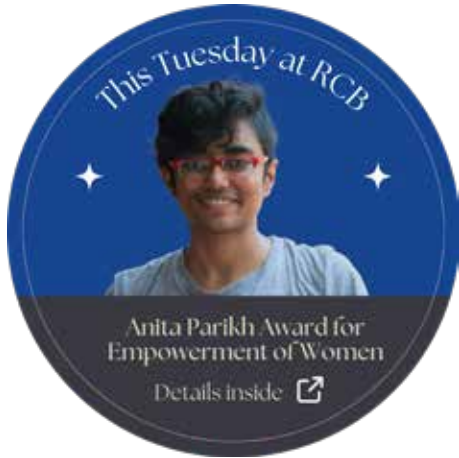


THE GATEWAY



Special Raksha Bandhan offer at the unisex Transformation Salon, an inclusive space for all. Choose from a list of any 4 services for just Rs. 2999. Valid till September 5th, 2023. [Details inside.](#)

September 8th, 2023: In Camera event, a talk by Lt. Gen. Ramesh Kulkarni (Retd) & Anjali Karpe on Siachen 1987: Battle For The Frozen Frontier.

[Details inside.](#)

Rotary Club
of Bombay



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<http://rotaryclubofbombay.org/>



Rajiv Jalota, Chairman, Mumbai Port Trust, on the Port's vision for Mumbai in 2047 and the creation of a marina

I am honoured to be here and share some of the initiatives of Mumbai Port for the city. I will also touch upon the history of Mumbai Port, the story of containerisation, the emergence of cruise tourism, some projects related to the marina, and the Port's vision for 2047, the Amritkaal, for Mumbai city. The most interesting part is how the port came into existence.

The port's origin can be traced back to the American Civil War in 1861, when President Abraham Lincoln's blockade of Confederate ports caused a cotton shortage and a price spike. This led to a cotton boom and a financial bubble in Bombay that lasted till 1865. Bombay earned 81 million pounds sterling in cotton trade during that time. This spurred significant investments in land reclamation schemes and the development of

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dockyards. The port did not exist then, but many private docks and wharf-like areas had developed.

By January 1865, Bombay had 31 banks, eight reclamation companies, 10 cotton pressing companies, 10 shipping companies, 20 insurance companies and 62 joint stock companies, all because of cotton.

In 1869, the Suez Canal opened, which was the real turning point for Bombay's port because it substantially reduced travel time to reach Europe and America. Bombay Port, along with London, was one of the two deep-drafted ports in the world at that time.

Around this time, Bombay Port had clusters of docks and quays owned by private companies, rented separately, like Sassoon Dock, the Kulaba Land Company, the Freer Land Company, and the Elphinstone Land Company. These companies were made public when acquired by the British government in 1873 to provide uniform pricing services to the trade and industry at the behest of the Bombay Chamber of Commerce and Industry. Thus, Bombay Port Trust was formed in 1873, and for over 100 years, it has been the country's major port.

The Bombay Chamber of Commerce and Industry played a pivotal role in creating the port and held a trusty position at Bombay port for a long time. Mumbai Port, known as Bombay Port, was the largest port then.

From 1873, several docks were created: Victoria Dock, Alexandra Dock, and Princess Dock, due to increasing business. The earth dug out from the areas of Victoria, and Alexandra Docks was used to reclaim the Ballard Estate area.

Construction on these docks began in 1875 and was completed by 1883-1884. The port building's construction started in 1888 and was completed early in 1891. Before that, the Mumbai port office was near the seaside, in what we now call the Old



Customs House. It was housed in two or three shacks.

From the near 1970s, the containerisation era began, signifying efficiency in transport and a reduction in logistics costs. Bombay port became the first to have container ships, with a lot of activity starting during that period. However,

[Article continues on Page 3](#)

An advertisement for PhillipCapital. The top half shows a swimmer in a black cap and goggles performing a butterfly stroke in a pool. The PhillipCapital logo and tagline 'Your Partner In Finance' are overlaid on the image. Below the image, the text reads: 'SOMETIMES YOU PRECISELY HAVE 30 SECONDS TO WIN OR A LIFETIME TO TRY.'

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Rtn. Rina Deora introducing the speaker Rajiv Jalota;



Vote of thanks by Rtn. Sameer Kanodia

[Article continues from Page 2](#)

by the late '80s, it was realised that Bombay port had shallower drafts, and container ships were becoming bigger, leading to changes in port dynamics.

Bombay Port established its satellite port, the Jawaharlal Nehru port, in 1989. Though the Adani port of Gujarat has slightly pipped it, Jawaharlal Nehru port still handles about 6.5 million containers yearly and can handle up to 10 million. It is believed that by 2028-29, the port will be choked, so plans have been made to build another port, Wadhwan port, in the district of Palghar. The environmental clearance for this port has been received, and it will have a handling capacity of more than 30 million containers when completed. Some berths are expected to come into operation by 2028-29.

While this was happening, when Jawaharlal Nehru port was already formed, no containers were coming into Mumbai port. An offshore container terminal was planned deep in the sea between 2008 and 2011 on a PPP model. However, due to delays and the establishment of new berths at JNPT port, the PPP operator went into liquidation, and the project became an NPA. Now, this offshore container terminal serves as a point from where all automobile exports are happening from Mumbai port. About 1.25 lakh automobiles are exported annually from around Pune, down from two and a half lakh due to the closure of the General Motors plant.



Now, while Mumbai port deals with general cargo, crude, chemicals, steel, agriculture commodities, and some fertilisers, it has also focussed on attracting cruises. The port aimed to position itself as the cruise capital of India and engaged a consultancy firm, Bermello Ajamil & Partners, in 2016. The report at that time suggested that the cruise outlook for India was bright and that domestic cruise tourists would eventually outnumber international ones. Before Covid-19, the Costa Neoclassica ship was placed at Mumbai port for about three years, travelling to the Maldives and the Middle East, marking a success story for cruising from Mumbai.

In 2016, about 120,000 Indians cruised worldwide, but most flew to Singapore and then cruised in Southeast Asia. Additionally, approximately

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Picture perfect moments for Rotaractors (above) with the speaker

Article continues from Page 3

126,000 international passengers cruised through India, mostly foreign tourists. The report stated that cruise calls had grown from 124 in 2012-13 to 144 in 2016-17, and passengers per cruise call grew from 791 to 1223.

Indian tourists travelling on cruises within India numbered just Rs 24,000, spending less than when travelling abroad. With the latent demand for cruise tourism and very few Indians having passports, there's a desire to travel within India. This led to a redesign of cruise tourism in India, starting with the Costa ship in 2016-17.

The number of passengers and tourism potential is predicted to grow more than tenfold, with an average of 4,500 passengers per ship by 2047. However, there are already three ships with 9,000 passengers each in China, and similar ships may come to India in the next 5 to 7 years. The current infrastructure being created in Mumbai can handle up to 10,000 passengers a day or 5,000 passengers per trip. That is what we are aiming for.

But we have to grow even bigger to meet the demands of the cruise industry. India, along with the Philippines, is the largest supplier of the workforce on international cruise ships, contributing to more than 25 per cent of seafarers. This industry has tremendous employment potential.

While planning the cruise terminal, we also established a domestic terminal. Angriya Cruise brought a proposal to play between Mumbai

and Goa. They said they would need a smaller draft. They bought a ship from Japan, and this cruise went very well for about two years until COVID-19 hit. Unfortunately, the boat they had purchased was a fuel-guzzler, so the cruise became unsustainable following the rise in fuel costs, and the ship has been lying at our port for the last three years. There is a proposal to make it into a flotel, so we have floated a tender.

The domestic cruise terminal serves as an arena for various programmes, festivals, and events, such as Mahindra Blues and Independence Rock Festival, and there are demands to increase its area. However, I am cautious about making seaside areas private, as they belong to the public. I've introduced a policy for free use of the Eastern Waterfront for non-ticketed festivals, offering it as a venue for cultural and historical events accessible to the public.

Two to three music festivals have already taken place. It is also an open offer to Rotarians that if you want to offer something cultural and historical to the public of Mumbai where anybody can attend, that is a great place to have. About five-six acres of land is developed on the sea beside the Roro facility and is available to everybody.

Currently, the international cruise terminal is in the final stages of construction, and its design has been altered several times due to various concerns,

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(Above) Kanhoji Angre Island is being developed by BPT for tourism and (above) a 150-year-old lighthouse on the island

[Article continues from Page 4](#)

including wind resistance. The project costs around Rs 365 crores by Mumbai port, with some support from the Government of India, and is managed by J.M. Bakshi and Company. We have used it as a transit terminal for the last two cruise seasons, and Cordelia Cruise will resume services from this terminal on September 23rd, 2023.

We are making significant changes at the terminal, and the first international cruise ship will arrive on November 3rd. This year, we expect about 10 occasions when more than three cruise ships will arrive in Mumbai on the same day, presenting a challenge. My cruise terminal berth is only 440 metres long, and the Costa Serene, which is 290 metres long and was recently launched, will be stationed in Mumbai for two months between November and December. I will have to do a lot of manoeuvring with my other cargo ships to handle three ships when all of them are together.

While many international ports accommodate 8-10 cruise ships at large terminals, space constraints prevent us from achieving this in Mumbai. However, we have identified Kochi as a location where four ships can berth at a time. During the Global Maritime India Summit in October, we will discuss with industry leaders how to increase the number of river and ocean cruise tourists to 50 million by 2047.

We will also explore the possibility of creating a large cruise terminal at sea, seeking ideas for

developing major cruise locations. The demand is strong, with Cordelia's occupancy rates reaching 90 to 95 per cent on their trips between Chennai and Sri Lanka. The Costa Serene, arriving in November, will have a capacity of almost 3800 passengers, a testament to the growth of cruise tourism in the region. If this venture succeeds, other significant players like the Mediterranean and Norwegian shipping companies may consider bringing their ships from 2024 onwards.

If Mumbai can only accommodate three ships, we might station a couple of ships in Kochi, one in Goa, Mangalore, Chennai, and possibly Vizag if that cruise terminal is inaugurated. We aim for about 10 to 12 cruise ships to be stationed across India for short trips to destinations like the Maldives or Oman, as Omani port authorities have shown interest in a Mumbai-Oman route. It is an interesting phase for the cruise industry in the country, a sector I am well-acquainted with as the nodal officer for cruise for the ministry.

As we develop the cruise terminal, we are also looking at nearby attractions, such as **Kanhoji Angre Island**, located near Thala. Although it's just 15 minutes from Thal village, the sea is rough, making the journey around 90 to 100 minutes. This pristine, 16-acre island houses a prominent **150-year-old British lighthouse**. We have invested around Rs 20 crores to develop the area,

[Article continues on Page 6](#)



BPT is designing a ropeway to Elephanta and a fisheries-marries-tourism feature at Bhau Cha Dhakka (above)

[Article continues from Page 5](#)

including a jetty, gazebos, and walkways. The local villagers have started picnicking there, and we've selected a concessionaire to develop it further, likely as a tent city, once archaeological issues are resolved by the government of Maharashtra.

We have been working on a unique 8-kilometre **ropeway** project over the sea, but it has been held up due to landing permissions at the archaeological preserved site of **Elephanta**. If granted, it could become an important tourist attraction for Mumbai.

Regarding the marina project, Mumbai used to house yachts at the Princess and Victoria Docks, which were later converted into a storage yard for the container project. Now, we're planning a marina project there. After failing to attract bidders twice, we are revising our approach. If no takers emerge, Mumbai Port will build the marina.

Our financial position is slightly better. I have 35500 pensioners to care for, so my thousand crores of operating profit goes into giving pensions. So, I come in the red at the end of the financial year. But if the marina happens, it will be a great place because of the commercialisation. I am only offering 2 hectares of land. So, there will be 6 to 7 hectares of land remaining. Plus, if my port operations reduce in about 8 to 10 years, I can again open about 20 to 25 acres of more land. So, it will become like any other marina to be enjoyed by the public of Mumbai. Environmental

clearance has been received, so we are hopeful.

This is another interesting project involving the management of two fish jetties in Mumbai, one at Sassoon Dock and the other at Mallet Bundar, also known as Bhau Cha Dhakka. With the number of fishing trawlers increasing to 1,200, it's become one of the significant markets for fishermen. We are in the final stages of obtaining environmental clearance to accommodate the growth and hope to commence work by October. The new development will include all the modern facilities needed by fisherboats.

Behind the jetties, we plan to transform an area of about 10 to 12 acres into a space where **fisheries and tourism** can come together. This master planning is ongoing, inspired by places like Sydney Harbour.

Sassoon Dock recently hosted a large urban arts festival. With an intention to make it a biennial event, we are exploring ways to promote urban arts and culture in various old areas with godowns and warehouses. Collaboration with entities such as the Cotton Association of India to showcase cotton's history, Japanese garden planning, and beautification near the Cotton Exchange all aim to preserve and highlight the city's rich history and legacy.

[Article continues on Page 7](#)



Hughes dry dock



Jawahar Deep

Article continues from Page 6

In addition to managing domestic cruise and RORO terminals, we are working on enhancing public spaces and urban water transport around the Mumbai region. With support from the Government of India, several RORO jetties are being developed to introduce modern green boats in the coming years.

The Mumbai port continues to play a vital role, handling about 63 million metric tons of cargo this financial year, the largest in its history. Though declining in some areas, the port is still active 24/7, providing essential facilities for ships and contributing to various industries. Ranked number 2 in efficiency among the 12 major ports, it focuses on multiple activities, including lighterage activities, facilitating cargo transfer from bigger ships into smaller barges.

The **Hughes dry dock** inside the port, built in 1914, is a significant repair area for large ships, including Navy and defence ships. Managed by Cochin Shipyard Limited, it contributes to a growing demand for ship repair facilities on the west coast. As cargo reduces over the next 10 to 15 years, the docks in Mumbai Port may become repair hubs, further solidifying its role in the maritime industry.

Lastly, Mumbai port hosts India's largest crude

oil terminal, **Jawahar Dweep**, receiving the most massive crude carriers and gas carriers. Your Rotary club can visit and explore these unique aspects of the city's port.

This vision for 2047 outlines key areas of focus for Mumbai's port. Cruise and light-rage activities in the sea will continue, emphasising creating more sustainable urban water transport. Pilot projects are in the planning stages to explore how boats travelling from Gateway and other places can become greener, transitioning from current fuel sources to electric or other environmentally friendly options.

Mumbai port is already leading the way in sustainability, with 90% of its total energy requirements now met through green energy. The goal is also to enhance ship repair capabilities, using green fuel for operations and positioning the port as a research and development hub. In line with this vision, a centre of excellence on ESG (Environmental, Social, and Governance) and circular economy for port and maritime trade has been started, with the company already registered and operations commencing.

This roadmap sets the course for Mumbai's greener, more sustainable future in 2047, emphasising innovation and environmental responsibility.

[Article continues on Page 8](#)



Article continues from Page 7

ROTARIANS ASK

Experts in water sports recognise that Mumbai has some of the best waterfronts, with excellent conditions conducive to international competition. Yet, water sports haven't taken off in the region despite the significant potential for hosting various sporting competitions.

I am not a technical expert, but I understand the challenges. On the eastern waterfront, the number of ships is quite large due to Mumbai Harbour having the largest collection of ships in the country, including service boats that extend up to ONGC Bombay High. This activity makes it challenging to host substantial events like yacht races regularly, although pleasure yachting is possible.

On the west side, particularly around Nariman Point, the rocky terrain hinders the possibility of accommodating large ships. Small yacht races have been organised, but the potential for larger events seems limited at this time.

However, there has been a demand for an area for pleasure yachting, given its importance to Mumbai. To address this need, I have issued a no-

objection certificate to the Maharashtra Maritime Board to build a jetty near Radio Club. This project, expected to be completed in three to four years, will unclog Gateway and introduce modern boats, preserving and enhancing Mumbai's role in pleasure yachting and other water sports. Efforts will be made to ensure facilities are provided to continue supporting these activities in Mumbai.

How long will it take to complete the Roro facility, particularly the jetty at Kashid and the Radio Club jetty?

The maritime board is likely finalising the contractor for the Radio Club jetty. They might need space from us for casting, as it's unavailable in Mumbai. We previously provided space to Mumbai Trans Harbour Link, and if we can allocate some of that space, the contractor could begin work around December or January. The project should be completed within three years.

Kashid, on the other hand, has faced challenges due to damage in a cyclone. A breakwater that was built was destroyed, likely due to improper design. It's being redesigned, and the completion may take two more years.



TUESDAYS WITH THE ROTARY CLUB OF BOMBAY



RCB launches women's health department at Masina Hospital

Inauguration of the 'Premlata Vandran Shah Charities – Rotary Mammography, Bone Density & USG Department' funded under GG 2343107 titled 'Masina Women's Health Initiative' Medical Equipment funded under GG2232165 and CS2300109 at Masina Hospital, Mumbai, held on August 7th, 2023.

Since the past few years, Rotary Club of Bombay has been working closely with Masina Hospital to upgrade their facilities to provide superior healthcare. There have been numerous projects and they have resulted in making a huge impact on the quality of hospital services.

Women's health issues have been featured in the national and state health policy for a long time. The prevalence of breast cancer in India is about 13-15% but in Mumbai it is almost 24%. Early detection can lead to superior clinical outcomes and higher survival rates. Majority of the population has Vitamin -D deficiency and osteoporosis and this is inadequately treated due to missing the diagnosis. Awareness of screening for breast diseases, osteoporosis and disorders related to the various gynaecology and obstetrics conditions is also relatively low. These conditions can be further investigated and treated using high quality and safe imaging. The advances in the field have led to a need for state-of-the-art equipment which will help in better imaging.

The importance of having all this equipment under one roof is that these modalities of screening are part of health check-ups. Besides, even in routine use, the fact that if we pick up something in mammography then USG can confirm the same and allow us to screen the woman for other related diseases. The presence of trained female technicians will help to create a secure environment for women seeking preventive healthcare. The hospital environment allows the comfort of seamlessly providing solutions for treatment of the ailments which are detected early.

Keeping the above in mind, RCB undertook this project to provide diagnostic and therapeutic equipment to Masina Hospital which are



predominantly associated with the welfare of women.

Using the Rotary's Global Grants programme, RCB swiftly set up yet another department known as the 'Premlata Vandravan Shah Charities – Rotary Mammography, Bone Density & USG Department.'

The setting up of this department is an outcome of yet another Global Grant Project GG # GG 2343107 titled 'Masina Women's Health Initiative' undertaken by the Rotary Club of Bombay thanks largely to a donation received from the 'Estate of Vandravan Premchand Shah' by Rtn. Dilip Shah of RC Bombay Hanging Garden. RC of Bombay and RC Bombay Hanging Garden were the co-donors. Additional grants were contributed by Dist. 3141 and the Rotary International. The international partner club for the purposes of the GG was RC Ramlah, Israel, Dist 2490 on a non-financial participation basis.

Besides this equipment the Rotary club of Bombay also donated an ENT workstation for ease of examination of patients having ear, nose and throat diseases. The provision of microscope and cameras help in ease of diagnosis and allow procedures to be conducted in OPD. In addition, a new Digital Radiography machine wherein the ability to see the image as soon as it is shot by the radiologist and technician results in quicker diagnosis, less repeat x-rays and therefore lesser radiation exposure.

The inauguration was done at a small ceremony on August 7th, 2023 at Masina Hospital. The speakers addressing the audience were IPDG Sandip Agarwalla and President Manoj Patodia both of whom alluded to the long and fruitful partnership of donor and receiver resulting in outcomes for the poor and needy.

Amongst those present were CEO of Masina Hospital Dr. Vispi Jokhi, PP Vijay Jatia, Rtn. Homi Katgara and a host of other Rotarians and guests.



BY kid's journey from tragedy to triumph

It's another proud moment for Bhavishya Yaan. Our alumnus, Nikhil Kokate, has been selected for the CRPF. He will commence his training in Pune or another suitable location before receiving his placement in the Indian Army. Nikhil worked tirelessly to achieve this dream. He sought specialised training from Asha to ensure success in his interview, while maintaining strong connections with all of us and his school throughout the process.

His sister Nirmala, also a BY alumna, now contributes as an assistant teacher at the Lighthouse Project. Together, they stand as a testament to determination and resilience, having faced the loss of their father when they were young.



We are very grateful to Ms. Shruti Jatia for her generous sponsorship of 8 cataract surgeries for the elders of Ananda Yaan. Thank you for making a difference in their lives!



AY members celebrate Nag Panchami together



Our elders of Ananda Yaan celebrated Nag Panchami together on August 19th, 2023, with song, dance, fun and some rituals.

Embracing Mistakes: The Path to Success

There is a story told of Edison who made, say, 1,000 unsuccessful attempts before arriving at the light bulb. “How did it feel to fail 1,000 times?” a reporter asked. “I didn’t fail 1,000 times,” Edison replied. “The light bulb was an invention with 1,001 steps.”

Why don’t most of us see our own lives in this way? We think it goes back to unworthiness. We assume a façade of perfection in a futile attempt to prove our worthiness. Alas, being human, we make mistakes. Mistakes crack the façade. As the façade crumbles, a frantic attempt is made to hide the hideous thing (unworthiness) the façade was designed to hide – from ourselves as much as from others.

If we didn’t play this game of denial with ourselves, we would make mistakes when we make them, admit them freely, and ask not, “Who’s to blame?” or “How can I hide this?” but “What’s the lesson here? How can I do this better?”

In Roman times, sin was a term used in archery. It meant simply to miss the mark. At target practice, each shot was either a hit or a sin. If you sinned, you made corrections and tried again. Today, of course, sin means, to quote the American Heritage, “A condition of estrangement from God as a result of breaking God’s law.” Whew. No wonder people avoid even “the near occasion” of sin. Some people treat mistakes with the same reverence.

If you’re learning, growing and trying new things – expect mistakes. They’re a natural part of the learning process. In fact, someone once said, “If you’re not making at least 50 mistakes a day, you’re not trying hard enough.” What the person meant, we think, is that growth, discovery and expansion have mistakes built into them. To avoid situations in which you might make mistakes may be the biggest mistake of all.

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Art Interacts with Environment

On August 9th, 2023, Anjuman-I-Islam's Allana English High School in Mumbai hosted a poster competition, organised by the Interact Club with the theme "Bas Kar Mumbai Kar," under the guidance of Mrs. Tabassum Rizvi. The event encouraged children to express their love for the environment and awareness of cleanliness through art.

Students took part with focus and creativity, depicting the issues caused by waste and unorganised disposal, and highlighting its effects on the environment and humans. They also made posters proposing solutions, emphasising the importance of a clean environment.

In addition to creating posters, the children cleaned the school and campus, living the principles "Practice what you preach" and "Be the change you want to see in others." The event was a celebration of talent and a commitment to environmental ideals.



St. Agnes' Interact brings cheer to Shepherd Widows Home

On August 19th, 2023, students of St. Agnes High School's Interact Club visited Shepherd Widows Home. A group of 24 girls participated in this heartwarming activity, collectively contributing around Rs 3000. The students not only made a financial contribution but also distributed essential supplies such as sugar and tea leaves. Their compassionate act brought smiles and comfort to the residents of the home, reflecting the values and community spirit encouraged by the school.



Transforming lives

On Saturday, August 19th, 2023, two clubs, Rotary Club of Bombay and Rotary Club of Bombay Pier organised a workshop with Bollywood makeup artist, Ojas Rajani. The thought behind the programme was to offer learning of the latest in makeup techniques to our members and Rotary Partners. The workshop was held at PRISIM Healing Institute in Grant Road. This venue was offered to us by one of the partners of RC Bombay Pier, Mrs. Priti Shroff. The workshop was attended by 24 ladies.

After the workshop, Ojas, who is a trans-woman visited the Transformation Salon in Prabhadevi. This mainstream salon was started in March 2023, an initiative that promotes Diversity-Equity-Inclusion (DEI) and has been designed to offer sustainable livelihood to trained beauty technicians who belong to LGBTQA+ community. The capex for this project was supported through the CSR donation from Deutsche bank (DB) and PhillipCapital. The Opex for the first year is being partially covered by both the donors. LOreal has offered ongoing upskilling sessions to the salon teams.

RC Bombay Pier President Ms. Mayuri Bhasin and some select members of this Club and IPP Inner Wheel Club, Ms. Neela Parikh visited the Salon with the celebrity makeup artist. Ms. Zainab Patel, Director of Pride Business Network Foundation (PBNF) was present to give Ojas and other visitors a tour of the salon. Ojas, Zainab, Mayuri, Neela, Priti and IPP Vineet Bhatnagar gave their sound bytes during the tour of the salon. Everyone interacted with the beauty technicians and found the entire set up to be a premium venue for various beauty treatments and the team members to be skilled, professional and very friendly.

One of the members of RC Bombay Pier even stayed back for on the spot hair colour treatment. This year the Transformation Salon committee is being chaired by Rtn. Ratnaa Kapoor Sharma. It is a project that aims to provide dignity and financial independence to marginalised members of our society.



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Urgent need for dialysis centres



The common kidney disease is chronic kidney disease, and it affects about 10% of the world's population.

One in every 10 adults in India suffers from chronic kidney disease (CKD) and, at any given point, nearly five lakh patients are in need of life-long dialysis or transplant, according to Dr. Sanjay K. Agarwal, Professor and Head of Nephrology, AIIMS.

Dr. Agarwal was reported in The Hindu as saying that only 6,000 patients received new kidneys and another 50,000 could afford or get access to dialysis. For the remaining 4.5 lakh, there was no definitive treatment, and their survival was difficult beyond a few weeks, he said.

The disease is more common than stroke and diabetes, and of a magnitude almost equal to diabetes. The cost of treatment for an average patient is many times more than treating diabetes and stroke. Hence the need of the hour is to set up dialysis centres to provide free or subsidised treatment to those who cannot afford the same



DIALYSIS MACHINES DONATED BY ROTARY CLUB OF BOMBAY UNTIL MAR-2023

DIALYSIS CENTRE	MACHINES	DATE OF DONATION
Platinum Hospital, Mulund	2	OCT-2020
Astha Hospital, Manor	2	MAR-2020
Astha Hospital, Manor	2	SEP-2020
Sukh Sagar Hospital, Dahisar	2	DEC-2020
Shatabdi Hospital, Gowandi	3	SEP-2020
Samarpan, Ghatkopar	14	JAN-2021
Shatabdi Hospital, Kandivali	2	JAN-2021
Lifeline Medicare Hospital, Charkop	15	NOV-2022
K.J. Somaiya Hospital & Research Centre, Sion	10	MAR-2023
Acharya Shri Ramesh Dialysis Centre, Andheri	10	MAR-2023
Dr. M.L. Dhawale Hospital, Palghar	1	MAR-2023
Total machines	63	

With 63 dialysis machines we can perform approx 4750 cycles per month, thereby impacting nearly 390 lives.



IN CAMERA

SIACHEN 1987

- BATTLE FOR THE FROZEN FRONTIER

A TALK BY
LT. GEN. RAMESH KULKARNI (RETD)
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FOLLOWED BY DRINKS & DINNER

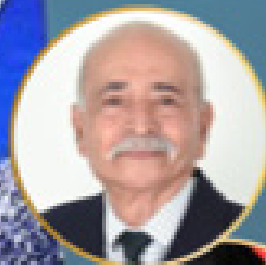
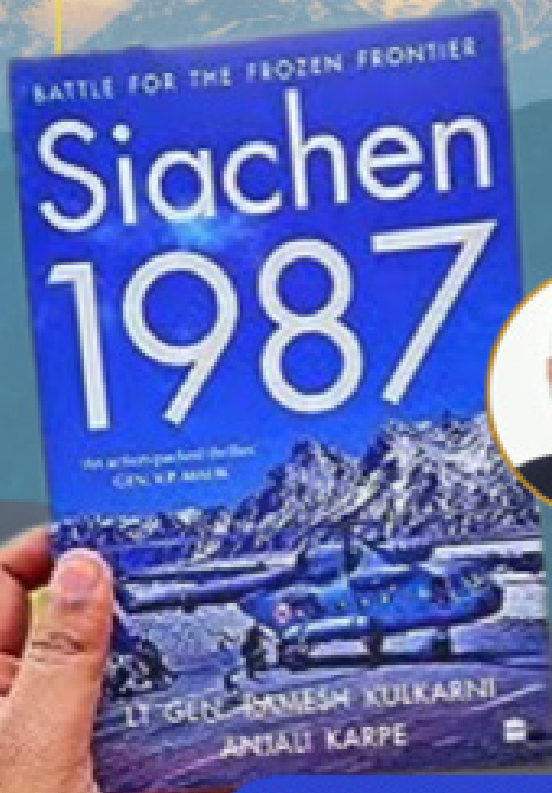
FRIDAY 8 SEPTEMBER 2023

6.45PM

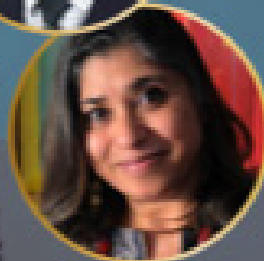
AT THE RESIDENCE OF AJAY & VANDANA KANORIA
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LT. GEN. RAMESH
KULKARNI (RETD)
AUTHOR



ANJALI KARPE
AUTHOR

**A LIMITED NUMBER OF MEMBERS CAN BE ACCOMMODATED.
REGISTER WITH ANAR SHAH ON 9821281900 AT THE EARLIEST.**

IWA

CHARITABLE CLINIC

Damodar Sukhadwala Marg, Opp.
Excelsior Cinema, Fort, Mumbai-400 001
Ms. Kala Patel: +91 91671 28299

**The Clinic is now open
Monday to Friday from
10am to 6pm**

**New Case Paper: Rs. 100/-
Weekly Medicines: Rs. 50/-
Xray: Rs. 150/- per plate**

General Practitioner:
Monday to Friday: 10am to 6pm
Last paper will be issued at 5.45pm

Dental: Every day: 10am to 2pm
and 3.30pm to 6pm
Last paper will be issued at 5.30pm

Xray: Every day: 10am to 6pm

Paediatric: Monday: 11am to 1pm

Homeopathy: Thursday:
2.30pm to 4.30pm

Skin: Tuesday & Friday:
10.30am to 11.30am

Gynaecology: Tuesday:
12pm to 2pm

Senior Medical Consultant:
Once a month: 2.30pm

Pathology: Tuesday & Friday:
10am to 1pm



Supported by
Rotary
Club of Bombay

Dental Department

Dental Case Paper: Rs. 100/-

Medicine: Rs. 50/-

Xray: Rs. 100/-

Scaling / Cleaning: Rs. 700/- to 900/-

Filling - GIC: Rs. 500/-

Composite: Rs. 700/-

Extraction: Rs. 400/600/800/-

Surgical Extraction:
Rs. 2,500/- to Rs. 5000/-

Root Canal: Rs. 2,000/-
Crown-Metal- Rs. 1,000/-
Half Ceramic- Rs. 1,500/-
Full Ceramic- Rs. 2,000/-

Post Obturat Filling:
Rs. 200/- to 500/-

Temporary Filling:
Rs. 100/- to 200/-

THIS WEEK'S SPEAKER

29 August, 2023

Rotary Club of Bombay Anita Parikh Award for Empowerment of Women



Award Accepted by
Robin
on behalf of

Kranti Community Foundation

rotaryclubofbombay.org | @rcb1929 | incredible

ON AUGUST 29TH, 2023

A promotional banner for a speaker session. It features the Rotary Club of Bombay logo and the text 'SPEAKER SESSIONS'. A circular portrait of Bart de Jong is on the left. The text reads: 'BART DE JONG, CONSUL GENERAL OF THE KINGDOM OF THE NETHERLANDS, India- Netherlands economic, trade & cultural relations for over 75 years!'. At the bottom, it says 'TUES | 05 | SEPT' and includes social media handles: 'rotaryclubofbombay.org | @rcb1929 | incredible'.

Bart de Jong, Consul General of the Kingdom of the Netherlands: Bart joined the Dutch Government service in 1988, where he served in various positions dealing with international relations of the ministry of Infrastructure and Water Management. He covered policy areas ranging from transportation and infrastructure to water management and environmental issues like climate action and circular economy.

At various moments in his career he was posted at diplomatic representations of the Netherlands abroad. In his assignments abroad Bart's role was to further bilateral economic ties with counterpart foreign agencies, local governments, the private sector, academia and NGOs.

Bart holds an MA in Human Geography of Utrecht University, with minors in Development Economics and International Political Relations.

Rotarian Member Birthdays



AUGUST 31

Rtn. Vijay Meghani



September 1

Rtn. Rajas Doshi



SEPTEMBER 3

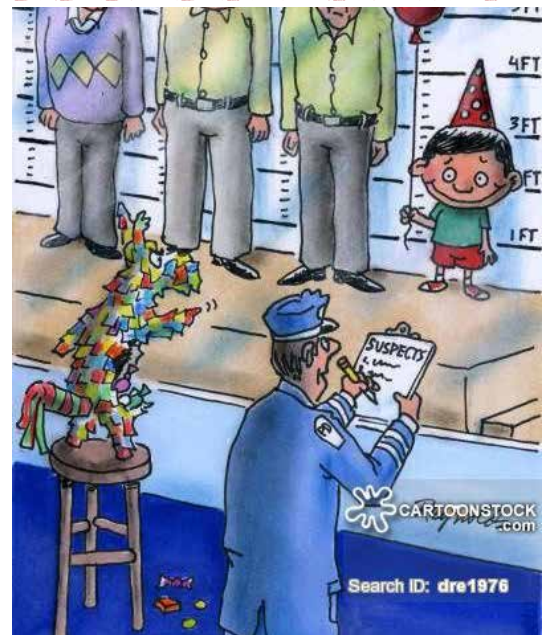
Rtn. Mudit Jain



SEPTEMBER 4

Rtn. Anand Shah

Chronicles of the birthday piñata



Rotarian Partner Birthdays

AUGUST 29

Rtn. Ptn. Neetee Chadha

SEPTEMBER 1

Rtn. Ptn. Sudha Nevatia

SEPTEMBER 2

Rtn. Ptn. Amisha Himatsingka

SEPTEMBER 3

Rtn. Ptn. Devi Narayan

Anniversary

SEPTEMBER 2

Rtn. Ptn. Aruna & Rtn. Suresh Jagtiani



CEILING AIR CONDITIONERS
CUTTING EDGE TECHNOLOGY
WITH A SLEEK DESIGN

98193 73057

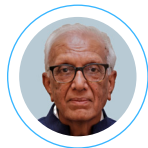
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TRUSTEES OF THE ROTARY CLUB OF BOMBAY



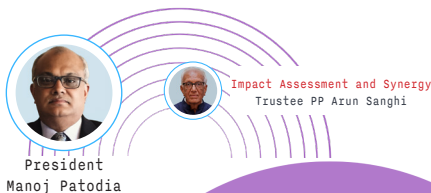
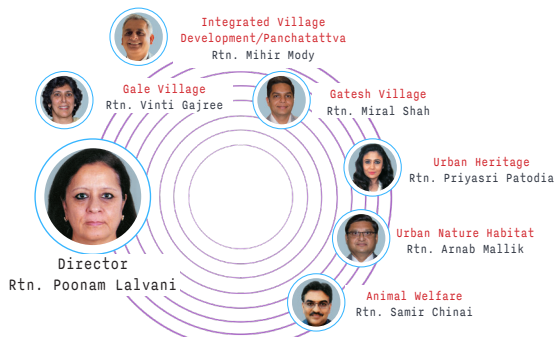
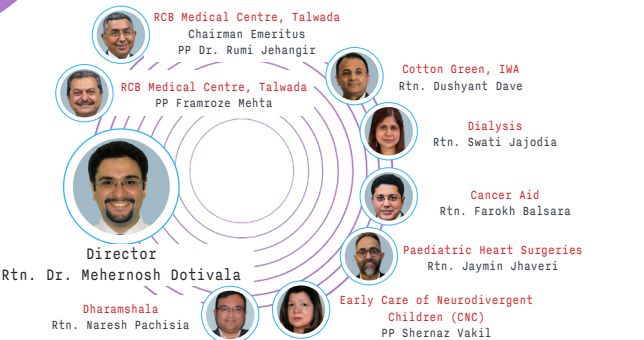
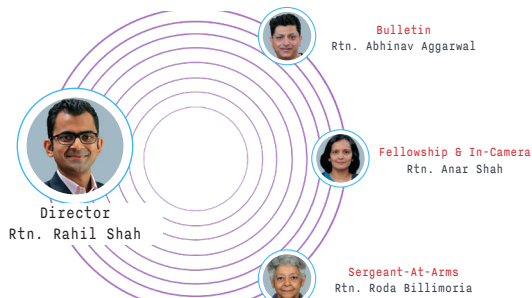
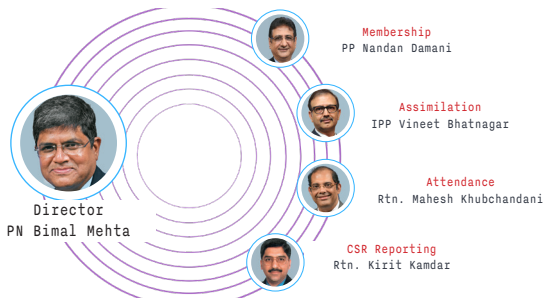
Trustee
PP Dr. Adi
Dastur



Trustee
PP Arun
Sanghi



Trustee
PP Dr. Zerxis
Umrigar



OFFICE-BEARERS



President
Manoj Patodia



IPP Vineet
Bhatnagar



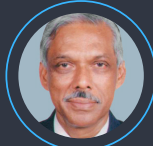
President-Elect
Satyan Israni



President-Nominee
Bimal Mehta



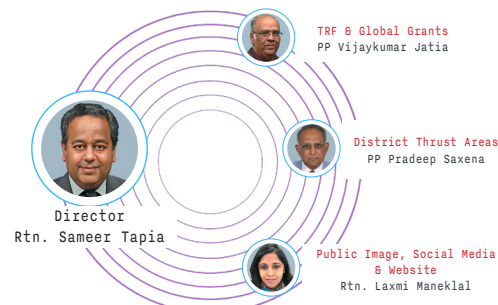
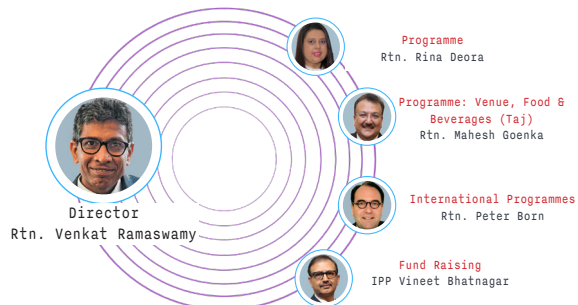
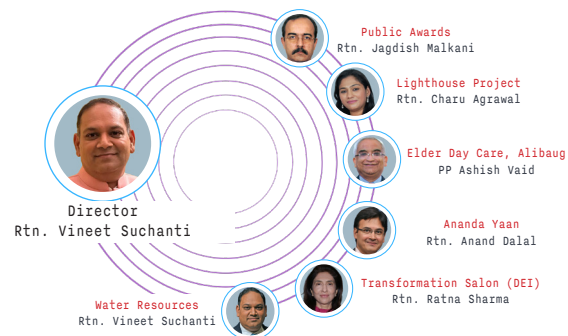
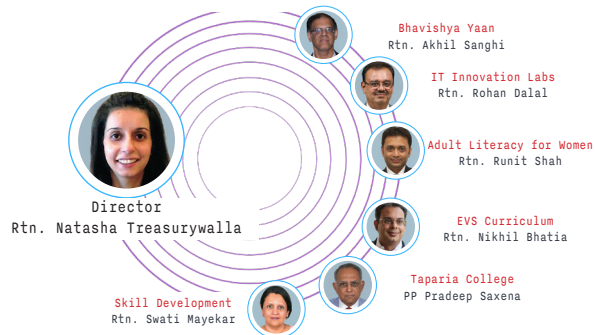
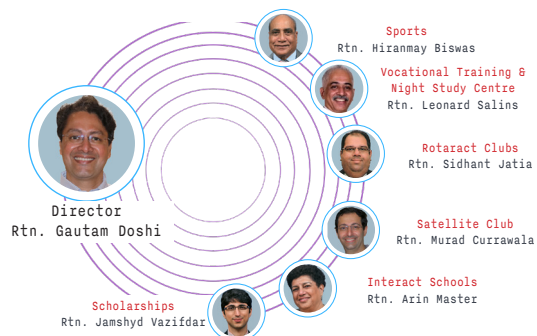
Hon. Secy
Pradeep Gupta



Hon. Jt. Secy
Sunny Pariyaram



Hon. Treasurer
Kirit Kamdar



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