

FEES & PAYMENT SCHEDULE

Fees for the one year residential course, inclusive of tuition fees, books/boardings, lodging and uniforms is finalized in June of every year

Fees are payable by demand draft / pay order in favour of "Sir Mohamed Yusuf Seamen Welfare Foundation" in two equal installments. First installment before commencement of First Semester (at the time of joining) and before commencement of 2nd Semester.

This fees does not include any service tax at present, however, same will be charged if become applicable or charged by Mazagon Dock Ltd.

Note

1 Interest will be levied at 2.5% per month for late payment.

2 Above fees are subject to change

3 Training Ship Rahaman has an understanding with Bank of India / Axis Bank to process Education Loans to students desiring to study in courses leading to a degree from a recognised university. The Loans will be processed through Bank of India, Gavhan branch and Axis Bank, Ulwa Branch in conjunction with the student's local Bank of India branch.

OTHER CHARGES

1. Prospectus with Application form Rs. 300/-

SHORE -LEAVE

Shore Leave is granted to Trainees once a week on Sundays from 0500 hrs until 2200 hrs. to proceed to Mumbai, provided the Head Engineering & Post Sea courses is satisfied with the trainee's conduct and behaviour.

Only those trainees who have submitted Parent/Guardian forms duly signed will be allowed to proceed on shore leave.

SERVICES:**LIBRARY**

A Maritime Reference library is available internet, e-mail & scanning facilities are available in the library on payment, those desiring to use it should approach the Librarian

LAUNDRY

Laundry service is available in the campus on payment.

SURVIVAL AT SEA CENTRE :

Initiated in the year 1981 by the Directorate General of Shipping the first Survival at Sea Course designed to train seafarers in basic survival techniques at sea was launched on National Maritime Day with the training of a batch of seamen from Mogul Lines. Later in 1985 davits were added and the far more advanced courses in Proficiency in Survival Craft were also introduced for Officers of the Merchant Marine. The Establishment is a member of the International Association for Safety & Survival Training (I.A.S.S.T.) & Global Met.

**MARITIME FIRE FIGHTING COMPLEX :**

Inaugurated in Feb 1984 the first centre for training both Crew and Officers of the Merchant Marine in Fire Fighting Courses as stipulated by the STCW Convention of the International Maritime Organisation was established. It has on its grounds two double storey ship's mock-up structure where actual "Fire at Sea" conditions are simulated to give the trainees exhaustive training in prevention, control and fighting of fires.

**MARINE MUSEUM :**

Established in the year 1912 by the late Sir Mohamed Yusuf, India's oldest Maritime Museum was initially started as an institutional Museum attached to the Marine School. Over the years it grew into a full fledged Museum. It is housed in the residence of the late Haji Ismail who is reputed to have acquired it from one of the members of the famous Wadia family, the then Master Ship Builders of Bombay. The ground floor galleries are



devoted to the History of Indian Shipping from the earliest days. There is also a gallery set aside for Marine Ecology. The first floor contains the history of the Bombay Steam Navigation Co., the Training Ship Rahaman and one gallery on the Story of Scindias. The second floor contains memorabilia of the Yusuf family, whose pioneering efforts resulted not only in the first Indian owned shipping Company, but also the first Marine School and Marine Museum in India.

**FATMA BANU HOSPITAL :**

Founded in the year 1915 for the benefit of the local inhabitants of Nhava in memory of the wife of Haji Ismail who died in Damascus in Syria in 1913. Over the years the hospital has expanded considerably. Dental Unit and Pathology Laboratory. A small dispensary is also attached to the Hospital that caters for all general requirements of medicines. The Hospital also conducts First Aid Courses for Merchant Marine Officers, and crew. A fully qualified Residential Medical Officer is available in the Campus for 24 hrs.

VALUABLES:

Trainees are not permitted to keep more than Rs. 250/- in their possession. Larger sums & valuables may be kept by them with their local guardians and withdrawn as and when required. The Training Ship is not responsible for any loss or theft of valuables.

DAMAGE TO PROPERTY

Damages or loss to the Training Ship Rahaman's property due to negligence or otherwise committed by trainees will have to be reimbursed to the Training Ship and the Head Engineering & Post Sea courses decision as to the amount payable will be final.

EXPULSION OF CADETS:

If it is found that during the period of the training any trainee deliberately and consistently flouts the rules and regulations of the establishment, the Head Engineering & Post Sea courses may expel the trainee from the Training Ship.

ACCIDENT OR DEATH:

The Management or Staff of the Training Ship will in no way be responsible for any accident or injury suffered by any Trainee Engineer during the course of his training at Nhava and in Marine Workshop or Shipyard. However, any injuries or disabilities sustained during bonafide training by any Pre-Sea Students are covered by the institute through a Group Insurance Policy.

CORRESPONDENCE

All correspondence and enquiries should be addressed to:-

Principal & Head of Engineering Education & Training
Training Ship Rahaman, Sir Mohamed Yusuf Seamen Welfare Foundation,
 Nhava, Panvel Taluka, District Raigad, Navi Mumbai - 410 206

Tel: (91-22) Tel: (91-22) 27212806 /800/816.(NHAVA) FAX: 27212201/27212096 (NHAVA)

Worli Office: Jahaz Mahal Annexe,

170 K, Samander Point Estate, Worli, Mumbai, Pin-400 018.

Tel : (91-22) 24938740 / 24933324 (MUMBAI) FAX : 24950270 (MUMBAI)

E-mail: booking@tsrahaman.org (or) principal.rcamsar@tsrahaman.org

Visit our Web site: www.tsrahaman.org

SIR MOHAMED YUSUF SEAMEN WELFARE FOUNDATION

Training Ship Rahaman

Nation's oldest Maritime Training Establishment



Established 1910

ONE YEAR PRE-SEA TRAINING COURSE FOR GRADUATE MECHANICAL ENGINEERS

Approved by Directorate General of Shipping, Ministry of Shipping
 Government of India



PROSPECTUS

BRIEF HISTORY & BACK GROUND :

Established in the year 1910 as an orphanage by the Late Haji Ismail Yusuf, it was converted to a Marine School and later a College by his eldest son Sir Mohamed Yusuf and has the unique distinction of not only being the first and the only one of its type in South Asia, but also the first to train Indians as Officers for the Merchant Marine. This Nautical Training Institute was later renamed as "Training Ship Rahaman" in 1972 by the Late Chairman (Emeritus), Mr. A. Rashid Yusuf, in memory of his father Mr. Abdul Rahaman, the first President of the Manging Board (and the eldest son of Sir Mohamed Yusuf). This pioneering establishment has over the last nine decades, served the Marine community with dedication

The Institution conducts Pre Sea Courses besides various other STCW courses on its premises. The courses are recognized by the Directorate General of Shipping, Ministry of Shipping."

WHAT IS MERCHANT NAVY

Merchant Navy is life line of the nation. Merchant Navy ships are transporting huge amount of cargoes like oil, ores, medicines and ammunitions from one part of the world to other part

Hardworking and Intelligent Marine Engineers are an asset on the ship because their efforts and skills keep the ships moving

Graduate Mechanical Engineers are already having the basic knowledge in design, strength of materials, thermodynamics, heat-transfer, fluid mechanics and internal combustion engines, can orient themselves to Marine Engineering by undergoing a one year shore based training programme which is fully residential as per the Indian Administration requirement.

After completion of this one year Training Programme candidates are qualified for employment on board the Merchant Navy ships as a Trainee Marine Engineer. As he completes the stipulated sea service, he can appear for various grades of Certificate of Competency Examinations (COC) conducted by the Administration (Ministry of shipping, Govt. of India) and can rise to the position of Chief engineer. Present salary of a Chief engineer of a Ship is Approx Rs. 3 Lakh per month at present. Candidates are also qualified to sail on foreign flag ships, where emoluments are even higher.

AIMS AND OBJECTIVE OF THE COURSE

SCOPE: The One year Shore based course is based on the requirements of regulations and Table A-III/1 of International Convention on Standards of Training, Certification and Watch keeping for sea farers (STCW) as amended. These requirements and recommendations cover, among other things, the minimum knowledge, skill and experience for certification of Engineer officer In-charge of a watch in traditionally manned Engine-Room and periodically unmanned Engine-room on seagoing ships powered by main propulsion power.



On successful completion of this one year shore based Training programme, assessment and examination, trainees should be competent to carry out safely the watch keeping duties as an Assistant Engineer Officer/Junior Engineer officer on board a ship and be fully conversant with the maintenance and operation of machinery and equipment fitted on board the ships at operational level.

Every trainee will require a Training and Assessment Record Book (TAR Book) and shall be held responsible for its security. The information from this TAR Book will be

required by Mercantile Marine Department for assessment before granting an exemption from appearing for Class IV Part A examinations.

Subsequent to successful completion of this one year shore based training and then for six months sea-service as a Junior Engineer on board a ship, Trainee will require another Tar Book, as Officer In-charge of Engineering Watch (O.I.C.E.W) TAR Book. The Trainee will then be required to present his record of service as a Junior-Engineer, duly certified, for assessment before the Administration can examine the candidate for an award of certificate of competency as officer In-Charge of an Engineering Watch at operation level.

ENTRY STANDARDS:

- 1) Indian Nationals (Male/Female)
- 2) Candidate must be a Graduate in Mechanical Engineering (B.E (Mech.), B.Tech, BE(Mech. & Automation) from a recognized university / UGC Recognised University or institutions approved by AICTE (All India Council for Technical Education) with minimum 50% marks in Degree. Examination
- 3) Should not be more than 28 yrs of age at the time of joining the course on 1st November
- 4) Candidates joining the training course must be medically fit for sea-service and should produce a certificate to that effect at the time of joining the course, from medical officers duly approved by the Administration as per Reg 1/9 STCW Codes. Medical Fitness certificate must include eyesight and hearing as prescribed in merchant shipping (Medical Examination) Rules 1980
- 5) Must have a valid passport or must have applied for the passport.

UNIFORMS

All Trainee Engineers are required to wear uniform, details of which are given in the list "A". In order to maintain a standard pattern, uniforms will be stitched/supplied by the Training Ship. which will be issued after selection along with joining instruction. Personal clothing toiletries etc. required to be brought by the Candidates will be as given in List "B", of application form.

LOCATION & DURATION OF COURSE

This is a residential course held at the training ship's Nhava Campus and is of one year duration Engineers are accommodated in a hostel with cabins on sharing basis. Trainees are required to



stay in the campus throughout the period of training.

Meal timings are displayed on the Catering Department notice board and must be strictly adhered to.

SCOPE:

Syllabus to one year has been drawn up by the Director General of Shipping The Syllabus is drawn up keeping the objective of providing education and training, including competencies that one would require to progress in the career, first as a marine engineer to Chief Engineer and later as an able technocrat for the growing shipping sector in India and World wide.

All Trainees are required to complete the following mandatory courses during the training period:

1. Personal Survival Techniques (PST)
2. Fire Prevention & Fire Fighting, (FPFF) with Augmentation
3. Proficiency in Elementary First Aid,(EFA)
4. Personal Safety and Social Responsibilities (PSSR)
5. Basic Training in Cargo operation of Oil / Chemical Tankers
6. Security Training for seafarers with designated security duties.



Training Ship Rahaman will process documents of the Trainees for the issuance of Continuous Discharge Certificate (CDC) i.e. Seaman's book with the Office of the Shipping Master,

Mumbai. This process is likely to take about one month after submission of results.

Training Ship Rahaman has been authorized by the D.G. Shipping to impart training only and does not in any way, guarantee employment on board ships. For this the candidates themselves have to apply to various shipping companies. However T.S.Rahaman will also contact various shipping companies for the employment of our Trainees. In campus interviews are generally held by the representatives of shipping companies and candidates may be employed by the companies during the training period itself.



Sagar Dhan Engine Room Mockup



Academy Building



Administrative Office & Dining Hall

