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Darya Gomti joins Chellship Fleet



Capt. Sooraj Suresh
Master
Darya Gomti

25th February 2022: *Darya Gomti* set out on her maiden voyage after devotional and naming ceremonies. 15 guests including Owner's Representative Mr. Rajesh Lila, Sponsor Mrs. Hiya Daswaney and Mr. Arun Daswaney boarded the vessel at around 10:00 am.

Pooja was attended by the guests in the wheelhouse and the entire ship staff attended.

Earlier that day, the wheelhouse was setup with the feel of a temple by floral decoration, devotional songs and the fragrance of *agarbathis* which was done on the advice of Mr. Aluri Rama Krishna and coordination with the Business Department of the shipyard.



Pooja was offered by all guests and ship staff to Lord Ganesha, the remover of obstacles, Lord Varuna, the God of oceans and the goddesses of wealth, health and wisdom-*Mahalakshmi*, *Mahakali* and *Mahasaraswati* represented by the ship herself.

After the *Pooja*, the guests were served Indian sweets and *Masala Chai* which were prepared by the Chief Cook onboard on the day of the ceremony. Then the guests were given a brief introduction on Bridge equipments and about ship's maiden voyage. Prior disembarking the vessel, Mr. Rajesh Lila presented mementos to all members of the ship staff in Master's office.

Next event was the coveted Naming Ceremony, the stage for which was arranged on the pier adjacent to the vessel.



Naming of the ship was done by Mrs. Hiya Daswaney in reverence to our holy river *Gomti* by cutting the ropes and breaking of Champagne bottle.

Team *Gomti* was born making it a proud day for everyone onboard. All dressed in either ceremonial or official dresses gathered for photographs captured by a professional photographer from the shipyard.

This day will remain very special in my life and career for the

opportunity to command a brand-new ship for the company in which I have started my sea career and grown upto the rank of Master.

Also during our days at the shipyard, Chief Engineer and myself got to attend the launching ceremony of our sister ship *Darya Rapti* as Owner's Representatives on 18th February which was again a lifetime opportunity.

Earlier in February, amidst the second wave of Covid, we arrived at Japan and

completed 7 days quarantine in Tokyo prior arriving at snow covered Hakodate, mountain city at the northern tip of Japan. At Hakodate, we stayed at a business hotel for about 20 days and daily commuted to the shipyard where we familiarised with the ship and equipment.

Altogether, the month of February 2022 was eventful and a memorable one for each member of Team *Gomti*.



***Darya Ruchi* Take over Captain's Log**



Capt. Jasraj Singh
Master
Darya Ruchi



I can never forget the moment, when I received a call that I will be taking over *Darya Ruchi* at Japan. I was filled with frisson of excitement which can't express in words as well with utmost responsibility. I mentally started to jot down points and starting researching on it. It was going to be my first experience till date and would be cherished for lifetime.

Before any protocols of joining/attending sea trials/taking over the vessel, there was and still is the bigger protocol which has the utmost importance – “Covid 19 protocol”.

Therefore before joining, all ship staff had to be in quarantine twice, once at Mumbai and then at Japan.

That was the period that we all mariners had to spend about three weeks in isolation which looks like a humongous uphill task but was unavoidable.

The journey was exciting for me along with my other team members. We reached Japan and were back into rooms. I was eagerly waiting to see the new members of my team. The days were not passing, each day used to be so so long. And finally after 10 days which seemed like years, ended. We were asked to pack our bags as we could now go into the Tsuneishi shipyard to start the procedure to welcome the new member to our family of Chellship.

Finally, we got to see her, shining and gleaming, standing ashore with clear skies behind her. Waiting to be sailed out

into the massive open skies and vast oceans - one of it's kind! Made maybe just for our family!!

The same day onwards, we started our paperwork, we had to examine the machinery, the holds, the markings, etc. The familiarization and demonstration of the vessel and its equipment began. We needed an office, so we made one in the shipyard.

We also got the opportunity to cycle around, to and from Vessel to Hotel as that was the only medium of transportation available. Gradually and slowly, the handover ceremony was approaching. We made sure to commence her first sail with the blessings of God. With the precise guidance of Mr. Aluri



we made preparations of having *Puja* onboard. We procured fruits, fresh flowers, printed out mantras and made arrangements of receiving the Almighty blessing on our new member *Darya Ruchi*.



As the ceremony day came near we were expecting some guests and officials from our Hong



Kong and Japan offices and we were excited to meet, but alas the biggest protocol of Covid again hounded over this too due to which no shore personnel could be a part of the ceremony in person.

Therefore we shared the virtual links with our office members

in Hong Kong and Mumbai so that they could be a with us on this special day.

The Tsuneishi Shipyard, also telecast our sail out on their YouTube channel. They gave *Darya Ruchi* a beautiful farewell from the Shipyard into the safe waters.

Personally and on behalf of all ship staff of *Darya Ruchi*, I would like to thank our Owners at CSHK and Manning office CSPL which gave us the opportunity to take over this vessel and get a memorable experience in our professional lives.

Darya Ruchi - Delivery

It gives us great pleasure in welcoming the delivery of *Darya Ruchi* whose name means “Beauty of the Sea”.

During pre-covid times we as a Company were celebrating new ship takeovers with great pomp, however due to restriction of travel and shipyard own covid protocol *Darya Ruchi* delivery was organized as a virtual event.

We were fortunate to witness one of sailing's most captivating rituals organized by Tsuneishi yard on the 15th March 2022. It was a landmark event as it was the first ever virtual naming ceremony for Chellaram Shipping. It represents another milestone in Chellship history and Ms. Neha Bhardwaj from our Hong Kong office was given the honor to name the ship where she found the experience very rewarding & humbling.

She is very grateful to be given an amazing opportunity by Mr. Lal Chellaram to name the Beautiful Ship “*Darya Ruchi*” built in March 2022.

The virtual ceremony was attended by Mr. Lal Chellaram, Mr. Vishal Khurana, Mr. Vikas Kumar, Capt. Amit Bhargava, Ms. Jessica from CSHKL



office, while the others attended the ceremony from home. Mr. Rajesh Lila, Representative Director, Kishinchand Chellaram Japan Ltd too joined virtually along with Tsunenishi shipyard staff from their Tokyo office.

A *puja* was first performed onboard the ship by Chief Engineer Mayur Kawade and this was beamed live by Master for everyone in office to watch.

Oshima shipyard telecasted live proceedings from the shipyard. Ms. Neha then read out the Encomium and

officially named the vessel. This was followed by speeches by Shipyard and Mr. Rajesh Lila, in Japanese. This was followed by usual flag hoisting of the flags of India and Japan and respective national anthems played. Finally the vessel *Darya Ruchi* was flagged off from the shipyard. Everyone participating virtually could see the vessel sail out of the port.

We ask the Lord to always bless *Darya Ruchi* for her future voyages.

First Takeover experience as a 3rd Officer



Sadmaan
3rd Officer
Darya Preeti

First of all, I would like to thank my Company for giving me the opportunity to be a part of the *Darya Preeti* takeover team. This is my third vessel in this Company, Previously I had worked with a European Company with multi national crew, but here it's been a pride for me to work with Indian Seafarers.



a cream on a cake for us, He coordinated, supported as well as managed everything well, Also to

period of time he planned and executed the whole takeover procedure of the ship which resulted in ease of work for everyone. I was incharge of changing the name and port of registry on all the LSA/FFA items. Finally, after two days at Anchorage the new name "*Darya Preeti*" was introduced to the Chellship fleet.



Our journey started from Mumbai where we all were in quarantine and following COVID 19 protocols prior joining.

We joined the vessel at Colombo, Sri Lanka after completing our quarantine period.

We started our work with a traditional *Pooja* Ceremony in which our Fleet Manager from CSPL, Mr. Satish Kadam was present with us. Starting the work with a *Pooja* was a different experience for me and having a Superintendent onboard was like

mention, Capt. Arun Singh is a great planner as in a very short

I would also like to add that during the Covid-19 Pandemic, it has been a very difficult phase for the Seafarers to stay onboard without stepping out throughout the contract. In spite of the pandemic each and every member onboard were happily working together. Our Company too was arranging various recreation opportunities and providing us with free monthly internet facility to keep us happy and determined. It was truly a wonderful and unforgettable experience.



Darya Kavri - Take Over



Shinto David
2nd Officer
Darya Kavri

2017 built Handy size vessel “*Darya Kavri*” was inducted in the Chellship Fleet on 21st December 2021 at Rotterdam. It was a privilege to be a part of the take over team.

Our journey began on 18th December 2021, where I met the entire takeover team at the Mumbai airport. We all were very excited to takeover a vessel as for many it was their first time. We arrived at Rotterdam where we met Capt. Parag Driver & Chief Engineer Gowrishankar. The temperatures were sub zero in Rotterdam but thanks to the Company, we were placed in a luxurious hotel for 3 days prior to the takeover.

We had a briefing session and the next day's agenda was discussed by

Deputy Fleet Manager Capt. Sheriff D'Costa who was also staying with us.

So on the morning of 21st December 2021, we boarded the Ultra Calbuco. There is always the delightful greeting you hear once you step foot on deck - "Welcome on board". Chief Officer and Second Engineer, who were already on board for a month, welcomed us onboard. At 11:30 am *Darya Kavri* was inducted into Chellship fleet. They had a list of jobs ready for each of us which began with familiarization of the ship. Process of transforming Ultra Calbuco to *Darya Kavri* and bringing it up to Chellship



standards had started.

We started with a *Puja* ceremony on the bridge which was carried out by Chief Engineer Gowrishankar.. There were numerous jobs to be completed



within a limited period of time as we had to sail the next day. The most difficult of all the jobs was the stenciling of the Ship's name on the bow and the stern in freezing temperatures. After facing much difficulty, we finally succeeded to accomplish this job just before departure. Capt. Driver marshalled us well and with the support and guidance of Capt. Sheriff D'Costa, our work was made comfortable and quick. We also received a large quantity of stores, spares and provision.

Two days of tiresome work had paid off and the ship was ready to sail. Although our lady is five years old, she is a very good ship and was maintained well. We soon settled in our new home and set sail on our first voyage to Antwerp. Looking forward for making numerous memories with our new lady and wishing her safe



Timber Deck Cargo



**Mithun Gopinath
Cadet
Darya Tapti**

Imagine looking on to the horizon, in the middle of the sea, enjoying the sparkling, soothing atmosphere and you see a ship. A ship with wood stowed upto 8m above her deck. Chains and wires all over, huge metal structures on both sides, with the timber in between. A beauty, yet a beast. Not every seafarer gets a chance to load Timber as deck cargo. It is something that only a very handful experience. Out of all the cargo ships in the world above 10,000 GRT, only 40% are bulk carriers ; and in that only 5% are lumber (timber) carrier ships. From a broad classification, lumber carriers are a category of bulk cargo vessels.



Bulk carriers are designed to utilize maximum space for cargo storage and transport. In this regard, the primary storage site is the holds situated below deck. However, in case of Timber carrier ships, the cargo is also stowed on deck up to a height ratio that is determined by the Code of Safe Practice for Ships Carrying Timber Deck Cargoes or simply, Timber code. The deck, hatch covers and structures are specially designed and strengthened in order to withstand the weight of the cargo on deck. Moreover, restraint points, and pad

eyes are provided to tether down any lumber that may need to be stored above deck. There are basically two layers of lashings, one being Hog lashing and the other being the Final. Hog lashing can occur twice depending on the amount of cargo and the height upon which it is stowed. Final lashing occurs when cargo is finished and before sailing out. Timber deck cargo requires strong holding points, wire and chain lashings, tightening and other safety measures to stow and carry safely. Timber being heavy, and mostly cylindrical, must not roll. The lashing arrangements of lumber carriers are so that the timber will be tightly packed and secured and provides minimal chance of any shortcomings. There are several eyes, to which wires and chains must be connected in order to maintain a rigid support.

In addition, there are span wires which are wires that connect one stanchion (temporary) to another, where stanchions being metal structures that are present on both sides of the ship in order to secure timber. Handling wires are used to pick up temporary stanchions, which are basically fixed almost to a horizontal position on deck. Hog wire and Wiggle wire are used in the final lashing of the timber. The chains, shackles, wire clips, blocks, all wires, require proper certification and the certificates must be kept on board the vessel.

The stability of the ship depends on the proper stowage of the cargo on the deck and inside the holds as well as ballast water to comply with the required GM. One of the most important factors in case of deck cargo is the navigation bridge visibility. The stowage and lashing of Cargo should not be in such a way that it disrupts the visibility. The visibility criteria of deck cargo is instructed in SOLAS and as per IMO visibility criteria for timber deck cargo. Fumigation of the cargo must be carried out in accordance with the

code.

There is no doubt that every seafarer is skilled. However, those who sail once in a timber carrier acquire an



additional skill set. Walking on top of deck cargo, without slipping and falling, monitoring stowage and handling countless steel wires is not an easy job.

The strength of Timber carrying vessels are unparalleled. In recent times it is a necessity for such vessels to be strong and safe. The cloud of uncertainty must not engulf the seafarer and the shipper in regard with the strength of the ship. Economic stability and the international interests have made the timber carriers rise in recent times. Even though timber is an age-old cargo that has been being shipped for years, the demand for timber is unprecedented nowadays. With container vessels making deck cargo a common sight these days, timber deck cargo and timber carriers are still amusing, a sight to see and an experience to feel.

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To solve a Sudoku puzzle, every digit from one to nine must appear in each of the nine vertical columns, in each of the nine horizontal rows and in each of the nine boxes.

Timeline of Maritime History



Capt. Arun Singh
Master
Darya Preeti

Lets revisit to interesting memories of past.

- 1492: Christopher Columbus' first voyage, first recorded non-Arctic crossing of the Atlantic
- 1498: Vasco da Gama completes the Cape Route from Europe to India.
- 1522: Ferdinand Magellan's last ship arrives in Europe, first recorded circumnavigation, and crossing of the Pacific Ocean
- 1757: First sextant constructed

- 1790: Canal Mania begins in Great Britain.
- 1807: North River Steamboat, the first commercially successful steamboat, is launched.
- 1820: Fabian Gottlieb von Bellingshausen discovers mainland Antarctica; the only recorded discovery of an uninhabited



continent.

- 1869: Suez Canal opens.
- 1893: Corinth Canal opens.
- 1894: Turbinia, the world's first turbine-powered ship, is launched.
- 1895: Kiel Canal opens.
- 1903: Vandal, the world's first

diesel-electric ship, is launched.

- 1911: Selandia launched – First ocean-going diesel engine driven ship.
- 1912: Titanic sinks in the North Atlantic. The wreck could not be discovered until 1985.
- 1914: Panama Canal opens.
- 1948: Formation of IMO (The name came into effect from 1982)
- 1951: First purpose-built container ships enter operation.
- 1977: Russian icebreaker Arktika makes the first surface voyage to the North Pole.
- 1987: M.V Doña Paz is lost, claiming 4,375 lives, the worst peacetime maritime disaster in history.
- 1994: The Global Positioning System becomes operational.
- 2005: Piracy in Somalia becomes an international concern.

Food Festival



Sunny Banpuria
Cadet
Darya Heera

As the world is putting up a fight and healing from the global COVID-19 pandemic, seafarers have been the unsung heroes sailing around the globe and delivering the shipments to the various part of the world.

The life of crew onboard has become more challenging during this pandemic as there is no shore leave and major obstacles for sign off/sign on.

To break the monotonous life on board & further boost the Crew morale our Captain Shailendra Topal came up with a great idea to celebrate the day through a food festival.

Food is an important part of any

celebration regardless of culture or religion. It can unite and strengthen people onboard and helps to maintain a common bond among us and so we all decided to cook different cuisines.

The main objective behind the event was creating a cheerful atmosphere onboard. We know that seafarers onboard are from different regions and they miss the popular dishes of their place.



Our Chief Cook and Messman who put up a constant smile on our faces everyday by continuously serving variety of food and snacks in the most delicious manner were given a one day off.

On the good sunny day, we all gathered for the 'Food Festival'. We started with breakfast with “Sago Khichdi”, “Aloo Wada” and mint chutney, which was prepared by our Engineers. Thereafter

we started preparing lunch. In lunch we were offered with “Kashmiri Chicken”, “Dal Tadka with Makhanas”, and fresh veggies which were prepared by Fitter, GPD1 and a few other ratings. After some rest in the afternoon, we started preparing our snacks for evening tea with “Samosa” and “Panner Pakora”. It was then time for preparing the dinner. All were excited about the delicious dishes which were going to be served in dinner like “Lebanese Chicken” by Bosun, Bihar's special “Litti Chokha”, “Aloo-paratha” by Electrical Officer, GPD1, Cadet and “Paneer Manchurian” by our dedicated Deck Officers to give the touch of Chinese flavour.

Everybody actively participated in this food festival which brought enormous happiness among us and they were eager to know more about popular food items of different states. Everyone relished this flavoured learning experience.

At the end of the day Captain thanked everyone for actively participating in the food festival and we wished to have more such moments of enjoyments to keep our morale high.



Nilay Bipul
2nd Engineer
Darya Vidya

The article says " Bigger is Better-Think Again". Well, it's only human to think that bigger is better - bigger houses, bigger cars and of course bigger salaries - but does this notion hold true for the Bulk Shipping Industry, of which we are a part ?

We all are elated and feel proud that the Chellship fleet has grown to 20. But did you think that even though the Fleet has a thoughtful mix of Panamax, Handymax, Supramax but the biggest one – Capesize is missing. Of course, the credit for such strategic and tactical decisions goes to the fine shipping acumen, prudence and foresight of Owner and Management - but here we will try to estimate the premise that could be one of the possible reasons beyond this.

The "Capesize" is the largest class of bulk carrier ships that mainly carries iron ore and coal. They are called "Capesize" ships as they cannot pass through the Panama Canal and have to go around the Cape of Good Hope to sail between the Pacific and Atlantic oceans. "Panamax" is the name of the largest class of ships able to transit the Panama

Canal. "Supramax" - a type which became more and more popular in 2001. These vessels are between 50,000 - 63,000 DWT. Bulk ships smaller than the Panamax include the word "handy" in their names. This reflects the convenience of being able to call at most ports around the world. Handy bulkers are equipped with their own cranes, allowing them to load and discharge cargo even at ports without loading/discharging facilities, and can transport a wide variety of commodities.

Having known the sizes, if one feels that the price of a Capesize could be a deterrent in buying one, then the below table would clarify your doubt. Indeed, a Capesize is costlier but the difference cannot be a deterrent in the decision of

Dry Bulk						
Vessel Class	5 YEAR OLD			10 YEAR OLD		
	Avg (*)	Jan	Aug	Avg	Jan	Aug
Capesize	40	34	44	27	20	31
Panamax	27	22	30	19	14	23
Supramax	23	18	28	16	11	20
Handysize	18	14	23	12	9	16

Capesize 180kt, Panamax 75kt, Supramax 60kt, Handysize 38kt
(*) Average value for January-August 2021

(SOURCE: SIGNAL OCEAN DATA)

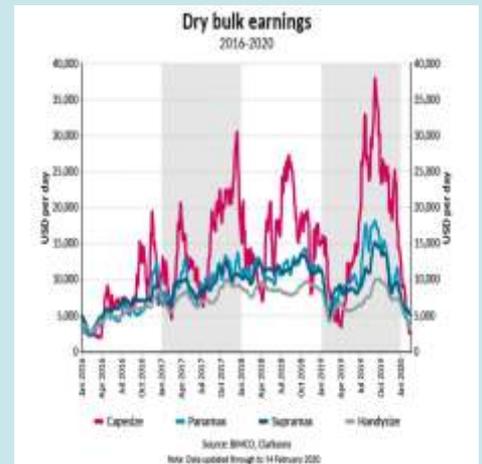
whether or not to buy one- in my view.

So, if CAPEX is not the reason, then can OPEX be the reason for not getting a Capesize ? Data suggest that for a same vessel class - as in Bulk carrier, OPEX is more a function of age than type of vessel. Furthermore, if we look at the owner's cost (side table) the major portion of OPEX is on crew salary - which would be nearly the same as Panamax or Supramax or Capesize .

So, what could be the reason that in a fleet of 20 there is still no Capesize? To me, it appears that the answer lies in the volatility of earnings. If we look at the graph below - one thing immediately catches attention is that the Capesize earning is quite volatile - both in short as well as long term. Whereas in the Panamax, Supramax and Handy-size

segments the volatility is much lower.

This volatility in Capesize earnings primarily stems from the restriction its size brings in terms of routes, ports and



cargo. So, the Capesize is not ideally agile as compared to Handy ones. One can also look at Baltic Dry Index data to get a sense of earnings.

Volatility in earnings could lead to inaccurate financial projections and budgeting - in other words, if the earnings are less volatile then the financial projections and budgeting would be much more accurate and would result in more stable and predictable cash flows in the business operations.

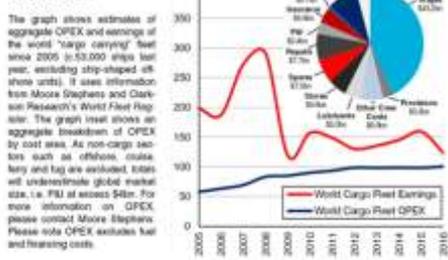
In general, the shipping business is cyclic and unpredictable - then why should one add more uncertainty by getting into Capesize? Predictable earnings and financial projections are two key fundamentals of a sound business and certainly adding a Capesize could bring uncertainty to that.

So "BIGGER ISN'T NECESSARILY BETTER" at least when it comes to Dry Bulk.

I would conclude my article by sharing a famous quote by a Norwegian Shipowner Erling Naess "God must have been a shipowner, He placed the raw materials far from where they were needed and covered two thirds of the earth with water."

Graph of the Week

Weighing Up The Shipping Industry's Cost Base...



(SOURCE: CLARKSON)

Health At Sea



**Wadhel Keval Dinesh
TME
Darya Jamuna**

“HOW ARE YOU ?” It's a question we ask our friends and colleagues daily, that seems simple enough to answer. And yet, if we think about it more deeply, we realize it is surprisingly more complex. Being well is more than just being fit to work. Life at sea can be incredibly rewarding, but it is not without its challenges. Being far from home comforts and loved ones, with limited communication, for month on end is tough. Throw in fast turnaround times, cultural barrier and concern of threats such as piracy, it is easy to see how fatigue, loneliness and stress can throw your wellbeing out of balance.

In order to fully embrace your career and stay healthy at sea, it's important to take charge of your own wellbeing and consider five areas of wellness: social, emotional, physical, intellectual and spiritual.

SOCIAL:

Think about how you interact with your colleagues on board. By understanding your own attitude and perceptions you will be better equipped to handle conflict and enjoy positive relationships with your crewmates.

EMOTIONAL:

How do your emotions influence your behaviour? By recognizing, accepting and taking responsibility for your feelings you will be able to deal with these emotions and help to live in harmony with yourself and others.

INTELLECTUAL:

Use the resources around you to improve your knowledge and skills, and share them with others.

SPIRITUAL:

Reflect on your spiritual identity, your morals and ethics. Stay true to your core values in your daily behaviour.

PHYSICAL:

Regular basic exercises (pranayama and other yogasanas) not only keeps you physically fit, but boost your self-esteem and help you concentrate, work well, sleep well and feel better. Eat healthy, stay healthy and stay safe. Although it remains difficult to estimate the impact of poor nutrition on occupational accidents, the connection between fatigue and nutritional deficiency (iron and Vitamin B) is well known.

Iron deficiency accounts for loss in productivity and results in fatigue and loss of ability to do work. Lack of food can induce drowsiness and is a risk onboard ship.

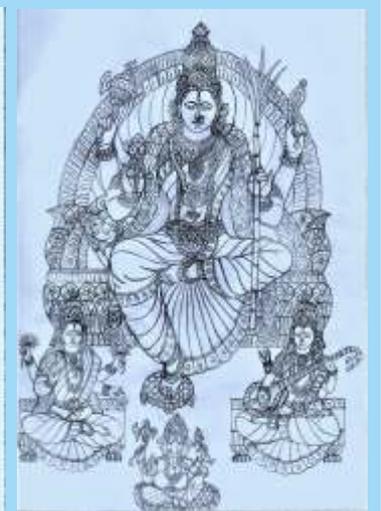
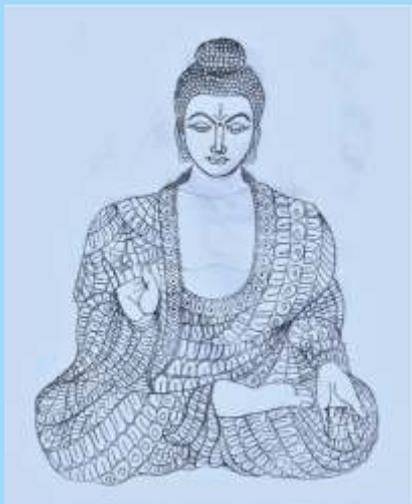
Hypoglycaemia (low blood sugar) can shorten attention spans and slow down the processing of information.

So, its overall your actions, daily routines, healthy habits, your awareness inculcates your wellbeing onboard. So be responsible for your own health. STAY SAFE, STAY HEALTHY AND BE HAPPY.

Sketches by Surya Rao



**Kumhari Surya Rao
GPE2
Darya Jyoti**





V Rakesh Kumar
Third Officer
Darya Jamuna

1. It Can Help You Destructive Thinking With Good Healthy Self-talk:

“YES,I have done it before and I can do it now AGAIN”
“A journey of thousand miles begins with a single step”

2. A Motto Can Help You Change AHabit:

“Healthy first”
“Exercise-stay stronger longer”
“Where there is a will, there's a way”
“Smoke free-a healthy me”

3. A Personal Motto Can Remind You Of Who You Are And What You Stand For:

“At a memorial service, a son described his mother's personal motto as” BE KIND. TELL THE

TRUTH. DO YOUR BEST & YOU WILL NEVER LACK OF ANYTHING”.

“Be the change you wish to see in the world”

4. A Motto Can Jog Your Conscience, Remind You Of Your Values:

“That which is hateful to you, do not do to others”
“First things first”
“Live and let live”
“Think before you speak”
“if problem can be solved with money, it's not that important”

5. A Motto Can Provide A Bracing Shot Of Inspiration:

“We may encounter many defeats but we must not be defeated”
“Be yourself, everyone else is already taken”
“One person can make a difference”
“Everyday is a second chance”
“Tomorrow is another day”

6. A Motto Can Calm Your Mind:

“One day at a time”
“keep calm and carry on”
“This too shall pass”
“Easy does it”

“How important is it?”

7. A Motto Can Increase Your Productivity:

“Slow and steady wins the Race”
“Don't stop, keep going ON, The destination is near & you will win”
“No pain, no gain”

“If at first, you don't succeed, Try again-but don't stop until succeed”

8. A Motto Can Give You The Encouragement That Will Help You Persist:

“There's always a Tomorrow”
“Every cloud has a silver Lining”
“There's No failure, only Feedback”

9. A Motto Adds Some Pleasure, Fun And Humor To Life:

“The Bigger they are, the harder they fall”
“There's No fool like an old fool”
“A stitch in time, saves Nine”

10. A Motto Can Change The Way Of Life Live:

“Nothing Impossible. The word itself says IM POSSIBLE”
“Always go with the choice that scares you the Most. Because, that's the one that is going to help you GROW”

I Am The Ship



Dawinder Singh
Chief Officer
Darya Padma

*Like the soul and life
being carried in you,
across the oceans
I carry you too.*

*I will hold out the ocean
and shield you from the cold.
I'll protect you till I can,
from the tempests of this world.*

*I have journeyed there before
beyond the horizon,
where the paths to new shores
go through the oblivion.*

*On the fluid road of moonlight,
under the galactic river,
with explorers for company,
I have sailed since forever.*

*I have witnessed the past
when the world was discovered,
Through me it was destroyed,
Through me it has recovered.*

*Come with me on a voyage,
a changed man you shall be.*

*Abyss, bliss, void or glory,
we get something from the sea.*

*Say your goodbyes
and prayers brave men.
We shall sail onwards
Just take my helm.*

*On clear or overcast days,
With choppy seas or gentle swell;
In the thickest dark of night
I'll be your heaven where
you can dwell.*

*I am the ship
I am your vessel
I am your home
Your safety shell.*

Promotions

To the rank of Master

Capt. Rakesh Kumar
on board *Darya Sindhu*

Capt. Md. Shahidul Islam
on board *Darya Tapti*

To the rank of Chief Engineer

Mr. Moe Oo Lwin
on board *Darya Jyoti*

Mr. Myo Lwin
on board *Darya Jamuna*

Mr. U. Swain
on board *Darya Shanti*

To the rank of Electrical Officer

Mr. S. Colney
on board *Darya Tapti*

To the rank of Bosun

Mr. V. Salunkhe
on board *Darya Kirthi*

Mr. Nitesh Kumar
on board *Darya Heera*

Mr. A. Selvaraj
on board *Darya Mira*

Mr. Ratnesh Singh
on board *Darya Moti*

To the rank of Chief Officer

Mr. Alok Kumar
on board *Darya Ganga*

To the rank of Second Engineer

Mr. P. Uniyal
on board *Darya Ganga*

Mr. Pramodkumar Nair
on board *Darya Moti*

To the rank of Second Officer

Mr. A. Chaudhary
on board *Darya Shanti*

Mr. K. Kapoor
on board *Darya Neeti*

Mr. J. Pardillo
on board *Darya Rama*

Mr. Rohith Menon
on board *Darya Tapti*

To the rank of Third Engineer

Mr. Karambir Singh
on board *Darya Shanti*

Mr. A. Ambardekar
on board *Darya Moti*

Mr. S. Khadilkar
on board *Darya Neeti*

Mr. Rohit Gaurav
on board *Darya Moti*

To the rank of Chief Cook

Mr. A. Sahayam
on board *Darya Kirthi*

To the rank of GPD1

Mr. S. Sonavane
on board *Darya Preeti*

Mr. Rasham Singh
on board *Darya Rama*

Mr. Vipinkumar P.
on board *Darya Gomti*

To the rank of Third Officer

Mr. Abhay Raj
on board *Darya Heera*

Mr. Abhishek Raj
on board *Darya Rama*

To the rank of Fourth Engineer

Mr. Jans John
on board *Darya Mira*

Mr. Mohd Mudassir
on board *Darya Gomti*

4	1	5	6	9	2	7	8	3	S u d o k u A n s w e r s
3	9	2	7	1	8	5	4	6	
8	6	7	3	5	4	1	2	9	
9	2	6	8	4	7	3	5	1	
1	3	4	2	6	5	8	9	7	
7	5	8	1	3	9	2	6	4	
5	4	1	9	2	3	6	7	8	
2	8	3	4	7	6	9	1	5	
6	7	9	5	8	1	4	3	2	

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