

ISSUE XVI



**La Ola**

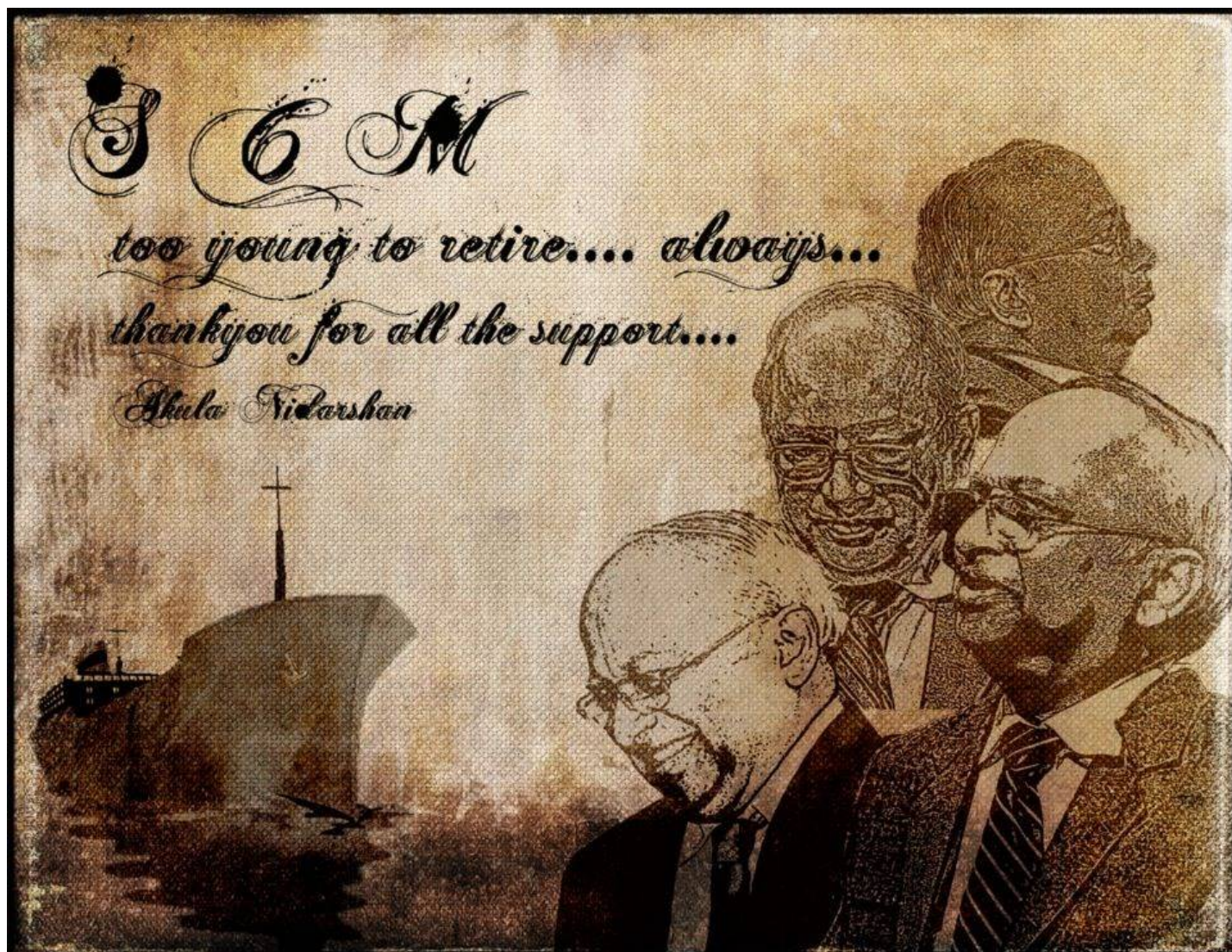
The student's E-Newsletter of  
Indian Maritime University, Visakhapatnam Campus

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

 [fb.com/laola.imuv](https://fb.com/laola.imuv)

GOS 7KM RUN  
INLAND TRANSPORTATION  
SALVAGING OF COSTA CONCORDIA  
**SUSTAINABLE DEVELOPEMENT IN  
MARITIME INDUSTRY**





## *Bidding farewell to our Director, Prof. S.C.Misra.*

Image Courtesy:  
Akula Nidarshan,  
Scientist, NSDRC.



<a href="#"><u>Chief Editors Desk.....</u></a>	<a href="#"><u>2</u></a>
<a href="#"><u>Message from the Secretary General, NASS.....</u></a>	<a href="#"><u>3</u></a>
<a href="#"><u>Salvaging of Costa Concordia-II.....</u></a>	<a href="#"><u>5</u></a>
<a href="#"><u>Sustainable Development.....</u></a>	<a href="#"><u>8</u></a>
<a href="#"><u>Inland Maritime Transport.....</u></a>	<a href="#"><u>10</u></a>
<a href="#"><u>Your life ahead.....</u></a>	<a href="#"><u>12</u></a>
<a href="#"><u>Curriculum development.....</u></a>	<a href="#"><u>16</u></a>
<a href="#"><u>GOS Beach Safety Awareness 7km Run.....</u></a>	<a href="#"><u>18</u></a>
<a href="#"><u>Kill Your Time - Reviews.....</u></a>	<a href="#"><u>23</u></a>
<a href="#"><u>Campuzzz.....</u></a>	<a href="#"><u>24</u></a>





## From the Chief - Editor's Desk

La Ola presents its sixteenth edition.

A new academic year at IMU Vizag, being as happening as always. Continuing with the second edition of GOS– Beach Safety Awareness Program we have entered into the league of colleges, who very well understands the responsibility a youth of India has towards the society.

On a sadder note, our Director, Prof. SC Misra, who played a major role in bringing this Visakhapatnam Campus into the forefront of Maritime Education, retired leaving behind a legacy of budding Naval Architects and an institution having a plethora of latent talent. Sir, we will surely miss your guidance.

The campus also witnessed the next batch of tyro Naval Architects as the admission for the academic year 2013-2017 B.Tech and 2013-2015 M.Tech were commenced. We welcome the new members in our IMU Vizag family.

The formation of the new office of NASS, the Naval Architects Students Society, headed by B.Tech 3rd Year student, Shantanu, saw an overwhelming response both by students as well as the faculty. Commencement of various in-campus events successfully have yet again proved the proficiency of the students in every field.

Taking over the Ex Chief Editor, Anish Chacko, who very well was the pioneer in bringing La Ola to the state it is today, I feel immense pleasure in declaring this Issue as an amalgam of knowledge which will spark some curiosity among our readers. We hereby will be working with a new team, yet the core spirit with which La Ola was formed, remains the same.

This edition of La Ola brings to you lots of informative snippets. It has been one year, since the Passenger Ship Costa Concordia grounded. We are here continuing on the second part of our Article from previous Issue of the 'Salvaging the Costa Concordia'. The cover-story on 'Sustainable Development in Maritime Industry' gives an account of what we hold in terms, for the future generation, as well as meeting our current needs. Promotion of Inland Transport holds many aspects, that will consequently be discussed. 'Your Life Ahead' covers a detailed account on the where we, The Indians stand in the global prospects in GRE.

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.

Hope we as a team will be able to imbibe upon our readers a sense of gratification. Sincere thanks to Ex– Chief Editor, Anish Chacko.

Swastik Pattnaik,  
Chief Editor - La Ola.



## **NAVAL ARCHITECTURE STUDENTS SOCIETY**

### **Message from the Secretary General, Shantanu**

The Naval Architecture Students Society since its inception has been the driving force both in the campus and the outer world in bringing about a transformation keeping in view the needs of the modern up to date world for an engineer professional educationist or student of the marine environment to upgrade his marine temperament and be a part of the world's fast developing marine sector. Today after 5 years of its formation the NASS stands high as it has achieved milestones, some are still to be achieved, some it will achieve itself and some its dynamic members will achieve.

The Naval Architecture Students Society this year focuses to achieve its next summit of endeavors by not only facilitating its members at campus but also establishing major linkages with professional bodies round the globe and making its presence felt. This year our vision is to focus on all aspects of temperament development of our members. We also look forward towards association with professional societies in order to equip our members with cutting edge skills in their own fields. This year the society also strives to take up a number of social responsibilities so that the society in the long run also returns its services back to community development. The society is putting its heart and soul to bring this year's conviction of its elected members, the technical temperament development of NASS to the next higher level and establish benchmark for future members to take it to the vista of excellence. Apart from academic activities, the sports and cultural divisions are making great efforts to unleash in its member the zeal and will to lead and develop by introducing more and more innovative and team coordinating activities.



The NASS till date has achieved some of its goals and continuously strives to make its conviction a ground reality for the upliftment of not only society but also its mother campus, IMU Visakhapatnam. A number of activities like GOS Safety Awareness Program (a 7km beach run), Shreshtha (student technology festival), cultural and sports activities have been successfully completed and has coordinated in a number of other activities like First Aid Training program, Boat Building Competitions at NSS Camp etc.. The NASS today has 200+ student members, 20+ professional members, known by more than a score of educationists, with 1000+ likes on its facebook page from people across the globe and has also found its recognition at the International Maritime Organisation. Our e-newsletter La Ola has also done commendable work in establishing linkages with marine professionals across the globe. The NASS in its spirit also envisions to line up a number of future activities like the establishment of Tech Cell, Entrepreneurship Cell, Creative Club etc. thereby empowering its members on stands in which they can flourish themselves to more exposures to the global marine sector in its all aspects and fields.

The NASS stands proud with the hardcore talent of its members, authorities, advisors and especially the patrons Dr. S.C. Misra and Prof. R.P. Gokaran whose constant advice and guidance has made this dream come true. I strongly acknowledge the support the society has received from marine enterprises in bringing our future visions to the field whose harvest has been a boon to its members. On this day I finally call upon our member that the day has come to fulfill our promises and commitments which we in our good faith have taken up for the society and reiterate the will and zeal to take up the very task of our society and add feathers to it such that when it blazes in future its embers speak for the true development of the marine society.

Shantanu,  
Secretary General, Naval Architecture Students Society,  
Indian Maritime University, Visakhapatnam Campus



## SALVAGING OF COSTA CONCORDIA – II

This is the continuation from La Ola's Cover Story of Issue XV, "SALVAGING OF COSTA CONCORDIA"

### Parbuckling

the parbuckling or rotation will take about a couple of days, as the movement has to be extremely delicate and constantly monitored.

The parbuckling will be performed using strand jacks which will be tightening several cables attached to the top of the caissons and to the platforms, which will be pulled seawards, while the cables attached to the starboard turrets will be used for balancing.

This is a very delicate phase, during which the forces involved have to be offset carefully to rotate the wreck without deforming the hull.

### Installation of caissons on starboard side

then other 15 refloating sponsons will be attached to the starboard side of the wreck. These caissons will be used during the subsequent re-floating stage.

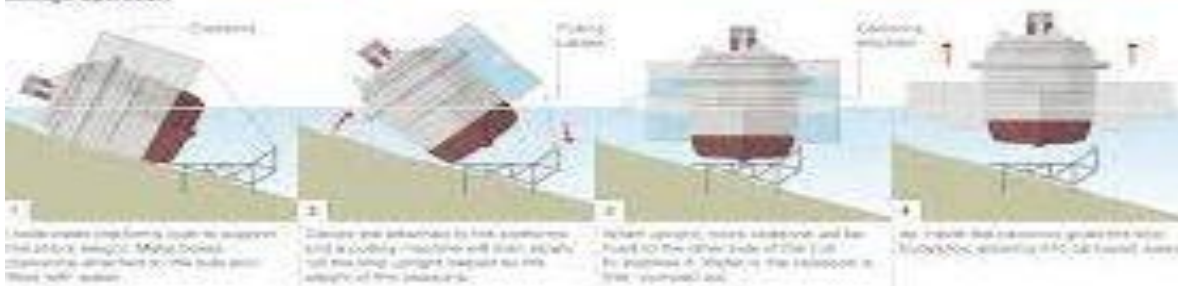
### Re-floating

At this point the hull is resting on the false bottom at a depth of about 30 m. A pneumatic system will be used to empty the water gradually from the caissons on both sides of the wreck, giving the sufficient shove to push it upwards. On completion of the emptying process, a section of about 18 m will remain submerged.

While it was reiterated that in such a unique, complex, dynamic and articulated technical and engineering project, it would be both misleading and unrealistic to fix a precise date for the conclusion of work, in part because it is reasonable to imagine that there may be suspensions of work due to bad weather and sea conditions or other unforeseeable situations, the latest timing based on the progress of work on the project envisages that the wreck will be removed by the end of summer 2013.



Salvage operation





## ECOSYSTEM SAFEGUARD

The plan to re-float the hull in one piece gives top priority to minimising environmental impact, sea and land, to protecting Isola del Giglio's tourism and economy and to ensuring the safest possible working conditions.

Environmental protection will have top priority throughout this monumental salvage operation, the likes of which has never been attempted before anywhere in the world. Once removal is complete, the sea bottom will be cleaned and marine flora replanted.

The main objective in this phase was to characterise the marine environment closest to the Concordia wreck and the whole East coast of Giglio, in consideration of the salvage works. The survey addressed all components of the marine environment (chemical and physical characteristics of the water column, plankton and benthonic communities, Posidonia meadows, underwater noise and marine mammals, etc.). This data was integrated into a detailed map of benthic communities and represent the baseline for future monitoring and evaluation of the potential impact of salvage operations. This information also allows to determine the best areas for operations and to mitigate salvage works.

## RESOURCES

At the present time, at Giglio's yard, about 400 workers (representing 18 nationalities), engineers and divers are active at the site day and night, seven days a week, together with about 20 diverse vessels.

The efforts being made and investments in resources and materials are also demonstrated by an increase of about USD 100 million on the initial cost forecast, for a total estimated budget of around 400 million USD.

## DEFUELING

Right after the incident, Costa acted immediately to prevent the potential environmental impact by establishing a protection perimeter around the ship using booms, and on Saturday 14th January, 2012, engaged international experts Smit Salvage, who developed an action plan in close cooperation with the authorities. In order to remove the oil from the ship, Costa Crociere hired the world's leading salvage company Smit Salvage BV, which worked in collaboration with the Italian firm Tito Neri srl.





The operations began on February 12 and were completed successfully. Costa Crociere made a multi-million euros investment to extract all the oil from the ship, with the primary focus on removing the oil from the ship as quickly and cleanly as possible. Fuel removal was carried out by a total of 20 marine vessels (platforms, tugs, transport ships, crane barges, tankers, oil spill response vessels, etc.) and a team of 100 experts from a number of different countries. Defueling operations were completed in 31 days, within the 5 weeks that were originally planned. The removal of about 2,100 tons of oil from 17 tanks of the ship was completed on March, 24th. Operations have been performed using a system of pumps and valves. Basically, “hot tap” valves were attached to the side of the ship, a hole was drilled into the tank and a pipeline was attached. This enabled the oil to be heated and pumped out while sea water was pumped in so as to maintain the ship’s stability. Minimal physiological amounts of fuel cannot be pumped out from the bulkheads of the tanks; but they are in such small quantities as to pose no significant environmental risk.

### CARETAKING

“Caretaking” has been carried out cleaning substantial quantities of debris from the wreck from the seabed and the area around the hull. Also in this case Costa Crociere has contracted Smit Salvage BV, in partnership with Tito Neri srl. Eight marine vessels (oil spill response vessels, crane barges and transport ships) have been deployed as well as containers, cranes and rubber dinghies and a team of 42 experts. Caretaking operations are still undergoing, performed by Titan/Micoperi experts.

Source:

<http://www.theparbucklingproject.com/page.php?page=progetto#>





## **SUSTAINABLE DEVELOPMENT WITH REGARD TO MARITIME INDUSTRY**

By: Sainath nashikkar

In this ever dynamic world, changes in environmental, economic and social conditions have resulted in an increase in problems worldwide arising from uneven economies and adverse environmental effects from industries. This has raised doubts in the mind of people that whether resources would be available for use by the future generations.

A concept which evolved with this predicament in mind is Sustainable development, and this has emerged as a new goal for all nations. The term 'sustainable development' was used by the Brundtland Commission which coined what has become the most often-quoted definition of sustainable development: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

### **SUSTAINABLE DEVELOPMENT:**

Sustainable development (SD) refers to a mode of human development in which resource use aims to meet human needs while preserving the environment, so that these needs can be met not only in the present, but also for generations to come.

One of the most widely recognised definitions of sustainable development is: "Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

The concept of sustainable development has in the past, most often been broken out into three constituent parts: environmental sustainability, economic sustainability and socio-political sustainability.

Resource degradation and depletion, exponential population growth, widening economic gaps between and within industrial and developing countries, and resource-driven conflicts, all have contributed to the growing concern about sustainability of our societies, nations, and the Earth. Discussions about integrating environment and development now include issues of intergenerational equity, resource substitution, and irreversibility of impacts. In this setting, sustainability has emerged as a central goal for international development.



## SUSTAINABLE DEVELOPMENT IN THE MARINE INDUSTRY:

Seventy percent of the earth's surface is covered by ocean. Thus the maritime sector is one of the major industries of the modern world. Sustainable development in the marine environment is a challenge owing to the diversity of this industry.

As we know ship building is a very intricate and complex union of various engineering fields. These fields are as varied as Mechanical, Electrical, Electronics, Metallurgy, Chemistry (Paints), Computer Sciences and of course Naval Architecture and Ocean Engineering. This paper aims to discuss the repercussions and consequences of any technological development occurring in any other engineering field on ship design, ship building and shipping.

Sustainable development in this regard would mean optimal production and utilisation of resources without harming the efficiency and usefulness of the product which may be an ocean going vessel, offshore platform, submarine etc.

Environmental issues have been a driving force for sustainable development. Issues like oil spills and other factors like CO<sub>2</sub> emission, NO<sub>x</sub> emission, CFCs, antifouling paints, garbage and sewage, etc. On checking on the factors, one can protect the marine environment.

Beside Environmental sustainability, Social sustainability and Economic Sustainability plays a vital role in determining the sustainable development. Social sustainability accounts for safety of life at sea, which also address issues such as seafarer training, improvements to navigational safety and the promotion of an effective safety culture. Apart from these one must also not neglect a wide range of matters including shipping companies' obligations regarding seafarers' contractual arrangements, oversight of manning agencies, working hours, health and safety, crew accommodation, catering standards, and seafarers' welfare. The third component of sustainable development is the economic sustainability, which is crucial in view of shipping's role in the continuing spread of global prosperity and the movement of about 90% of trade in goods, energy and raw materials. Unless the industry is commercially viable it will not be able to deliver the investments in environmental and social improvements that are sought by regulators on behalf of society at large.

The international shipping industry is committed to the delivery of further environmental and social improvements in the interests of sustainable development. But sustainable development requires a shipping industry that is economically sustainable too.





## PROMOTING INLAND MARITIME TRANSPORT

By: Sainath nashikkar

The implementation of a sustainable development in maritime development can be pegged down in maritime transport can be pegged down deep utilising the knowledge that already exists in the industry, through many years of history and tradition. This includes knowledge of the sea, extensive experience, know-how and an ability to seize new challenges, combined with a strong commitment to the protection of the resource base maritime transport.

In India, there is a great need to shift the weight from road and rail to water should be the move in part of Indian transportation industry to reduce the negative impact of the increasing transport volume in the environment

### CHALLENGES

Before examining the major challenges, we need to look at the impediment that have prevented this mode from being used more extensively despite its numerous advantages. Equally important are the advantages that the mode has relative to other modes.

- Impediments to the growth of inland water transport:
- Insufficient depth throughout the stretch of navigable water.
- Excessive siltation in major rivers from erosion of uplands and deforestation.
- Navigation being related to the fourth position due to drinking water, irrigation and power (hydel) sector that results in reduced draft.
- Non-availability of low draft high technology vessel.
- Non-availability of adequate navigational aids resulting in restricted sailing over long periods of time.
- Non-availability of permanent terminals with adequate infrastructure for loading/unloading, storage etc.
- Non-availability of bulk commodities along the water front.
- Non-availability of return cargos on most of the routes.



#### Advantage of inland water transport:

- Low capital cost :
- Cost of development of inland waterways has been estimated to be a mere 5-10 % of the cost of developing an equivalent 4-lane highways or railways.
- Low maintenance cost:
- Cost of maintenance of inland waterways is placed at 20 Percent of that of roads.
- Low fuel cost:
- Inland water transport is a highly fuel-efficient mode of transportation. This fact is borne out by the fact that one litre of fuel can move 24 tonne/km of
- Freight by road, 85 by rail and 105 by inland waterways transport.

#### Cost-effective transport mode:

It has also been estimated that diversion of one billion tonne –km of cargo to the inland waterway transport mode will reduce transport fuel costs by 5 million USD and the overall transport costs by 9 million USD.



## Your life ahead– Indian Students and GRE

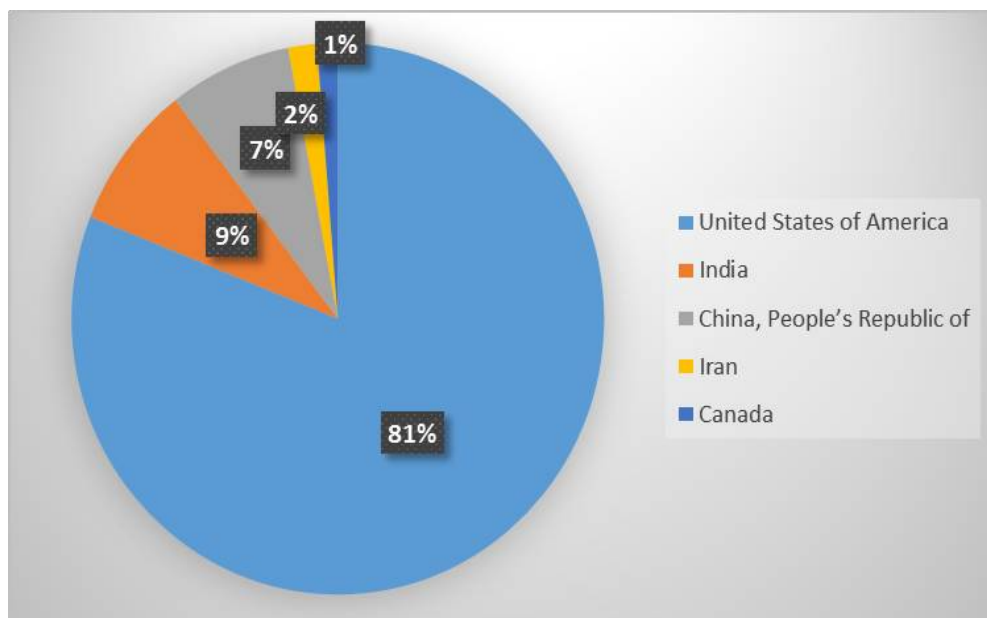
By: Tauseef Akhtar

Ever wondered which country has the highest Quant Score? Or, what is the Median score of Indian GRE Takers and how we compare top other countries, say China or US? Any guesses?

ETS Released the Snapshot document for 2011-2012. Basically, it is the database of all scores reported by GRE Test takers worldwide tested between Aug 2011 to June 2012. This is extensive data and it provides a valuable insight to the GRE test scores which many of us neglect to see. The main intention of this report is to help prospective students to understand how they fare in the exam as compared to others and helps to gauge a level of understanding of the Test Scores. It's worth to take a look at that.

Some interesting stats that I could get from the report are listed below. The whole assessment done by ETS involved over 466,474 Examinees worldwide. Here are the top 5 countries in terms of the number of examinees who took the test..

<b>United States of America</b>	<b>318240</b>
<b>India</b>	<b>33504</b>
<b>China, People's Republic of</b>	<b>29255</b>
<b>Iran</b>	<b>6843</b>
<b>Canada</b>	<b>4924</b>







Next, here are the Top 5 countries with Highest Overall GRE Score.

Only verbal and Quant scores are considered here. AWA score is not taken into account.

### **Top 5 Countries with Highest Overall GRE Score (Quant+Verbal)**

Singapore	317.4
Australia	314.1
Netherlands	312.1
Belgium	312.1
New Zealand	311.7

Next is the Top 5 countries with Highest GRE Quant Scores. (Surprise: China tops the List)

### **Top 5 Countries with Highest GRE Quantitative Score**

China	162.9
Singapore	160.3
Hong Kong	159.5
Taiwan	159.2
Vietnam	158.9
Turkey	158.7

Next, let's see the Top 5 countries with Highest GRE Verbal Scores (Surprise: Aussies, even though have a trademark "Aussie lingo" consisting of words such as cya, mate, howzat, etc., still top the list. Britain, which I was supposedly expecting, is at a unusual #3 and US which was my first guess, doesn't appear in the top 5)

### **Top 5 Countries with Highest GRE Verbal Score**

Australia	158.4
New Zealand	157.3
United Kingdom	157.1
Singapore	157.1
Ireland	157.1



Next, the Top 5 countries with Highest GRE Verbal Scores (Again, Surprise: Aussies!, No US !!)

### **Top 5 Countries with Highest GRE AWA Score**

Australia	4.5
New Zealand	4.5
United Kingdom	4.4
Canada	4.3
Singapore	4.3

Some observations:

It was very disheartening to see that Indian students are not among the Top Quantitative scorers on the GRE. I always thought that Indians were very good with Math and most of the Indian Test takers, being Engineers, would crack the GRE Math with a good score. Sadly, we don't. It was quite a surprise that China leads the table with Median Quant score of 162.9 which is pretty awesome.

Indian students, or most of the students from Indian Sub-continent have traditionally a natural tendency to score less on the verbal, English being the 2nd Language. If you see the countries that have top Verbal and AWA scores (Australia, NZ, UK, Canada, Singapore, Ireland), most of these countries are English speaking countries with the exception of Singapore. The irony here is that, USA, which has over 81% of the test takers, doesn't figure in the Top 5 Countries for Verbal or AWA.

I was just curious to find out what are the Median GRE scores of Indian Students? Among the 33, 504 Indian students who took the test, the Median GRE score for Indian Students are:

Median GRE Score of Indian Students

Verbal: 144.7

Quant: 154.1

AWA: 3.1



So, those preparing for GRE could use the above information as a yard stick. As a rule of thumb, if you have been an average student in your college/class, you should be getting at least GRE scores above the median score. This is an indicator of how your performance on the GRE is when compared to the median GRE score of Indian Students. I believe, that this ETS snapshot report is made available to the universities and might be used by Universities to gauge the performance of the student compared to the Median scores in that particular country.

So, the final take away from the blog post is not about comparing GRE score of different countries or being surprised how Chinese do well on Quant than Indians or why US doesn't figure in the Top 5 in Verbal scores.

It is about making the Indian Students aware of what is the Median score and what you should be aiming at. My advice is don't settle anything less than the Median score. Another thing that I learned recently learnt from an admissions committee member was that, most of the universities look for the Quant score more than the verbal score. So, just don't keep trying too hard for the Verbal Score and end up sacrificing the Quant portion. Many students do this mistake. The expectation of the admission committee is low for verbal score from candidate who is from a Non-English speaking country. So, don't worry much about verbal score and concentrate on getting a 170 on the Quant. A profile that has (Q: 168, V: 144, AWA: 4.5) has more weight age than a profile that has (Q: 150, V: 150, AWA: 3.0)

This will give you the picture of the Indian students score in the GRE. Scoring low in GRE is not a bad thing, but yes if you have a below average profile, good GRE will bolster your profile.

The perception of most of the Indian student is that excellent GRE score will confirm them an admit from a top college and low GRE score will give them no chance. For example consider 2 students say X and Y. X's profile is 2 years work ex, descent GRE score (say around 310)+ good extracurricular+ research papers+ good GPA while Y's profile – excellent GRE score (330) + average GPA + no work ex + decent extracurricular – So what do you think who will get an admit – it has no clear answer !

1. US university look for range unlike in India where rank matters.
2. The overall profile matters most.
3. The most important component of an application is SOP!

Source : <http://aroundynamics.blogspot.com/2013/08/average-gre-score-of-indian-students.html>





## CURRICULUM DEVELOPMENT

By: Ariit Sengupta and Deepak Kumar

Curriculum can be broadly used to describe the total learning experience provided by an educational institution. Quality teaching is very vital for curriculum development. In this article we would be focussing on policies and practices to foster quality teaching in higher education.

Quality teaching is the use of pedagogical techniques to produce learning outcomes for students. It involves learning outcomes for students and many other dimensions including a variety of learning contexts. But there are many challenges that have to be overcome to foster quality teaching. Policies have to be designed accordingly to mitigate these problems.

Some of the useful policy levers are mentioned below:-

- Raising awareness of quality teaching
- Quality teaching must be clearly defined as a strategic objective of the institution. A teaching and learning framework for the institution that reflects institution's missions, values and context must be developed in consultation with all stakeholders including students.
- Developing excellent teachers
- An educational institution should anchor teaching in its quality culture, support the scholarship of teaching and learning. Professional development, well-designed for upgrading pedagogical skills should be provided in the right time and place to support teachers effectively.
- Engaging students
- There should be an explicit role for students in initiatives to foster quality teaching across an institution. Well – designed instruments should be in place to collect student feedback and teachers should be guided on when and how to use them.
- Building organisation for change and teaching leadership
- There should be a clear leadership structure within the institution with explicit responsibilities for fostering quality teaching at each levels . There should be a specific, well-functioning unit dedicated to quality teaching, with mandate responsibilities and resources. Aligning institutional policies to foster quality teaching.



- Policies should be reviewed regularly to identify inconsistencies across institutional policies that could hinder quality teaching. Technology policies should be well-aligned with evidence on ways to use IT for more effective teaching and learning.
- Highlighting innovation as a drive for change
- Experimentation and innovation in teaching practices should be encouraged and rewarded in the institution. Collaborative innovation should take place across the institution and multidiscipline team approaches should be encouraged.
- Assessing impacts

Quality teaching should be embedded within, broader quality assurance processes and overall assessment of the institution's performance. An array of evaluation instruments should be made available where the properties of each one are well-understood and technical support is made available.

I have written this article with the good intention that all or at least some of the policies and practices can be usefully applied to the education system in maritime industry leading to improved outcomes for student, education providers and industry employers ensuring that education providers are responsive to industry requirements.



## GOS Beach Safety Awareness 7km Run

By: Shantanu

On 7th of November 2011 the sun rose but somehow the dusk appeared on IMU with the sun being lost . The atmosphere was such silent that even the leaves of the trees breathe with grief and sorrow. The day still cannot be forgot that we lost our friends with whom we just had a play in the afternoon and the evening says the sun is not to return. It was heart throbbing and words filled with gasp when we just heard three of our brothers GIRIDHAR SINGH RATHORE, OM PRAKASH and SHIVAM SHIVESH had departed from the IMU family to dawn upon in the family of stars.

The beach accident which took place at Yarada Beach in Vizag had left a deep mark upon us. This incident in particular and numerous such incidents that occur in and around Visakhapatnam instilled in us the need to spread awareness about the issue in a beach city like ours. Every year, many lives are lost; in beach accidents due to lack of awareness and our University is no exception to it.

It was decided to commemorate the memories of our forebrothers in the name “GOS” the first letters of the name of the students (ironically the names are synonyms of the three most powerful deities of HINDU religion Brahma Vishnu Mahesh).The NAVAL ARCHITECTURE STUDENTS SOCIETY , the student body of Indian Maritime University, Visakhapatnam Campus took up the noble task to hold up the GOS high every year.







Since 2012 , the NASS has been performing the task of spreading awareness on safety mainly concerned to beaches, educating mob about the hazards , semiotic awareness on beaches, understanding of forecasting and risk assessments.

The 2013 edition of GOS flared sparkling embers which created an impression not only in Visakhapatnam but made the heat even in India. Today the GOS feels proud to have made many people aware on beach safety and saw nearly 700 participation in the GOS events and more than 300 likes on our social media page.

The GOS was conducted in 2 phases:

On 7th November,2013 i.e. the GOS Day witnessed some really enriched keynote sessions which made the spectators quite beach literate.The event was presided by Dr. V.S.N. Murthy, Commandant T.S. Sajwan, Prof. SC Misra, Former Director,IMU, Visakhapatnam Campus and Dr. B.V.R.L. Rao,Academic Coordinator,IMU, Visakhapatnam Campus .The first session was addressed by Dr. V.S.N. Murthy, Chief Scientist, Scientist In Charge , Regional Centre , CSIR-NIO Visakhapatnam on BEACH CURRENTS:FORECASTING,RISK ASSESSMENT & SAFETY.The second session was addressed by Commandant T.S. Sajwan, District In-Charge ,Visakhapatnam, Indian Coast Guard on BEACH HAZARD & SAFETY: AWARENESS & EDUCATION.





Dr. Murthy provided a great deal of knowledge on the beach current graphs, statistics, hazard prone area, hazardous current formation, their risks and how to be safe. MR. Sajwan also enlightened us about beach safety tips and some good to know facts about the local beaches of Visakhapatnam.

Lately the session was joined by the NASS patrons Prof. SC Misra & Prof. R.P. Gokaran where Dr. Misra suggested students for taking up projects for setting up a small weather stations in the campus and also advised to set up tide height and other measure digital meter both at campus and in the city.

The keynote session ended with the final note by the Secretary General Of Naval Architecture Students Society, Mr. Shantanu where he emphasized on the development of beach safety services as on par with the developed nations and urged all to put up a thrilling mark on the day of the run.

Almost forty tree saplings were planted by the guests along with the students in the campus in the memory of GOS. Candles were also lighted by the students along with a memorial video presentation and a beautiful poem in remembrance of our three friends by Mr. Amul Anand, B.Tech, 1st Year.





On 17th November ,2013 the GOS 7K RUN along with flash mob bicycling was conducted , the run spanned from the Naval Coastal Battery ( near Fishing Harbor ), along Beach Road, until the crossing ahead of East Point Colony, near Jalaripeta, where the participant had to take a U-Turn, and the run culminated at the beach area, opposite to the Aqua Sports Complex.The run was flagged by the COMMISSIONER OF POLICE,VISKHAPATNAM CITY,IPS,Mr. B. SIVADHAR REDDY.The run also had three checkpoints named in the memory of the three students GIRIDHAR CHECKPOINT,OM CHECKPOINT and SHIVAM CHECKPOINT.Banner were put in the tracks on beach safety tips and special banners were also provided by NIO on beach safety which were put up at SHIVAM CHECKPOINT . The run was premier sponsored by Visakhapatnam Port Trust. The other sponsors were Mohan Buisness Links(an Altair Technology Partner),Radio Mirchi, Manipal Hospitals,Kumar Travels,S.V.N. Travels ,Jayasree Travels and Electronics Systems.

The run aims to drive in the mob of Visakhapatnam the need for beach safety and awareness about the hazards associated. Beach Safety Booklets and caps were also distributed among the runners.

The GOS EDITION of 2013 saw grand opening and closing with GOS being a success and feathers in the services of NASS.





## PORT OF VISAKHAPATNAM

to be the most preferred Port in South Asia  
Offering Services of Global Standards

All weather port that operates 24x7

A port taking long strides towards total mechanization with state of art technology

A port that serves major sectors driving the economy

Emerging Gateway on the East Coast

A Port that responds quickly to the infrastructure augmentation needs

A Port that has 3 International accreditations



### VISAKHAPATNAM PORT TRUST

ISO 9001, ISO 14001, OHSAS 18001 certified, ISPS Compliant Port

Visakhapatnam - 530 035, Andhra Pradesh, India

Tel : 91-891-2876000 | Fax : 91-891-2565023

Web : [www.vizagport.com](http://www.vizagport.com) | Email : [info@vizagport.com](mailto:info@vizagport.com)

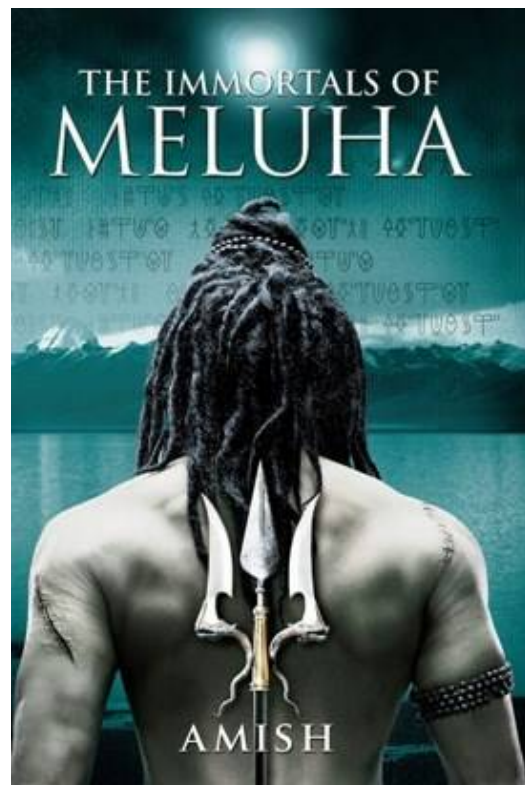




## KILL YOUR TIME....

### IMMORTALS OF MELUHA

Reading mythology has never been so much fun. Amish Tripathi – the boring banker turned passionate writer as he calls himself presents India's very own answer to Tolkien's Lord of the rings trilogy. Filled with action – the story is a fictionalized take on the life of Lord Shiva and how he becomes Mahadev-God of the Gods. It explores his quest to find evil and destroy it. Beautifully re-searched and the language is mesmerizing. Reading Amish is a treat.



Despite jumping through the deliberately disorienting hoops of its story, *Eternal Sunshine* is pragmatic and surreal at the same time. It is cerebral, formally and conceptually complicated, dense with literary allusions and as unabashedly romantic as any movie you'll ever see. It's the rare film that shows us who we are now and who we're likely, for better or worse, forever to be. The right combination of high-concept and humanity here, taking the what-if idea of a company that lobotomizes the love-lorn into territory that's funny, painful, poetic and unsettlingly weird.



## CAMPUZZZZ.....

- Farewell to Director, Prof. SC Misra.

The Director of Indian Maritime University , Visakhapatnam Campus, Prof. S C Misra retired on 12th September 2013 leaving behind a legacy of budding Naval Architects. The Campus bid him farewell amidst a packed gathering of students, faculty and employees of NSDRC. As Mr. Akula Nidarshan rightly pointed out, “Too young to retire...”

Sir, you will always be remembered as the torch bearer who showed path to talented Naval Archs.

- IMU gets a new Vice Chancellor - Ashok Vardhan Shetty.  
A former IAS officer, K Ashok Vardhan Shetty, is the new vice-chancellor of Indian Maritime University. The 56-year-old, who will have a five-year tenure at the head of the country's only maritime university
- GOS– Beach Safety Awareness 7Km Run was organised on 17th November 2013.
- La Ola organized the E-Quiz on 21st September 2013, in which Ananth Krishnan and Aravindh of B.tech 1st Year emerged as winners.
- The campus celebrated festivals Diwali, Janmashtami, Navratri with a repertoire of active participation by students as well as the guidance of the faculty.







ADVISOR - LA OLA

MRS. PADMASHREE

CHIEF EDITOR

SWASTIK PATNAIK

TECHNICAL GROUP

DEEPAK SHARMA

TAUSEEF AKHTAR

SAINATH NASHIKKAR

INNOVATION & WEB

TARUN TRIPATHI

ARIIT SENGUPTA



COVER & ILLUSTRATION

VISHAL CHOUDARY

AVI KUNAL

SWASTIK PATNAIK

PHOTOGRAPHY

KAMAL PALARIYA

ASHWINI DEWANGAN

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