That is why people today are adapting the android technology instead of Microsoft application versions.

Another advancement of the android is that this software has all the capabilities of operating system as well as mobile agent which offer different features to its users.

Android offers the large range of applications and smart phone application to its users. it provide specific installations and setups for the Google chromes that Microsoft windows doesn't. According to the review android has the largest computing capability with totally graphical user interfaces to its users with diverse application purposes.

### Gadgets

Windows does not have the wide range of the Google gadgets that android provide to its user, more specifically mobile users.





### Pricing.

Android is expensive than the pure licensed Windows operating system by Microsoft because of the additional feature and compatibility with almost every hardware and software application brand.

Microsoft and Google previously had little match ups but the arrival of Android ranked the Google equal to the Microsoft.

### Features of android :

**Application framework** application framework enables the users to replace and reorganize the competent of the software. This feature is not supported by the Windows.

**Dalvik virtual machine** another difference is the use of new virtual machines, more advanced than one used by the Windows. Dalvik virtual machine allows the users to optimize the devices.

**Advanced and Optimized graphics** powered by a custom 2D graphics library; 3D graphics based on the OpenGL ES 1.0 specification.

**Media support** it can support almost all the formats of audio and video files including formats (MPEG4, H.264, MP3, AAC, AMR, JPG, PNG, GIF).

App designs on Android don't seem to really follow any kind of guidelines or consistent style. Sometimes there are big tabs at the top with icons, sometimes

there are tab-like buttons at the bottom, and UI buttons can vary drastically in size, style and position between each app. Windows Phone apps tend to follow a consistent panoramic layout design where each panel reveals a different type of content and circular buttons are always at the bottom with an ellipsis indicating a pop-up menu for more commands.

### Drawbacks as compared to the Windows

Some of the lacking weak points of the Android are the hardware dependability that it has for certain use such as Bluetooth, Wi-Fi, Edge 3D, Camera, GPS, compass etc.







## Interview with Dr. Leef Broberg

- What was the motivation behind creating a software like Ship Flow?

For many years we used CFD for analysis. My Prof. Of hydrodynamics used CFD as well as SSPA. So I started to think about development of software which integrated Potential Flow, Ransom Flow etc.

And I started working on it while pursuing my PhD at Ransover. That is when I realised that companies were not interested in software development and we started a company to develop software for R&D for Navy. That is when the idea of Ship Flow came to us. Our first client was a Sailing Team who paid money for analysis of yachts.

And now we are thinking of developing the software so that everyone can access it from cell phones.

- Your basic subject was mechanics so why did you chose to specialise in hydrodynamics?

Mechanics was always part of my curriculum. I was always interested in Fluids that made me take hydrodynamics as specialisation.

- Do you think CFD will replace Model Testing?

Everyone today is using CFD for analysis. Currently there is little scope of Model Testing replacing CFD. But as time progresses it might replace CFD.

- What are the latest developments going on for CFD?

We are trying to connect CFD to design tools and also to connect it tools of feedback. Optimisation techniques are being used to make the hull more hydrodynamically efficient.

- Do you think Naval Architecture is a subject with Boundaries?

Naval Architects today are reluctant to accept changes, the main reason for this is the high cost of ship. But there has been a change in this trend, specifically in the field of software development.

- Does the current economic scenario affect the software companies?

There is not much fluctuation for the software companies but the innovation in software slows down.

- What are your view about training people and manpower in the software industry?

Currently there is a need to train people for software. Training is of utmost importance.





# SHIP PROPELLER MAINTENANCE

By Dilip Singh Kharra, 3rd Year B. Tech (NAOE)  
IMU Visakhapatnam Campus

## Effects of Propeller roughness on Fuel consumption:

It is very difficult to get statistics of Fuel Consumption Vs. Propeller Roughness. At the Asia Pacific Maritime Meet in Singapore in March 2010, Christian Schack of FORCE Technology (Seminar on 'Green Ship of Future') presents the following statistics:

- Hull and Propeller fouling findings:
- Annually fuel consumption of a Panamax containership is 30-40.000 mt equalling about USD 10 mill. 1% is a large number.
- Fuel consumption due to hull fouling may increase as much as 15% at the end of a docking period
- Additional fuel consumption due to propeller fouling may be up to 5-6%

Let us consider an example,

Speed trials of a Naval Destroyer 'McCormick' indicated that about two-thirds of the increased fuel consumption due to fouling is due to its effect on the propellers. The destroyer was brought to the dock after 226 days of service. It was observed that the average fuel consumption to maintain a particular speed had increased to 115.8 per cent of consumption in case of clean bottom. After cleaning the propellers, the fuel consumption dropped to 105.5 per cent. Thus in seven months the propellers alone were responsible for a 10 per cent increase in fuel consumption. It can be noted that propeller surface roughness from fouling, corrosion and erosion can cause a fuel consumption penalty of around 5 to 15 per cent. **Thus failure to maintain a ship's propeller is very expensive, especially at today's fuel prices.**

## Current Propeller Maintenance Practices:

### Measuring propeller roughness

There are various methods of measuring the roughness of a propeller. Which one is used depends on the degree of accuracy required and whether the vessel is in drydock or the propeller on dry land, or whether the vessel is in the water and the propeller roughness is being gauged by a diver. In this latter case, the Rubert comparator is most useful.





The Rubert comparator is based on a scale of propeller roughness ranging from A (smoothest) to F (roughest).

By visual observation and touch, the diver compares various parts of the propeller blades to the samples on the comparator and the roughness of the propeller can be mapped. When the propeller is on dry land and more accessible, stylus-based equipment can be used to precisely measure the roughness in micrometers, but from the point of view of fuel efficiency, knowing when to polish and judging the quality of the polishing, the Rubert comparator and scale are perfectly adequate and very useful.



There are various methods of estimating the level of fouling on a propeller. These are the same methods used for general hull fouling. Most propeller efficiency conscious owners/operators schedule propeller polishing every six months or so; a less conscientious approach might result in propeller polishing once a year. The evidence is that keeping a propeller clean of anything more than a slime layer, and cleaning before a hard, calcareous layer forms, is far more fuel-efficient and economical, in addition to being safer environmentally.

**The trick in establishing the best practices for propeller maintenance, assuming an uncoated propeller, is to work out a routine for propeller cleaning which permits rapid, easy (and therefore economical) propeller cleaning which is frequent enough to minimize the fuel penalty from propeller roughness and fouling and which results in the minimum removal of propeller material in order to achieve a smooth, fuel-efficient surface.**

A recent experiment was carried out with a 134-meter cruise ship. The propellers were cleaned with a rotating brush alone, no grinding or polishing disc required, by one of the ship's crew who is a diver. It took one diver approximately 40 minutes to complete the cleaning of the ship's two propellers. The fouling was not very heavy since the propeller is cleaned quite often. Calculations of subsequent fuel savings showed that on a 30-hour trip from Aruba to Barbados, the ship saved \$2,100 compared to the same trip with a mildly fouled propeller.





The ship consumes 1.6-1.7 tons/hour of fuel. The fuel saving as a result of cleaning the propeller was calculated at 6 per cent. A 30 hour trip with the propeller before cleaning would have used 51 tons of fuel which is \$35,700 at \$700 per ton. 6 per cent of \$35,700 is \$2,142. In this case the propeller cleaning was carried out by a member of the crew. Had the propeller been cleaned by an outside company it would not have cost more than about \$2,000.

### **Advantages of frequent brushing compared to occasional polishing or no cleaning at all**

A propeller maintained in this way will suffer very little cavitation or corrosion damage since the accelerating spiral is caught very early on. The multiplying effect of damage is thus prevented. The usual heavy grinding on a badly damaged propeller surface is avoided. This also means much lower emission of heavy metals into the marine environment and sediments from propeller cleaning. When the propeller is allowed to become badly pitted, polishing with grinding wheels or polishing discs is then required to restore the propeller to a relatively smooth state. Greater skill on the part of the diver/polisher is required. Not only is frequent, lighter buffing with brushes and abrasive material more economical than heavier polishing with grinding wheel or polishing disc, it requires less skill and is materially better for the marine environment.

### **Cost of cleaning**

Cheapest is not always best. The need for skilled and competent propeller cleaning and polishing is to be stressed. Vendors usually charge per propeller size and number of blades. Polishing a 4-blade, 6-meter propeller would cost somewhere between \$1,900 and \$3,000. Polishing a between \$3,100 and \$4,000. The costs vary by location and company. The method used for cleaning depends on how rough the propeller is and this is determined largely by how frequently or infrequently the propeller is polished or cleaned. Cleaning takes less time than polishing. The best companies offering propeller cleaning and polishing can polish a large propeller in about four hours.





## SHRESHTHA 2K13

Shreshtha 2013 was inaugurated 29th march 2013 by Rear admiral N.K.Mishra, Chairman and Managing director of Hindustan Shipyard Limited. The event was attended by Stalwarts of the industry such as Capt. D.K. Mohanty, Chairman and Managing Director of Dredging Corporation of India. R. Adm. Mishra spoke in depth on relevance of such technological festivals in inculcating innovation and scientific acumen amongst college and university going engineering students. Prof Misra, (Director, IMU Vizag Campus) addressed the gathering and touched on points such as evolution of science.

It was indeed symbolic when while referring to changes and innovation in communication technologies, that his mobile phone started ringing and the whole gathering burst out into a thunderous applause. The event was also attended by Prof. Radhakrishnan, principal, Andhra university, College of engineering (women). Abinow kumar singh, the secretary of NASS also addressed the gathering and thanked the administration and faculty of IMU Vizag Campus and the various sponsors who contributed in cash and time to the organizing of Shreshtha 2013.

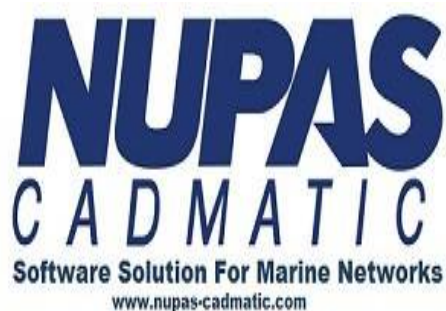
La ola extends its sincere gratitude towards the title sponsor Hindustan Petroleum, event sponsors NUPAS Cadmetic, co-sponsors Hindustan Shipyard Limited, Visakhapatnam Steel Plant, NTPC, GL, Maritime Gateway, Visakhapatnam Port Trust, Springs, Radio Mirchi and Red magazine. It also extends its sincere gratitude to newspapers such as The Times of India, The Hindu and all other major and minor news broadcasters of Vizag.

### Shreshtha in High Tempo

The sun had set, and the stage was lit for the cultural night of 'Shreshtha 2K13' on day two (30th March). After a long day, especially for the mind after so many challenging tech events, it surely did need rest. And so it found respite with the music already in action and the lights dancing artistically on its beats.



## Sponsors– Shreshtha 2013



India's premier maritime business magazine

# maritime gateway

# JUKASotel

VIZAG





The crowd reached the venue and felt the same happiness as a traveller experiences when he finds an Oasis in a desert. The theme of the night was “The Carnival”, the stage and the campus had huge face masks and paintings of the following put across the campus. These paintings were great and the best part about them were that they were made by our students themselves. Each one was provided with a face mask as-well. It seemed as though we had crossed borders and we had reached the lands of Mexico. Then the stage went dark and silent and suddenly with the outburst of music came 4 elegant dancers (Ashim Dev, Gattu Praveen Kumar, Shreya Dutta, Jennifer Vincent) they took the crowd to the next level, cheers filled with music created an aura of joy and enjoyment.



It was a great experience for every one. “Who says that laughter is the best medicine, i guess its Music, it not only rejoices you but also teaches you to dance.

### **Kahaani Abir ki....**

Abir Sengupta a freelance writer for TV and films visited the Visakhapatnam Campus of Indian Maritime University. He has written TV serials like CID, Guftagu. He also has to his credit writing for films like “*Phas Gaye Re Obama*” and the upcoming movie “*John Day*”. He is currently working as a script writer with *Dharma Productions* and is a script consultant with Pen India Ltd. (The Firm that produced Kahaani).

The interactive guest lecture started with an introduction of the speaker by Swastik Pattnaik followed by a welcome by Mr. A Ramesh Kumar.



Mr. Sengupta then started his talk by describing his struggles and turmoil to reach the current position that he has achieved. Right after his class tenth he had decided to take up commerce and wanted to do something different. His deep desire to travel brought him to the National Capital of Delhi from his hometown Ranchi. Here after his twelfth he decided to go in for mass communication against the wishes of his parents. But his creative mind soon rejected the classroom studies and took him to films, he started spending time writing stories and watching films. Thereafter his girlfriend told him to shoot a short film. Equipped with just a handycam and his creativity he undertook a truck journey from Delhi to Jaipur randomly shooting wherever he felt like. Thereafter he added a song to the video and edited it and then sent his entry into a film festival, incidentally he won and got a chance to learn film making from Jaideep Sarkar. Impressed by his antics Jaideep invited him to Mumbai. After a brief internship with Star News he started to work as an Assistant Director in Subhash Kapoor's TV serial Shehernama on DD-1. Later when Subhash moved to Mumbai and then the direction of the show was given to Abir.



He was summoned to Mumbai by Subhash Kapoor to assist him in his film Phas Gaye Re Obama. The time between the completion of PGRO and its release was a period of struggle for Abir. He worked as an assistant with Jaideep Sarkar. His friends would often tell him that he is being exploited by Jaideep. To this he would confidently answer: *"Main khud ko exploit hone de raha hoon. Kyunki mein seekhne ke liye paise le raha hoon."*

After a lot of hardwork, he got his first assignment to write for the TV show CID and there has been no looking back since then. Abir believes that writing is similar to engineering it involves a lot of interesting and complex activities. It was a great interactive session. Wherein a lot of students discovered the talents of their peers.



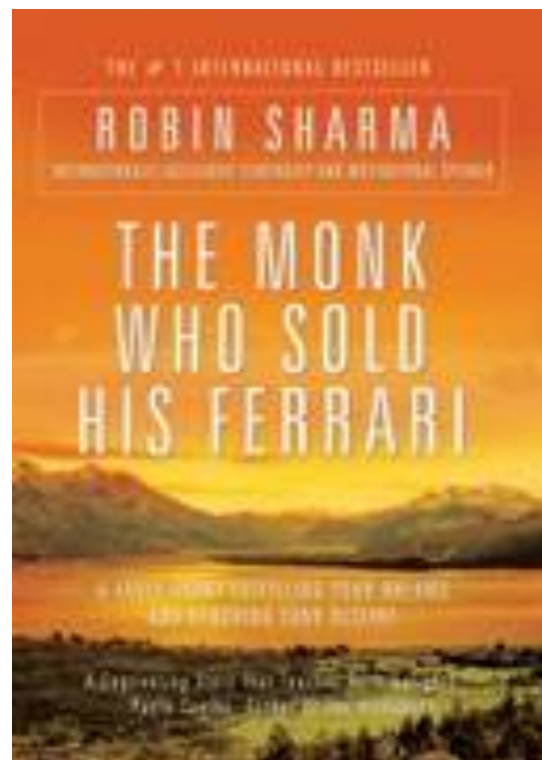
## KILL YOUR TIME....

### MUST READ- THE MONK WHO SOLD HIS FERRARI (ROBIN SHARMA)

“A fable about fulfilling your dreams and reaching your destiny” so says the caption of this masterpiece from the pen of leadership guru Robin Sharma.

All was well with top lawyer Julian Mantle until a severe heart attack changed everything. Julian sold everything he had and vanished. Then one day his assistant John has surprise visitor a meeting that unravels the mystery of Julian Mantle and the Sages of Sivana.

The book lives up to its caption. Go Read it today to change your life.



### MUST WATCH – LIFE OF PI (ANG LEE)

No one else could have done justice to Booker Prize winning work of author Yann Martel than director Ang Lee. The life of pi is an interesting movie to watch. It is a visual extravaganza the entry of the tiger Richard Parker makes you jump of your seat, such is the 3D effect. Apart from magnificent performances from Tabu and Irrfan Khan the movie has

brilliant special effects and an equally excellent background score. But the hero of the movie is the script. It has a deeper meaning if ne watches carefully. Watch to unlock the spiritual mystery hidden in the story.





## CAMPUZZZZ.....

- The University Day was celebrated on 14th November, 2012.  
The Chief Guest on the occasion was Capt. PVK Mohan, Chairman – National Shipping Board. The other prominent guests included Prof. Prassana Kumar, Chairman – National Maritime Foundation, Rear Admiral N K Misra (Rtd.), Chairman – Hindustan Shipyard Limited. A Coffee table book, titled 'The Saga of NSDR' was released on the occasion. This was followed by a friendly Cricket match between the staff & students of the university.
- An International Conference on the 'Technology of the Sea' – Tech Samudra was held at IMU Visakhapatnam Campus from 6th to 8th of December, 2012. It saw the presentation of around 60 technical papers by Scientists, researchers & Naval Architects from India & abroad. It was also attended by the who's who in the world of Naval Architecture & Ocean Engineering. The Conference was inaugurated by Shri. Ganta Srinivasa Rao – Minister for Ports & Infrastructure, Govt. of Andhra Pradesh. Prof. Ramakrishna Rao, Former Vice Chancellor of Andhra University was the Guest of Honour.
- IMU Visakhapatnam Campus celebrated the Republic Day on 26th January 2013. Mr. U S Ramesh, Chief Manager – IMU Visakhapatnam Campus, unfurled the National Flag amidst students, faculty & staff of the University.
- The first Techfest of IMU Vizag Campus, 'Shreshtha 2K13' was held from 29th-31st march 2013 amidst active participation from students of various colleges taking part in various events.
- Nipat emerged as the overall house champions as well as the sports champions in the academic session 2012-13 while Nirghat lifted the Cultural winner's cup in the 2013 edition of Seheri.
- The first outgoing batch of B.Tech Naval Architecture and Ocean Engineering bid farewell to the IMU Vizag family leaving behind unforgettable and cherished memories etched in our hearts. La Ola wishes them a bright and a prosperous life ahead.





PATRON - LA OLA  
PROF. S C MISRA

ADVISOR - LA OLA  
MRS. PADMASHREE

CHIEF EDITOR  
ANISH CHACKO

TECHNICAL GROUP  
SUJYOT GAONKAR  
PARTH SHARMA  
TARUN TRIPATHI

INNOVATION & WEB  
DHRUV KHADELWAL  
ARIIT SENGUPTA

COVER & ILLUSTRATION  
JITENJOT SINGH  
SWASTIK PATNAIK  
VISHAL CHOUDARY

PHOTOGRAPHY  
KAMAL PALARIYA



Mail us at: [laola.imuv@gmail.com](mailto:laola.imuv@gmail.com)