

MATRIX

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A PUBLICATION OF THE SANMAR GROUP



**SANMAR
SHIPPING**
1994 - 2019

Sanmar Shipping completes 25 years



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SHL Chemicals

Chemplast Sanmar Ltd

Sanmar Speciality Chemicals
(A division of Chemplast Sanmar Ltd)

Chemplast Cuddalore Vinyls Ltd

TCI Sanmar Chemicals S.A.E.

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Matrix can be viewed at www.sanmargroup.com

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Sanmar Shipping completes 25 years

- CV Subba Rao, *Managing Director, Sanmar Shipping*

“Remember,
upon the
conduct of each
depends the fate
of all”
Alexander the Great



Key moments in time, which bring a bit of nostalgia as we sift through the history of 25 years of Sanmar Shipping, have been captured through pictures and articles published in the pages of Matrix.

Sanmar Shipping completes 25 years of business this year, in the year that Indian Shipping completed 100 years. The significance of such an event apart, it is a time for reflection and satisfaction for The Sanmar Group.

As the south west monsoon hit its strides in the autumn of 1994, N Sankar, the Chairman of The Sanmar Group, surfaced his instinct to add the Shipping Business to his portfolio of investments, ranging from Chemicals, Engineering, Financial services, Real estate and Footwear. The Sanmar logo was making its way into the hearts of the people, for the trust it reposed in its brand, and the fit that went with the customer's desire. As the saying goes, “If the shoe fits, you must wear it”, and so did the customer who found an emotion with the Sanmar brand, and desired to have its product.

Renowned consultants, such as McKinsey, do prompt one's thought processes and pick the mind when it is speaking to itself (otherwise called as 'thinking'). And so it came to pass. Cyclical and Volatility are not uncommon to businesses, but to get a set of people who roamed the seas to set up shop and operate ships, is the stuff of adventure, a mask

which Sankar unveiled of himself, much to the delight of the shipping community in Chennai.

When the first letterhead of Sanmar Shipping went to print in late 1994, the entire stretch of the Cathedral Road (also housing the offices of the Group) in Chennai was split by a mile long median running from the Music Academy to the Gemini Flyover, which carried the logo of “Chemicals and Plastics India Limited”. Maruti 800 was a good car to drive, but if one wanted to look affluent, one would pick the Premier 118 NE. Sachin Tendulkar was 5 years into international cricket and making waves. To some who care, Pete Sampras of the US won the second of his 7 Wimbledon titles, and his eventual successor, Roger Federer, then just 13 years old, was throwing tantrums on tennis courts and breaking racquets in the junior circuit. Brazil won the Football World Cup beating Italy on penalties, the first time in world cup history that a final match was decided on penalties. The economic reforms initiated by the PV Narasimha Rao government were bearing the first pin-pricks, but the infamous MRTP Act was gone for good, just like the Brandenburg Gate and Checkpoint Charlie in the erstwhile East Berlin.





Sanmar Vessels set safety standards

The Sanmar Shipping Corporation acquired five dry bulk carriers during 1995, and two product carriers in the current year (1996) and is now consolidating its position in the industry.

The shipping industry, especially the dry bulk carrier segment, enjoyed an exceptionally high freight rate till January-1995 after which the rates fell. The Sanmar Shipping Corporation tackled this downtrend by chartering the vessels for a lucrative medium term.

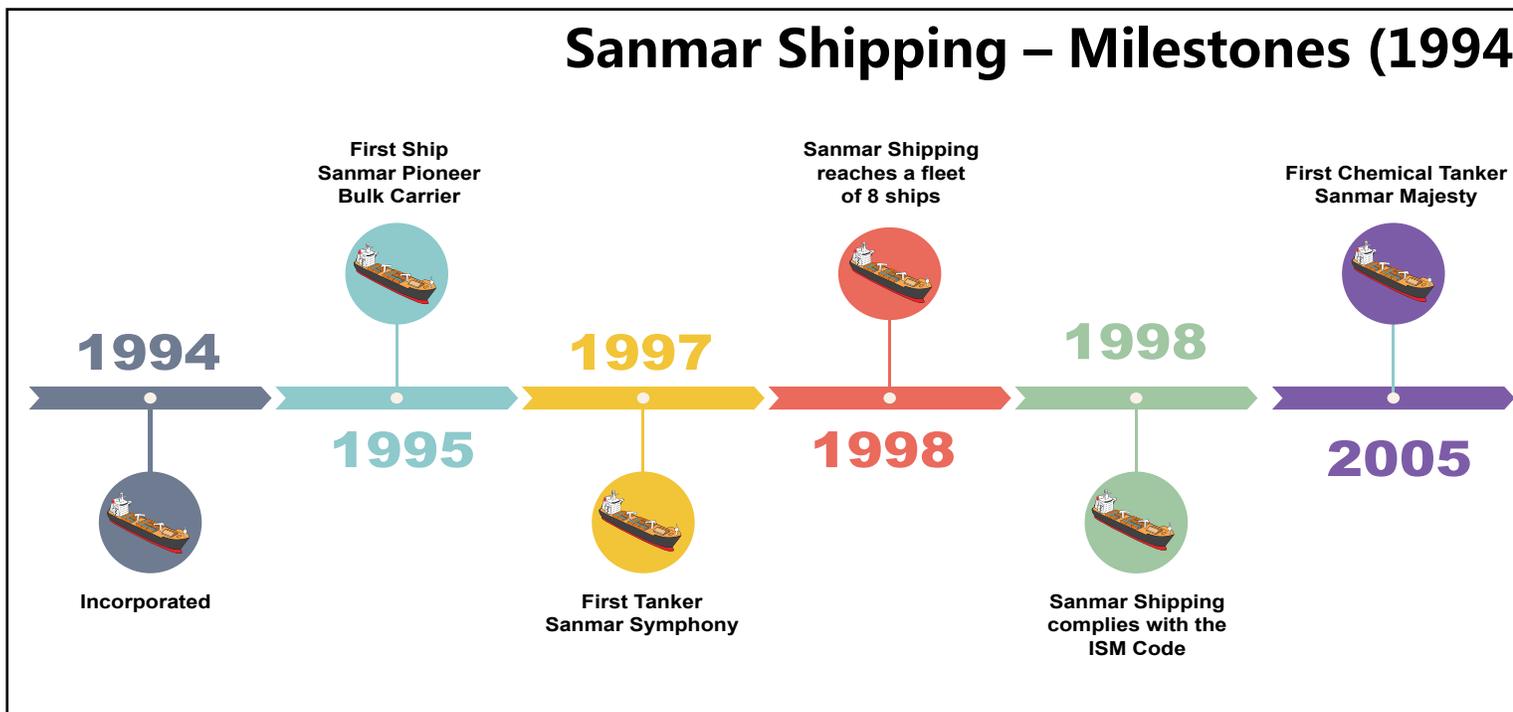
Trading in international waters is the primary business of the division. To handle the fiercely competitive merchant shipping market, the company has introduced computerised maintenance systems on board two of its vessels M.V. Sanmar Pride and M.V. Sanmar Pioneer.

The company's vessels have to conform to the International Safety Management (ISM) code, which becomes mandatory by July 1, 1998. The ISM code defines specific standards for safe and sound management of ships. The company has laid down guidelines for a contingency team that will combat possible crises concerning any Sanmar vessel at sea.



Sanmar Pioneer at the Dry Dock in Colombo.

Sanmar Shipping – Milestones (1994



There was hope, and Sankar could well have invoked Plato, who once famously said that “Human behaviour stems from emotion, desire and knowledge”, the three attributes that looked good for launching the Shipping business.

The years that followed the inception were roller coaster rides, up for a while, then downbeat for some years, just like the sinusoidal wave scripted by the 19th century mathematician, Joseph Fourier. Capt B Chakrapani, the first Chief Executive, navigated the waters until 2003, stormy one time, calm the next, with a team recruited by him. The business survived the upheavals of the Asian crisis in 1998, the Y2K stir in 2000 and the financial crisis of 2008.

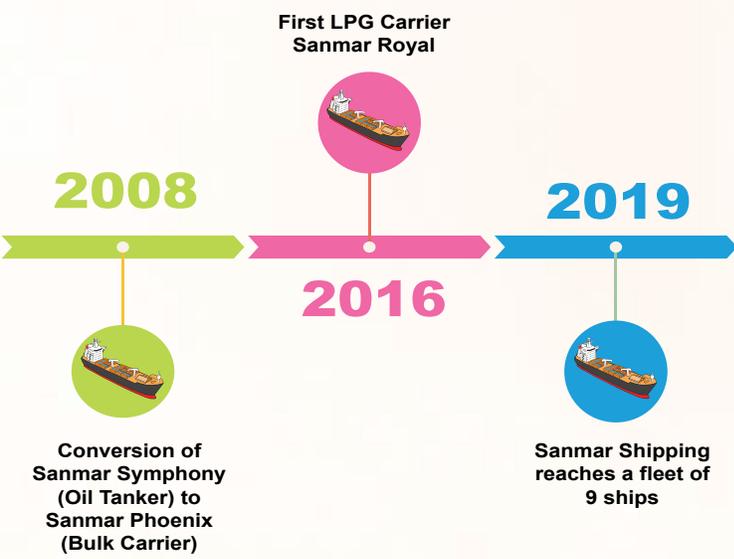
The fleet size varied, over the years, and which currently stands at 9, comprising 8 clean petroleum

products tankers and one LPG carrier. The business’ first ship was aptly named “Sanmar Pioneer”, a bulk carrier. In due course, the business expanded into other sectors, such as oil tankers (clean petroleum products), Chemical and LPG carriers. The business model rests on technical and manning operations being managed mostly inhouse; and the commercial



Sanmar has adopted a unique and interesting methodology in naming their vessels. While all the names are prefixed as Sanmar, the second part of the name reflects the type of ship. Bulk carriers are given names beginning with ‘P’, reflecting some characteristic of the business, e.g. Pioneer, Progress, Pride etc. Product tankers are given names beginning with ‘S’ and with a musical tilt, i.e. Symphony, Sonata, Serenade, Sangeet etc. Chemical tankers’ names begin with ‘S’ and gas carriers with ‘R’. Interestingly, when a tanker Sanmar Symphony was converted, in a pioneering initiative, to a bulk carrier, it was renamed Sanmar Phoenix, to represent its re-emergence like the mythical bird.

– 2019)



Sanmar Shipping Fleet

- Royal - LPG carrier
- Clean Petroleum Product Tankers*
- Stanza - MR2
- Sitar - MR2
- Soprano - MR2
- Santoor - MR2
- Songbird - MR2
- Sruthi - LR1
- Sonnet - LR2
- Sangeet - LR2



Sanmar Shipping Limited

Breaking the ice at sea



The winters are extreme in the Northern Hemisphere, but Sanmar ships have been adept at trading even in such climates. Three of them, Sanmar Pavilion, Sanmar Pioneer and Sanmar Progress, have been to the "Ice Zones" the past winter. Sanmar Pavilion and Sanmar Pioneer called at the port of St. Petersburg of the Russian Federation, while Sanmar Progress called at the ports of Port of Alfred and Sorel located just off Quebec/ Montreal in the St. Lawrence Seaway, Canada. All these zones were packed with ice, and required specialised ships called "Ice Breakers" to escort the vessels into port.



Capt. N J Nair, General Manager-Operations, Sanmar Shipping Limited, icebound in St. Lawrence Seaway, Canada.

Ship operations in ice conditions with temperatures as low as -35°C are highly complex. Freezing of lubrication, cooling and hydraulic systems, freezing of water inside the massive ballast water tanks, sea water intakes and cargo hold bilge pumping systems are a constant challenge. Navigation through thick ice also calls for specialised skills so as to avoid getting beset in the ice or damaging the ship's propulsion and steering systems. The pressure exerted by ice can be powerful enough to damage the ship's steel structures. Even washing of cargo, holds after discharge of cargo has to be carried out using anti-freeze



chemicals and specialised equipment. Cold burns caused by contact of skin with cold steel are just another hazard of the workplace. Operations in such conditions are a constant battle between man and nature. The staff on our ships did a commendable job tackling these technical challenges in extremely inhospitable conditions, earning the praise and commendation of our customers.

Sanmar Progress at the Canadian Port, where it appears as if the ship is parked alongside a kerb.

part handled in a mixture of inhouse and pool management.

The customers include major oil companies, both domestic and international. The business proudly associated itself with international groups like The Torvald Klavness Group, TORM A/S, Hafnia Management, Heidmar, Asahi Tankers, Mitsubishi Corp and Maersk Tankers. On the domestic front, Sanmar Shipping has been fortunate to have the support of the major oil companies such as Indian Oil Corp, BPCL, HPCL, OPaL, Reliance and HPL.

The business always had a committed pool of officers ashore and afloat.

We stand today at the cusp of change, whether in terms of technology, regulations or geo-political compulsions. Over the years, we have stayed firmly aside the clear logic that big is not necessarily better, and managing downsides is an important philosophy to ride by. Just as the seas turn stormy one day, and deceptively calm the other day, we focussed on the median, leaving out the crests and the troughs, which could otherwise mislead us into being overly optimistic or depressingly cynical.



Sanmar Sentinel transitting Panama canal.



Sanmar Sonata in rescue mission

Egyptian passenger ship sinks in Red Sea

The Egyptian passenger ship Al Salam Boccaccio 98, carrying about 1,400 people, sank in the Red Sea on 2 February 2006, during bad weather. Accounts from survivors and crew members suggest that the tragedy began when a fire broke out on board. Water used to fight the blaze apparently flooded the car deck, pooled to one side, and caused the ship to list and quickly sink. Rescue ships and helicopters pulled dozens of survivors and bodies from the water. Most of the passengers were Egyptian workers returning from their jobs in Saudi Arabia. At least four Saudi and four Egyptian ships were involved in the search effort, arriving about 10 hours after the 35-year-old ferry was believed to have sunk. There were fears that the death toll could be extremely high.

Sanmar Sonata was summoned by the Egyptian Navy to assist in the Search and Rescue (SAR) operations of the ill-fated passengers aboard the passenger ship, which capsized. Sanmar Sonata, loaded at Rabigh in Saudi Arabia was transiting the Red Sea, en route her discharge port in Syria (Mediterranean). When she was summoned to assist, she drifted close to the site of tragedy (since 0130hrs IST on 3 February 2006) and was assigned to the command of an Egyptian Navy warship, "Shama Sheikh", controlling the operations.

Under international laws, a merchant ship is obliged to assist in such rescue operations, if called upon to do so, under instructions from the relevant Regional Naval Command. Sanmar Sonata's master Capt Kundan Kumar, advised the charterers Vitol and the TORM Pool, the Flag State, Marshall

Islands and the P&I Club about her deviation from the schedule.

The vessel was involved in the search and rescue operations for nearly twenty hours. After that, she was released late in the evening of 4 February 2006. The vessel's master, stated that there was no trace of the ill-fated passenger ship at the site which had sunk so quickly. During the rescue effort Sonata was successful in guiding the naval ship to the position where seven survivors were traced and successfully rescued. In all about 380 survivors were traced and rescued in the effort, which was coordinated by the Egyptian warship assisted by six merchant ships including Sanmar Sonata and two American military aircraft.

The Flag Administration, Marshall Islands and the Agent at Suez Canal commended the efforts of Sanmar Sonata.

Sanmar Sonata. Inset: Al Salam Boccaccio 98.



We feel a grinding and a rhythmic focus on Safety, Health and Environment issues and inculcating a “duty of care” within the rank and file, would give us good results in the long run, and to be the best in the industry that we possibly can.

Much before the Common era, Alexander the Great put it well, “Remember, upon the conduct of each depends the fate of all”. Hence our motto, “Safe Ships and Clean Seas”.



AMVER award for ‘Sanmar Songbird’

‘Sanmar Songbird’ was recognised for the outstanding participation in AMVER System (Automated Mutual-Assistance Vessel Rescue) for the year 2018 by the commandant of the United States Coast Guard.

AMVER is a worldwide voluntary reporting system sponsored by the United States Coast Guard (USCG) which enables the search and rescue authorities to arrange assistance to vessels or persons in distress at sea. In the year 2018, 82 lives were saved by this system.

CPK Kashyap, Executive Director - Operations, Sanmar Shipping, received the award from the Consul



General of the US Embassy, Chennai, Robert Burgess, at a ceremony held on 24 August 2019 aboard the US Coast Guard Cutter Stratton.

CPK Kashyap receiving the award from Robert Burgess, Consul General of the US Embassy, Chennai,

Sanmar Sonnet: Product Tanker.



Sanmar Royal: LPG Carrier.



Matrix Metals Global at the German International Foundry Fair

GIFA, the International Foundry Trade Fair and Technical Forum, is recognised as world's largest Trade Fair for the foundry industry. It is held once in four years in Germany, which has historically been the heart of the foundry industry for decades. GIFA 2019 was held from 25-29 June at Dusseldorf, Germany.

International buyers, experts and decision makers from the metallurgy, heat technology foundry and user industries met at the GIFA. Numerous seminars and symposiums, special exhibits, and lectures were held concurrently with the exhibition.

With 50,000 visitors from over 120 countries GIFA this year was bigger than ever before.

Team Matrix Metals at the GIFA.



Matrix Metals, the foundry business of The Sanmar Group, had a well-designed booth at the GIFA with goals to

- Promote the Matrix and Sanmar brands in the global foundry market
- Establish contacts and investigate new solutions for inputs, equipment, design technology, etc., to enhance competitiveness
- Develop new geographies and new customers for sales as Matrix relentlessly pursues its goal of

becoming one of the leading global steel casting businesses.

Matrix Metals booth at GIFA attracted lot of visitors including buyers of castings, existing customers, suppliers, equipment suppliers, technology solution providers, leading to many useful discussions and potential future cooperation.

Sanmar Matrix Metals bags 'Best quality performance' award

Sanmar Matrix Metals, Viralimalai, was recognised for its best quality performance for 2018-19 under the Castings Category at the 12th Annual Business Partners Meet of Komatsu India, on 19 July 2019.

Sanmar Matrix Metals supplies critical frame castings to Komatsu for Off Highway Vehicles, for 65 MT and 100 MT Dump Truck models. As a key supply chain partner, Sanmar Matrix Metals has been recognised by Komatsu for meeting its global quality benchmarks since 2014.



CII's "ICPC 2019:

"Urgent need for capacity building in the country, and continued support from the government"

-Vijay Sankar

The Confederation of Indian Industry hosted the 2nd edition of "ICPC 2019: Future of Chemistry", on 27 August 2019 in New Delhi.

The objective of the workshop was to discuss the emerging opportunities from the new business priorities and models, focus on innovative solutions/ technologies for addressing major sustainability challenges, understand the contours of sustainable chemistry and discuss the institutional framework required to promote it, understand global trends from international experts and discuss

the policy framework critical for promoting the Indian industry.

Vijay Sankar, who moderated the proceedings, stressed on the import intensity of the country with an urgent need to reduce the import dependency in key Chemical & Petrochemical (C&PC) products. "Net imports in 2004 for C&PC sector were just over Rs 1000 Crore which in the year 2018 have crossed Rs 1.2 lakh Crore and is projected to cross Rs 3 lakh Crore by 2024. There is an urgent need for capacity building in the country, and right policy directives from the



Future of Chemistry”

government that can help in this direction,” he said.

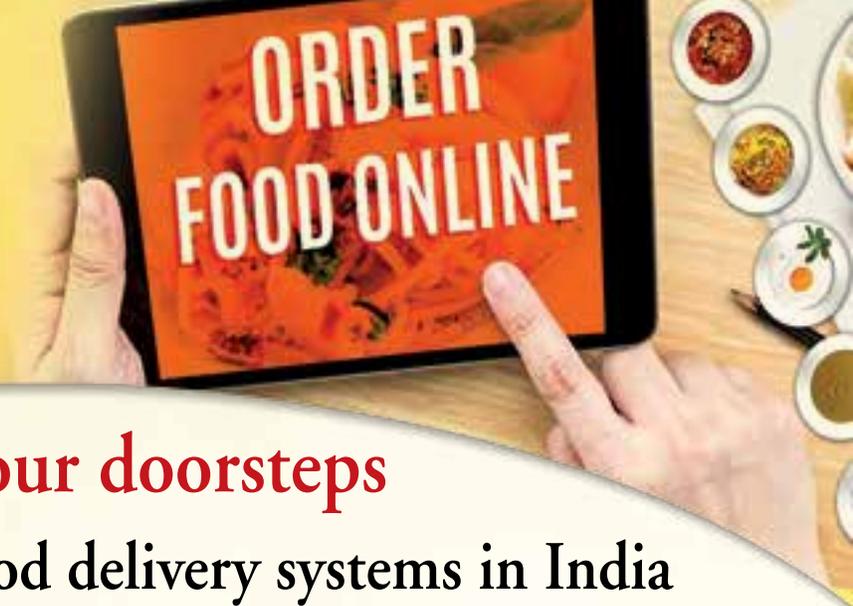
He mentioned the dire need of having a voluntary certification of C&PC companies under the responsible care and nicer globe programmes of ICC.

Vijay Sankar felt that the US China trade war coupled with Chinese environment restriction has created enormous opportunities for the C&PC industry in achieving ‘Make in India’ objective of our Prime Minister. He said that the “Government promoting mandatory standards for C&PC products is a step in the

right direction to ensure that inferior quality imports are discouraged.”

“Chemical sector is one of the largest contributors to the Indian economy in terms of IIP and GDP. Chemical Industry can play a leadership role in kick-starting growth in the economy. The sector needs one cracker a year with an approximate investment of Rs 25,000 crores/cracker. Investments of this quantum will not only help in growth of downstream industries, but also in reviving the sectors such as Capital goods, Engineering, Engineering software, Construction & EPC.”





Food at your doorsteps

The changing face of food delivery systems in India

Gone are the days when eating out in a fancy restaurant was fun. The millennial saga is 'eating in', that is, eating in the comfort of one's own home, with food delivery apps, just a click away. Anything from juices to diet food, from iced tea to pastries can be ordered to our door steps.

Such apps are proving handy not just for gourmets, keen to relish their favourite

delicacy from a preferred restaurant, but also for those looking to tuck away into some authentic traditional food prepared by professional home chefs.

As an e-commerce platform that has emerged in the recent times, these online apps have taken over the food industry like a storm. Food delivery services have made it convenient for people to order their favourite meals from local restaurants with online services such as mobile apps.

These apps filter food by restaurant or cuisine and allow having food delivered straight home. Enjoy Pad Thai or a burger, curd rice or masala dosa from new eateries within one's location.

Bask in the knowledge that you don't have to change your casual clothing or hassle with parking in crowded areas to fuel one's late-night craving. Apps like Swiggy, Uber Eats, Zomato, and Foodpanda have you covered and Swiggy is one of the fastest growing online food delivery services in India.

The most obvious influence at the core of food delivery apps' popularity is the added convenience these services



offer. Driving in overcrowded roads, waiting behind tables until customers finish their food, getting dressed up after a hard day's work, gearing up kids, and the entire family for an outing to have a meal, all this could be avoided with these food apps.

Of course, there are delivery fees that can range from a set price to a higher amount based on peak times, but the incredible accessibility far outweighs the extra bucks.

The app aggregates a list of partnered eateries and puts it within one system, so the customers can choose from a variety of options in accordance with their liking. The apps then outsource this third-party delivery process to ensure the meal is taken to the customer. Unlike traditional takeout, ordering on the grid has its added perks. With a few taps of the phone screen, you have endless options at your disposal.

Furthermore, many apps offer promo codes to help lower your total cost. The food ordering mobile apps offer flexible payment options for the customers to be able to pay using various modes of payments, the best suitable for them.

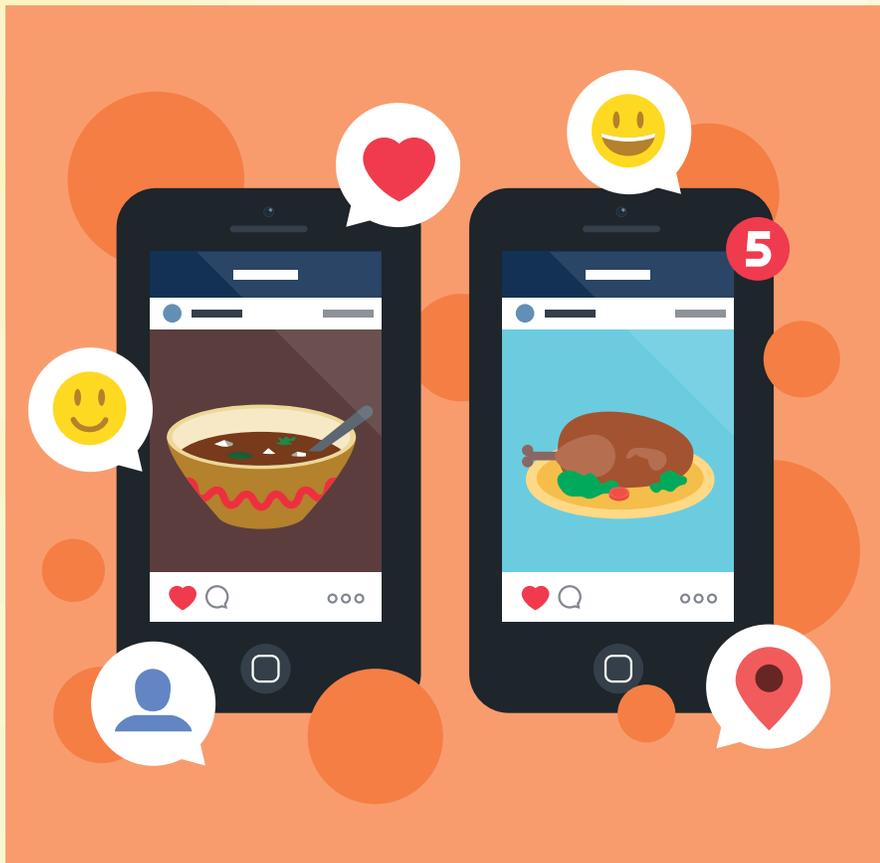
The integration of various popular payment gateways offers flexibility and cashless transactions to the customers, thus encouraging them to use the food delivery app. Real time tracking, the food ordering software is equipped with real time GPS tracking systems, such that the customers can track the delivery boy bringing their food, along with helping the delivery boys to track down the exact address of the customers.

Online food ordering often offer loyalty points to the customers for encouraging them to use the mobile app even more often. These loyalty points can be used by the customers to place future orders. With 24/7 customer support facilities, the mobile apps can offer the best customer supports, answering to their queries and assisting them in any need or complaints.

Customer support has effectively become even more efficient, since the customers can connect to the executives, with just a few clicks on their apps. How do these apps work? Online food delivery apps allow customers to order from a wide variety of establishments with a single tap on a mobile phone.

Online services enable customers to look for their favourite restaurants, view menus, place orders, and pay. These food apps earn commissions from restaurants. The quantum of





commission depends upon a number of factors which include the value of the orders as well as the location and popularity of the restaurant. The other source of income is from restaurants for featuring them on these food apps or websites. Being featured on such curated lists often helps these restaurants find more business. Food apps also charge delivery fees from customers in some locations. These charges go towards meeting the cost of delivery personnel including their salaries, cost of fuel etc.

Studies conducted by the Interactive Advertising Bureau and Viggle show that about 69% of customers order food online using a mobile device. Whether on a break, stuck in traffic, or riding the bus, virtually anyone can place an order quickly and painlessly.

On the positives, food delivery apps are fast, easy and comfortable and it is

literally at our fingertips, and virtually anyone with a smartphone can order food online from a restaurant of choice.

The negatives include binge eating as food is available at our doorsteps at almost any time of the day of night, contributing to related health complications including obesity by turning us lazy and couch potatoes.

Emergence of ghost restaurants (that is delivery-only restaurant, online-only restaurant or dark kitchen) which have no seating arrangements with only cooking or kitchen to serve its customers is another offshoot of the food apps. These ghost restaurants often are unregulated, unlicensed standalone entities. In India, after the advent of these food apps even the roadside vendors with poor hygiene feature in the list of restaurants in the food apps.

It is reported that over 60% of millennials order food or eat out at least once or more than once a month.

In spite of all the negative impact, the dynamics of the food industry has changed incredibly with the digitally-wired. From how restaurant owners run their businesses to how customers receive and enjoy their food, delivery service apps have revamped the playing field drastically.

Food delivery apps have truly changed the meaning behind farm-to-table and are defining new ways for customers to interact with their food.

Bon Appétit!

Indian Chemical Council's Auditor Training Programme

Seventh Code to be introduced under Responsible Care

A 5-day Responsible Care (RC) Chemical Security Code Auditor Training Workshop for ICC Responsible Care Auditors was held from 5-9 August 2019 at Hotel President, Mumbai. Seventeen RC auditors of ICC participated.

This was an interactive workshop to support ICC RC Auditors in assessing a company's conformance with ICC's management practice codes. While the Indian Chemical Council has been implementing the Six Codes under Responsible Care for long, from 2020 the Seventh Code on Security will be introduced by ICC as one of the Codes to be audited while considering grant of Responsible Care Logo.

The purpose of the Security Code of Management is to help protect people,

property, product, process, information and information systems by enhancing security, including security against potential terrorist attack, throughout the chemical industry value chain.

Security code is designed to help companies achieve continuous improvement in the security performance using risk-based approach to identify, assess and address vulnerabilities, prevent and mitigate incidents, enhance training and response capabilities and maintain and improve relationships with key stakeholders.

Vijay Sankar, President, ICC presented 'Certificate of Participation' to the delegates on 9 August 2019 on successful completion of the programme.

Vijay Sankar presenting the certificate of participation to one of the delegates.



Safety campaign in Sanmar Engineering and Foundry

“Zero hand and finger injury”

Industrial accidents are a major contributor to human sufferings and production losses. The number of accidents resulting in injury is high in any process and manpower intensive business due to extensive

man-machine interactions and manual material handling.

Among industrial accidents, the most common are hand and finger injuries. With a goal of eliminating hand and finger injuries both in Foundry and Engineering divisions, the Corporate Safety team of The Sanmar Group launched a zero hand and finger injury campaign in 2018-19. Hand and finger injuries have reduced by more than 40% since the launch of the campaign. To reduce the injuries further, Phase 2 of the campaign is presently being rolled out.

At the Sanmar foundry at Acerlan, Mexico, the campaign was launched in May 2019 by Narayan Sethuramon, Managing Director of Sanmar’s Steel Casting business, and Adan Herrera, Acerlan Matrix Metals Plant Head.

In India, the same campaign was kicked off at Sanmar Engineering, Karapakkam, by B Visweswaran, Vice Chairman, Sanmar Engineering Technologies, in July 2019.



SANMAR

ZERO Hand and Finger Injury

Your hands
matter to more
than just you...

Beware of

Punch, Pinch, Rotating & Sharp hazards.

Adidas-MCC National Junior Championship

The Adidas-MCC National Junior under-18 clay Tennis Championship for boys and girls held at Chennai from 12-17 August 2019 saw the best of young playing talent with 240 entries.

It was a commanding show by 17-year-old Dev Javia from Gujarat and 18-year-old Rashmikkaa Bhamidipaty from Telangana who won the boys' and girls'

titles respectively at the 27th Adidas-MCC National junior under-18 clay court championship on 17 August 2019.

Vijay Sankar, Deputy Chairman, The Sanmar Group, gave away the prizes to the winners, who got 200 AITA-ranking points and an Adidas kit contract worth Rs 75,000. The runners-up got 150 points, and a kit contract worth Rs 50,000.



(L to R): Girls Singles Winner Rashmikkaa Shrivalli Bhamidipaty, Vijay Sankar, K Dhananjaya Das, President, Madras Cricket Club and Boys Singles Winner Dev V Javia.

Citizen TCI Sanmar

A Responsible Corporate at Port Said

Technical Training

With the collaboration of Arab Academy for Science Technology and Maritime Transport (AASTMT) along with Misr El Kheir Foundation, TCI Sanmar tailored the second phase of integrated technical training for fresh graduates that encompassed electric and argon welding, electrical maintenance, pneumatic control loop, HSE, and labour market skills in addition to computer and English language proficiency.

More than 130 technicians at Port Said successfully passed the technical

Polio Vaccination

One lakh infants were immunised at Port Said by TCI Sanmar Chemicals with the support of the National Polio Vaccination Campaign.

TCI Sanmar arranged to extend vaccination services to cover the entire gamut of hospitals and medical centres at the Port Said governorate by launching awareness sessions including street banners urging people to join the campaign to eliminate polio.

training. The programme which began in March 2018, has so far trained 220 technicians on a spend of around EGP 2 million by TCI Sanmar Chemicals. The programme has helped the unemployed youth of Port Said to get jobs in the vicinity of their home.



Major General Adel El-Ghadban, Governor of Port Said, addressing the trainees.

TCI Sanmar's second phase of integrated technical training at Port Said.



Sanmar support for infrastructure development at schools and temple renovation

Donations were given by Chemplast Cuddalore Vinyls Limited for infrastructure development at Chithirapettai and Semmankuppam schools.



Chemplast Sanmar, Mettur, provided outdoor sports material to students in rural areas to improve their skills in sports.



Chemplast Sanmar, Mettur, donated for renovation of temples in and around Mettur at the request of the local community.



Annual Day at Sri Sankara Schools



N Kumar presenting a memento to Jaya Krishnaswamy at the Annual Day held on 16 August 2019 at the Music Academy. Principal Kalpalatha Mohan is also seen.



Principal Mita Venkatesh, cricketer Murali Vijay and N Kumar seen in conversation at the Annual Day held on 26 July 2019 at the Music Academy.



Students of Sri Sankara Vidyashramam Higher Secondary School, Thiruvanniyur (left) and Sri Sankara Senior Secondary School, Adyar (right) performing at their respective School Annual Day functions.



S Varsha receiving the KS Narayanan Endowment Prize from Jaya Krishnaswamy, Madhuram Narayanan Centre for Exceptional Children, in the presence of Kalpalatha Mohan, Principal, Sri Sankara Vidyashramam.



Sruthi Sreeram, receiving the KS Narayanan Endowment Prize from cricketer Murali Vijay. N Kumar applauds.

Sankara School Student excels at World Schools Debating Champions

Prithvi Arun, a student of Standard XII, Sri Sankara Senior Secondary School, was part of the five-member Team India that represented the country at the World Schools Debating Championships held at Bangkok, Thailand, this year. The team was chosen from over 1000 applicants from all over the country. Team India won the Championship for the first time and also won the Queen's Cup. The team also received the trophy for 'Best English as Second Language.' Teams from around 65 countries participated in this year's championship tournament.



Prithvi Arun is seen standing third from left.

Principal of Sri Sankara Senior Secondary School, Mita Venkatesh, recognised

Principal of Sri Sankara Senior Secondary School, Mita Venkatesh, was awarded the SOF Best International Principal Award by the Science Olympiad Foundation in June 2019. Mita received the award for her visionary leadership and initiatives under which students of the school collectively performed outstandingly in the SOF Olympiad exams conducted for the academic year 2018-19.



Legends from the South

RK Laxman

(1921 - 2015)

“Common man,” a bulbous-nosed bespectacled observer dressed in a dhoti and a distinctive checked coat who served as a silent point-of-view character for readers, would always remind us of none other than the legendary cartoonist RK Laxman. This caricature is brand RK Laxman at his best, and Laxman’s sharp observation missed no detail of the political circus in India.

Rasipuram Krishnaswami Laxman, famously known as RK Laxman was born in Mysore on 24 October 1921. Laxman was the youngest of seven siblings and his father Krishnaswami Iyer was a headmaster and Laxman’s elder brother is the famous novelist RK Narayan.

Laxman’s fascination with drawing began early and he loved to look at illustrations in magazines and newspapers even before he could read.

“I drew objects that caught my eye outside the window of my room – the dry twigs, leaves and lizard-like creatures crawling about, the servant chopping firewood and, of course, number of crows in various postures on the rooftop of the buildings opposite.”

Laxman was highly impressed by the works of the British cartoonist Sir David Low whose works often appeared in ‘The Hindu’.

He began drawing as soon as he could and filled the floors and walls of his house with doodles. It did not take him long to realise that drawing was his life’s calling and set about to make a career

for himself as an artist. He applied to study at the JJ School of Art, Mumbai, but his application was rejected (It is to this that irony strikes, later when he was in his office at TOI, the dean of JJ School called on Laxman and wanted him to be a Chief Guest for a function). He did not dwell in disappointment and instead joined the Maharaja’s College, Mysore and graduated with a Bachelor of Arts degree. He worked as a freelance cartoonist for Swaraja, while he was studying.

An animation film “Narada”, a mythological character, was produced from his cartoons on the subject. Laxman used to illustrate his brother’s stories in ‘The Hindu’ newspaper. He used to draw political cartoons for the local papers. He also contributed to the humour magazine “Koravanji” founded by Dr M Shivaram.

He then moved to Bombay to explore newer avenues. There he tried his luck at several newspapers and finally started working for RK Karanjia’s weekly publication, ‘Blitz’. This proved to be his first break and he soon became popular as a cartoonist.

In 1946 he joined the ‘Free Press Journal’ as a political cartoonist. It was here that he met fellow cartoonist Bal Thackeray who would eventually become a famous politician in future.

He worked very hard at his job, and often did more than what the salary justified. He toiled for hours each day and produced a political cartoon every



other day. However, some differences with his bosses made him leave the publication.

By now he had become a renowned cartoonist and was appointed by 'The Times of India' in 1947 on a salary of Rs 500 – a princely sum in those days. Initially he provided illustrations for the 'Illustrated Weekly of India' and comic strips for a children's magazine.

Though he possessed a keen sense of politics, his editors did not appreciate his political cartoons much. But they changed their minds when one of his cartoons appeared in the 'Evening News of India' and was well received by the readers.

He continued in TOI for about 50 years. His cartoon character "Common man" appeared on the front page in a prominent place in Times of India newspaper, under the caption 'You Said It'.

Laxman's "Common man" was witty and sarcastic but never venomous, and his outlook was said to represent that of countless average Indians. This comic strip chronicled the life of the average Indian, his hopes, aspirations, and trouble. The character came to be a much loved one among the Indian masses and has entertained generations of Indians over the past several decades. His character was so popular that he was even featured in a commemorative postage stamp released by the Indian Postal Service on the 150th anniversary of the 'Times of India' in 1988. The comic strip also served as the basis for a comedy series on Indian TV, RK Laxman Ki Duniya (2011-13).

Besides being a cartoonist, Laxman had created the popular mascot named 'Gattu' for Asian Paints in 1954. Laxman published numerous

short stories, essays, and travel articles, some of which were collected in The Distorted Mirror (2003). He also wrote the novels The Hotel Riviera (1988) and The Messenger (1993) and an autobiography, The Tunnel of Time (1998). In addition, numerous collections of Laxman's cartoons were published.

RK Laxman's first marriage to a Bharatanatyam dancer and film actress Kumari Kamala ended in a divorce. He later remarried his niece of the same name, Kamala, his elder sister's daughter, who was a children's story writer. The couple's son, Srinivas is a seasoned space journalist, a writer at TOI. Srinivas is married to Usha and they have a daughter named Rimanika. RK Laxman adored his granddaughter and she was the one constantly in his thoughts. She gave him a feeling of being reborn.

RK Laxman was honoured with many awards like The Ramon Magsaysay Award in 1984 in the category Journalism, Literature, and the Creative Communication Arts (JLCCA). In 1973 he received the Padma Bhushan, and in 2005 the Padma Vibhushan - India's second highest civilian honour. Laxman breathed his last on 26 January 2015.



The next candidate for interview, please.



