

# Sagar Sandesh

Guiding Spirit to Shipping Industry

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## EXTRA MASTER'S PROGRAMME – Inauguration & Commencement of Part “C” of Extra Master's on-line classes by CMMI

**05<sup>th</sup>** November 2022,  
1030 AM, Eleven  
Master Mariners  
who had enrolled for Part  
“C” of the Extra Master's  
programme joined virtual  
platform to attend the  
Inauguration session and  
commencement of Part  
“C” of Extra Master's  
programme offered by  
the Company of Master  
Mariners of India  
(CMMI).

Capt. B. K. Jha,  
Master CMMI welcomed  
the participants, briefed  
them on the programme of  
Extra Master and after the  
self-introduction of each  
participant that includes  
Capt. Apurva Prasad/  
MOL, Capt. Balaram  
Mahapatra/ ex MISC,  
Capt Manish/Pilot



Capt. M. M. Saggi -  
Chief Guest

Mumbai Port & Capt. K.  
Karthik/AMET.

Capt. Sasikumar, CEO  
CMMI then introduced  
the Chief Guest of the  
inauguration function  
Capt. M. M. Saggi Ex  
Nautical Advisor DG  
Shipping and requested  
him to address the audience.

Capt. Saggi expressed  
his delight to see many

professionals who have  
volunteered to do the Extra  
Masters course, especially  
when there has always been  
a debate about whether the  
Extra Master is worth it or  
not and he proudly said that  
It's the highest maritime  
qualification available  
in the country which is  
approved by Govt. and he

is pursuing it because it is  
available.

**Following were the high-  
lights of his address:**

1. Employers give a huge  
weightage to this  
attitude. They really  
appreciate the fact that  
the candidate appearing  
before them has the urge  
to learn.

2. Extra Master may  
not mean much to  
an employer who is  
not familiar with the  
contents of the course  
unless all that is taught  
and learnt in the course  
is part of a document  
issued to those who pass  
out.

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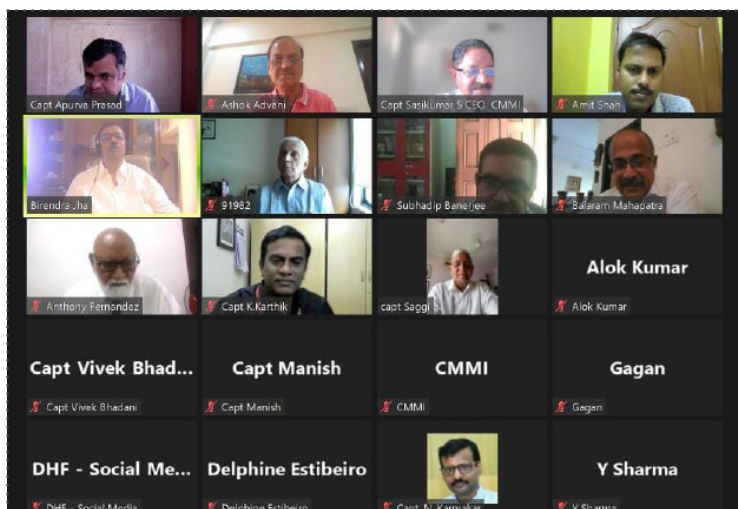
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## EXTRA MASTER'S PROGRAMME...From page -1

- Ideally, it can be in the form brief syllabus which can be printed on the back of the certificate issued by DG Shipping or at least CMMI. A web link mentions the passing out certificate may also serve the purpose.
- Extra master also makes you better prepared for any interview. Remember my UPSC interview for Nautical surveyor. I prepared very hard for it. It so happened that the interview board did not ask me a single question on topics I had prepared but perhaps because I knew I was qualified and prepared, my body language was positive and confident which helped me get through.
  - While doing the course you must not take things at face value. Whatever is spelt out in the convention or text has reasoning and logic. Try to understand that and be convinced. This way you will always remember the learnt topics in perspective and will be able to recall the same when the time comes.
  - For example, the Load line convention has detailed text but the crux is that the more the number of compartments, the safer the ship and the more it can load. Similarly in less turbulent seas, the risk to vessels is the least and hence in tropical waters, we are allowed to load maximum. The rest of the convention requirements are simply details.
  - Similarly while answering questions in an interview, or exam, while teaching students or for that matter in any discussion always prioritise your actions and give the logic behind the same. Eg in second mate orals when an examiner asks what will you do if there is fire. The answer can be I will ring the fire alarm first. Then also explain that I will ring the fire alarm as it is most important to save lives and hence all concerned need to be alerted about fire so that they

can escape and then regroup to fight the fire.

- We have various conventions limiting the liability of the shipowner. Most of us get bogged down by trying to remember the limits and related amendments. However, it is more important to remember that a shipowner has numerous liabilities. A large claim can doom the owner financially. Hence all owners take insurance to cover GL for liabilities. However, if liability is unlimited then the insurance premium can not be fixed. Hence it makes sense to limit the liability through statutes. The larger the ship, the more the risk and hence the higher the liability. Similarly, due to inflation, the liability claims increase thus requiring augmenting the liability
- Knowledge gained in the course can be used to your advantage. The general perception is that territorial waters are 12 nautical miles from shore. However, the convention mentions 12 nm from baseline. The baseline is defined by the coastal state. In

our notifications, the baseline has been drawn at the mouth of the Gulf of Kutch and Khambat. This gives us larger territorial waters and correspondingly larger EEZ to exploit.

- I would also like to share how MT Kew Bridge was re-floated. The vessel had run aground with a full load of LPG and lying broadside on the beach in Ratnagiri off Finolex jetty. We managed to completely offload the cargo but the vessel could still not be refloated as there was a meter-high sand bank on the water side of the ship. Fortunately, we had learnt.

**Capt. Saggi concluded his address, appreciating CMMI for inviting him to this inauguration session and FORMALLY DECLARED PART "C" ON-LINE CLASSES AS "OPEN".**

Some of the Extra Master's Programme Faculty present, which included **Capt Y. Sharma, Capt. CM. Srivastava, Capt. Arun Karkare and Capt. Anthony Fernandez.**

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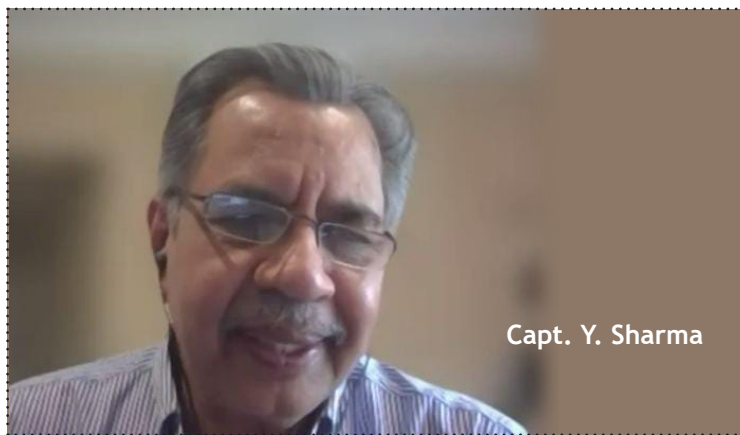
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# EXTRA MASTER'S PROGRAMME....

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Capt. Y. Sharma

**Capt. Y. Sharma** introduced briefly each faculty member present and lauded the candidates for taking the leap of faith and joining the programme. He however cautioned the candidates that higher education, especially at the executive level, was a different ball game, quite unlike any of the Courses they would have attended thus far in acquiring professional qualifications. That the formal classes were just an introduction to the subject matter, and the real work lay in engaging oneself in serious self-study and research to get in-depth knowledge of the subject. The broad-based syllabus of the Programme required a research mindset which the Faculty would endeavour to facilitate with appropriate guidance and direction, he expressed.

The inauguration session came to an end with a Vote of Thanks from **Capt. Sasikumar, CEO CMMI**.

## EXIM NEWS

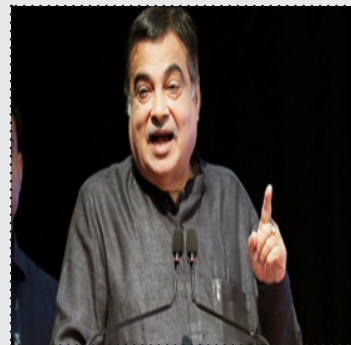
NEW DELHI  
Sagar Sandesh News Bureau

**U**nion Road Transport and Highway Minister Nitin Gadkari said that the economic reforms started by Manmohan Singh as the Finance Minister in 1991 gave a new direction to India as it ushered in a liberal economy.

Lauding the economic reforms initiated by Manmohan Singh, he said that **the country is indebted to the former Prime Minister for his contribution**

Gadkari said that India needs a liberal economic policy with the intention to provide its benefits to

## Gadkari hails Congress for ushering in a liberalized economy



Highway Minister Nitin Gadkari

poor people, adding a liberal economic policy is for farmers and poor people, he added.

In his address at TIOL Awards 2022 event, organised by portal 'TaxIndiaOnline', he recalled that he could raise money to build roads in

Maharashtra when he was a state minister in the mid-1990s due to economic reforms initiated by the former Prime Minister.

On how India's economic growth can further accelerate, the Minister said that **India will need more Capex investment.**

He said that the National Highways Authority of India is also raising money from the common man for the construction of highways.

He also talked about construction of 26 green expressways in the Country and the Ministry is not facing a shortage of money for this.



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