

**SUMMARY OF CITATION**  
**NAO SENA MEDAL (GALLANTRY)**  
**CDR HARPREET SINGH (06251-F)**

**Date of Act: 22 Jan 25**

Commander Harpreet Singh (06251-F) assumed command of the sail training ship INS Tarangini on 03 Jan 25. During his tenure onboard, he displayed exemplary qualities of leadership, grit and high standards of professionalism. The officer after taking over the Command of the ship, as first sortie Was tasked to undertake Long Range Training Deployment for the Sea Trainees on the East coast and the South East Asian countries. The ship cast off from Kochi on 16 Jan 25 for her next port of call, Port Blair in the Andaman & Nicobar Islands. On 21 Jan 25, at about 2300 hrs, during the ship's transit through dense Traffic Separation Scheme (TSS) off the coast of Sri Lanka, the ship faced an adverse weather conditions wherein the winds were gusting up to 40-45 knots and sea state was 5 to 6 and resulting in ship's rolling up to 35 degrees either side and intensive pitching. The ship's port engine suffered a catastrophic failure, the ship's speed immediately dropped to 1.5 knots and lost all her directional control due to very severe winds, current and tidal conditions. The ship started drifting dangerously with an offset of up to 90 degrees from its heading. Exercising an exceptional presence of mind, the officer swiftly altered the course using the limited power from the remaining engine, manoeuvering the ship from immediate danger and averting a catastrophic collision with other ships in TSS. In dark night and extreme weather conditions, he maintained calm composure, demonstrated exceptional decision-making, seamanship and proactively navigated the ship towards safer waters nearer to the Sri Lankan coast, in-spite of limited navigational aids available onboard this class of ships. On 21 Jan 25, at about 1100 hrs, while the ship was still battling from the loss of port engine, it suffered a malfunction on the starboard engine as well, leaving the ship completely devoid of propulsion in an extremely severe weather and

highly trafficked maritime environment. In such perilous conditions, deploying the main sails to gain any forward movement would risk dangerous listing and potential capsizing of the ship due to strong gusting winds and heavy swell. The officer once again showcased exceptional presence of mind and expert seamanship, deploying a few selected fore and aft sails judiciously to maintain some directional control of the ship and thereby used the prevailing surface current and tidal drift to gradually maneuver the ship clear of the traffic zone. At that time, the ship was around 500 nautical miles away from the nearest Indian Port and had to not only rely on the existing weather conditions for deployment of sails but also remain clear of all the other traffic along the route. The ship was severely restricted in maneuvering characteristics in the prevailing weather conditions, especially the rudder angle for course deviation was limited to only 05 to 10 degrees either side due to strong cross-winds. The officer persisted with untiring resolve, spent long hours on the bridge, constantly evaluating the safety of the ship and its crew. During the return passage, he ensured that the ship reached safer waters to drift during the adverse weather conditions and deployed the sails in only very few suitable as well as available weather conditions, enabling gradual headway towards the base port. The ship, under his command, successfully completed a perilous seven-day ordeal and returned safely to Kochi harbour, with no loss of life or damage to the ship.