



NAUTICAL NEXUS

2024

2ND EDITION

Bangladesh Marine Academy, Barishal



Khalid Mahmud Chowdhury, MP
State Minister
Ministry of Shipping
Govt. of the People's Republic of Bangladesh
Bangladesh Secretariat, Dhaka-1000

Message

I am highly pleased to learn that the Bangladesh Marine Academy, Barishal (BMAB), is set to release its magazine, 'Nautical Nexus,' coinciding with its 3rd inauguration day, On this auspicious occasion, I wish to convey my heartfelt congratulations to the commandant, the cadets and all the distinguished members of the academy.

Our strategic location along the Bay of Bengal empowers our maritime sector, vital for global trade and economic growth, aligning with Bangladesh's goal to become a developed nation by 2041. The legacy of the Father of the Nation Bangabandhu Sheikh Mujibur Rahman, founder of the Bangladesh Marine Academy, highlights the sector's importance. Inaugurating the Marine Academy, Barishal during the 'Mujib Brsha' centennial, under the dynamic Prime Minister H.E. Sheikh Hasina's guidance, marks a significant milestone. Here, cadets are trained for the dynamic maritime field, emphasizing adaptability, technology, and sustainability. Bangladesh is poised to excel globally by producing top-notch marine officers, facilitating a shift from reliance on low-skilled labour.

The present democratic government under the dynamic leadership of Honourable Prime Minister H.E. Deshratno Sheikh Hasina, the daughter of the Father of the Nation Bangabandhu Sheikh Mujibur Rahman, is always deeply concern to extent the helping hands towards the development of Marine sectors of Bangladesh.

I extend my best Wishes to the authority and cadets of BMAB for thier success in overcoming future challenges. It is my aspiration that this academy will shine as a beacon of maritime excellence on the highly competitive global stage.

Joy Bangla, Joy Bangabandhu,
Long Live Bangladesh.

Khalid Mahmud Chowdhury, MP



Md. Mostafa Kamal
Senior Secretary
Ministry of Shipping
Govt. of the People's Republic of Bangladesh
Bangladesh Secretariat, Dhaka-1000

Message

I am delighted to hear that the Bangladesh Marine Academy in Barishal will soon unveil its annual magazine, 'Nautical Nexus,' during its 3rd inauguration day. On this auspicious event, I extend my sincere congratulations to the commandant, cadets, and all esteemed members of the academy.

Bangladesh Marine Academy, Barishal was founded with a noble vision of promoting maritime education throughout the nation. Inspired by the legacy of our esteemed father of the nation, Bangabandhu Sheikh Mujibur Rahman, our honourable Prime Minister Sheikh Hasina established this academy with the aim of nurturing highly skilled seafares. It brings me great joy to witness the inaugural Passing Out Parade ceremony of this academy. Furthermore, I am thrilled to learn that many of the graduated cadets have already embarked on their training journeys. The academy diligently prepares its cadet for the dynamic maritime industry emphasizing adaptability, technological proficiency, and sustainability. I hope this institution will carry forward its training standard in the future also.

It is my aspiration that this magazine will project the activities of this academy to the readers. I extend my best wishes to all seafares for their success in overcoming future challenges.

(Md. Mostafa Kamal)
Senior Secretary



Captain S M Atiqur Rahman, (G), NUP, psc, BN
Commandant
Bangladesh Marine Academy, Barishal

Message

I am pleased to welcome you to the 2nd edition of Nautical Nexus. This magazine is being published on the 3rd Inauguration day of this academy. On this occasion, I'm filled with gratitude for the dedication and contribution of the editorial committee, instructors, and cadets towards this magazine.

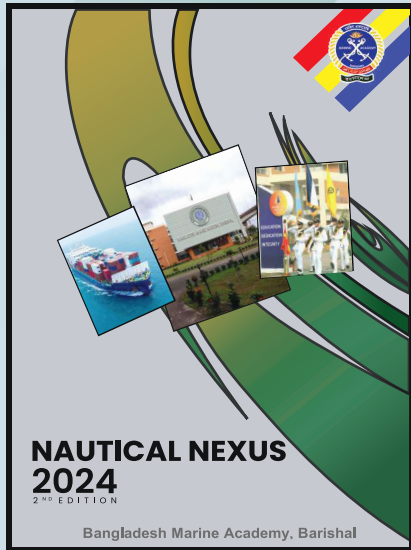
In 2022, 70 cadets enrolled, with 63 having graduated and many currently undergoing onboard training. The academy is emerging as a premier maritime education hub, renowned for its comprehensive training programs tailored for aspiring merchant mariners. With highly qualified instructors and a diverse array of courses meeting rigorous international standards, it fosters an immersive learning environment to develop essential skills and resilience for success in the maritime industry. Beyond its educational role, the academy serves as a beacon for advancing maritime education nationally. By nurturing skilled marine officers poised to contribute to foreign currency earnings, it plays a pivotal role in alleviating poverty. Committed to realizing the vision of our nation's founder, who laid the groundwork for our global maritime prominence five decades ago, the academy continues to spearhead maritime progress.

2nd edition of 'Nautical Nexus' offers a glimpse into our marine academy and reflects the maritime aspirations and dreams of our nation. I invite you to explore the pages of the magazine and join us on this voyage of maritime excellence.

(Capt S M Atiqur Rahman, BN)
Commandant

Nautical Nexus 2024 2nd Edition

A Publication of Bangladesh
Marine Academy, Barishal



Chief Patron

Captain S M Atiqur Rahman, (G), NUP, psc, BN
Commandant

Editorial Committee

Chief Editor

Lt Cdr Md. Milton Kobir, (G), BGBM, BN

Editors

Capt. Sujoy Kumar Acharjee
Engr. Md. Shohebur Rahman Ovi
Engr. Pronob Deb Nath
Cadet Sudipto

Chief Co-Ordinator

Lt Cdr Kazi Sadiquzzaman Pias, (E), BN

Computer Assisted

Md. Ruhul Amin Sheikh
Md. Aminul Islam

Design and Printing

Tania Printers
(Mirpur-1, Dhaka-1216)

Editorial

Bangladesh Marine Academy, Barishal stands as a beacon of maritime excellence, a place where dreams set sail and knowledge navigates the course to success. With a rich heritage and a commitment to sea faring tradition, we are poised to redefine the standards of merchant mariners' training. On 06 May 2021 Honorable Prime Minister of the People's Republic of Bangladesh officially inaugurated this academy as a pledged project of Mujib Barsha. This esteemed institution stands as a center of excellence, offering comprehensive training and education to individuals aspiring to excel as marine professionals. Boasting a diverse array of courses, the academy covers a wide spectrum of subjects within the maritime domain. 63 cadets of 2nd batch have already been passed out from this academy and we believe that our cadets will emerge as accomplished professionals. Through rigorous academic programs and a focus on sustainability, we are molding a new generation of maritime leaders.

The 2nd edition of 'Nautical Nexus' displays various activities of this institution. Comprising contributions primarily from dedicated instructors and cadets, this magazine showcases the academy's talent pool. The instructors have eloquently demonstrated their professional prowess through insightful articles while also delving into the ethical aspects of marine life, expressing their perspectives through poems. The magazine encapsulates the vibrant and morally conscious cadets' reflections on their daily lives as trainees, their aspirations within the demanding maritime profession, and intimate glimpses into their personal experiences conveyed through poetry, short stories, and various other captivating content.

Additionally, the photo gallery section vividly captures snapshots of diverse activities since the magazine's inception, providing a visual narrative of the academy's journey towards fulfilling the dream of a Maritime Bangladesh of the father of the nation Bangabandhu Sheikh Mujibur Rahman.

Permanent Officers, Instructors & Staffs of Bangladesh Marine Academy, Barishal



Captain S M Atiqur Rahman, (G), NUP, psc, BN
Commandant
Bangladesh Marine Academy, Barishal



Lt Commander Md. Milton Kobir, (G), BGBM, BN
Nautical Instructor



Lt Commander Md Anisur Rahman
Siddiqui, (G), BN
Adjutant



Lt Commander Kazi Sadiquzzaman Pias, (E), BN
Engineering Instructor



Md. Golam Raiyhan
Asst Electrical Engineer



Md. Mizanur Rahman
CPO(QRP-1)
Seamanship Instructor



Md. Abu Mahmud
CPO (GI)
Parade Instructor



Pronoy Kumar Halder
PO (PTI)
Physical Training Instructor



Md. Mamun Mia, PORS (G)
Signalling Instructor



Md. Zakir Hossain Shahneaz
Accounts Assistant



Ship Automation: It's an Opportunity or Challenge?

Lt Cdr Mohammad Rabiul Islam (Retd)

Nautical Instructor

Ship automation refers to the integration of advanced technologies and systems onboard vessels to perform various functions and tasks traditionally carried out by human operators. These technologies aim to enhance the efficiency, safety, and reliability of maritime transportation while reducing human intervention and operational costs. Ship automation can range from simple, automated systems for specific tasks to more complex, autonomous systems capable of operating entire vessels without direct human control. Here are some key aspects of ship automation:

Navigation and Control Systems: Automated navigation and control systems enable ships to navigate predefined routes, avoid obstacles, and maintain safe distances from other vessels autonomously. These systems typically utilize sensors such as GPS, radar, and AIS (Automatic Identification System) to gather data about the ship's surroundings and make real-time adjustments to its course and speed.

Dynamic Positioning Systems (DPS): DPS allows vessels to maintain their position and heading accurately without the need for traditional anchoring. This technology is particularly useful for offshore operations, such as oil and gas exploration, where precise positioning is critical.

Collision Avoidance Systems: Automated collision avoidance systems utilize sensors and algorithms to detect potential collision risks and issue warnings or take evasive actions to prevent accidents. These systems help enhance the safety of maritime operations, especially in congested or high-traffic areas.

Cargo Handling and Logistics: Automation technologies are increasingly being employed in cargo handling and logistics operations onboard ships, including automated container terminals, robotic cranes, and conveyor systems. These systems improve efficiency, reduce turnaround times, and minimize the risk of accidents during loading and unloading operations.

Engine and Machinery Automation: Automated engine and machinery control systems monitor and optimize the performance of ship engines, propulsion systems, and auxiliary equipment. These systems can adjust parameters such as fuel consumption, engine speed, and power output to maximize efficiency and reduce environmental impact.

Remote Monitoring and Control: Advanced automation systems allow remote monitoring and control of ship systems and operations from shore-based control centers. This capability enables real-time monitoring of vessel performance, condition-based maintenance, and remote troubleshooting of technical issues.

Autonomous Vessels: Fully autonomous vessels, also known as unmanned surface vessels (USVs) or autonomous ships, represent the pinnacle of ship automation. These vessels are capable of operating and navigating independently without human intervention, relying on artificial intelligence, sensors, and communication systems to make decisions and interact with their environment. Overall, ship automation holds the promise of revolutionizing the maritime industry by improving safety, efficiency, and sustainability. However, its widespread adoption also poses challenges related to regulatory compliance, cybersecurity, human factors, and socio-economic impact, which need to be addressed to realize the full potential of automation in maritime transportation.

However, ship automation presents both opportunities and challenges, depending on various factors such as technological advancements, regulatory frameworks, and socio-economic considerations. Let's explore both perspectives

Opportunities: Efficiency and Cost Reduction: Automation technologies can increase the efficiency of ship operations by optimizing routes, reducing fuel consumption, and minimizing human error. This can lead to significant cost savings for shipowners and operators.

Safety Improvements: Automation can enhance safety onboard vessels by reducing the risk of accidents caused by human error, fatigue, or negligence. Automated systems can continuously monitor the ship's condition, detect potential hazards, and take corrective actions more swiftly than human operators.

Labor Savings: Automation has the potential to reduce the reliance on human labor for routine tasks onboard ships. This can free up crew members to focus on more critical activities, improve their working conditions, and reduce the overall crew size required for operating vessels.

Environmental Benefits: Automated systems can contribute to environmental sustainability by optimizing fuel consumption, reducing emissions, and minimizing the ecological impact of maritime transportation. This aligns with global efforts to mitigate climate change and promote sustainable development.

Challenges:

Job Displacement: The widespread adoption of automation in the maritime sector could lead to job displacement for seafarers, particularly those involved in routine operations and maintenance tasks. This raises concerns about unemployment, retraining needs, and the welfare of affected workers.

Cybersecurity Risks: Automated systems onboard ships are susceptible to cybersecurity threats, including hacking, malware attacks, and system malfunctions. A cyber-attack targeting critical systems could disrupt operations, compromise safety, and pose significant risks to maritime security.

Regulatory Challenges: The regulatory framework governing maritime automation is still evolving, posing challenges for ensuring compliance, standardization, and accountability. Issues such as liability for accidents involving autonomous vessels and the certification of automated systems require careful consideration and international cooperation.

Technological Limitations: Despite advancements in automation technology, there are still limitations and uncertainties regarding the reliability, resilience, and adaptability of automated systems in complex maritime environments. Unforeseen technical failures or limitations could pose operational challenges and safety risks.

Socio-economic Impact: The adoption of automation in the maritime industry may exacerbate existing socio-economic disparities, particularly in regions heavily reliant on maritime employment. It could widen the gap between technologically advanced and less-developed countries, leading to uneven distribution of benefits and opportunities.

In conclusion, ship automation presents a range of opportunities for improving efficiency, safety, and sustainability in maritime transportation. However, it also poses significant challenges related to job displacement, cybersecurity, regulation, technological limitations, and socio-economic impact. Addressing these challenges requires careful planning, collaboration between stakeholders, and proactive measures to ensure that the benefits of automation are realized while mitigating potential risks and negative consequences.



সুজয় আচার্য
নটিক্যাল ইন্সট্রাক্টর

অসাম্প্রদায়িক

আমি অসাম্প্রদায়িক, ধার্মিক, ধর্মভীরু
আমি সত্য লালন করি অসত্য পদাঘাতে
ধিক মিথ্যায়-অকুতোভয়, নির্ভীক
স্বাধীন চিন্ত-আলোর মশালে সম্মুখ পথযাত্রী
আমি অব্যয়, আমি সশ্রয়ী-আমি দশভুজা
আমি নিত্য প্রত্যুষে উদীয়মান সূর্য
আমি মার্তন্ড হারিকেন প্রহরী
আমি জলন্ত, জীবন্ত-প্রাণোদীপ্ত মুক্ত জয়গান
আমি বন্ধু, আমি সিন্ধু -দুরন্ত ধাবমান।
শাসন-তাসনে ভ্রুকুটি নাড়ি, তর্জনী নাড়ি মার্তন্ড মহাপ্রলয়ে
আমি মানুষ- আমি নশ্বর
দীপ্ত চেতনার এক অবিনশ্বর মহাত্মা
জাগ্রত প্রাণের উচ্ছল জলাধার
চির প্রশান্তি অটল লয়ে মুক্ত সারথী
আমি জড়িয়ে ধরিব অপরে বিলায়ে আপনারে
হিন্দু-মুসলমান, বৌদ্ধ, খৃষ্টান আপামর জনগনে
রাখিব মহাশক্তি লয়ে ভিক্ষা-বক্ষ বাহডোরে।

শঙ্খধ্বনি শূনে ছুটে যাই মন্দির প্রাঙ্গনে
অর্ঘ্যহাতে পূজি আমি আত্ম নিবেদনে
বসে থাকি বিনম্র চিন্তে অমৃত আশ্বাদনে
কভু না ফিরি আমি চরণামৃত পাছে ঠেলে
চিন্ত আমার হর্ষিয়া উঠে
লুটোপুটি খায় দেবালয়ে।

আযানের ধ্বনি যবে শূনি পুলোকিত হয় অন্তর
পিছু নিয়ে দূরে বসি মুসল্লী ভ্রাতা মোর
দেখিলাম চেয়ে অহংকার হেলি বিনম্র নত শির
আল্লাহর কাছে সপিয়াছে তারা আত্ম পরিধির
মসজিদ প্রাঙ্গন যেনো সীমাহীন আশ্রয় কুটির।

ঘন্টার ধ্বনি শূনে গীর্জায় গিয়েছি ছুটে
আহা কি মধুর বাক্যে ধন্য হলো কর্ণ
সত্য বলো সত্য ব্রত সত্যের জয়গানে
ধর্ম যাজকের কাছে পাপ স্বীকার করেছি
পরম ঈশ্বরের নিমিত্তে সাম্যের কলতানে।

প্যাগোডায় গিয়ে বসিয়াছি ধ্যানে বৌদ্ধদের সাথে
জ্বলন্ত প্রদীপ সামনে রেখে আত্ম অন্বেষনে
হিংসা ভুলে গ্রহন করেছি অহিংসা পরম ধর্ম
বুদ্ধত দেখিয়ছি আ মি বুদ্ধের জীবন বিধানে
ত্যাগই মহান নিরাকার ভগবান সমর্পণে।

ভেদাভেদ ভুলে সবকিছু জেনে সবকিছু শূনে
খুঁজিয়া পেয়েছি মহাসত্য-মহাবিস্ময়ের মহাবিশ্ব
হংকার ছেড়ে পদাঘাত করিবো সমস্ত গৌড়ার শির
আমি লহিবো তুলে অস্পৃশ্য জনে আমার নেই দ্বন্দ
আমি মানুষের সাথে আমার কবিতার ছন্দ।
আমি প্রাণোচঞ্চল আমি শিহরিত নজরুলের বিদ্রোহী শ্লোগানে
আমি উদার চিন্তে খুঁজিয়া বেড়াই আপনমন গীতাঞ্জলীর গানে।
আমি মুক্ত চির বসন্ত-চির কুমার ব্রহ্মচারী
আমি বীরোত্তম, মহামানব ব্রতলয়ে ছুটি
মহাপুরুষ অামি মহাকাশের নীল নক্ষত্র।

আমি দানশীল, মহাধনী-কুর্ণিশহীন বিজয়মস্তক
আকাশে বাতাসে হংকার ছেড়ে রচিবো মহাকাব্য
রাজপথে শ্লোগান তুলিবো আমি অসাম্প্রদায়িক
আমি মানুষ, আমার আছে আত্মা আছে স্বাধীনতা
আছে বিবেক-আছে ধর্ম -আছে পূর্ণতা।

আমি দুর্বার, অপ্রতিরোধ্য, দুর্গম পথে ছুটে চলি দুঃসাহসে
আমি মেঘদূতের বজ্র হংকার-বিজলীর প্রাণঘাতি শর
আমি অনাসক্ত, উদার, অকৃপণ, অভয়চিত্তের মুক্তপ্রাণ
আমি নাবিক, আমি মহাসাগরের প্রমোদ উত্তালের সাক্ষী
আমি ভিখারী, আমি মুর্থ -পরাজিত
এক মহাশক্তি, এক আল্লাহ, এক ঈশ্বর -এক ভগবানে
আমি জিহাদ করি আপনার সাথে
মানুষের সাথে নয়।

আমি অমাবস্যা রাতে একাকী নির্জনে
রাত্রি যপিয়াছি মহাশ্মশান আর কবরের পাশে
ভূত দেখবার আশায় জয় করবো ভয়
দেখিয়াছি ভূত আমাতেই বাসে আর কোথাও নয়
জেনেছি সে রাতে আকাশপানে চেয়ে
আমার প্রাণে লুকিয়ে আছে মহাসত্যের নিলয়।

হে গৌড়া -শয়তান স্বাপদতুল্য সাম্প্রদায়িক
আয় তোরা বধিতে মোরে প্রস্তুত হয়ে
আমি বিবস্ত্র হয়ে দাঁড়াবো উর্দ্ধহাতে
বরিতে তব ক্রোধ হিংসা দন্ডগ্রহনে
ছিন্নভিন্ন কর্ মোরে অভিন্ন চিত্তের অপরাধে
নশ্বর দেহ পড়ে থাকুক তব দায়ভারে
আমি অবিনশ্বর -আমি অসাম্প্রদায়িক
আমি চিরশিশু-আমি মুক্তপ্রাণ
আমি মানুষ-আমি বাঙ্গালী
আমি ছুটিবো মহাত্মা হয়ে
আমি ধ্বংস হবো মহাসৃষ্টির আনন্দে।



The Scenic Beauty of Mardi-Himal & My first Trekking experience

Pronob deb Nath
Engineering Instructor

During last Eid-UI-Fitar vacation, I went to Nepal for my first ever trekking experience in Mardi-Himal base camp route. The Mardi Himal Trek is situated inside the Annapurna region of Nepal. It is on the east-south side of the Annapurna Base Camp, east of Modi Khola and west of the iconic Machhapuchre Himal also known as Fishtail due to the shape of it. The trek starts and ends at Pokhara, Kaski passing through various picturesque locations such as High Camp, Badal Danda, Mardi Himal view point, and Lwang village. The highest altitude of this trek is at the Mardi Himal Base Camp, situated at an elevation of 4,500 meters.

It was our first time trekking in the Annapurna region, so our group decide to do something adventurous which would be beginner friendly and also not very hard for us in experienced traveler. So, after a long discussion and cost cutting, we decided to visit Mardi-Himal base camp and short tour to Nepal also. We booked our flight for 18 April 2023 with Biman Bangladesh Airline and get some dollars each of us so that we could exchange it to Nepali Rupees. After landing at Tribhuvan International Airport, Kathmandu we bought some bus tickets to Pokhara. It was a long 10-hours journey, and we got some opportunities to eat some local foods and cuisine during the bus break. In the first light of the next day, we reached the destination point. We reserved some sit at Zostel and rest for some hour. After fully recharging ourselves, we decided to visit the local area and get to know as much as possible in the short time as our journey began from the very next day. There are different attracting place and sight-seeing place in Pokhera like Phewa Tal (Fewa lake), Peace Temple, Sarangkot, Barahi Temple, GupteswarGupha, and some lakes too. As Nepal's most habitants are either Buddhist or Hindu, there are huge temples and pagoda situated all over the country. In the evening, we went to some of those temples and pagoda and in the late evening we enjoy our time in Fewa lake kayaking. We got the chance to enjoy the mesmerizing evening prayer ritual beside the lake by the religious community there and after spending some quality time there, we move back to our zostel. Late night, we enjoyed some time playing pool and card and went to sleep as our long trekking was justknocking our doors at that moment. We started our journey in the very morning with some local nodules and roti. We hopped into one of the Bus from nearby station and traveled to Kande from where our journey began. In the meantime, we collected and divided us some snacks and dry food, chocolate for our journey.

It was worthy to mention that, before our journey began, we got some fresh apples and bananas in the side of Kande bus stand and the price of those food was also very cheap like 10 to 30 rupees only per piece. As our elevation increased day by day, costing had huge impact which we realized later. I bought some apple and banana for the road which gave me enough energy to walk like 2/3 kilometer at once later on. So, after Kande, we headed forward to Australian Camp, which was very low elevation from the ground and also, we could see some glance of Pokhara city from there. We started our trekking at like 1230 hours in the mid-day and our target was to reached forest camp by the end of the day. We started our journey at good pace, but exhaustion hit us as our elevation increased and we felt some low oxygen level. It was a sunny day, but with all the tiredness and walking just made us felt like fatigue. We reached forest camp with some difficult environment. As this was mountain area, it's very common occurrence to have rainy weather at different sides of the mountains. After we takes lunch at Landruk, we had only 3 hours left to reach our destination. So, we packed our belongings and started again. But the road was very slippery due to the stormy rain, and we had to carefully approach our path. We lost our path during the trekking as one of the member's paces was too good to catch. So, we just followed his path but, somehow, he was very far ahead of us during the late evening of that day. The sun was sitting down for the day, and we are almost lost at the road, and somehow one of the fellow friends heard from the pioneering member that forest camp was just few blocks away about 10 minutes. May be its 10 minutes for him, but we took around 15 to 20 minutes to reached at the forest camp side and the beauty was just unparalleled. It feels like we just hit the bucket and recharge ourselves for the late night. Then, after some clicks in S23 ultra and I-Phone 13 mini, we decided to rest for a little while our dinner served. We meet another couple from Kolkata there and gossip some time with them. In the meantime, we just leaned to the heater side and enjoyed the warm environment inside the cabin. We took vegetables thali with some eggs and called the night off for the next day's hectic travel.

Our next day's plans were to started as soon as possible but due to some sudden rainy weather and late breakfast, we started our journey at 0815 hours. We didn't buy any raincoat in Pokhara, so we managed Poncho to survive from rain at that time from our host guest house owner. Forest camp was full of different types of stony and muddy land but with different types of forests in there. Our beginning was quite harsh but after few hours, we got the chance to see Annapurna South with the bathing sunrise after rain. That view was really mesmerizing; we sat there sometime to appreciate the mighty nature of mountain. It takes another hour to reached Badaldanga where some breathtaking scenarios of some grand peaks were visible in the sunny weather which majestic unforgettable sight takes our breath away. Our target was to reach low camp within noon, and we successfully fulfilled our target. But, due to the long walk, our body felt numb at that point. We booked one hotel room for all of us and rested there for the day. In the night, we played some poker and one of our member tried some local drinks available there. We tried to sleep earlier as our next day was very uphill with returning plan. We woke up 0345 hours in the morning and there was no light anywhere. We freshen up and take our necessary gears to climb our final destination, Mardi-Himal Base Camp. One thing, I forget to mention, in this whole journey we met many foreigners from different nationality, who walked with us, around us or in front of us, among them one is Singaporean older male, 60+ years older who walk like kangaroo and very fit in his age.

Another companion was a French nurse, who was like 32+ years older. I'd remember them because in low camp, we all stayed in the same hotel and in the very dawn, they were very ahead of us! Why are they faster than us?

One reason is that they have their own guide who was responsible for carrying all their belongings and the main reason is that they woke them up in very early time to get started. Another reason can be said that their physical fitness due to the diet and all the disciplined lifestyle they led. So, we started late but got many companions during the hiking. It was very tough and sometimes sloppy and straight. We were walking with some head light or mobile flashlights in our hands. With simple one step at a time and following our leading trail, it takes around four hours to reach the uppersview-point. We missed the glorious sunrise from the west region



but still we finished our destined point with satisfaction. Everywhere, we can only see the snow and all the mountains are also buried in white snow. The top of the fish tail mountains look gorgeous and breathtaking from there. In the top of upper view point, we take some snacks and wait for other member of our group. In the meantime, our fastest member headed for Mardi Himal Base Camp, which was another 2 hours trekking, but due to exhaustion most of us refused to continue on that route. We slid, took pictures and drank hot coffee and then started our journey backward. It took less than two and half hours for us to back at low camp hotel. We took our lunch there and waited sometime for our member to back from MHBC. He took another half an hour to be back and then we started our journey through new route, Sidhing village. Our fate was not with us, because of the rain in that portion of mountain and it made our journey lengthy. With some luck, we finally decided to start during the rain and after one hours trekking, we reached some point from which we were able to take a jeep that carried us back to Pokhara by road. We reached at the jeep stand like 1630 hours and its already like the sun farewell us for the day. So, It was the longest trekking of that day which took place around more than 12+ hours at a stretch and some of us felt numb to even stand on at that point. The main problem was the elevation, we touched the highest point like 4500m in the morning and then at the same day we came back at the plan elevation within next few hours with like carrying everything in our backpacks. It was easier to come down using stairs, but the exhaustion and fatigue consumed us to the bone. And these pains stayed with us for the next few days in our body.

All there was pain in my body with the satisfaction of completion the first trekking in mind. We are lucky enough to enjoy snowfall, rain, sunny weather all those in this single trekking experience. It feels ethereal, adrenaline pumping through the heart to enjoy the wildlife's beauty and different peaks in front of eyes. Sometimes it feels like giving up due to the pain in the knee, or like giving up in the middle of the trek. If I didn't finish the trekking which I thought many times during at that moment, can I write about it right now for the future trekkers? One's determination should be like whatever happens, I'll see the end of it at any cost Best of luck to all aspirants for their next trekking journey in every aspect of this arduous life.





Md. Ruhul Amin Sheikh
Ex Petty Officer (Writer)

A History of Sea Vessels

The History of Sea Vessels

Throughout history, sea vessels have played a major role in the development of the human race. Today, maritime transportation is the backbone of global trade and the global economy, but for a long time has it been a fulcrum around which nations have thrived. From Ancient Egyptian papyrus boats to the mammoth ships of today, this is a brief history of sea vessels.

Ancient Reed Boats

The earliest known remnants of a sea-faring vessel ever recorded were discovered on an archaeological site called H3 in Kuwait. They are thought to be roughly 7000 years old. The boat was constructed using reeds, which were also utilised by the Ancient Egyptians, whose papyrus skiffs are a better-known example of mankind's earliest sea-faring vessels. The Egyptians bound the reeds tightly together and pulled the skiff along using oars.



This was the prime method of transport via the Nile until around 3000 BC, when papyrus was replaced by wooden planks, and the oars were replaced by a sail. All manners of things were transported by these boats, including building blocks, coffins, and food. Miraculously, a number of these wooden ships still survive today.

Papyrus depicting a man being transported on a barque to the afterlife by Thoth, Khepri and another god, Mythological papyrus of Imenemsaouf, Third Intermediate Period, c.1000 BC (painted papyrus) (detail), Egyptian 21st Dynasty (c.1069-945 BC) / Louvre, Paris, France / Bridgeman Images

Perhaps the most significant is the Khufu ship, which was buried alongside the Great Pyramid of Pharaoh Khufu, more commonly known as the Great Pyramid of Giza, around 4600 years ago.

It is a solar barque, or solar boat, that may have been part of the pharaoh's fleet during his lifetime. Egyptologists have also speculated that the ship could have been designed especially to be buried next to Khufu's grave to carry him through the skies into the afterlife. The ship, discovered in 1954, was transported to the Grand Egyptian Museum in Cairo in August 2021 to ensure its preservation.

The Trireme

The ancient Mediterranean was dominated by a formidable galley called the trireme. Translating literally to "three-rower", the trireme was used by the Phoenicians, the Greeks, the Romans, and was so-called because of its three rows of oarsmen who pulled to the beat of a drum. It is thought that the trireme could reach speeds of over 7 knots, making it the fastest and deadliest ship of the ancient world. It was fronted with a bronze ram that could penetrate the hull of an enemy ship.

Athens' maritime dominance is credited to the civilisation's unmatched fleet of triremes.

Most scholars credit the Phoenicians with inventing the trireme, and according to the writings of Thucydides, the Corinthians were the first on the Greek mainland to adopt the trireme c.700 BC. As well as several other wars, the ship played a significant role in the Peloponnesian War (431-404 BC) between the Delian League, led by the Athenians, and the Peloponnesian League, led by the Spartans.



Greek trireme (or triere), ancient combat galere. Drawing by Rafael Monleon. Madrid, Naval Museum / © Iberfoto / Bridgeman Images

The Viking Longship

"Bound is the boatless man." - Viking proverb

How did the Vikings, a people with no centralised government, no coinage, and small settlements, fiercely conquer much of England, Ireland, and Scotland, whilst taking charge of European trade routes and basing posts as far as North America?

The Viking longship! It was indeed a force to be reckoned with. The Viking ships depended on the outer shell of wood instead of internal beams, which made them light, versatile, and very fast, without losing much strength. This meant that the ships also required less



Leif Ericson sails past icebergs on his voyage to Newfoundland in c.1000 (colour litho), English School, (20th century) / Private Collection / Peter Newark Historical Pictures / Bridgeman Images

resources to build, which was an important factor when bearing in mind the decentralised nature of Viking culture. Prior to the fall of Rome in the 5th century AD, the Vikings saw no need for expensive sails. As trade opportunities arose, however, with the enemy from the South weakened, the Vikings began to prosper, and they added sails to their already formidable ships in around 800 AD. The Viking longship as we know it today was born. It had a shallow draft, meaning that very little of the hull was underwater, making it fast and very dangerous, especially in shallow waters. Being able to carry as many as 100 Viking soldiers, great fleets of longships could land on open beaches or penetrate deep into river systems. The inhospitable Scandinavian terrain forced the Vikings to travel on the waters, which in turn led to them producing one of history's most fearsome ships. Unsurprisingly, William the Conqueror's 1066 flagship Mora, the largest and fastest of his 700-ship-strong invasion fleet, was of the Scandinavian longship design.

The Chinese Junk

The Chinese Junk is first believed to have appeared during the Han Dynasty (206-220 AD). It is characterised by its narrow shape and distinctive 'battened' sail, which incorporated bamboo spines to ensure both stability and durability. If the sail were to rip, only one section would be compromised thanks to the bamboo. Over time, the Chinese added more masts and enlarged the ship. The junks of the Song Dynasty (950-1276) had four masts, but it was in the Ming Dynasty (1368-1644), when these ships evolved into spectacular nine-masted 'treasure' ships. The legendary seafaring explorer, mariner, and diplomat, Admiral Zheng He (1371-1433), led a fleet of the world's largest ships on seven exploratory voyages around the Indian Ocean. The objective of these voyages, so it is thought, was to obtain recognition and gifts from foreign rulers. The Admiral's nine-masted flagship is said to have measured about 400 ft long. For reference, it would have dwarfed Christopher Columbus' Santa Maria, which measured 85ft.



Zheng He's fleet included 62 of these colossal vessels, in addition to 200 varying smaller vessels. Understandably, historians were sceptical about the size of these ships until 1962, when workers on the Yangtze River found a buried wooden timber next to a huge rudder. The size of which correctly corresponded with a ship that would have been 540-600 ft in length. The wood dated to around 600 years ago and may well have been from one of Zheng He's ships.

China: 'A Tea Trading Junk', George Chinnery (1774-1852), c. 1840, at the time of the First Opium War (1839-1842) / Pictures from History / Bridgeman Images

Christopher Columbus' Santa Maria

On August 3rd, 1492, Christopher Columbus set sail heading westward from the port of Palos in Spain. Alongside la Santa Gallega (the Santa Maria), Columbus' larger flagship, sailed two smaller ships called the Niña and the Pinta. The smaller ships are called caravels, which were cutting edge in the 15th century due their manoeuvrability and speed. These early Portuguese caravels, known the caravela Latina, had lateen sails, which hung at a 45-degree angle from the deck and acted almost like wings. The Santa Maria used a Spanish update known as the caravela redonda, a three-masted ship that used two square shaped sails for open-ocean sailing, and one lateen sail for coastal manoeuvrability. This combination of rigging was what made these ships so versatile and effective. After 36 days, Columbus landed in the present-day Bahamas after what would have certainly been a long and unpleasant journey.



China: 'A Tea Trading Junk', George Chinnery (1774-1852), c. 1840, at the time of the First Opium War (1839-1842) / Pictures from History / Bridgeman Images

HMS Victory

The HMS Victory is primarily known for being Lord Horatio Nelson's flagship during the Battle of Trafalgar on 21st October 1805. Having been launched in 1765, the 104-gun, full-rigged ship remained in service until 1824. Many of the world's finest ships were involved in the Battle of Trafalgar, including the world's then-largest ship, the Santísima Trinidad, a Spanish first-rate of the line ship that housed over 1000 men and 112 guns. The Trinidad was roughly double the length of the Columbus' Santa Maria,

and had 112 more guns. The Trinidad was roughly double the length of the Columbus' Santa Maria, and had 112 more guns.



HMS Victory sailing for the French line flanked by the Euryalus and HMS Temeraire at the Battle of Trafalgar, October 21st, 1805, engraved by T. Sutherland for 'The Naval Chronology of Great Britain' by J. Ralfe, published 1820 (coloured engraving), Thomas Whitcombe, (c.1752-1824) (after) / Private Collection / The Stapleton Collection / Bridgeman Images

Clipper Ships

The next ships to revolutionise global trade and travel at unprecedented speeds were clipper ships. The American clipper ship is defined by its three-masts and full-rigging, a beautiful design that favours speed over capacity. From the 1840s, these ships transported tea from Canton in China to New York and later, Hong Kong. Tea was an ideal commodity for the clipper due its light weight and high value. The owners of these ships, therefore, became some of the United States' wealthiest men.

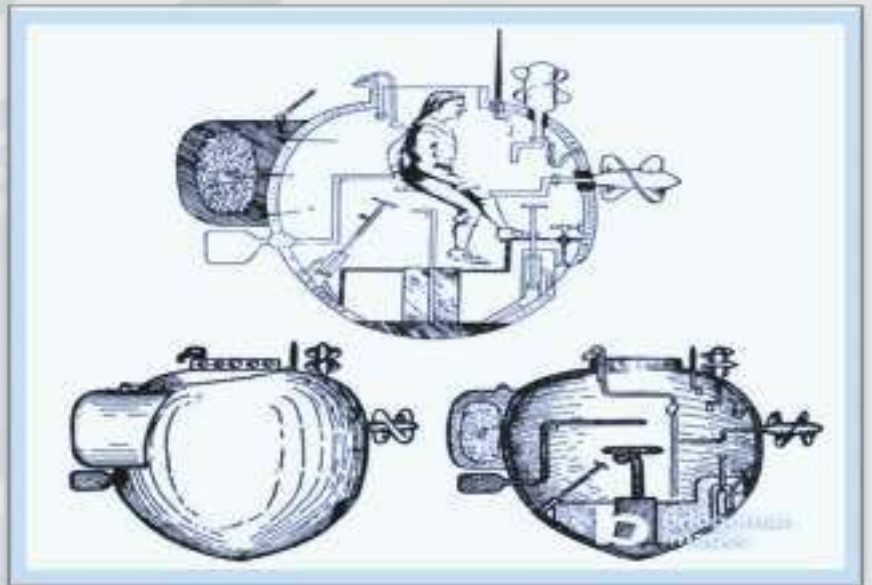


Clipper Ships: Macquarie (colour litho), Jack Spurling, (1870-1933) (after) / Private Collection / Look and Learn / Bridgeman Images

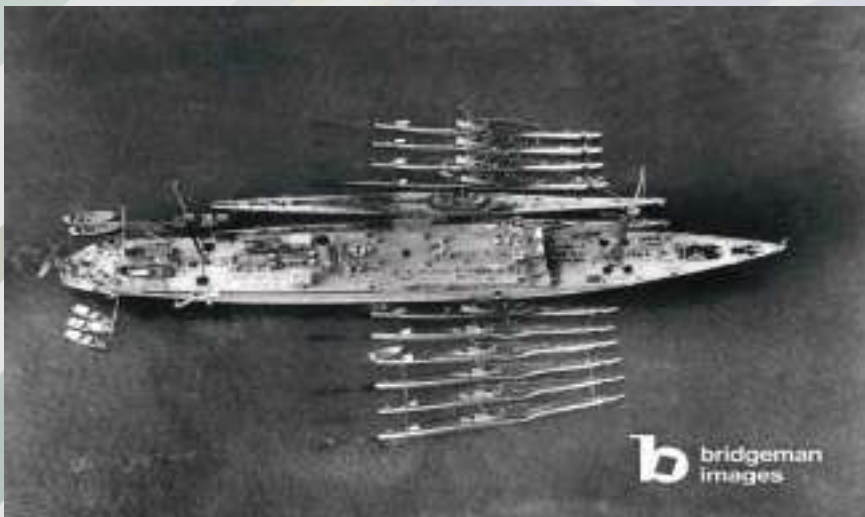
The First Submarines

The earliest prototype for a submarine was created in 1578, and there have since been plenty of fascinating attempts at designing a successful underwater vessel. In 1620, Dutch polymath Cornelius Drebbel invented a modified rowboat that was coated in greased leather for King James I. Much to the astonishment of the spectators, there were demonstrations of its capabilities in the River Thames. Subsequently, in 1775, during the American

Revolution, Yale graduate David Bushnell invented a manually operated wooden one-man submarine called the 'Turtle'. Several missions were launched in which the colonist operator tried and failed to attach a time bomb to the hull of an enemy ship. In 1800, American inventor Robert Fulton designed an all-metal craft that is often described as the first modern submarine. The 'Nautilus' housed several innovative features, but neither the French nor the English navies were interested.



SUBMARINE: TURTLE, 1776 World's first combat submarine, 'The Turtle,' built by David Bushnell. Used on 6 September 1776, in an unsuccessful attempt to attach a bomb to the hull of H.M.S. Eagle. Contemporary woodcut. / Granger / Bridgeman Images

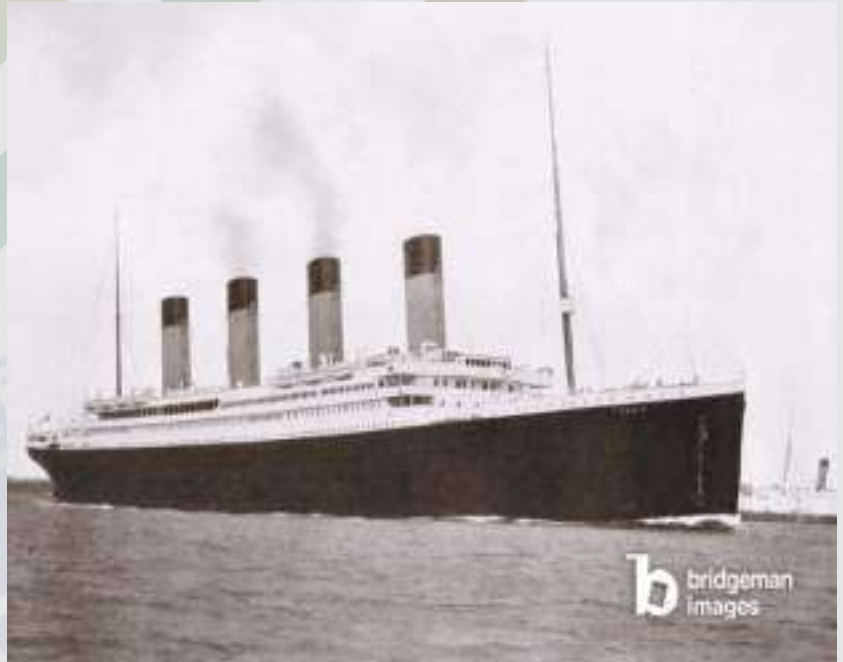


Several subsequent different submarines were designed during the 19th century, but it wasn't until 1898 that the US Navy formally commissioned their first submarine. The USS Holland had a single torpedo tube and a "dynamite gun", a form of pneumatic cannon. The submarine, powered by single 160-horsepower electric motor, never actually engaged in combat but served as a useful training vessel.

San Diego Bay (California), USA, ca. 1930: USS Holland (AS-3) with ten S-type submarines and one V2-type submarine mooring - San Diego Bay, California, USA, ca. 1930: mother ship USS Holland (AS-3) with her brood of submarines, . / Photo © Bouthors / Bridgeman Images

The Titanic

The tragedy of the RMS Titanic is one of most infamous maritime stories in recent history. The luxurious British passenger liner embarked on her maiden voyage from Southampton to New York City with 2,240 people on board. The Titanic had broken numerous records and was lauded as being 'unsinkable' before its departure. During construction, the hull of the ship was the largest movable man-made object in the world. Due to several failings, however, in the early hours of April 15, 1912, the 882-foot steamship crashed into an iceberg off the coast of Newfoundland in the North Atlantic.



RMS Titanic of the White Star Line (litho), English Photographer, (20th century) / Private Collection / Bridgeman Images

The First Submarines

The earliest prototype for a submarine was created in 1578, and there have since been plenty of fascinating attempts at designing a successful underwater vessel. In 1620, Dutch polymath Cornelius Drebbel invented a modified rowboat that was coated in greased leather for King James I. Much to the astonishment of the spectators, there were demonstrations of its capabilities in the River Thames. Subsequently, in 1775, during the American



Cargo Ship with containers in the Atlantic Ocean, off Cape Town, South Africa (photo), . / Hoberman/UIG / Bridgeman Images

The SS Ideal X

The SS Ideal X was the first commercially successful container ship. A former WWII T-2 oil tanker, the Ideal X was purchased by Malcolm McLean's Pan-Atlantic Steamship Company and became the pioneering ship of containerisation. The visionary businessman realised that time and manpower were being wasted on loading cargo on and off ships when instead it would make much more sense to lift on the whole trailer of the truck. This novel idea was the beginning of globalisation.

Today, records continue to be broken. To name a few, the world record for the fastest boat in the world is held by the jet-powered hydroplane 'Spirit of Australia'. It reached a mind-blowing estimated speed of 344.8 mph. The heaviest ship in the world is the 'Pioneering Spirit', which displaces nearly 900,000 tonnes of water, or the equivalent of 300,000 elephants. Finally, topping the list of the world's most expensive superyachts is 'History Supreme', which would cost you an eye-watering \$4.8 billion. The 100-foot-long superyacht is made from 10,000 kilograms of solid gold and platinum and has several ridiculous features; a genuine Tyrannosaurus Rex skeleton, a wall made from meteorites, and a 24-carat gold panoramic wall aquarium. A tad extravagant! It's fair to say that sea vessels have come a long way since papyrus skiffs, and at the rate technology is advancing, it'll be fascinating to see what comes next.

(Collected)





A Navigation

Md. Zihad Hossen Tarik
Nautical 3rd Batch



A navigator is a crucial member of any sailing team, responsible for charting the course of a ship or aircraft and ensuring that it reaches its destination safely and efficiently. The role of a navigator requires a combination of technical expertise, navigational skill, and a deep understanding of the principles of navigation. A navigator's primary task is to plot the course of a ship or aircraft using navigation tools such as maps, charts, compasses, and GPS systems. By carefully analyzing these factors, a navigator can determine the most efficient and safe route to take to reach the desired destination.

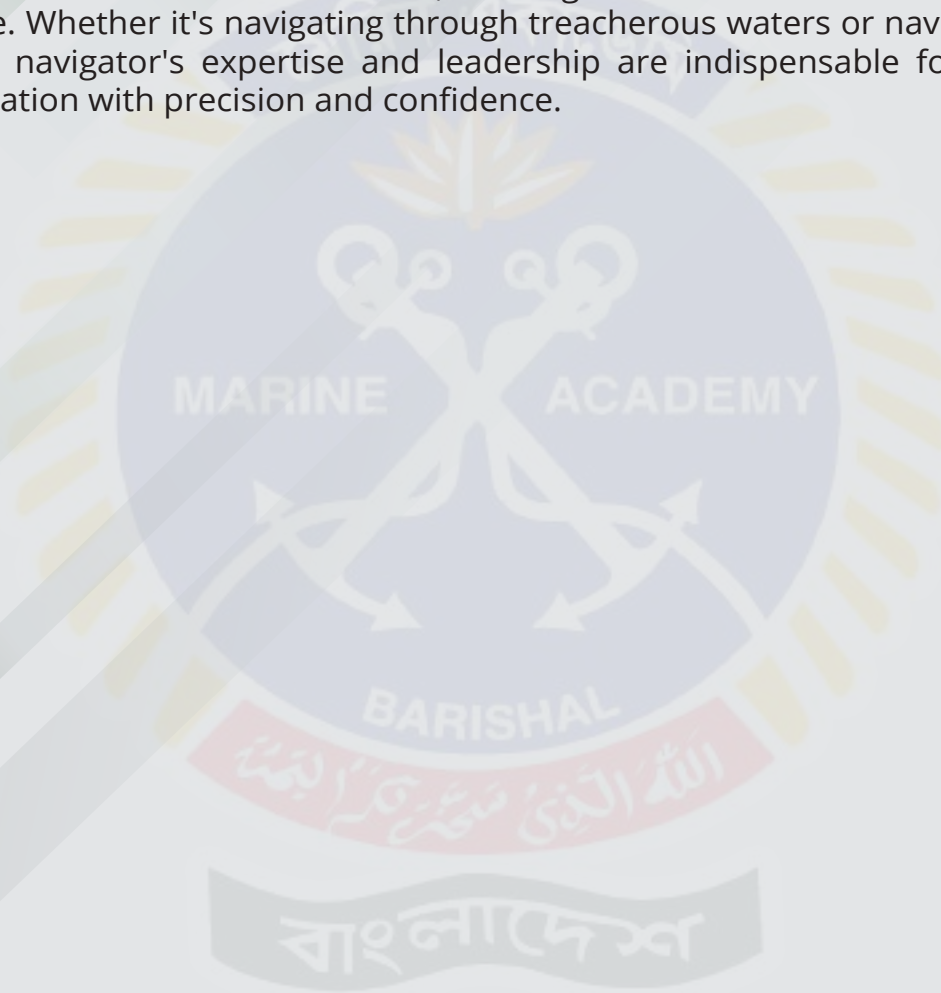
Another important aspect of the navigator's role is to calculate the estimated time

of arrival (ETA) and fuel consumption for the journey. This involves considering various factors such as weather conditions, currents, wind patterns, and the capabilities of the vessel or aircraft. By accurately predicting the ETA and fuel consumption, the navigator helps the team plan and execute the journey effectively, minimizing the risk of delays or running out of fuel.

In addition to these technical responsibilities, a navigator also possesses strong communication and leadership abilities. Effective communication is essential for coordinating with other members of the team, relaying important information, and making decisions in real-time. A navigator must be able to convey navigational instructions clearly and efficiently, especially in challenging or emergency situations.

Leadership skills are also crucial for a navigator, as they often take on a leadership role within the team, guiding and directing others to ensure the success of the journey. This requires confidence, decisiveness, and the ability to remain calm under pressure. A navigator must inspire trust and installed a sense of team work among the crew, fostering a collaborative environment where everyone works together towards a common goal.

Overall, a navigator plays a critical role in the success of any sailing team by guiding the ship or aircraft to its destination safely and efficiently. By combining technical expertise, navigational skill, and effective communication, a navigator ensures that every journey is a successful one. Whether it's navigating through treacherous waters or navigating through the skies, the navigator's expertise and leadership are indispensable for reaching the desired destination with precision and confidence.





The fewer, the Proud

Mushfikul Haque
Engineering 3rd Batch

BMA-Bangladesh Marine Academy, from where dreams come true. It's a place where college- passed boy becomes a brave man, a true gentleman, after passing out from the academy he becomes a royal mariner. Marine profession is not only a job, it's a lifestyle. Everyone can't survive in the sea, it's like playing with life.



There is a saying that, there is no atheist when the sea is rough, when the weather is too much tough in the middle of the ocean, mariner not only utter the name of almighty, but also work their level best for tackling situation. BMAB trains some lucky HSC- passed boys for making them fit for that rough and tough sea life. When a boy comes first, he has to struggle for first few days, because the life inside the academy and outside the academy aren't same. Day by day he improves gradually by maintaining the daily routines and some rules and regulations of the academy. Authority and senior sir always motivate and help them, also keep their determination the most efficient and safe route to take to reach the desired destination.

After completing the academic journey of two years, then goes for his cadetship. From, the age of 20-22 years he starts to earn in dollars. He can get early establishment, also his family get financial benefits. After completing the cadetship for 12 months, can sit for exam and becomes a marine officer. He gets reputation in his society and get good social status if he continues his sea time properly, then he isn't to look back for anyone.

In the conclusion won't to say again, not everyone can get chance in Bangladesh Marine Academy, only some lucky boys came here they're making our economy stronger. We should motivate our going generation more and more to join BMA. Join and believe in Almighty because it is written in Holy Quran, "It is Allah, who has subjected the sea to you"



Seamanship

Nieamul Ahasan Fahim

Nautical 3rd Batch

The art and science of seamanship has developed from the experience of maritime nations over many centuries. Sea transport has moved through the changing years of propulsion by Oars, the discovery days of sail through the advances of steam and the benefits of oil to finally emerge into atomic power.

The marine industry has historically seen the excitement of discovering worlds and the conquering of offshore boundaries, to become settled with the advance of trade in all directions of the compass.



The ship once stored and provisioned, becomes the ideal in self-sufficiency, capable of the transport of cargo, livestock, troops, passengers, gas, fluids, minerals etc. The fact that the vessel provides a source of power which can cope with varying degrees of emergency and still be able to sustain itself, says a lot for the developed marine industry. The ship is equipped with such ancillary equipment as required to be able to load discharged in a safe condition, all cargoes and passengers as the vessel is designed to accommodate.

Bearing in mind the function of the ship, it is not difficult for seafarers to realize how their characters have been influenced by the independent nature of their employment. Seamanship and the ships themselves have created the spirit of adventure that turned such men as Magellan, Drake, Nelson into more than legends, even in today's ship be they of the mercantile marine or men of war it is hoped that the same spirit prevails alongside past practice and the increased levels of technology.

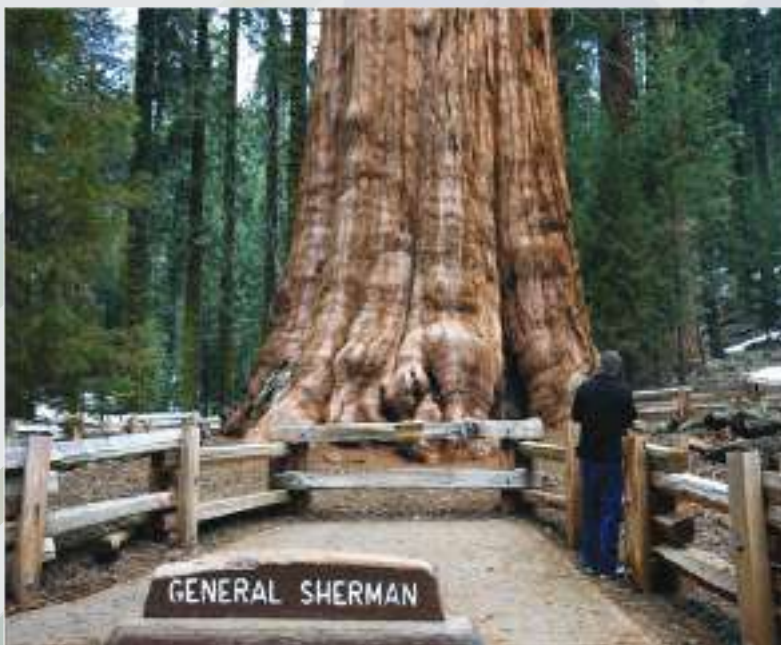


I am a Giant old Tree

Sheikh Mahabub Awal Shadi

Engineering 3rd Batch

I am a giant banyan tree. A supremely magical soul, standing with thousands of past experiences. I am the witness of many loves' sadness, break and pain. How many summers I have given shelter to tired travelers. I have bathed in rains thousands of times how many spring winds have embraced me. I am the closest friend of rain and clouds. And today I am a helpless banyan tree worn out by age when I was born. There was all greenery beauty around me I have seen how whole world is being changed.



I can still remember the smell of sweet flowers. Butterfly, bee grasshopper visited to play around me Exactly in that circumference I have grown up. When I got a title older, I saw the jungle around me is being cleared, yes you know? that day I felt very scared, it the anger of that sharp weapon hits me too? But I survived, I survived to see the end of brutality that has happened to the forest. Then gradually I became much bigger and stronger. The birds then started building their nests on my body with the small branches falling from my body I kept them carefully with my leaves, when little chicks sprouted and flapped their wings, in great joy I also

wanted to fly like them, but that was not possible, as I was standing there to help everyone. Now that whole scenario has changed. Around me almost every tree has already been cut down. Now I found only giant buildings around me. I have no tears or ability to cry. I am standing on the other side of my life. Sometime I want to say to don't tear my leaves, don't cut me down, but I can't. Because human being will not understand my pain or language. They cannot hear my shout. I have tried my best to be survived. But I couldn't. I have been cut off. Now I am decorated as nice furniture where I look very descent and fine. But without me, my world is not fine at all. The world cannot breathe without my oxygen. They are dying. But I wanted to save everyone. I wanted to save the forest so that this whole world may be survived. Still now this wordless me shouting and telling and give me back the greenery beauty.



M Eliyas Hasan
Nautical 3rd Batch

“The Importance of Marine Sector in Bangladesh

The Marine Sector is a critical component of Bangladesh’s National identity and economy playing a pivotal role in trade, food security and employment with a strategic location on the Bay of Bengal. Bangladesh has an access to a vast maritime territory that can be harnessed for economic growth and development. This marine sector has multifaceted importance and potential to contribute to the nation’s prosperity.

Maritime economy: A National Treasure

Bangladesh Marine sector is a treasure trove of resources, offering a wealth of opportunities for economic development, the maritime economy encompasses all economic activities based on marine or sea-based resources, which are crucial for the country growth. With 200 Nautical miles of Exclusive Economic Zone (EEZ) and 710 km long coastline, Bangladesh is well-positioned to utilize these resources for national and international development.

Trade and Transportation: The Lifeline of Commerce

The economy of Bangladesh heavily relies on international trade, with maritime ports playing a key role. Approximately 94% of the country’s international trade (by volume) is transported by sea, highlighting the maritime sector’s vital role in the nation’s trade and economic stability.

Fisheries and Aquaculture: Feeding the Nation

The Fisheries sector is a major driver of growth, consistently contributing around 4% of GDP over the last decade. The World Bank’s sustainable coastal and marine fisheries projects aim to improve management and production in marine and coastal fisheries and aquaculture which is vital for the Country’s Blue Economy initiative.

Shipbuilding and ship breaking: Pillars of Industry

The coastal cities of Chittagong and Khulna have become industrial hubs, with ship building and ship breaking industries providing significant economic returns. These industries not only contribute to the nation's economic growth/ strength but also offer employment opportunities to thousands of citizens.

Challenges and prospects: Navigating Towards a sustainable Future

Despite its potential, the marine sector faces challenges such as overfishing, resource degradation, and the need for effective governance. Addressing these issues is crucial for ensuring the sustainable development of this sector. The concept of Blue Economy has become an important part of sustainable development focusing on the responsible use of sea-based resources.

Conclusion: sailing Towards progress

The marine sector is an invaluable asset to Bangladesh, offering a pathway to sustainable economic growth and development by capitalizing on its maritime resources. Bangladesh can achieve its development goals and strengthen its position in the global economy. The future importance of Maritime activities in Bangladesh cannot be overstated, as they hold the key to unlocking the nation's economic potential.

Information collected from:

- bsmrmu.edu.bd
- [documents1. Worldbank.org](https://documents1.Worlbank.org)
- dea-bd.org
- cbe.miis.edu
- academia.edu



Academic Life (Juniors)

Md Ariful Islam

Engineering 3rd Batch

The sun will not defeat me for a day from tomorrow. I will rise long before that, only the sun can dry the beads of sweat that have accumulated on the parade ground! Before the sun uncle gives a whistle, I will go to the PTI's whistle for morning physical exercise. Then the accumulated leaves under the academy tree, which collect dollars from the cadets and paddle. Bin must be full. The parade activities will be done under the scorching sun at its parade ground.

All day military style platoon, stand comfortably and straighter these will be our routine. And cadets are given frog jumps, duck walks, push-ups.



And double ups around the parade ground as punishment for mistakes. These physical and mental exercises don't weaken us. They help us to become seafaring and mentally strong people who consider the huge waves of the sea as a gentle breeze because the waves of their hearts are equal to the sky. A long way to go must be far away and this path is not easy at all. Childhood friend must leave. A riverside chat and the most beloved parents, family; I have to sacrifice a lot. My beloved mobile phone will not even touch my hand! The clock will not be taken; it will not be needed because there is a sound of bells and whistle.

PT, Parade, boring classes, books, class test, piles of boring sheets, midterms, semester finals, mechanical life. A clattery person like me cannot have chat with anyone in his favorite time. I do not regret having to sacrifice so much because successful people always say that there is no shortcut to success. Nothing good can be expected without suffering and sacrifice.

If God willing, every drop of my sweat will make me a worthy person. Not only physically but also mentally very strong.

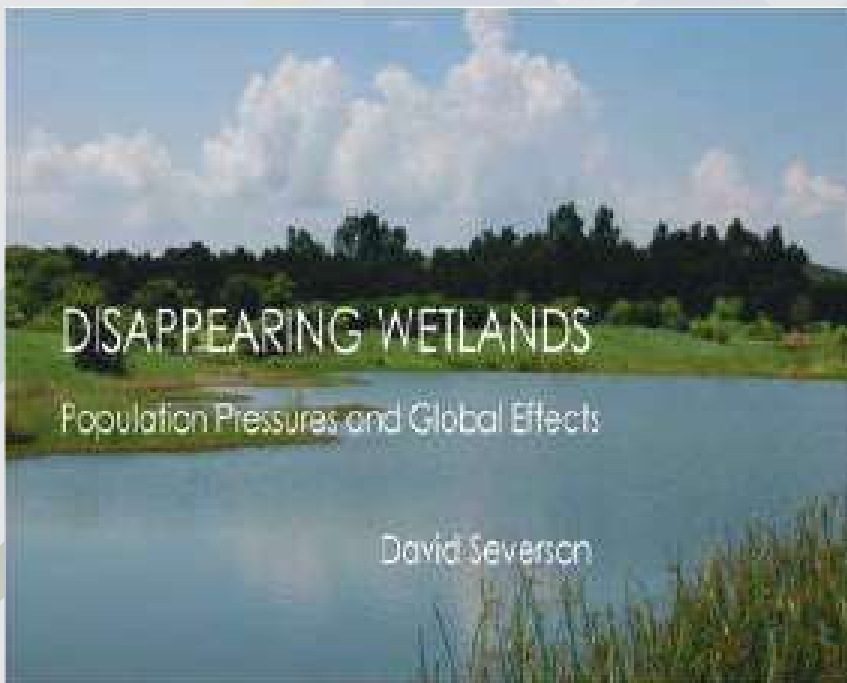
I have to go far, far away.



Stop our wetlands from first disappearing

Md. Zahidul Islam Patowary
Nautical 3rd Batch

Wetlands contribute significantly to the earth's climate system, resilience to water scarcity and a range of ecosystem services. Climate change is now likely to have significant effect on wetlands worldwide due to rising global temperatures and unpredictable rain-stakeholders, is the rapid decrease of wetland areas encompassing the city of Dhaka.



In light of this concern, Dhaka will face increased vulnerability to heat stress and frequent waterlogging in the foreseeable future as a result of the adverse consequences of climate change, particularly an inadequate supply of surface water. Because of Dhaka city's president expansion in all directions the number of wetlands has gradually reduced and has recently failing ever more rapidly. Because of this wetland there is insufficient storm water flow from the under upstream to the natural reservoir. 2005, wetlands accounted for only 16.97% of Dhaka's total land area.

However, in 2009, the wetland area dropped and reached 9.75% while in 2014 it reached 6.95%. In Bangladesh as a third-world country and nation experiencing a rise in urbanization, wetlands are decreasing rapidly and have become a major concern in urban areas, particularly in Dhaka, the nation capitals. Already, several environmental challenges have persisted in Dhaka city, worsening the climate and environment. An issue that eludes the attention of the relevant authorities, including Academics and environmental research titled "wetlands of Dhaka metro Area" A study from social, Economic and Institutional perspectives is found that if the present alarming rate of wetlands degradation continues, all of Dhaka's temporary wetlands disappeared by 2033. A report by RAJUK following the establishment of an adequate proportion of wetlands, their spatial temporal changes integration and co-ordination must be addressed in urban development.



Sajin Sarder Hera
Engineering 3rd Batch

Money is life

We all know that at present in life money is a must without money people can't think of single day which can give them happiness or a moment of joy. People weren't to inhibit money from their parent, customers, passengers even from their family member. If anybody want to live a good or healthy life, he needs much money to spend because it's a world of money bank without money people need to starve or destroy by wants cannot wear cloth and so on.



Now a days people are not kind hearted. They can do anything for earning money. Every worker wants to earn money from hawkers to Prime Minister. But there are two ways of earning money. One is honesty and another is dishonestly. People who earn money honestly can enjoy every single moment with their family members. People who earn money dishonestly always feel disturbance in their life. Because they know that the money which given to their family are not coming from the right way or right way.

Honest people earn a little bit but they are always happy with that and they find themselves rich in society. There is a saying he is richest who is content with the least for contentment is the wealth of nature-Socrates.



Sifatur Muntasim
Engineering 4th Batch

My first day at BMAB"

There are some days in our life which became memorable and we can't forget anymore those days. In my early age, I have a dream to become a mariner and travel country to country. I love sea and this is the cause to become a mariner. To fulfil my dream, I admitted in the Bangladesh Marine Academy, Barishal.



My first day at Bangladesh Marine Academy was memorable and I could not forget this day anymore. In 7th March 2024 was our joining day. I came to the academy with my elder brother from Dhaka to Barishal in the morning at 9 am. This day was beautiful. We were waiting in Academy gate with other candidates who've also admitted in this academy. I was so excited to go inside of the Academy. The Academy gate opened at 1030am and we went inside of the academy. There were many buildings I saw inside the academy. One of the instructors came to us and he told us to go with his in the Academy and admin block.

I joined the academy as a cadet. We the whole cadet stand in the academy ground. Some of instructors checked our bags. They also counted us. Some of the cadet admitted this time. Our instructor told us to many rules and regulations. All guardian went with other instructor and they were visiting the Academy Hall room.

In the time of 1230am one instructor came and told us to went with him. He helped us to visit all buildings and full academy. We visited and became very excited because everything in our academy we have are excellent.



Everything was nice. In our academy there are academic & admin block, cadets block, computer lab, demonstration building, playground, parade ground, indoor game setup, swimming pool, library, mosque, basketball ground, gymnasium etc. I feel very proud to saw everything. After visited the academy we went to go in the mosque for Prayer. After prayer our instructors talked with us. They motivated us and they said many things about our journey. Then we meet our most honorable senior sirs. They received us with flowers and congratulated us.

They talked with us and motivated us how to become successful merchant rave. They were so humble to help us, they also trained us carefully. Their talking style, their smartness everything inspired us. It was one of the most memorable days in my life.



“Parents”

Rummanul Islam
Engineering 4th Batch

Parents is a name of our emotion which comes from our inner heart. They have taken all important places of our life. A life without parent is like life without oxygen. The person who lost their parents can understand how hard to lead. Their life without parent. They are the shale of our life. It's like that we are in a desert, the sun is lighting so hot.



We have no water to drink and no one surrounding of us think the situation. We will die then. So, the life without parents is like that. Now the question is why we need parents in our life? Why the life is like hell without them? Why we need them while we have a job with good salary? From where the emotion comes for our Parents? What they did? What should we do for them? I am going to answer all the question. Firstly, the parents by whom we got our life. After staying near about ten month and ten days on our mother belly we got birth. A mother can understand how much painful those days are. But all mothers bear this pain

with smiley faces only for us. After giving birth, they became busy to make us healthy, good person with good mentality. If they didn't take care of us, we would die for sure. They are the light of our life. They do everything for us. So, we should take care of our parents properly. We should make sure that they get no hurt physically or mentally for a single moment. We have to share our all kind of feeling with them.

We all know that the Jannat is under the feet of our mother. If we misbehave to our mother, we will lose our Jannat. Besides we all know that our father work hard only for us. So, the last word is, we will respect our parents from our deep heart and never hurt them. May Allah bless all of our parents and live longer.



Childhood of the Father of the Nation

Md. Ayman Adeed

(Class: Standard-III)

S/O: Lt Cdr Md. Milton Kobir, (G), BGBM, BN

Childhood of the Father of the Nation

Bangabandhu Sheikh Mujibur Rahman was born in this house of Tungipara village in Gopalganj district on 17 March, 1920.

His father's name is Sheikh Lutfar Rahman. His mother's name is Sheikh Sayra Khatun. He is the third child among four daughters and two sons of his parents. His nickname is Khoka. He was very dear to his parents. He started studying at Gilmadanga Primary School at the age of seven. Later his father sent him to Gopalganj Public School at Grade 4. After that, he joined the local missionary school.

Gopalganj Mission School

Bangabandhu was brave since childhood. He liked to jump into the river and play in the field with others. His favourite sports was football. He played football well. He had his own football team at school. He used to love the people of this country since childhood.

Bangabandhu with his teammates



Major Straits of the World

Mohammad Shoyeab Hasan
Nautical 3rd Batch

1. Malacca Strait



Joins: Andaman Sea & South China Sea
Location: Indonesia-Malaysia

2. Palk Strait



Join: Palk Bay & Bay of Bengal
Location: India-Sri Lanka

3. Mesina Strait



Join: Mediterranean Sea
Location: Italy--Sicily

4. Otranto Strait



Join: Adriatic Sea & Ionian Sea
Location: Italy-Albania

5. Cook Strait



Join: South Pacific Ocean
Location: New Zelan

6. North Channel



Join: Irish Sea & Atlantic Ocean
Location: Ireland-England

7. Bass Strait



Join: Tasman Sea & South Sea
Location: Australia

8. Bering Strait



Join: Bering Sea & ChuKsi Sea
Location: Alaska - Russia

9. Bosporous Strait



Join: Black Sea and Marmara Sea
Location: Turkey



Md. Tarikul Islam
Nautical 3rd Batch

The Ocean



The ocean, when I saw
Forget myself in its deepness.
I sink in the depth.
Reach the core.
Hear the palpitations.
Smell the essence of love.
Fell the travails here.
The pain it itself feels.
The waves of ups and downs.
Wish! I could join it.
Bring relief to its agony.
Compensate for stormy waves.
Want to fetch a drop of water.
I taste, perchance it overcome.
My extreme thirst.



Sudipto Datta
Nautical 3rd Batch

Dignity



You get dignity

When you stop thinking wrong
When you do what you learn right

You can live dignified

When you live a lifestyle that,
Matches your vision.

You can get dignity,

When you renounce the "ego of individuality",
And rejoice ups and downs of life.

There is dignity

When you have good thoughts

In your heart and mind.



Ta-seen Tabshir
Nautical 3rd Batch

“Echoes of Honor: A cadet’s Journey”



In the shadows,
whispers a strife.

Cadets life unfolds,

Early revile,
no respite in sleep.

Discipline Domain,
promises to keep.

Boot-camp echoes,
command cutting air.

Uniform pressed,
burdened by glare.

A relentless journey,
no room for reprieve.

It is a harsh reality,
In every cadet’s life.

In halls of discipline, a cadet stride.

Where honor and duty forever abide.

Thought camaraderie and shaved strife.

A cadet embraces the essence of life.....

Muddy boots, worn out fatigue, drills and orders

A ceaseless league.

Pressure builds, like a mountain wave,

In the cadet's life, resilience they crave.

Struggling through challenges,
day by day.

Cadet life's reality,
no easy way.

Beneath the façade of medal and might

Lies the harsh truth and shadows.

Thought camaraderie and shaved strife.

A cadet embraces the essence of life.....



Hasibul Alam Rohan
Engineering 4th Batch

"The Target"



Everything should have a destination,
To me, it's kind of a fascination,
none can discover the things
without the ambition,
So, why aren't we taking any
inspiration?
The world is turning on its spot,
The birds are flying, which
Can't be caught,
The weather is changing from
cold to hot,
Nothing can be stopped with
the knock.

Sweet songs on the bird's voice,
But Some people are making noise,
Wise men have always a good choice,
phone is being distributed
between girls and boys.

The world is moving too fast,
not like the ancient time in the past,
People should go for their thirst,
Something need to be conquered at last.



Jokes

Kayes Ahmed Zoha
Engineering 3rd Batch

One day a man went to a bank asking for 200 dollar loan. But the manager told him that;

- "Sir, you must deposit something worth more than 200 dollars to bank. Otherwise the loan can't be issued."
- "Okay, you can take my car as safety deposit".
- "What car is it, Sir?"
- "It's a Ford Mustang GT 350"
- Sure sir please have a seat and sign necessary documents"

The man took the loan and went away. He came back after 2 months and asked for the manager as he wanted to return the loan. The manager said;

- "Sir you have to pay 220 dollars in total including interest."
- "Wonderful! I'll pay up right away. But where's my car?"
- "It's in the parking lot, sir. I'll have it brought out by someone."
- "Sure thing."
- "But I have question M.r.....?"
- "Siddiqui. It's Mr. Siddiqui."
- "Mr. Siddiqui, why would a man like you, driving a sport car would need 200 dollars for?"
- "I kept my car in your parking lot for 60 days for only 10 dollars. And every parking lot in the city charges 5 dollar per day" (smiles)

Hearing the words of Mr. Siddiqui the bank manager became speechless.



Jokes

Sk Imtiaz Ahmed

Nautical 3rd Batch

Teacher: What is line?

Pappu: A line is a dot that's going for a walk.

Teacher: Then what is parallel lines?

Pappu: A dot going for a walk with his girlfriend.

----- X -----

Grandfather: When I was at your age, I used to go to market with two taka and bring soap, milk, bread, ghee, face powder etc.

Grandson: Now a days it is difficult; because there is CCTV camera everywhere.

----- X -----

Dad: "Son, give me your mobile for a minute."

Son: "Wait Dad, let me switch it on."

- * Girlfriend pic delete;
- * Girls' number list delete;
- * Phone call received delete;
- * Delete, delete, delete.
- * Memory card format;
- * Phone completely reset.

Son: "Here it is, Dad."

Dad: "Thanks, I just want to see the time."

Son: "D a a a d."

Father: Hey why don't you go and study?

Son: For what?

Father: You will get good marks.

Son: Then?

Father: You will get good salary.

Son: Then?

Father: You will get new car _ _ _ _ Big house _ _ _ _.

Son: Then?

Father: You will relax _ _ _ .

Son: What do you think, I'm doing right now?

----- X -----

Father: Why is your mother sitting so silently?

Son: Nothing dad, she asked for lipstick; I heard fevistick.

Father: God bless you, my son.

----- X -----

Wife asks her husband: How would you describe me?

Husband says: ABCDEFGHIJK.

Wife: What does mean?

Husband: Adorable, Beautiful, Cute, Delightful, Elegant, Fashionable, Gorgeous, Hot.

Wife: Wow, thank you, but what about I J K?

Husband: I'm just kidding!



Jokes

Shahadat Hossain

Nautical 3rd Batch

Interviewer: What's your name?

Candidate: MP

Interviewer: What does that mean?

Candidate: Mohon Paul Sir.

Interviewer: What's your father's name?

Candidate: MP

Interviewer: What does that mean?

Candidate: Modon Paul Sir.

Interviewer: Why do you need this job?

Candidate: MP-Money problem, Sir.

Interviewer: You can go now

Candidate: What's my result, Sir?

Interviewer: MP

Candidate: Means, Sir?

Interviewer: Mental Problem. . . .

Photo Gallery Victory Day Celebration



Heroic Freedom Fighter Reminiscing Liberation War with Cadets



Cadets' Parade at Bangabandhu Uddyan on 16th March

National Mourning Day Celebration



Provat Ferri to BMAB Shaheed Minar



Wreath laying at Shaheed Minar by Commandant, Instructors and Cadet's

Historic 7th March Celebration



Celebrating 7th March at Academy Auditorium



Cadets' Discussion on the Significance of 7th March

National Children's Day Celebration



Drawing Competition on National Children's Day 2024



Distribution of Food among the Orphans

Genocide Day Celebration



Tribute to Freedom Fighters on Genocide Day



One Valliant Freedom Fighter is Commemorating on the Occasion of Genocide Day

Independence Day Celebration



Cadets Talk on Independence Day



Distribution of Food among the Orphans on Independence Day

Tribute to the Father of the Nation



Ministry of Shipping and Subordinate Organizations Paying Reverence to the Father of the Nation



Commandant, BMAB Paying Tribute to the Father of the Nation

Passing Out Parade-2023



Hon'ble Senior Secretary, Ministry of Shipping was Welcomed by the Commandant, BMAB on the Occasion of 2nd Batch Cadets' Passing Out Parade



Hon'ble Senior Secretary, Ministry of Shipping Inspecting the Passing out Parade



Passing Out Parade Information



Awarding of Medal for Outstanding Performance to a Cadet by
Hon'ble Senior Secretary, MOS



Oath Taking Ceremony



Speech by Hon'ble Senior Secretary, MOS during Passing Out Parade-2023



Speech by Commandant, BMAB



Steps to be Passed Out



Cake Cutting Ceremony



Group Photo of Passing Out Cadets



Cadets Enjoying there Passing Out Celebration



Passing Out Cadets' Farewell Cheers with Cap Throwing Ceremony



Hon'ble Senior Secretary, MOS is Signing Visitor's Book



Commandant, BMAB is Handing Over a Souvenir to the Senior Secretary, MOS

Visit by Important Person



Member of the Parliamentary Standing Committee on Ministry of Shipping Mr. Golam Kibria Tipu, MP's Visit at BMAB



Mr. Golam Kibria Tipu MP is Addressing the Cadets



Tree Plantation by Mr. Golam Kibria Tipu, MP



Commandant, BMAB Handing Over a Souvenir to Mr. Golam Kibria Tipu, MP



Cadets of Barishal Cadet College Visiting BMAB



Group Photo of Cadets of BCC

Games and Sports



Inter Division Swimming Competition



Inter Division Athletics Competition

Games and Sports



Inter Division Indoor Sports Competition



Inter Division Indoor Sports Competition

Co-Curricular Activities



'High Tea'



Certificate Distribution among 2nd Batch Cadets during 'High Tea'

Co-Curricular Activities



3rd Batch Cadets' Bar Awarding Parade



Respected Commandant is decorating a Cadet with Bars

Co-Curricular Activities



Mind-blowing Performance of Cadets During Cultural Program



All the participants of Cultural Program

4th Batch Cadets' Joining Day



4th Batch Cadets' Joining-2024



4th Batch Cadets-2024

MOU Signing



MoU Signing between Bangladesh Marine Academy, Barishal and Sher-E-Bangla Medical College Hospital, Barishal



Group Photo with Director, Sher-E-Bangla Medical College Hospital, Barishal