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Vol XXII No 93
May 2018 - July 2018

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Courtesy : Wikipedia

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SeaGull is Published by

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Designed & Printed by - www.ornateindia.co.in

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Editorial

I am elated to state that in the last quarter IMF along with Rotary Club, went full steam ahead in International Coastal Clean-up with over 4500 volunteers from 70 organisations participating and collecting over 33 tons of waste from beaches and river banks. This gave a fillip to the spirit of 'Clean Environment' among the youth.

The IMF Council members in a solemn ceremony on 30 Jan 2018, laid a wreath at Seafarers' Memorial, Pune in memory of countless mariners lost at sea.

The Annual seascapes exhibition of the Society of Indian Marine Artists (SIMA) was held at Pune from 5 to 7th Feb 2018. Members of SIMA displayed 80 paintings in oil on canvas, acrylic and water colours. The response and enthusiasm this year were overwhelming.

On 19 Feb 2018 IMF participated in Pool Safety Workshop conducted by the Pune based Rashtriya Life Saving Society of India. The workshop helped to sensitise the users such as pool life guards, owners of pools and operators of hotels/ resorts about safety norms and pool rules to ensure safety.

The IMF was actively represented by its President at the Indo-Pacific Regional Dialogue conducted by National Maritime Foundation at New Delhi on 27 Feb 2018. The dialogue focused on maritime trade, regional connectivity, Indo-Pacific environment and role of industry in Maritime security.

In New Delhi a MoU was signed between IMF and NMF in order to enhance the awareness of maritime issues across a wide cross section of people, both in the higher echelons of government and particularly amongst the youth.

We were proud to know that while the Indian Navy women's team on INSV Tarini sailed around the world making waves, another intrepid Indian woman Sucheta Jadhav participated in the grueling Clipper Round the World Race.

IMF is fortunate to have Cdr MS Randhawa (Retd) as our Honorary Correspondent in Canada. We welcome him to our team and look forward to a fruitful interaction for years to come.

This issue has interesting articles such as on threat of the German warship Emden during WW I, experience of novice Sucheta Jadhav in Clipper Race, building patrol vessels in Canada, epic Sea-battle of Leyte Gulf (Oct 1944), a submariner's day at sea and much more .

NOTICE BOARD

- May/ June 18 - MRC Internship in Underwater Domain Awareness
- 8th Sept 18 - IMF's Annual Seminar on "Role of Disruptive Technologies - AI, Cyber security, UAV's in Maritime Domain." Chief guest Vice Admiral KB Singh FOC- in - C East.
- 15th Sept 18 - International Coastal Clean-up all over India by IMF.

Letters to Editor

Dear Sir,

My warmest thanks for the latest Seagull which I have been enjoying over the past few days. Once again I am full of admiration for the publication, the wide range of interest which it covers and the very pleasant and readable quality of all the articles. Everything sounds so positive and active which is a joy to read; things from the past - Sea Battles in the Pacific 1941-45, The Battle of Haifa-1918 and so on and also new inventions or developments - Naviator Hybrid Unmanned Vehicle and the submarine developments. I

enjoyed hearing about the SIMA exhibition and also your visit to Hong Kong, not to mention your own activities and the appropriate photographs. This is such a happy friendship with you and your colleagues. Once again, it is a joy to feel that I am travelling the oceans and getting away from a very cold winter here in Salisbury! Thank you so much.

Pamela Gueritz.

Salisbury, UK.

25 Feb 2018

Pool Safety Workshop

Cmde Rajan Vir (Retd)



RAadm PD Sharma President RLSSI, Mrs Kavita Sharma Vice President, and Directors of RLSSI with Cmde R Vir

Rashtriya Life Saving Society, India (RLSSI), based at Pune, which for the past two decades has been promoting water safety and skills to help a drowning victim, had organized its annual Pool

Safety Workshop on 19 Feb 18 at the Yerwada Swimming pool. President IMF, Cmde R Vir, who is a founder trustee of RLSSI, inaugurated the workshop.

The aim of the workshop was to sensitise the users of swimming pools, such as pool life guards, owners of pools and operators of hotels/ resorts, etc about safety norms and pool rules to ensure safety of pool users. They were given a refresher course in safe pool practices. All this was with the aim to keep Pune pools safe and to regain its safety record. There have been no swimming pool deaths since 2010 to 2015, except 1 death in 2016 and 1 death in 2017, due to the negligence of the pool operators.

Cmde Rajan Vir is President IMF

**THE CURIOUS TALE OF THE *EMDEN*
 ...and her entry into Indian parlance
 Mr Ramesh Narayan**

I first came across the *Emden* in the 'Sixties. When I was growing up in Cochin, it was not uncommon to hear my Grandfather or my uncles refer to someone as “a *Yemden*”, meaning someone who was disloyal, not to be trusted.

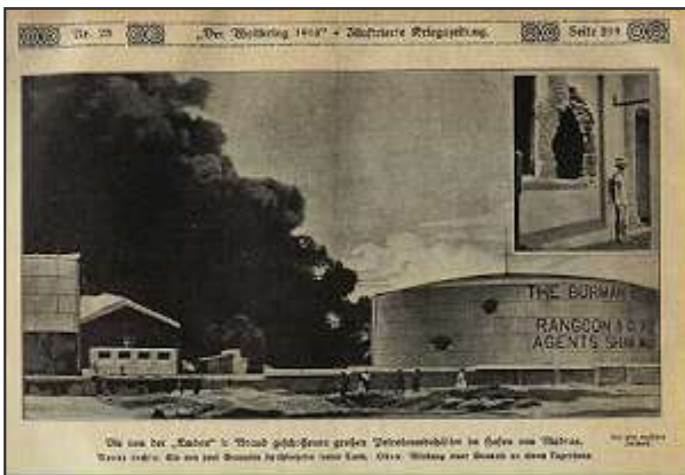
Later on friends who grew up in Chennai told me that when they were young, they would be told by their servants that if they were naughty, “the *Yemden*”, the Bogeyman, would get them. This is the curious tale of the last voyage of a German Light Cruiser from the First World War and how, perhaps, it found its way into the consciousness of three linguistically different people, without it ever having (officially) touched port in those parts.

used three colliers, raided two allied ports, sank two cruisers and a destroyer. She practically brought shipping in the Indian Ocean and surrounds to a halt and tied down a veritable armada, at her peak, estimated at between 60 and 78 allied warships.

On the night of 22nd September, the *Emden* approached Madras port and opened fire on the tanks of the Burmah Oil Co, setting 350,000 tonnes of oil stored in them alight, and slipped away. The raid caused panic and many citizens fled the city, resulting in great embarrassment to the colonial authorities. This was probably when the word “*Yemden*” entered the Tamil language.

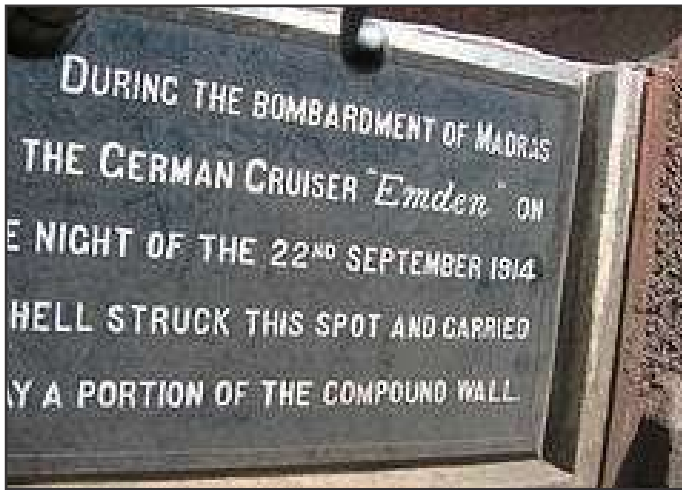
But what of its connection with Kerala? No record exists of the *Emden* ever having touched land there, but a number of stories exist. The Maharaja of the princely state of Cochin (which included the port of that name and is now part of Kerala) was my maternal great grandfather, or to give his full name, His Highness Sir Rama Vurmah, G.C.S.I, G.C.I.E. He was a wise ruler, and more than willing to take on the Paramount Power (as the British Colonial administration was called) when he felt that its wishes were at odds with what was best for Cochin.

My great grandfather abdicated the throne in 1916, something unheard of, and this is where the *Emden* comes in. He always maintained that he abdicated because he was sixty and no longer had the energy to rule as efficiently as he wished. But the story commonly believed (which I have heard from many of my grandparents' generation) was that the ship touched Cochin and he had entertained the officers of the *Emden* at his palace, and the British were not amused. Apparently he did have correspondence with the Kaiser. My great grandfather was a Sanskrit scholar of renown, and certain ancient Sanskrit manuscripts existed only



Burmah Shell shelled by *Emden*-1914

The SMS *Emden*, commanded by Captain Karl von Muller, was the most celebrated German raider of the Great War. In the short span of three months and a voyage estimated by its Captain at over 30,000 miles, this Light Cruiser sank 27 merchantmen with a tonnage of over 80,000 dwt with cargo conservatively estimated as worth over \$10 million (at 1914 prices..), converted another to an armed merchantman, captured and



Emden plaque on wall of Presidency College, Chennai

in the Kaiser's collection which the Kaiser gave him access to. From what we know of him and his independent streak, it is quite conceivable the Maharaja considered it appropriate to entertain the officers of the Kaiser, who had helped him, and the *Emden* came to stand for something untrustworthy and disloyal because it went and shelled Madras after having been guest of Cochin.

There is more circumstantial evidence of the *Emden* having visited Cochin. It is a recorded fact that the *Emden's* Engineering Officer was an Indian, Champakaran Pillai, a Tamilian whose

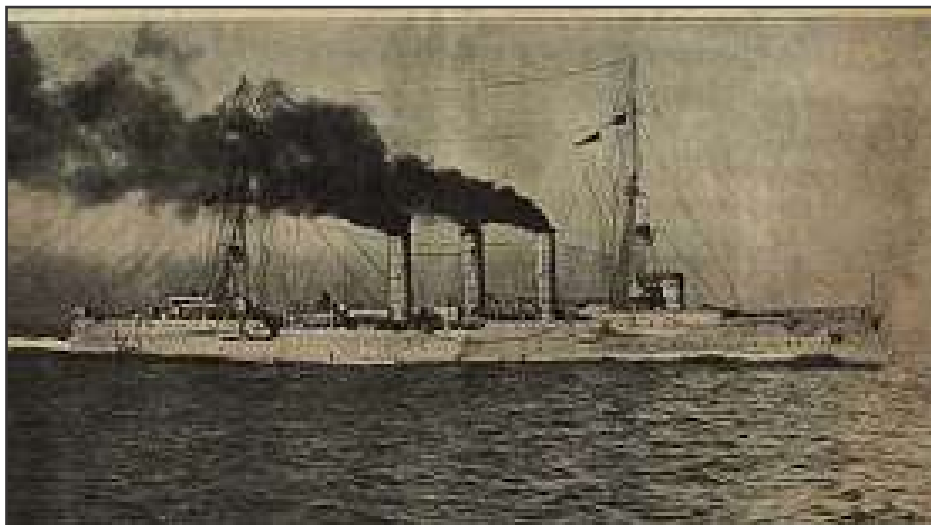
family had settled in Cochin. Pillai often described how he went ashore in Cochin and visited his family. Pillai's life is well documented. He later tried to raise an Indian Army before Subhash Chandra Bose did, and was in later years appointed "Prime Minister" of the Indian "Government in Exile" in Kabul. How did he visit his family in Cochin when there is no record of the *Emden* being there?

I believe there is also a mention by Ruby Daniel, a Jewish resident of Cochin, who emigrated to Israel when it was formed and who in her memoirs mentions the *Emden* visiting Cochin when she was a child. Why was this visit to Cochin not recorded in the *Emden's* logs? Or, if she never visited, how did the stories, mentioned by various unconnected people who should know, come about? The most plausible answer (though unromantic) is that the *Emden's* visit was on her way out to China just before the war. I have not, though found any record of this; perhaps we'll never know....

The fact, though, is that the *Emden* name lives on in a way Korvettenkapitan Muller would never have imagined!

Suitably abridged for Publication.

Mr Ramesh Narayan is IMF's Honorary Correspondent at Bangalore



Emden

Red Sea and Bab al-Mandeb Advice
Yemen Conflict Forces New Security Recommendations
Paul Ridgway FRGS FRIN

In response to the threats arising from the conflict in Yemen, BIMCO, ICS and INTERTANKO have published interim guidance on maritime security in the southern Red Sea and Bab al-Mandeb.

Ship-owners and operators should be aware of new threat patterns in the area. This was announced on 24 January. The publication is supported by the International Group of Protection & Indemnity Clubs (IGP&I).

EUNAVFOR, the European Union Naval Force, and the Combined Maritime Forces (CMF) have advised that a range of threats other than piracy, such as sea mines and water borne improvised explosive devices (WBIEDs), are potential risks

EUNAVFOR, the European Union Naval Force, and the Combined Maritime Forces (CMF) have advised that a range of threats other than piracy, such as sea mines and water borne improvised explosive devices (WBIEDs), are potential risks in the area.

in the area.

In the words of Angus Frew, BIMCO Secretary General and CEO: 'We have been advised that these threats are real, and therefore decided to provide guidance for ships operating in the area. We have seen two incidents in January, and we want to make sure owners and operators are aware and advise their crews accordingly.'

It is important that company security officers and Masters are informed of these new threats, as the threat patterns and mitigating measures differ from the more familiar regional threat of piracy.

This guidance stresses the importance of using

the Maritime Security Transit Corridor, registration with Maritime Security Centre Horn of Africa (MSCHOA) and reporting to the United Kingdom Maritime Trade Operations (UKMTO), as well as reviewing and updating risk assessments and plans to include these new threats. The guidance also includes advice specific to identified threat types, including WBIEDs and complements the guidance provided in BMP 4.

ICS Secretary General, Peter Hinchliffe added: 'This guidance supports the activity of military forces in the region, and adds a further layer to the awareness and preparedness of ships in the region. That trade continues through these waters demonstrates shipping's resilience in the face of such threats. **The ability of the industry to successfully risk assess dynamic situations in cooperation with State resources and naval operations ensures the continued safety and security of maritime trade.'**

Dr Phillip Belcher, INTERTANKO's Marine Director, reflected: 'In response to the urgent need, we have produced this practical guide for Masters and seafarers. This will become a valuable planning tool and should provide some reassurance to our industry.'

Interim Guidance on Maritime Security in the Southern Red Sea and Bab al-Mandeb is available on the BIMCO, ICS and INTERTANKO websites.

See: <http://www.ics-shipping.org/docs/default-source/Piracy-Docs/1---interim-guidance-on-maritime-security-in-the-southern-red-sea-and-bab-al-mandeb.pdf>

Paul Ridgway is IMF's Honorary Correspondent in London.

Inauguration of the Fourth Container Terminal of JNPT

Navi Mumbai

Prime Minister Shri Narendra Modi inaugurated the Fourth Container Terminal (FCT) of Jawaharlal Nehru Port Trust in Mumbai on 18 Feb 2018. With this, JNPT will nearly double its container handling capacity. The new FCT will add a capacity of 24 lakh containers per year in Phase-I and after completion of Phase-II in 2022, the capacity of JNPT will be 10 million containers per year.

The Fourth Container Terminal has been developed on Design, Built, Fund, Operate and



Fourth Container Terminal at JNPT

Transfer (DBFOT) basis for a concession period of 30 years at an estimated cost of Rs. 7915 Crore. The project is being implemented in two Phases, i.e. Phase –I and Phase –II. The indicative cost of the project for Phase – I is Rs 4719 Crore. The foundation stone for the project was laid by Prime Minister Shri Narendra Modi in October 2015, and Phase I has been completed in record time.

The terminal will have deepest berths enabling it to handle “Mother Ships”. It will be able to handle the biggest container ships from a quay length of 1 km, and cranes that can reach 22 rows wide or greater. It will be able to handle three container ships at one go with sufficient yard space

This Terminal will be linked to the dedicated rail freight corridor and will be able to receive about 350 containers per rake. The rail facilities will be the largest in India with the only on-dock Dedicated Freight Corridor (“DFC”) compliant facility in India, capable of handling 1.5km long, 360 Twenty-foot Equivalent Unit (“TEU”) container trains on completion of the DFC. The facility will also have provision for storing 1,600 reefer (refrigerated) containers to handle agricultural and horticulture produce. Thus, the commencement of operations at the 4th terminal offers a great opportunity for the EXIM community to avail of the new facilities.

Development of world class infrastructure to boost international trade and give impetus to 'Make in India' programme has been among the key focus areas of the government. In this regard Jawaharlal Nehru Port Trust is taking every step to be future ready and contribute to Government of

India's vision of port led development under Sagarmala Programme.

Under Sagarmala, 101 projects worth Rs 2.5 Lakh Crore have been planned in Maharashtra. Out of these, 5 projects have already been completed and 58 projects are under various stages of development. JNPT, under Ministry of Shipping is engaged in creating an enabling environment to encourage trade and the completion of the 4th terminal reinforces the government's commitment to create a hassle-free business environment for the export-import community.

Press Information Bureau Release - March 2018

Canada Building Arctic & Offshore Patrol Ships (AOPS)

Cdr MS Randhawa (Retd)

The Royal Canadian Navy is in the midst of an extensive and comprehensive period of fleet modernization and renewal touching on all elements of the fleet.

Canada's defence policy – Strong, Secure, Engaged (SSE) – commits to acquiring five to six Arctic and Offshore Patrol Ships (AOPS), designated the Harry DeWolf-class, in honour of Vice-Admiral Harry DeWolf, a Canadian wartime naval hero. The vessels will be delivered through the AOPS project, which is part of Canada's National Shipbuilding Strategy.

The Harry DeWolf-class vessels will:

- provide armed, sea-borne surveillance of Canadian waters, including in the Arctic;
- enforce Canadian sovereignty in cooperation with Canadian Armed Forces (CAF) partners and other government departments;
- provide important awareness of activities in Canada's waters.

The vessels can operate effectively in the Arctic, providing a greater CAF presence in the north, and increase the period of operation between

June and October, when Arctic waters can be navigated.

They can be deployed for up to 120 days and are capable of operating in first-year ice up to one meter thick. They will allow the Royal Canadian Navy to have unescorted access to areas of the



The second mega-block emerges from the Halifax Shipyard's Ultra Hall ... and

Arctic that were previously inaccessible.

AOPS Project, a military equipment acquisition activity, follows the rigour of defence purchases and upgrades process, comprising 5 phases:

1. Identification
2. Options analysis
3. Definition
4. Implementation
5. Close-out

The AOPS Project is currently in its Implementation phase, with shipbuilding contract having been awarded to Irving Shipbuilding Inc. in January 2015. The ships are under production at Irving Shipbuilding Inc.'s Halifax Shipyard.

With the first Delivery scheduled later this year (2018), the Initial Operational Capability (IOC) is expected to be achieved next year (2019); the last ship is expected to be delivered in 2022, with Full



joins up with the first mega-block ... (July 2017)



Joining of mega blocks

Operational Capability (FOC) of the complete class in 2023, followed by Project Close-Out expected in 2024.

The cost estimate for the AOPS project is \$9.6 billion over the planned 25 year operational life of the vessels, which includes ships and jetty infrastructure.

In August 2017, Canada also announced the award of a contract for In-Service Support (ISS), to the joint venture of Thales Canada Inc. and Thales Australia Ltd. The contract includes refit, repair and maintenance, and training for the Arctic and Offshore Patrol Ships (AOPS) and Joint Support Ships (JSS).

The contract is for an initial service period of 8 years, estimated at \$800 million, with options to extend services for up to 35 years, for an

estimated total of \$5.2 billion for the life cycle of the vessels.

Under this contract, Thales is required to compete this work amongst subcontractors. It is anticipated that more than 2,000 jobs will be created or maintained across Canada over this 35-year period.

On the occasion of the award of the ISS contract, the Honourable Harjit Singh Sajjan, Minister of National Defence, Canada, observed that “the Arctic and Offshore Patrol Ships and Joint Support Ships (JSS) are essential to our fleet,” and

added that they “will deliver the capabilities that the Navy needs to meet defence and security challenges we face, both at home and abroad, and carry out the tasks required of a modern navy. This contract will help ensure that the women and men doing this important work will be provided with reliable, continually supported ship for years to come.”

(It may also be mentioned here that there will also be 2 JSS built by Seaspan's Vancouver Shipyards, with the delivery of the first vessel to the Royal Canadian Navy scheduled for 2021).

Cdr MS Randhawa (Retd) is IMF's Honorary Correspondent in Canada



The final mega block was joined to the first two mega blocks, to make up the entire vessel.

SIMA's Annual Exhibition

Cmdr Rajan Vir

The Annual seascapes exhibition of the Society of Indian Marine Artists (SIMA) was held at Pune's prestigious Balgandharva Kala Dalan from 5 to 7th Feb 2018.

38 members of SIMA displayed 80 paintings in oil on canvas, acrylic and water colours. The response and the enthusiasm this year of members, as well as their families and friends, was overwhelming, making this exhibition among the best since we began 16 years ago.

The quality of paintings was quite good and they were well received by the visitors, judging by their comments. This was despite the fact that there were quite a few learners among the participants. As many as eight young school going students below the age of 15 took part and displayed some interesting seascapes.

Among the seniors and the stalwarts of SIMA taking part were, Nandkishor Dhadnekar, Shailesh Sonawane, Veena Chandawarkar, Jayanti Shetty, Hoshnar Kaikobad, Prateek Tandon and Deepshikha.

The chief guest to inaugurate the exhibition was

Dr Vikram Nabar, a distinguished Professor of Engineering in Pune. He and his wife Nandita were welcomed and introduced by Cmdr R Vir, President of SIMA. Dr Nabar, a PhD from Cambridge University, has had a chequered career in the Engineering, R&D and Technology establishments in the UK, as well as in India with Telco, Atlas Copco and Kirloskars. Later, switching to academics, he was Professor and HOD of Industrial and Production Engineering at Vishwakarma Institute of technology at Pune. Presently he is a consultant and trainer to small scale industries and he supervises research work by PhD students.

Dr Nabar went round the exhibition and evinced great interest in the seascapes while talking with the artists. He congratulated the participants and said he was now inspired to take up painting himself, and will start to attend the classes of one of the teachers present! Before leaving, Dr Nabar gave away the certificates of participation. It was a happy, inspiring and an exciting forenoon for all.

Cmdr Rajan Vir is President IMF and SIMA



Seafarers' Memorial Service

Cmde PK Malhotra (Retd)



The power, danger, and romance of the sea have forever called out to man. Many of those who've answered its timeless bidding have been lost in its waters. It is to them - the sailors of merchant and naval fleets, fishermen and watermen of all nations - that the Seafarers Memorial is dedicated.

For those who have lost loved ones at sea there is no graveside at which to mourn. The tiny Island in front of the new Circuit House has been the lone memorial to provide a focus for grief and healing as well as a private place for remembrances and also for memorial services. It may become a pilgrimage destination, not only for those who sail the great waters, but also for those who mourn loved ones lost to them.

Every year on 30 January members of IMF lay a wreath at the memorial. This year, too, seven members of IMF attended a brief ceremony where President IMF before reading out the prayers, below reminisced emotionally the day 70 years ago when Mahatma Gandhi was assassinated. Thereafter, wreath was laid by three senior members at the Seafarers' Memorial, opposite Circuit House, at 0930 hrs on Tuesday 30 Jan 18.

NAVAL PRAYER

O God, strong to save,
Whose arm doth bind the restless wave,
Who bidd'st the mighty ocean deep
Its own appointed limits keep,
O hear us when we cry to Thee, for those
in peril on the sea

O Saviour, whose almighty word,
The wind and waves submissive heard,
Who walkest on the foaming deep,
And calm amid its rage didst sleep,
O hear us when we cry to Thee, for those
in peril on the sea

O Trinity of love and power,
Our brethren shield in danger's hour,
From rock and tempest, fire and foe,
Protect them whereso'er they go,
Thus evermore shall rise to Thee,
Glad hymns of praise from land and sea.

*By Courtesy of – Royal British Legion Service
of Remembrance- 2006*



Sea Battles in the Pacific 1941-45, IV

Cdr MukundYeolekar (Retd)

Having secured the Solomon Islands and Gilbert Islands (Tarawa) in 1943, as part of 'Island Hopping', the US and Allies in 1944, moved into the Central Pacific which included the Marshall and Mariana Islands. These were 'stepping stones' towards the Philippines from where Japan's home islands would be within the strike range of B-29 bombers.

The Japanese expected the US to attack the nearer Caroline Islands and prepared for their defence. But Gen McArthur had a strategy to bypass the Caroline Islands and occupy Saipan in the Marianas, thereby cutting off Japanese forces to the South (Refer map). Saipan was under Japanese rule since 1920 post WWI.

Battle of Saipan. In June 1944, while the Allied forces in Europe landed at Normandy, the US Fifth fleet with several battle ships and cruisers under Admiral Spruance sailed from Hawaii towards Saipan. On 13 Jun'44 they rained thousands of 16" shells on the island which was fiercely defended by Japanese Pacific Fleet under Vice Admiral Chuichi Nagumo and Infantry Divisions under Lt Gen Saito. On 15 June about 8000 US Marines, in 300 LVTs(Landing Vehicles Tracked) stormed the beaches of the strategic island. Heavy fighting ensued and by evening the US Marine Divisions established a beachhead. The next morning a US Army Infantry Division too landed and took over the airfield on 18 June. Later about 20000 US troops had established the



Central Pacific Theater



US Marines landing at Saipan. June 1944

beachhead at Saipan. After bombarding the Saipan beaches and landing the troops, the US fleet had engaged the Imperial Japanese fleet in the Battle of Philippines Sea on 19-20 June. The Japanese suffered a devastating defeat with heavy loss of Carriers and aircraft. Consequently they lost hopes of bringing reinforcements and supplies to Saipan. But they were determined to fight till the last man and decided to dig in occupying caves in the thickly forested central mountainous region of the island, creating a nearly impregnable defence. The US Marines used flame-throwers to clear the caves. **Such was the ferocity of the Japanese that even wounded, bandaged and partially disabled soldiers joined in the last ditch efforts to defend the island. Some of the mountain features on the island were dubbed 'Hell's pocket' and 'Death valley' by the American soldiers, which indicated the brutality of the battle.** The US too suffered heavy casualties in this assault. Thus fighting their way through rugged jungle terrain they pushed the Japanese in towards the Northern part of the island and cornered them.

Banzai Charge. Gen Saito had expected the Japanese navy to help him drive the Americans from the island, but the Imperial Fleet having been defeated in the Battle of the Philippine Sea never arrived at Saipan. Realizing he could no longer hold out against the American onslaught, Saito apologized to Tokyo for failing to defend

Saipan and committed suicide. Before his death, however, Saito ordered his remaining troops to launch an all-out, surprise attack for the honor of the Emperor. Early on the morning of July 6, an estimated 4,000 Japanese soldiers shouting "*Banzai!*" charged with grenades, bayonets and knives against US positions. In wave after wave, the Japanese overran parts of several U.S. battalions, engaging in hand-to-hand combat and killing or

wounding over a thousand Americans before being repelled by howitzers and close range machine-gun fire. It was the largest banzai charge of the Pacific war, and most Japanese troops fought to their death. However, the suicidal maneuver failed to turn the tide of the battle, and on July 9, U.S. forces raised the American flag in victory over Saipan. Admiral Nagumo too committed suicide towards the end of the battle. The Japanese lost almost the entire garrison on Saipan of about 27000 troops while the US losses were estimated at 3000 dead and 10000 wounded out of 71000 who landed. Thousands of Saipan's civilians too committed suicide. The loss of Saipan stunned the political establishment in Tokyo.

Battle of Leyte Gulf. (23-26 Oct 1944) The Battle of Leyte Gulf that crippled the Imperial Japanese Navy's Combined Fleet, is generally considered to be the largest naval battle of World War II and possibly the largest naval battle in history. It was fought in waters near the Philippine islands of Leyte, Samar and Luzon, between combined American and Australian forces and the IJN. A mind-boggling array of 300 US and Australian ships(mainly 8 Fleet Carriers, 12 Battle-ships, 24 cruisers, scores of destroyers, LSTs and 1500 combat aircraft) were pitted against a force of 67 Japanese ships(mainly 1 carrier, 3 light carriers, 9 Battle-ships, 14 heavy cruisers and 300 aircraft). On 20 October, United

States troops invaded the island of Leyte as part of a strategy aimed at isolating Japan from the countries it had occupied in Southeast Asia, and in particular denying Japan and its industry of vital oil supplies. The IJN mobilized nearly all of its remaining major naval vessels in an attempt to defeat the Allied invasion but was repulsed by the U.S. Navy's Third and Seventh fleets. The battle consisted of several separate engagements between the opposing forces: the Battle of the Sibuyan Sea, the Battle of Surigao Strait, the Battle of Cape Engaño and the Battle of Samar, as well as other actions. This was the first battle in which Japanese aircraft carried out organized *kamikaze* attacks.

The battle began by a U.S. amphibious assault on the central Philippine island of Leyte on October 20. The Japanese responded with Sho-Go (Victory Operation), a plan to decoy the U.S. Third Fleet north away from scene, while converging their three forces on Leyte Gulf to attack the landing. The US Seventh Fleet submarines detected the Japanese attack force on 23 October and sank two heavy cruisers, which led to a series of surface and air clashes. The Third Fleet chased the Japanese decoy. Finally three major engagements took place on 25 October. Battleships and cruisers of the Seventh

Fleet at Surigao Strait destroyed one Japanese attacking force and forced another to withdraw. The third Japanese attacking force managed to inflict heavy damage on the Seventh Fleet carriers off Samar. A *Kamikaze* attack by a Yokosuka D4Y3 Judy on the light Carrier *Princeton* resulted in a big explosion. She had to be scuttled after rescue of most of the crew. Meanwhile the US Third Fleet under Admiral Halsey sank Japanese carriers (*Zuikaku* and two light Carriers) and kept their attack force at bay.

By the 26th of October, the US had lost one light Carrier(*Princeton*), one escort Carrier, two destroyers and about 3000 sailors. The Japanese suffered very heavy losses, one fleet Carrier (*Zuikaku*), three light Carriers, 3 battleships, 6 heavy cruisers, 4 light cruisers, 9 destroyers and about 12500 casualties. Thus the IJN failed to achieve its objectives, suffered heavy losses, and never sailed to battle in comparable force thereafter. The majority of its surviving heavy ships, deprived of fuel, remained in their bases for the rest of the Pacific War and suffered under heavy sustained aerial attack. Thus the battle reinforced Allies' control of the Pacific.

Courtesy : www.history.com, Britannica and wikipedia

Cdr Mukund Yeolekar is editor of Seagull



US Submarine Darter wreaked havoc on IJN in Battle of Leyte Gulf

20th Vasant J Sheth Memorial Lecture 2018 The Lone Mariner and his Ghost Fleet



Vijay M Crishna receives the inscribed silver plaque from Mrs. Asha Sheth chairperson, The Vasant J Sheth Memorial Foundation

The 20th Vasant J Sheth Memorial Lecture was delivered by Vijay M Crishna, Executive Director, Lawkim Motors, Godrej & Boyce Mfg. Co Ltd.

An intrepid traveller and abiding environmental conservationist, Crishna spoke with great passion and eloquence to a distinguished group of Mumbaikars including critics, historians, intellectuals and businessmen at the Chhatrapati Shivaji Maharaj Vastu Sangrahalaya (formerly, The Prince of Wales Museum) on Tuesday, January 16, 2018.

His lecture titled: *The Lone Mariner and his Ghost Fleet* was introduced by Cyrus Guzder, whose captivating presentation asked who the real Vijay Crishna was: actor extraordinaire, determined businessman or tireless explorer? Mr. Guzder concluded his introduction by thanking Vijay Crishna and the Foundation for uncovering the little known but extraordinary story of Zheng He, an exceptional admiral in the Ming Dynasty who commanded seven naval expeditions in the

15th century and exercised enormous political influence. For some mysterious reason his records were expunged from Chinese history. Vijay Crishna's talk traced the remarkable trajectory of Zheng He – possibly the Ming dynasty's most influential admiral and diplomat – who helped extend the maritime and commercial influence of China throughout the regions bordering the Indian Ocean. He commanded seven naval expeditions almost a century before the Portuguese reached India

by sailing around the southern tip of Africa. He first set sail in 1405, commanding 62 ships and 27,800 men reaching Calicut on the Malabar Coast of India before returning to China in 1407. Besides returning to Calicut and Cochin, subsequent journeys took him further to Hormuz on the Persian Gulf, Dhofar (Oman) and Aden (Yemen), Mecca and Egypt. His fleet visited towns along the east coast of Africa of what are now Somalia and Kenya and almost reached the Mozambique Channel. On his return to China in 1415, Zheng He brought the envoys of more than 30 states of South and Southeast Asia to pay homage to the Chinese emperor. Zheng died in Calicut, nearing the end of his last voyage in the spring of 1433.

All agreed that the scintillating lecture was most appropriate for the Foundations maritime theme shedding light on a little known maritime hero, indeed a lone mariner.

News from Janes

China launches ninth Dongdiao-class AGI. London

The ninth Dongdiao-class (Type 815/815A) intelligence collection ship (AGI) on order for the People's Liberation Army Navy (PLAN) was launched on 3 February at the Hudong-Zhonghua Shipyard in Shanghai.

The number of China's AGIs is increasing significantly. The first Dongdiao-class vessel (a Type 815) entered service around 1999, with the second one (an improved variant called the Type 815A) being commissioned in 2010. The remaining 7 ships (also Type 815As) have all been launched within the last four years. On the preceding two ships a large cylindrical 'top hat' has been fitted, suggesting that the antenna beneath it is a different shape from those installed in earlier ships.

UK carrier sails for helicopter trials.

The UK Royal Navy's new aircraft carrier HMS Queen Elizabeth departed from its homeport in Portsmouth, Hampshire, on 2 February to begin helicopter trials. The trials, which will be carried out with two Royal Air Force Boeing Chinook transport helicopters and two Agusta-Westland Merlin HMA2 maritime helicopters, are being overseen by specialist personnel from the UK Ministry of Defence's test and evaluation organisation at Boscombe Down in Wiltshire. All four test helicopters are fitted with specialised instrumentation.

According to Captain Jerry Kyd, Queen Elizabeth's commanding officer, the trials will involve operating the helicopters from the ship in all weather conditions and fully testing the myriad of onboard systems that are designed to support aviation. "This is an important milestone in the ship's progression towards embarking the Lockheed Martin F35-B Lightning jets later this year, and ultimately the achievement of carrier

strike capability," he said.

USCG to deploy cutter to East China Sea. Washington, DC

The US Coast Guard (USCG) plans to deploy a national security cutter (NSC) to the Western Pacific in the coming year to help build better relations with smaller maritime nations, enhance security, and provide another tool to signal US commitment to the region. "In the East China Sea we're looking in 2019 at deploying one of our national security cutters," Admiral Paul Zukunft, USCG commandant, told Jane's . For now, he said, there will only be the one cutter on single deployment.

Singapore takes delivery of final batch of S-70B Seahawks.

The Republic of Singapore Air Force (RSAF) has received all of the Sikorsky S-70B Seahawk naval helicopters on order, the Ministry of Defence (MINDEF) has confirmed in a statement issued to Jane's on 10 February. The acknowledgement comes after the service showcased one of its two newest Seahawk helicopters – which are understood to have been delivered by Sikorsky in January 2018 – at the Singapore Airshow 2018 exhibition, which was held from 6 to 11 February. The Seahawk put on display carries the serial 253, although its US Federal Aviation Administration (FAA) registration, N1025J, is still visible through the paint on its rear fuselage.

China launches third Type C13B corvette for Bangladesh Navy. 14 Feb 2018

China's Wuchang Shipbuilding Industry Group has launched the third of four *Shadhinota*-class (Type C13B) corvettes on order for the Bangladesh Navy (BN), according to a news report published on the sina.com website. The launch ceremony for the 90 m-long warship – with pennant number F113 – was held on 12

February at the company's shipyard in Wuhan, said the report.

Images show that, unlike the previous two ships of the class, the latest one appears to be equipped with a more advanced phased-array radar, which, according to sina.com, could be the SR2410C 3-D multifunctional radar, although no official confirmation has emerged.

The fourth vessel of the class is also being built at Wuhan. The Type C13B corvettes, the design of which is based on China's Type 056 corvettes, have a beam of 11 m, a draft of 4.4 m and a full-load displacement of 1,330 tonnes. Top speed is approximately 25 kt. Each of the ships has a complement of 78, including 60 crew and 18 officers.

US showcases strength of naval relations in Southeast Asia.

The US aircraft carrier Carl Vinson has arrived in Vietnam for the first time in more than 40 years. The visit demonstrates the US Navy's increasing ability to call on friendly ports as it pursues security objectives in Southeast Asia, and the wider Asia-Pacific region.

In a sign of increasingly cordial naval ties between Washington and Hanoi, USS *Carl Vinson* (CVN 70) sailed into Da Nang Bay on 5 March, marking the first time that a US Navy (USN) aircraft carrier has visited Vietnam in more than 40 years. According to a notice to mariners (NTM) and accompanying berthing coordinates posted by Vietnam Maritime Safety – North, the Nimitz-class aircraft carrier is currently anchored about 3 km away from the Port of Tien Sa in Da Nang Bay.

The carrier is accompanied by two other warships from its strike group, the Ticonderoga-class guided-missile cruiser USS *Lake Champlain* (CG 57), and the Arleigh Burke-class guided-missile destroyers USS *Wayne E Meyer* (DDG 108).

China begins work on sixth Type 055 destroyer.

Recently captured commercial satellite imagery shows that China has begun construction at its

shipyard in Dalian of the sixth Type 055 guided-missile destroyer on order for the People's Liberation Army Navy (PLAN). The imagery shows that the pier-side assembly of the first modules for hull 6 began between 21 December 2017 and 3 January 2018. Two Type 055 hulls (3 and 4), both of which are in the late stages of assembly, are present in a neighbouring dry dock. Hulls 1 and 2 are being built at the Jiangnan shipyard facilities near Shanghai where work on hull 5 began in November 2017.

Indian Navy turns towards portable systems for interim MCM requirements. After retiring all but one of its Pondicherry (Natya D)-class minesweepers, the Indian Navy is now focusing on interim minesweeping and portable sonar systems as an interim measure while awaiting the acquisition of new mine countermeasure vessels (MCMVs), service officials have told Jane's.

The Indian Navy decommissioned three Pondicherry-class MCMVs on 23 March. The 61 m vessels, INS *Cuddalore*, INS *Cannanore*, and INS *Konkan*, were retired after about three decades of service. INS Kozhikode (M 71) is now India's sole MCM ship that is still in service, and it is currently deployed with the navy's 21st MCM squadron.

Among portable systems currently employed include 12 units of the EdgeTech-supplied Littoral Mine Countermeasures Sonars (LMCS). The systems are now being deployed from a number of different platforms, including the service's fleet of Car Nicobar-class fast attack craft.

Kuwait receives final landing ship. Abu Dhabi Shipbuilding (ADSB) has completed Kuwait's order for landing ships and craft, the General Staff of the Kuwaiti Army announced on 4 April. When ADSB announced the Kuwaiti order in 2013 it said it would supply eight landing craft and high-speed protection ships to Kuwait.

Compiled by Cdr Mukund Yeolekar, Editor Seagull

Clipper Round The World Race 2017-18

Ms Sucheta Jadhav

The Clipper Race is one of the biggest challenges of the natural world and an endurance test like no other. With no previous sailing experience necessary, it's a record breaking 40,000 nautical mile race around the world on a 70-foot ocean racing yacht. The brainchild of Sir Robin Knox-Johnston, the first person to sail solo non-stop around the world, the event is now on its eleventh edition.

Divided into eight legs and 13 to 16 individual races, one can choose to complete the full circumnavigation or select individual legs. It is the only race in the world where the organisers supply a fleet of twelve identical racing yachts, each with a fully qualified skipper to safely guide the crew. Held every other year, the Clipper race starts and ends at a UK port.

2017-18 Race Route: Started from Liverpool in August 2017 with stopovers in Punta del Este (Uruguay), Cape Town (South Africa), Fremantle, Sydney, Airlie Beach (Australia), Sanya, Qingdao (China), Seattle and New York; and returning to Liverpool in July 2018. Anyone who is adventurous and above 18, can participate in Clipper 2019-20 by signing up on the website www.clipperroundtheworld.com.

Sucheta Jadhav started sailing two years ago and did a trans-Atlantic crossing at the age of 50, on the second leg of the Clipper Race 2017-18 between Punta Del Este, Uruguay and Cape Town, South Africa. The narrative in her words follows...

“That wintry morning in Goa, I was helping the INSV Tarini team with their boat preparation and thought yet again how much I wanted to experience sailing the oceans. So I plucked up all my courage and took the plunge.

Capt Dilip Donde, the first Indian to sail solo around the world, had nonchalantly, and as I realised later, very, very intentionally, planted

the idea in my head. He introduced me to the Clipper Round the World Race 2017-18; a race that takes novices like me, trains us intensively, then puts 20 of us and a capable skipper on a 70 foot long boat to race against 11 other similar boats, all around the world.

I applied to participate in one Leg. A friendly chat with the race officials and I was offered a place in the Race. The first day of training was so reassuring. Felt just like home, with rains on the first day. For the most part it was about safety. What could possibly go wrong with the boat, how to prevent it and what to do if there is an emergency, like a MOB. No not the one around celebrities, the Man Over Board-which we practised, was with a dummy called Bob. Why Bob? Since he keeps bobbing in the water. In order to avoid being Bob, the boat has Jack Stays. Why? Because Jack stays on the boat. The key to safety on board is to stay attached to Jack Stay. He keeps you safe and everyone has a happy sail.

Over the next four weeks of training, a rigorous schedule covered among other things:

- Climbing the mast right up to the wind vane to enjoy a magnificent view.
- Figuring how to stuff the panic and get onto a life raft, in case there's a fire, we crash into an ice berg or another boat, or the mast decides to part ways with us.
- Performing a delicate balancing act of cooking while sailing. The boat is never flat on the surface so everything, including the stove is at an angle, varying from 10 to 45 degrees. I was using my arms to chop, stir and hold on to the cooking vessel and almost every other part of my body to balance and avoid toppling over.
- Learning to walk on deck with the tether on. Simple, just pretend you're Paris Hilton, on her stilettos, walking her pet poodle.

And just like that it was time for our test race in the final days of training. The forecast was of

increasing winds and a gale in the vicinity. The race course was set to be from the south side of the Isle of Wight to Portland, south to the Baie de Seine in France and back northwards to Gosport.

The English Channel was at its unruly, rambunctious, temperamental, wild best. The winds rose to 50 knots and the waves to over 2 metres. I was terrified and fascinated at what seemed like an out of body experience! This was me, me!? Sailing in a tiny 70 foot boat, hanging on for dear life, loaded with clothes and wet weather gear, tethered by an inch thick cloth rope with metal tethers. Crazy!

We bashed on for several hours. As sail watches were in force, Port watch got to go off and sleep for 6 hours. Our bunks had to be adjusted to the boat's tilt and a sail cloth raised along the side to prevent us from falling off when the boat changed tack. So I was either sleeping wedged between the bunk and the bulkhead or holding on for dear life to stop from falling off the other side. After that restful break, it was time to go back on deck and battle the elements. We had made good time across to Portland, bounding along at twelve to fourteen knots, with the tide in our favour. As we got closer to Portland however, the tide changed and it became a battle to move anywhere. We continued to be battered by the storm and a few crew mates were sea sick. After several turns around the area we decided it best to return to the Solent.

2100 hrs and we were showered and at Castle Tavern, as were all the other crews. 120 people congregated at the pub in warm camaraderie. The Race started on 20 August from Liverpool. I joined them in Punta for the start of Leg 2. We set off with a lot of fanfare. There was a military band playing for us and a Uruguayan naval ship to flag us off. After a lot of parading around in the Marina, we finally took off. The big waves and swell made me feel queasy almost immediately. After a break, our watch was back on deck around 0200. It was a beautiful, starry night and I got my first glimpse of the Southern Cross. 0800 and we changed watches. I was looking forward to my first 6 hours of sleep on board. It felt good to shed

the additional weight. I was wearing 3 layers of clothes plus the foulies and 2 pairs of woollen socks with the wet weather boots. And then the life jacket, which is probably another 3 kg of weight. All of which took a good 10 minutes to take off or put back on.

I had just crawled into my sleeping bag when I heard an enormous juddering thud. Then the Skipper and First Mate ran past my bunk, shouting for everyone to get into their life jackets immediately. I got to the deck stairs and looked up the hatch to see the deck covered with a mass of ropes, pipes, sheets and wooden boards.

We had been hit by a whale ! There was a hole in the hull, inside the lazarette, letting in a lot of water. The starboard rudder was broken or damaged and basically, unusable.

The helmsman had just taken over at the change of watch when he felt this push and a juddering shake from behind. He looked over to see a whale rolling away sideways from our stern even as he lost control of the steering. The whale's pectoral fin had struck the starboard rudder and bent it so its top edge dug into the hull and made a hole in the lazarette, besides tearing the bearings and jamming the connection between the two rudders. Our resident mechanical wizard swung into action and disconnected the two rudders, making the port steering operational again.

Some of us dumped the sails while a few others got to emptying the lazarette. A huge bundle of rags, standard issue on the Clipper boats for just such emergencies, was used to stuff the hole and a wooden board nailed in to keep it all in place. The storm jib was put up, with the main still on second reef.

While motoring back to Punta we sent a lot of photos and videos across to Clipper, so they were well prepared when we got into Piriapolis. After a fabulous repair job we set sail in 4 days, on 10 October.

A crew blog I penned captures my experience of traversing the Atlantic:

“Today is a week since we left Punta for our



The Clipper Crew. The author is in Pink top on the right.

second attempt to reach Cape Town. I was so seasick the first time I felt I was moving in a haze and skipped meal times. This time round, a crewmate left me his scopaderm patches. That, and the lovely weather we have had so far has helped remind me why I enjoy sailing.

We even had some orcas put up a show for us yesterday. Four of them decided to follow us for a while, showing off their fins and surfacing to give us a view of their beautiful white underbellies.

Good weather means less rocky seas and the opportunity to helm. I learnt to 'keep my head in the compass' and got a sense of the wind and the waves. Especially the waves which are these huge rollers that when I look at them seem likely to wash right over us. The idea is to anticipate them, feel their motion as they roll under the boat and hold the steering steady so as not to let the boat go off course. All without too much movement of the wheel, since 'less is more' when helming.

Watches are typically 6 hours on and 6 hours off during the day and 4 hours each watch in the night. Which means that each watch gets 2 night watches on alternate nights. Those can be a real

test, since it's so cold that just getting out of bed is a challenge. And regardless of the number of layers I have on, the cold seeps right in.

On the other hand, if we do the 2400 to 0400 watch then we also get to do the morning watch from 0800 to 1400. On a good weather day this is the sociable watch with conversations, story swapping, book reviews, reminiscences and sail training.

Off watch I can fall asleep almost immediately

regardless of the boat's movements and have the most amazing dreams. Typically of being in some warm, foreign land, eating exotic meals. Oh well, another ten days and we should be in one such place. Cape Town beckons!"

The last couple of days stretched to eternity though. The south westerly winds brought the icy Antarctic to our door step and chilled us to the bone. Finally, we sighted land. We expected a quiet, subdued entry with just the Clipper staff to help us come ashore. What we got was a rock star welcome, all guns blazing! The pier was lined with cheering, hooting, singing, waving well wishers. All the Clipper folk, including the crew from the other 11 boats and what seemed like half of Cape Town were there to greet us.

Without much ado, we were along side with two cases of chilled beer on board; popping a super-size bottle of champagne. And then my crew mates did an impromptu birthday song for me. The cherry on the cake, was a bear hug from Sir Robin Knox-Johnston, the first person ever to sail solo and non-stop around the world. A fabulous way to cap my 50th birthday".

Courtesy : Cdr Mohan Narayan (Retd)



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In Pursuit of Excellence & Quality in Shipbuilding

India's Leading Maritime Foundations to Explore Synergies

Report by Cmde Anil Jai Singh (Retd)

The Indian Maritime Foundation (IMF), the country's leading NGO on matters maritime and the National Maritime Foundation (NMF), the premier Indian think tank on all maritime issues signed a Memorandum of Understanding on 28 February 2018 in New Delhi.

This is a notable event in the continuum of the IMF's growth and coincides with the 25th year of IMF's inception. The MoUs were signed by Commodore Rajan Vir, President IMF and Vice Admiral Pradeep Chauhan, Director NMF in the presence of Admiral RK Dhowan, President NMF and former Chief of the Naval Staff, Captain (Dr) Gurpreet Khurana, Executive Director NMF and Commodore Anil Jai Singh, Vice President IMF and Head of its Delhi branch.

This marked a new beginning towards synergising the strengths of both organisations

towards enhancing the maritime discourse in the country. Exploring opportunities to enhance the awareness of matters maritime across a wide cross section of people, both in the higher echelons of government and the larger population of the country, particularly amongst the youth.

India is now recognising its maritime potential through various initiatives such as SAGAR and as the largest maritime power in the Indian Ocean has a major responsibility in ensuring the security and sustainable development of the entire region besides addressing its own maritime imperatives. It is therefore an opportune moment for the NMF and the IMF to work together towards harmonising these initiatives for building capacity in this region.

Cmde Anil Jai Singh is Vice President IMF



MOU, NMF & IMF

International Coastal Clean-up 2017-18

Report by Cmde PK Malhotra (Retd)

Oceans are the largest water bodies on the planet Earth. Over the last few decades, numerous human activities have severely affected the marine life on the Earth's oceans. Ocean pollution also known as marine pollution, is the spreading of harmful substances such as oil, plastic, industrial, agricultural waste and chemical particles into the ocean. Since oceans are a home to a wide variety of marine animals and plants, it is the responsibility of every citizen to play his or her part in keeping these oceans clean, so that marine species can thrive for a long period of time.

According to National Geographic, "Many ocean pollutants are released into the environment far upstream from coastlines. Nitrogen-rich fertilizers applied by farmers inland, for example, end up in local streams, rivers, and groundwater and are eventually deposited in estuaries, bays, and deltas. These excess nutrients can spawn massive blooms of algae that rob the water of oxygen, leaving areas where little or no marine life can exist."

Most of the debris in the ocean does not decompose and remains in the ocean for years. It

uses oxygen as it degrades. As a result of this, oxygen levels go down. When oxygen levels go down, it affects the survival of marine animals like whales, turtles, sharks, dolphins and penguins. Animals from impacted food chain are then eaten by humans which affects their health as toxins from these contaminated animals gets deposited in the tissues of people and can lead to cancer, birth defects or long term health problems.

A number of innovations and initiatives that are shaping the oceans and seas can potentially help ensure that these water bodies remain environmentally and ecologically stable. These range from greener and efficient vessels propelled by solar and wind energy, sustainable use of sea-based living and non-living resources, conservation of marine ecology, and making the oceans free of pollutants, particularly plastic litter.

The Indian Maritime Foundation (IMF) is the Ocean Conservancy's partner in India since 2002 and has been conducting and coordinating every year clean-up of beaches on the East and the West coasts of India as well as several inland

water bodies, venturing as far as some riverbanks in Punjab, Himachal, Rajasthan and Haryana.

In India, under the aegis and overall control by the IMF, two Coordinators plan and execute the clean-ups every year. IN veteran Cmde PK Malhotra covers the states in North India and Capt S Krishnamurthy is the Coordinator for beach clean-ups in the coastal states in southern India.



Volunteers with the collected trash

It will be apparent from this year's data that IMF has increased the number of volunteers in India and one can notice the enthusiasm of the younger generation in the pictures forwarded. IMF is creating media interest in the sea, bringing maritime knowledge and skills to the young and working with like-minded organisations. Awareness drive was mainly achieved by visiting schools and organisations personally and using new and innovative Quiz and interactive discussions. This has definitely engendered a deeper understanding of the water bodies and the urgent need to reverse marine pollution for the

future of the planet.

Details Of Efforts :- 2017-18

- Total clean-ups organised: 56
- Total Organisations Participated: 70
- Total Dedicated Volunteers: 4548
- Total weight collected: 33007 Kg
- Total Distance Km: 172 Km
- Maximum item collected : 7753 Plastic Bags
- Heaviest items collected : Construction material

Cmde P K Malhotra is ICC Co ordinator for North India



Young Environmentalists in Punjab.



**Indo-Pacific Regional Dialogue
New Delhi 27-28 February 2018**
Cmde Anil Jai Singh (Retd)



Honorable Defence Minister
Mrs Nirmala Sitaraman addressing the Delegates

The Indian Navy and the National Maritime Foundation held the first Indo-Pacific Regional Dialogue in New Delhi on 27th and 28th February 2018.

Globalisation, connectivity and trade interdependence has led to a blurring of the geographical boundaries of the contiguous oceanic spaces of the Indian Ocean and the Western Pacific into a single geo-strategic entity being referred to as the Indo-Pacific. This new strategic regional construct, as the name itself suggests, has a distinct maritime orientation and it is on these waters that the Great game of 21st century geopolitics will be played out. The Indian

Navy, as the pre-eminent power in the Indian Ocean and with considerable maritime interests in the Western Pacific (40% of India's trade flows east of the Malacca Straits) has initiated this Dialogue to address the concerns of the region and attempt to find convergences while simultaneously addressing divergences towards maintaining the safety and security of these waters within the framework of international law and a rules-based international order.

The conference began with addresses by the Hon'ble Minister of Defence, the Hon'ble Minister of Shipping, the Permanent Secretary in the UK MoD, the Chief of the Naval Staff (and Chairman Chiefs of Staff Committee) and the President NMF.

Over two days of the conference, a deep and wide ranging discussion took place on **four major themes that impact the opportunities and challenges in the region.** These included aspects of **maritime merchandise trade which affects all stakeholders in this region and is central to sustainable development and the Blue Economy initiatives;** the second theme focussed on the **regional connectivity models and their impact;** the third focused on the larger theme of the **overall environment of the Indo-Pacific and the last theme centred on the role of industry in developing the maritime security construct in the region.**

There was active participation from most of the countries in the region and it was very gratifying to see that the conference was well attended by serving and retired Flag officers from Sri Lanka and Bangladesh, including the Sri Lankan Chief of Defence Staff. Their presence and the focus of their presentations sent an important message – that the maritime democracies of South Asia need to synergise their efforts towards strengthening

the maritime connectivity and building maritime capacity in the region. The concept of SAGAR, which is an acronym for “Security and Growth For All in the Region” (and is also the Hindi word for sea) is the Indian Prime Minister's initiative to strengthen regional security and growth, found frequent mention. The keenness amongst them for India to play a leading role in this was very evident.

One of the Chinese speakers provided an interesting perspective in response to the general lament that the Chinese are pushing an expansionist policy by debt-trapping countries when developing their port infrastructure. To paraphrase his comments, what he conveyed was that if countries are seeking assistance from China and China is in a position to provide them that support, then there is nothing wrong in that and there is no reason for other countries to feel threatened by it. This was in the context of the

Chinese initiatives in port development in the smaller nations.

At the conclusion of the conference, a valedictory address was delivered by Dr S Jaishankar, the recently retired Foreign Secretary who highlighted the need for a comprehensive and balanced approach towards addressing the security challenges in the region.

The Indo-Pacific Regional Dialogue brought to the fore the need for greater interaction between the Indian Ocean cooperative mechanisms like IORA and IONS and similar institutional mechanisms in the Western Pacific like ASEAN, ARF, ADMM+, WPNS etc. It is a very timely and relevant initiative and will continue as an annual event with the potential to deliver workable policy initiatives towards addressing the numerous security challenges in the region.

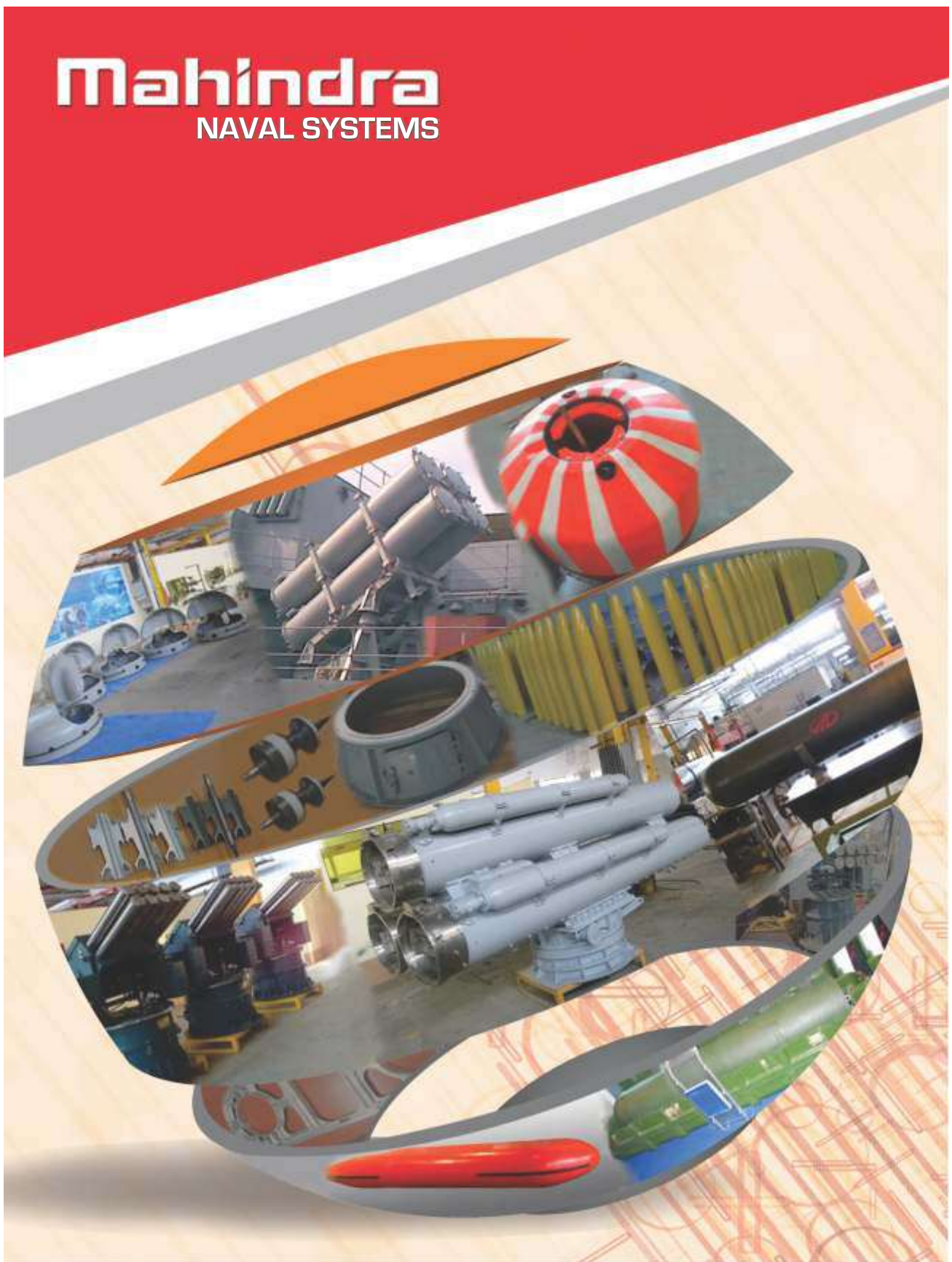
Cmde Anil Jai Singh is Vice President IMF



Honorable Defence Minister, Honorable Minister of Shipping and Chief of Naval Staff, Admiral Sunil Lanba with delegates

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Gallimaufry

Waterfront Shipping to Add Four More Methanol-Fueled Tankers to Fleet- Feb 2018

Methanol shipping specialist Waterfront Shipping has announced a plans to build four new oceangoing tankers capable of running on clean-burning methanol fuel. The 49,000 dwt methanol tankers were ordered through a joint-industry project involving Waterfront Shipping, Marininvest, IINO Kaisha, Mitsui & Co. and NYK Group. They will join an existing fleet of seven 50,000 dwt methanol-fueled methanol tankers that have been chartered by Waterfront since their delivery beginning in 2016.

The four new vessels will be delivered in 2019 and, similar to their predecessors, will be built with MAN B&W ME-LGI 2-stroke dual-fuel engines that can run on methanol, fuel oil, marine diesel oil or gas oil. They will be built in Korea at Hyundai Mipo Dockyard, where several of the first-generation vessels were built.

Clean-burning methanol is increasingly being considered as viable alternative fuel to the shipping industry as it is capable of meeting all current and upcoming emission regulations set forth by the International Maritime Organization (IMO).

Chemical Tanker Attacked by Pirates Off Coast of Somalia- 23 Feb, 2018.

A Singapore-flagged chemical tanker was attacked by armed pirates off the coast of Somalia on 23 Feb18, but the attack was repelled after the ship's armed security returned fire, according to naval officials. The attack, which officials say is likely to be piracy related, was the first such incident to take place in the Horn of Africa region so far this year.

The European Union's Naval Force Somalia (EU NAVFOR) confirmed today that the MT Leopard Sun was attacked by two skiffs with armed men today at 0030 local time approximately 160

nautical miles off the coast of Somalia. The 50,000 metric tonne chemical tanker was en route from Sohar, Sultanate of Oman to Cape Town, South Africa when the incident occurred.

Maldives Denies Link to North Korean Oil Transfer at Sea. Colombo 28 Feb2018

Maldives denied a Japanese foreign ministry statement that said a Maldives-flagged vessel was used to illegally transfer goods from a North Korean-flagged tanker in defiance of U.N. Security Council resolutions.

The Japanese statement said the “Chon Ma San,” designated by the United States as a sanctions target, was spotted by a surveillance plane with the Maldivian-flagged tanker “Xin Yuan 18” some 250 km (160 miles) east of Shanghai on Saturday. It said “Japan strongly suspects that the vessels conducted ship-to-ship transfers” banned by U.N. Security Council resolutions.

Maldives government denied that Xin Yuan 18 is of Maldivian origin and said “no such vessel is registered in the country”. We condemn ... the use of our national flag in a manner so as to tarnish the good standing and reputation of our nation, the Maldives government said in a statement.

'Lady Lex' Found: Discovery of the WW II Warship USS Lexington. 07 March 2018

The wreck of the *USS Lexington*, an American warship sunk in a Pacific naval battle during the Second World War, has been found by a team working for Microsoft co-founder Paul Allen. The iconic aircraft carrier was discovered on March 4 in the Coral Sea, about 500 miles (800 km) from Australia's east coast, according to Allen's website.

The Lexington was originally designed as a battle-cruiser, but was later converted into one of the U.S. Navy's early aircraft carriers. It joined the fleet in 1928, the fourth U.S. Navy ship to be named after the Battle of Lexington in the

American Revolutionary War. The Lexington was badly damaged by Japanese torpedoes and bombs in the Battle of Coral Sea during WW II. It was abandoned and scuttled on May 8, 1942. More than 200 crew, of a total of nearly 3,000 aboard, died in the battle.

From gCaptain.com

Satellite photo dated March 26, 2018 shows Chinese ships south of Hainan, China. Planet Labs/Handout via REUTERS. Sailing in a line formation more suited to visual propaganda than hard military maneuvers, the flotilla was headed by what appeared to be submarines, with aircraft above. Jeffrey Lewis, a security expert at the California-based Middlebury Institute of Strategic Studies, said the images showed the first confirmation that the carrier was joining the drills. "It's an incredible picture," he said. "That's the big news to me. Confirmation that, yes, the carrier participated in the exercise."

While the *Liaoning* has previously entered the South China Sea as part of drills in uncontested training grounds south of Hainan, its annual exercises are closely watched by regional and international powers eyeing Beijing's growing military might. It is unclear where the flotilla was headed, or how long operations will last. China's defense ministry did not immediately respond to a faxed request for comment. Collin Koh, a security expert at Singapore's S. Rajaratnam School of International Studies, described the deployment as unusual for its size and scope.

Chinese naval and coast guard forces have expanded rapidly in recent years and now patrol the vast swathes of the South China Sea, but little is known about their combat readiness and co-ordination.

Beijing gets underwater network to aid subs in IOR. China has developed a new underwater surveillance network to help its submarines get a stronger lock on targets while protecting the nation's interests along the maritime Silk Road, which included the Indian Ocean, said a media

report on Monday.

The system, which has already been launched, works by gathering information about the underwater environment, particularly water temperature and salinity, which the navy can then use to more accurately track target vessels as well as improve navigation and positioning, the Hong Kong-based South China Morning Post reported.

The Chinese system is based on a network of platforms - buoys, surface vessels, satellites and underwater gliders - that gather data from the South China Sea, and the Western Pacific and Indian oceans, the paper quoted the report by Oceanology Institute. That information is then streamed to three intelligence centres - in the Paracel Islands in the South China Sea, the southern province of Guangdong, and a joint facility in South Asia, it said.

Times of India

India redraws energy map with US gas cargo. GAIL's 20-Year Contract With US Producers Kicks off. New Delhi 07 March 18 : India has embarked on a voyage to redraw its energy map, with the first shipload of liquid gas setting sail for Dabhol in Maharashtra from the US-based Cheniere Energy's Sabine Pass LNG (liquefied natural gas) project in Louisiana. This is the first time that gas will flow directly from the US mainland to India to truly open a new energy route, unlike state-run refiners who last October bought a few shipments of US crude from trading houses through spot market tenders.

'*Meridian Spirit*', the first cryogenic ship chartered by GAIL for wheeling US gas, set sail from Sabine Pass after a brief ceremony attended by GAIL chairman B C Tripathi, Cheniere CEO Jack Fusco and India's Consul General in Houston Anupam Ray. The vessel was slated to dock and offload its cargo at GAIL's Dabhol terminal in end March 2018, the company said in a statement.

From Times News Network

Letter from London

Paul Ridgway FRGS FRIN

HMS *Queen Elizabeth* at Gibraltar

The Royal Navy's new aircraft carrier HMS *Queen Elizabeth* arrived in Gibraltar on the forenoon of 9 February for her first overseas port visit. The 65,000-tonne future flagship was conducting a routine logistics stop having left Portsmouth the previous week for helicopter trials before fixed wing trials later this year.

On departing home waters for the first time since her commissioning *Queen Elizabeth* and her ship's company of 1,000 men and women underwent intensive training. Under the guidance of the Royal Navy's Flag Officer Sea Training organisation, all those on board honed their skills in dealing with a series of lifelike exercise scenarios including fires, floods, man overboard drills and a simulated crash on deck. The warship was escorted into Gibraltar by Devonport-based Type 23 frigate *Somerset*.

On leaving Gibraltar *Queen Elizabeth* conducted helicopter trials with specially equipped Merlin and Chinook aircraft from the Aircraft Test and Evaluation Centre at MOD Boscombe Down.

HM The Queen marks IMO Anniversary. Seventy years to the day since the treaty establishing the United Nations' International Maritime Organization was adopted, HM The Queen marked the occasion at IMO Headquarters in London on 6 March. Accompanied by IMO Secretary-General Kitack Lim, Her Majesty unveiled a commemorative plaque and cut an anniversary cake. She met some of the guests attending the event, including representatives of IMO Member States, inter-governmental and international non-governmental organizations, and IMO Secretariat staff.

The Convention on the International Maritime Organization (IMO) was adopted on 6 March 1948 at the United Nations Maritime Conference held in Geneva, Switzerland. IMO's first meeting was held

in London on 6 January 1959, at Church House in central London. India joined the same year.

Trenchant breaks the ice. HMS *Trenchant* broke through the metre-thick ice of the Arctic Ocean to join two US boats on major exercise ICEX18 on 11 March 2018. ICEX is a series of demanding trials in the frigid climate within the Arctic Circle, designed to test submariners' skills in operating under the Arctic ice cap. *Trenchant* joined USS *Connecticut* and USS *Hartford* for the drills, co-ordinated by the US Navy's Arctic Submarine Laboratory. This combined team of military staff and scientists runs the testing schedule from an ice camp established on an ice floe in the Arctic Ocean, north of Alaska.



Trenchant breaks the ice

HMS *Trent* named. *Trent*, the third of five new River Class Offshore Patrol Vessels, was officially named on 13 March during a ceremony at BAE Systems site at Govan, Glasgow, as final preparations were made before she entered the water for the first time. Mrs Pamela Potts, *Trent's* sponsor and wife of Vice-Admiral Duncan Potts, named the vessel which will play a part in a range of operations including counter-terrorism and anti-smuggling to secure the UK's borders.



HMS *Trent* Naming Ceremony

Marine Accident Investigation Branch (MAIB)

Accident Investigation Report: *Saga Sky* and *Stema Barge II*

On 20 November 2016 at about 0850, the general cargo ship *Saga Sky* collided with the rock-carrying barge *Stema Barge II* approximately two miles off the south coast in the waters of the English Channel, Dover Strait. Both vessels had been affected by adverse weather created by Storm Angus. As a result of the accident, two subsea power cables were severed. Despite several prompts from the HM Coastguard, *Saga Sky's* anchors were not deployed until, the point at which a collision may have been prevented had passed.

An out-of-date Admiralty chart had been used to determine the anchor position for *Stema Barge II*, this position was directly above one of the subsea cables of Interconnector France-Angleterre 1. That this passed through the complete planning process for the sea defence work questions the level of focus on navigational safety

Given the volume of traffic using the Dover Strait and the absence of local commercial salvage assets, a review of emergency towage provision would be appropriate, MAIB stated in its report released on 15 March 2018. The Maritime and Coastguard Agency (MCA) have been recommended to commission a study to review

the full range of emergency response assets available in the Dover Strait area, including a reassessment of the need for a dedicated emergency towing capability.

Anglo-Eastern Ship Management Ltd, the vessel's managers, have been recommended to enhance their shipboard procedures by developing vessel-specific guidance, to which their masters can refer, in order to estimate the effect, forecast heavy weather could have on their ships' manoeuvrability.

A New Exhibition: James Cook –the Voyages.

At the time of writing this, the exhibition at the British Library, Euston Road, was being prepared for opening on 27 April to run until 28 August this year.

It is 250 years since *Endeavour* set sail from Plymouth and the exhibition features original maps, artwork and journals from the voyages telling the story of Captain James Cook's three world-changing voyages through original documents, many of which were produced by artists, scientists and sailors on the ships. Documents from the voyages sit alongside newly-commissioned films offering contemporary perspectives and examining the expeditions that shaped Europe's knowledge of the world and, in turn, their legacy.

Cook's handwritten journal details the first crossing of the Antarctic Circle, when his expedition travelled further south than any previous voyager. Displayed here will be the earliest European depiction of a kangaroo, and intricate maps charting the voyages that spanned more than a decade. Life aboard *Endeavour*, *Resolution* and *Discovery*, and the impact of their arrival will be chronicled alongside works by expedition artists Sydney Parkinson, William Hodges and John Webber. See also: <https://www.bl.uk/events/james-cook-the-voyages>

Paul Ridgway is IMF's Honorary Correspondent in London.

Lost Continent Of Zealandia: Scientists Return From Expedition To Sunken Land

After a nine-week voyage to study the lost, submerged continent of Zealandia in the South Pacific, a team of 32 scientists from 12 countries has returned to Hobart, Tasmania, Australia, aboard the research vessel JOIDES Resolution.

Researchers affiliated with the International Ocean Discovery Programme (IODP) mounted the expedition to explore Zealandia. IODP is a collaboration of scientists from 23 countries; the organisation coordinates voyages to study the history of the Earth recorded in sediments and rocks beneath the seafloor.

“Zealandia, a sunken continent long lost beneath the oceans, is giving up its 60 million-year-old secrets through scientific ocean drilling,” said Jamie Allan, programme director in the US National Science Foundation's Division of Ocean Sciences, which supports IODP.

“This expedition offered insights into Earth's history, ranging from mountain-building in New Zealand to the shifting movements of Earth's tectonic plates to changes in ocean circulation and global climate,” Allan said.

Earlier this year, Zealandia was confirmed as Earth's seventh continent, but little is known about it because it is submerged more than a kilometre (two-thirds of a mile) under the sea. Until now, the region has been sparsely surveyed and sampled.

Expedition scientists drilled deep into the seabed



at six sites in water depths of more than 1250 metres. They collected 2500 metres of sediment cores from layers that record how the geography, volcanism and climate of Zealandia have changed over the last 70 million years.

According to expedition co-chief scientist Gerald Dickens of Rice University in the US, significant new fossil discoveries were made. They prove that Zealandia was not always as deep beneath the waves as it is today.

“More than 8000 specimens were studied, and several hundred fossil species were identified,” said Dickens. “The discovery of microscopic shells of organisms that lived in warm shallow seas, and of spores and pollen from land plants, reveal that the geography and climate of Zealandia were dramatically different in the past.”

The new discoveries show that the formation 40 to 50 million years ago of the 'Pacific Ring of Fire', an active seafloor zone along the perimeter of the Pacific Ocean, caused dramatic changes in ocean depth and volcanic activity and buckled the seabed of Zealandia, according to Dickens.

Expedition co-chief scientist Rupert Sutherland of Victoria University of Wellington in New Zealand said researchers had believed that Zealandia was submerged when it separated from Australia and Antarctica about 80 million years ago.

“That is still probably accurate, but it is now clear

that dramatic later events shaped the continent we explored on this voyage,” Sutherland said. “Big geographic changes across northern Zealandia, which is about the same size as India, have implications for understanding questions such as how plants and animals dispersed and evolved in the South Pacific.

“The discovery of past land and shallow seas now

provides an explanation. There were pathways for animals and plants to move along.”

Studies of the sediment cores obtained during the expedition will focus on understanding how Earth's tectonic plates move and how the global climate system works.

Courtesy- <http://www.intoceansys.co.uk/articles>

WITTY BRITTY

Cmde Mukund B Kunte (Retd)

“You should wear your own underclothing when joining”, read the joining instructions signed by JS Lang on behalf of “My Lords Commissioners” of the admiralty while appointing us as cadets in HMS Britannia for the Royal Naval College at Dartmouth, but reassuring new recruits that the kit issued on arrival would (indeed) include underclothing. That was fifty years ago and the letter could not have been more telling. “You should be able to swim 50 yards and the question of your retention in service, if unable to do so, will receive my Lord's serious consideration. A knowledge of Morse code and semaphore would be useful”. Today it must be the internet.

Well, we survived. Quite creditably too, many rising to become admirals. Musharraf Hussain Khan, a Pakistani-turned Bangladeshi became the naval chief in Dhaka, Allan Beaumont the joint chief of defence in Canberra, Peter Sinclair the governor in New South Wales and Jeremy Read, winner of the King's telescope, is the current chairman of the Salmon Conservation Trust. For the nine Indians who sailed from Ballard Pier it had been a high point to take the 19-day sea passage in the P&O ship SS Ranchi and savour the excitement on sighting the white cliffs of Dover. Then, the boat train from Tilbury to Victoria Station and the large neon Bovril sign in Piccadilly Circus that dazzled our untrained eyes. Memory still lingers of the tea reception in India House hosted by the High Commissioner, VK Krishna Menon.

Tough military schedules followed in the college and those who were punished for breach of

discipline or malingering consoled themselves with the thought that a certain Phillip Mountbatten had similarly been through the same mill. One day Lord Louis Mountbatten inspected us and on another princess Margaret was a distinguished visitor. Then, on February 6 while our training ship HMS Devonshire was on her way to the Caribbean, news was received that King George VI had died. We were surprised to receive at Barbados, the next port of call, black mourning bands for the funeral formalities. The naval tailors 'By Appointment to HM the King', Messrs Gieves of 27 Bond Street, had promptly arranged their dispatch which was accompanied by a bill for five shillings – a princely sum at the time because it exceeded our daily wage of four shillings.

Just like the accession of queen Elizabeth II to the British throne is marked by the golden jubilee on February 6, we also observed our reunion in the Navy Club at 35 Hill Street in Mayfair. It was an elegant and decently boisterous affair, a jolly good time being had by 20 high-spirited lads who turned up with their ladies. Memories of good times and bad, were revived with a consensus on our 'London Declaration' for rejecting the old admiralty adage, namely, “when selecting potential officers the navy was not looking for the intelligent ones because such would only embarrass them; they were looking for half wits – the navy would add the other half in its own time and in its own way”.

*From the book **Nautical Nostalgia** by Cmde M B Kunte*

A Submariner's Day At Sea.....

Comde CP Srivastava (Retd)

The all familiar announcement 'Snorting stations, snorting stations, standby to snort, depth 40 meters', like always, made me sit up in my bunk. The fact that it was 0430 in the morning and I had hit my bunk a few hours ago at 0130 hours was irrelevant.

All six of us jumped out of our three-tier bunks, nearly simultaneously. We were out of the cabin in less than 30 seconds and at our 'stations' within a minute; all awake and alive. We did not bang into each other or stumble over the floor of the cabin strewn with footwear or collide with any of the other 40 odd 'bodies' on board; all in a tearing hurry to prepare the boat for snorting'. Only sardines envy submariners!

Welcome to a submarine at sea and the typical 'good morning' clarinet call of a submariner. Being a nocturnal war machine, we need to finish charging our batteries and revitalising the internal atmosphere before sunrise and return to our 'operating depths'; any thing up to 200-300 meters, for the rest of the day. Within half an hour we revert back to 'watch'; when only a third of the crew is on duty and the remaining can rest or relax. So by 0500 hours I hit the bunk again, to catch twenty winks before the 'normal routine' is ushered in at 0600. How I pity those who cannot sleep whenever and wherever they hit a pillow!!

I had an hour to return to my 3 hour watch commencing at 0700 hours. At sea the crew is divided into three watches, Red, White and Blue. Submarines follow a cycle of 3 hour on duty followed by six hour off duty. Within the 60 minutes available, I had to freshen up and have the upma or eggs and bread breakfast. Seeing the 'exercise programme' for the day I realized it would be an exciting and jam packed watch. The first exercise of the day was a 'simulated attack'

on the fleet which was likely to transit through our 'patrol area'. Being the Weapon Officer, I knew I had a long but exceedingly challenging day ahead of me. How I looked forward to 'penetrate the anti submarine screen, 'fire' a two torpedo salvo at the aircraft carrier and evade the escorts- the ultimate test of the fighting capabilities of a submarine and its crew!

'Action Stations for Torpedo Attack' was announced at 0830 hours and our 'old man' of 36 years, the Captain, orchestrated the 'attack team' like a seasoned submarine driver. He maneuvered the boat past the escorts and by 1300 hours, positioned us within the firing range of the torpedoes. Soon the order- 'fire torpedo tubes one and two' came on the intercom and within a few seconds the simulated 'fish' were running in water. After about 25 minutes, the Executive officer or XO, who is called 'Number One' (but is in fact the second in command!!), announced, what all weapon officers wait to heard at the end of any attack - 'Torpedoes 1 and 2 acquired target and homed on'. The entire crew went – 'Yesssssss!!!!'. The Captain ordered the boat to dive to 200 meters and maneuvered the submarine clear of the 'enemy' ships. No one in the submarine had realized it was 1400 hrs and well beyond lunch hour.

As soon as action station was called off, the cooks and steward had 40 hungry submariners to feed. The biryani and gulab jamun lunch was the perfect treat after a job well done. In submarines the entire crew, both officers and sailors, has one menu and eat the same food. During lunch, the attack was discussed and analysed thread bare with the Captain. Unlike ships, onboard submarines, the Captain dines with the officers in the Wardroom. Post lunch was siesta time for all

those not on watch.

When I returned on watch at 1600 hours, the next exercise was the workup of the anti submarine helicopters squadron. The task of submarines during peace time is not only to train ourselves, but also our colleagues in ships and aircrafts, who will be called upon to detect and destroy lurking enemy submarines once the nation is at war. This task is undertaken very seriously by all submariners. The next four hours were dedicated towards converting a few rookie helicopter crews into professional submarine killers! It is for this reason that even when our anti submarine forces do catch us, there is a sense of satisfaction- after all we will not fight them during war- it's the other guy's anti submarine forces we need to destroy.

Since there is limited involvement of the submarine crew in the ASW work-up of the fly boys, the XO did not fail to 'seize' the opportunity to announce what all XO's love- 'hands close at stations to carry out 'major clean-ship'!! Unlike ships, clean-ship in submarines is an 'all crew' activity; not only sailors, both junior and senior, even junior officers partake in this. In fact, there was a commissioning Commanding Officer who always took on the task of cleaning one of the two toilets on board. He took immense pride in the fact that the toilet he cleaned was always better than the one cleaned by the junior sailor. There are no supervisors and observers during major clean-ship!

The cramped and closed internals of a submarine demand a surgical-clean environment. Quite literally!! The ward-room of a submarine doubles as an emergency Operation Theater. And this is no theoretical boast. An appendicitis operation has been performed in a dived submarine, with just a doctor and a single medical assistance onboard; the crew members formed the remaining OT team!! And guess what; the patient survived ! The four hour 'major clean ship' finished by 1800 hrs, only when the ASW

workup finished and helicopters returned to 'mother'; their ships!

Immediately after twilight we again closed up at snorting stations; to top up our batteries before diving deep for the night. Dinner at 1930 hrs was a quick affair of soup, bread and salad. This was followed by an hour of movie watching in the Wardroom. In fact, technically it is incorrect to call it 'movie watching'- Shiela and Munni being the current favorites of XO, never left the TV screen during the full hour!! Bedtime was 2100 hours – had to get my beauty sleep before my next watch at 0100hours.

As I lay on my bunk with heavy eyes, I thought, could there have been a better day than this? I reckon not. What could be better than a successful torpedo attack, copious amounts of delicious biryani and an hour of uninterrupted 'Shiela and Munni'?



From Marine Engineers Humour.com



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A Unique Experiment In Reversing India's Water Woes.

Col Amit Rai (Retd)

India is facing a perfect storm in managing its potable water resources. Consider this headline—"Is Day Zero on the horizon? Day ZERO threat looms and taps could run dry in Bengaluru, Pune"(TOI 22 Mar 2018, based on a CSE report).

Decades of ecological mismanagement, political ineptitude, indifference at central, state and municipal levels, and a rapidly mushrooming population have all led to a drastic drop of our water tables in just two decades- from a few feet to over 91 metres. There is an absence of serious and sustained attempts at the central or state levels to manage water quantity and quality, or adopt cost-effective methods to roll back this damage. As per a report in THE HINDU, the per capita water availability in 1995, was 5,300 cu.m. which came down to 2,200 cu.m. in 1998 and by 2025, with the projected population growth, the availability will be only 1,500 cu.m.

The Oroville Dam crisis in 2017 in Northern California, prompted the evacuation of nearly two lakh people. The American Water Works Association (AWWA), an international non-

profit organisation, had been seeking ways to tackle the huge amounts of silt gathered at the floor of the dam, imminently dangerous to the concrete structure surrounding this gigantic artificial water body. Surprisingly, the solution was available, on the outskirts of Pune city, which they stumbled across in the course of their search. A gargantuan effort by a retired army officer, Lt Col Suresh Patil- founder of GREEN THUMB-, has seen him dedicate over two decades of his life towards making Khadakwasla Dam a silt-free reservoir. To honour him, AWWA invited him to attend a global conference in June, 2017 to speak about the concept he has long been implementing here. AWWA office-bearers will also be visiting Khadakwasla Dam this year, and are considering using it as a role model to improve the condition of their reservoirs.

Lt Col Suresh Patil told Pune Mirror, "The fact that people's participation helped our cleaning project sans government financial aid intrigued AWWA. They have funds, equipment, and everything else — all they need is a concept. My talk revolved around Khadakwasla Dam, focusing on "how we achieved with what we had



Earth Mover in action on the shores of Khadakwasla Lake

and the way ahead.” The AWWA-ACE 2017 was organised in Los Angeles and later in Philadelphia with a number of environmentalists and activists invited to hold forth on a range of issues. While most of the conference speakers had ideas on the recycling and reuse of water, Col Patil's talk revolved around solving the problem at the grass root level i.e, save the water from being lost to the seas by enhancing the holding capacities of dams by de-silting.

Pune has a population of close to 50 lakhs – up from 1 lakh in 1879 when the Khadakwasla dam (then Fife lake) was completed in 1879, it had a capacity of 4 TMC (or four billion cubic feet water capacity) , but today the storage is down to just 1.75 TMC, almost 40% of the design capacity. Why? Due to accumulation of silt, and this is a problem across all the dams in the country. De-silting dams by using dredgers at its deepest parts is a very costly and impractical proposition, as is raising the height of a dam. The most practical method is to de-silt the low sounding areas towards the periphery, and expand the water capacity. Planting of trees in the catchment areas will reduce siltation. In five years 1.1 million truck loads of silt have been

removed from a 15 km stretch of catchment and shallow area of Khadakwasla dam, using bulldozers, JCB and trucks. 200,000 trees have been planted near the shore line to prevent siltation. As a yardstick, every truckload removed contributes to an increase of about ten thousand litres of water capacity. The dam capacity has already increased by close to 0.5 TMC. Col Patil said that “the ‘black gold’(silt) has been distributed free to the farmers thereby doubling their crop yields with resultant returns. In addition, a massive tree plantation drive is on with over a million trees already planted and over 8 kms of beautiful gardens been created along the banks thus increasing the happiness quotient of the villagers and city folks alike. The aim is to recreate the capacity of the Khadakwasla dam by de-silting the banks of the 44 kms perimeter”.

In India, more than 80 per cent water goes into the sea, and water cannot be stored in most dams because they are heavily silted. Cleaning dams is the need of the hour — it will help provide water for industry, irrigation, construction, drinking and lots more. De-silting dams not only doubles water-holding capabilities, but the removed silt can also be given to farmers for organic use. A



Landscaping on the banks of Khadakwasla Lake

team of experts found that the de-silted soil from dams was rich in nutrients that would help in making agricultural land fertile. The soil from the dam, would also double crop production. Whereas, to achieve the same level of production, farmers would require at least five years of efforts and higher spends on fertilizers and nutrients. A source in the ministry of water resources said: “We have conducted a study to ascertain the benefits of de-silting of dams. It has come to our notice that de-silted soil contains a high proportion of sand. After processing the de-silted soil, sand can be procured and used in the construction sector. The conservative estimate is that the processed sand would help the state government earn Rs 6,000 crore per year.”

Now, the government, NGOs, and industrialists are excited with the Green Thumb idea and are investing their time and money to propagate it. People who were reluctant to pursue de-silting because they assumed that it would be impractical and costly, joined in when they saw the results. A step taken by one, was followed by hundreds, and now involves thousands and thousands of people working together. So far

there hasn't been tangible Government support, but a few corporate houses have assisted from their CSR funds to name a few- Cummins India, Tata Motors, SKF India, Siemens and Praj Industries have adopted tracts of lake side land to support these activities and are actively promoting employee participation on site, for maintenance and tree plantation. A team of veterans is selflessly putting shoulder to the wheel to maintain the momentum.

Green Thumb, a “not for profit” NGO has taken on this onerous task on itself - a firm determination led by a trail blazing veteran- Lt Col Suresh Patil. The team of veterans and corporates have joined hands to mitigate the water woes and ward off the threat of water wars and ensuing unrest that could threaten the social fabric of this great nation. Green Thumb has a vision of spreading this concept of de-silting and ecological rehabilitation throughout the country with a network of ex-servicemen at the helm- a nation building effort by true patriots. ***Col Amit Rai is a Volunteer with Green Thumb since 2016, with Extensive Military and Corporate experience.***



Tree plantation on the banks of Khadakwasla Lake

INSV *Tarini* – Taking the Rough with the Smooth

Cmde Ajay Chitnis (Retd)

Under normal conditions this would have been the final episode, with INSV *Tarini* home and dry at Goa; but Mother nature and Lord Varuna have their own scheme of things, and there is no other way than to deal with whatever comes your way, manfully, or in this case 'womanfully'!

Bad weather is something that the girls on board have been quite used to during their seven months on board, but what was not anticipated was the damage that could be caused to the boat. Well that's what happened on the 15th of April, while the boat was about 4150 km from their destination – Goa, sailing in very rough weather, they suffered damage to their steering gear system, forcing them to alter course towards Mauritius, 107 nm away. That they made it safely to Port Louis sailing without an operational steering system, and using only the smallest sail on board, speaks volumes of their seamanship skills. A detailed account of this passage is worth an article by itself. The vessel reached Port Louis and berthed alongside for repairs, and after 100 hours of sustained hard work were ready for sea trials. Here is an extract of the message from *Tarini*:

WORK ... WORK .. AND MORE WORK ..
IT'S BEEN 222 DAYS SINCE WE LEFT GOA
ON 10 SEPT 2017 BUT THE NEXT 20
DAYS SEEM TO BE TOO LONG !!
WE WILL GET OVER THIS PATCH AS WELL
.. A BRIGHT SUN IS ON THE VERGE OF
SHOWING ITS EFFICACY ...
DONOT DISTURB ... WOMEN AT WORK.

The Sea Trials have gone off well, and the Skipper is confident, and as I struggle to meet the deadline set by my editor, we await news of *Tarini* re-starting the final leg of their circumnavigation. To get back to where I left off in the last issue of *Seagull*, *Tarini* and her crew were enjoying warm

hospitality of the locals at Port Stanley in the Falkland Islands.

INSV *Tarini* departed Port Stanley on 04 February 2018 for its onward voyage to Cape Town, South Africa. Mr Nigel Philips, CBE, Governor of the Falkland Islands and her Majesty's Commissioner of South Georgia and the South Sandwich Islands welcomed *Tarini* into Port Stanley on 21 January 2018 on completion of the third leg of its maiden voyage to circumnavigate the globe. As part of their stay in harbour, Team *Tarini* interacted with students from Falkland Islands Community School for Secondary Education, Infant, Junior and Mount Pleasant Schools, Brownies and Girl Guides, Beavers and Boy Scouts and young adults from the Hockey Club. The crew also interacted with Falkland Women's Association and the Women's Network and gave a talk and presentation at the Falkland Islands Museum. Team *Tarini* visited various military facilities including HMS *Protector* and interacted with British Forces in South Atlantic Islands. They also visited sites related with the 1982 conflict and paid respects at the 2 Para memorial and the Argentine Military Cemetery.

On the 18th of February, the ladies on board celebrated the first anniversary of INSV *Tarini* while sailing in the South Atlantic Ocean, about 300 km from Cape Town, the next port of call.

INSV *Tarini* entered Cape Town, South Africa on 02 March 2018. She was received at Cape Town by the Mayor of Cape Town, Ms Helen Zille, HE Ms Ruchira Kamboj, High Commissioner of India to South Africa, Consul Generals of Johannesburg and Cape Town, Chairpersons of Western Cape and South African Sailing associations and members of the diaspora. The crew members were greeted with bouquets, dhol beats and Holi colours. The vessel had covered 17,500 Nautical miles from Goa, crossing the Equator on 25 September 2017, Cape Leeuwin

on 09 November 2017 and Cape Horn on 19 January 2018. The is in consonance with the national policy to empower women to attain their full potential. It also aims to showcase 'Nari Shakti' on the world platform and help transform societal attitudes and mindset towards women in India by raising visibility of their participation in challenging environs. The crew has also been collating and updating meteorological, ocean and wave data regularly for accurate weather forecast by India Meteorological Department and also monitoring marine pollution on the high seas. On the occasion of International Women's Day, the Hon'ble President of India Shri Ram Nath Kovind awarded the 'Nari Shakti Puraskar' to Lieutenant Commanders Vartika Joshi, Pratibha Jamwal and P Swathi, and Lieutenants S Vijaya Devi, B Aishwarya and Payal Gupta for outstanding contribution towards women empowerment through Navika Sagar Parikrama. The award was received by Lieutenant S Vijaya Devi on behalf of Team Tarini at Rashtrapati Bhavan, New Delhi on 08 March 2018.

After an eventful stay at Cape Town, *Tarini* set sail on the 14th of March, on the fifth and final leg of her voyage, which would earn the boat and her gallant crew a place in history. On the 20th of March, the vessel crossed over from the Atlantic Ocean into the Indian Ocean. INSV *Tarini*, with its team of six women officers, crossed Cape Agulhas, the Southernmost part of the African continent.

In my first article about the *Tarini* I had mentioned our grand old Admiral Manohar Awati. I was pleasantly surprised to hear from him a month ago, while we were driving through Bhutan, and he sent me some verses he had written to and about the *Tarini*. With his kind permission I am reproducing them here : Port Stanley

Stanley said to Livingstone

I present to you six Femmes Indienne
In their TARINI, now in my haven in
the Falklands. Voyaged round the stormy Horn
From the Orient

Anon they head to your Continent
Where once we met, doffed our hats
To each other after unveiling
The Dark Continent
Pointing south in Good Hope

Good Hope left astern
TARINI will head east
To complete a circumnavigation
Of the Globe, of Proportion Historique
By the Serendipitous Six

Hail to them, says Manohar
Atlantic
Atlantic! The ocean once washed
The shores of mythical Atlantis
Now drowned leagues under its
Cold, heaving, unforgiving waters
A forbidding challenge for sailors
Who dare upon its waters, to cross it
To match their will with its

Tara-TARINI no mere ordinary boat
To sail your waters, Oh Atlantic
Six headed, twelve handed veritable
Goddess Durga at her helm to compete

With your rage and intemperance
To fulfill her promise to be the courier
Of the Serendipitous Six

Course reverse which bore Amerigo
Vespucci and Cristoforo Colombo
From the Old to the New realms
Celebrated geography with America
And Columbia. The discoverers look
Down from their heavenly abode at you
Bemused, in wonderment, in appreciation

We at home applaud and cheer
The TARINI, her stem slicing through
The ocean, forbidding and grey
A snowy vee to starboard and port
Astern a white foaming wake
From Stanley's port to hopeful Cape
Pride and prayer in our hearts

Await your homecoming!

Manohar

Serendipitous Six

The Town of the Cape is
The Tavern of the seas
Welcomes sailors from nations
Of all hues and both sexes
As they crisscross in boats and ships
Across seven seas
Trade, adventure or a vagrant gypsy life

Removed from safety and certainty ashore

Sailed six of the seven, left
Fremantle, Lyttleton, Stanley far behind
TARINI and her six bid adieu to the Tavern
To round the last of the Great Capes three
Into their own ocean, sail through
The Mascarenes with SE Trades abeam
Past scores of islands of as many shades
Bound for Ind
Across the Equator a second time
Into hemis north once again
Traversed ten thousand leagues
Touched continents three
Into estuary of their beloved Mandovi
Their home, to the Hurrahs of
Welcoming Bharatis to complete
A voyage of great serendipity

What a man!! Admiral Awati never ceases to amaze me; as I had said in my first article, he is the Father of Ocean Sailing in India, and the tribe of Indian Yachtsmen and Yachtswomen worship him like God. He is eagerly waiting to welcome the super six on their return to Goa, and one fervently hopes that he is fit enough to do so.

Wishing all on board fair winds and following seas as you make your homeward run.

Cmde Ajay Chitnis is Vice President IMF

Customer-Friendly Customs

Shri TC Narayan

The Commerce Ministry of the Central Government used to conduct an annual exercise to review the import/export policy and the results are put together in the form of a book which has commonly come to be known as the Red Book.

Some years ago this book was awaited by the trade with bated breath as, thanks to the chronic shortage of foreign exchange, imports in particular were discouraged by heavy duties. The book itself was a massive tome with classifications of goods running into hundreds with the result that the description of goods was vulnerable to different interpretations by different importers. Legal disputes between Customs and the trade kept the courts busy.

It was during those suspense-laden days more than a half-century ago that I decided to get married. A good Australian friend of mine who was Master of a British India Steam (part of the Inchcape empire for which I worked) ship on the Persian Gulf – Far East run brought me our wedding gift from Japan and this was a beautiful set of bamboo-handled cutlery in a silk-lined box. My bride and I were invited on board to dinner with the officers and the Captain then presented us with his gift. We were quite taken up with the elegance of the gift but taking it off the ship confronted us with a problem. In strict official terms my gift was an import and it could not be taken ashore without complying with the formalities of filing papers and appraisal. I mentioned it to the Captain who was furious but I was firm as the nature of my job was such that I had to earn the total trust of the Customs officers at every level. I had managed to do this and was not willing to sacrifice my image. The Master

decided on a frontal 'assault' on the Customs Officer on board who had also been invited to the dinner and the latter was very embarrassed indeed. He took the gift from the Captain and assured him that the matter would be sorted out between him and me. My wife and I went ashore both happy and disappointed.

The next day the Customs Officer phoned me to ask why I had created an avoidable crisis. He said that if I had taken the gift ashore without any fuss he, knowing me and the circumstances, would have turned a blind eye to it. He said that, in the changed circumstances, the papers would have to be filed, import duty paid, and the gift cleared like any other trade import. I had the import application and Bill of Entry filed by our Customs clerk. On the third day I received a phone call from the Chief Appraiser who also knew me well. He asked to see me for a personal hearing. He repeated what the Customs Officer on board said and asked why I was unnecessarily adding to his work load. He asked me whether I was anxious that the cutlery should be released in the silk-lined box, a question that baffled me no end. I replied in the negative and he said I would be hearing from him soon. The next day my Customs Clerk informed me that the cutlery was being released and I would have to pay a duty of Rs.72. I would, however, have to see the Chief Appraiser to sign some papers.

I presented myself before the Chief Appraiser the next day and signed a chalan for the duty and an affidavit to say this cutlery was not commercial goods. Then I asked him why he enquired whether I wished to have the cutlery in the silk-lined box and how he had assessed a duty of Rs.72. He said the value was based on

information Customs kept on almost everything and he valued the gift at Rs.720. As for the duty he grinned broadly and showed me the Red Book which had two relevant classifications for cutlery. One referred to “Canteen of cutlery of any description - 70%” and the other related to “forks, knives, spoons and such items of daily domestic use -10%” ! One more day passed and the Customs Clerk came to me with the silk-lined box which he said the Chief Appraiser found lying around and he wished removed !!.

Holidaying in a Freezer.

During my early years as a shipping agent it was my responsibility to meet a ship on arrival in port and also see it off after its loading and unloading operations were completed. On arrival I boarded the ship, called on the Master to brief him on cargo handling plans and generally kept him informed of any particular aspects of that call. Thereafter I met the Chief Mate who was directly responsible for cargo operations and discussed loading and unloading plans. Usually present at this meeting were our cargo supervisor, myself and the young Third Mate who did the actual supervision on board.

Those were the days when marine exports from India were picking up and every Europe/ USA bound ship loaded a fairly large consignment of frozen shrimp, frog legs etc.in addition to the traditional cargo of thousands of cases of processed cashew-nuts and tons of spices..By the time the ship arrived in Cochin the Chief Mate would be ready with the cargo plan and in the case of frozen cargo this plan allocated consignments of different destinations to different 'reefer' or freezer boxes. He would reel off his plan somewhat on these lines “ Los Angeles shrimp No.1, San Francisco shrimp box No.2, Marseilles frog legs box No.3” and so on.

On one such occasion when our cargo supervisor, the Third Mate and I were with the Chief Mate

noting down the cargo plan, my cargo supervisor and I were taken aback by a new twist in the plan. Instead of reading out the numbers of the boxes the Chief Mate addressed the Third Mate with a new script. He said “ LA shrimp next to Joe, SF shrimp second box from Joe, Marseilles frog legs third box from Joe....” The Third Mate was quite unfazed but my Supervisor and I asked the Chief Mate what the new plan meant. He laughed out aloud and asked “ Hey, haven't you been told ? Among our passengers were Mr. and Mrs Joe ---- in their seventies..As we were reaching Penang nearly half-way round the world Joe ---- died of a heart attack. The Captain immediately went to Joe's wife, May, . and with the appropriate measure of concern asked her whether she would like to disembark in Penang and fly home with her husband's body. He assured her all arrangements would be made by the company's agents in Penang. The response was quite unexpected and indignant. May said “ What, me go home now ? Joe and I have been planning this voyage for years and Joe will not forgive me if we did not complete it together “ To the Captain's enquiry regarding the disposal of Joe's body, May's reply was firm and clear. She asked “Can't you stick him in your freezer so that we can do this voyage together ?”. Joe was accordingly parked in one of the freezer boxes and Mr. and Mrs. Joe ---- completed their dream voyage together. Very soon the cargo plan reverted to its time-honoured script.

Shri TC Narayan is former MD of P & O Shipping Co. (India).

He has now retired in Bangalore after nearly fifty years of corporate and joint sector business in India and abroad. He has an old and strong connection with the Indian Navy and the shipping world. He is now a serious bi-lingual writer for well known publishers and also assists in academic projects of universities..

Much More Than A River

Shri Deepak Rikhye

Alan Nicol's expertise includes Research on water and development in Asia and Africa, with a focus on trans-boundary river basin management. His significant work titled, 'A "blue revolution" for African agriculture?' inspired Organizations, including UNESCO, to direct their activities on different spheres of water management.

Nicol enlightened the world that a river's most obvious resource is water, but he asks if leaders consider the potential of a river basin? Do they realize that neighbouring countries, around the basin, can cooperate with each other and develop projects of mutual benefit? This is a venture that fosters peace, rather than disputes, which result through problems related to river sharing. Nicol cites the importance of the word, Cooperation, which is the key for crystallizing these projects. His presentation on the Nile River Basin is lively and feasible.

The Nile continues to be brought into debates about "Water Wars," by writers like Bulloch and Darwish. Both writers wrote a book with a similar title-Water Wars, which included key sections on the River Nile. Visions of future conflicts continue to capture the imagination of the international media. It was as recent as 1999 when the BBC stated-"The main conflicts in Africa during the next twenty-five years could be over the most precious of commodities-Water. Countries will fight for access to scarce resources and the possible flashpoints of these resources are the Nile, Niger, Volta and Zambezi basins."

The availability of water, for humans in the Nile basin, could become 'scarce' in the years ahead. Locations like Burundi, Rwanda, Egypt, Ethiopia and Kenya could all be affected with water scarcity, by 2025, depending on the rate of population growth. The available water resources will not be able to

meet the requirements of the projected growth in population. The ground water deficiency means there will be a short fall to meet domestic water supply. Population of humans, in the Nile basin, dominated estimates of water for the future. There has been no corresponding increase in surface water resources. More than 5% of the water used in Egypt is groundwater.

The groundwater in Sudan is pumped from aquifers, from wadi beds, such as, the Gash, Howare and Nyala. A wadi bed is a stream found in southwestern Asia and northern Africa, which is usually dry, except in the rainy season, when it forms an oasis. An aquifer is a body of permeable rock which can contain or transmit groundwater. This is an essential resource for rural communities.

Although abstraction of groundwater can provide a quick solution for small scale projects, in the long term, this will not provide basin wide solutions to shortages, in key sectors, such as agriculture. Water scarcity in each country is based on the assumption that water use seldom receives the focus which is necessary. The threshold figure of water use must include water for all uses including agricultural production. The adaptive approach of states either economically or socially, will reflect a strategic vision for the future. There may not be a major difference in capacity of water between states, so the sharing of policies with each other could be possible, unless a locale is within a desert region.

Ismail Serageldin, of the World Bank, warned-"If the wars of this century were fought over oil, the wars of the next century will be fought over water, unless we change our approach to managing this precious and vital resource." Such concerns rarely attempt to question the realities of conflict over rivers like the Nile. Fears would arise, at local level, over

shared river basins and political actors would highlight perceptions that one country may be using more water and depriving the other from where the water flowed.

However, such skepticism was confounded in the 1990's when countries of the Nile Basin moved towards greater cooperation rather than conflict. A broader vision of future cooperation gradually crystallized by the basin states and they established unprecedented political cooperation by overcoming past rivalries. In the last five years, nine of the ten Nile Basin states have been exploring development projects in partnership with key external agencies including the World Bank. The initiative has expanded the range of benefits to be shared by these joint ventures.

At 6,500 km the Nile is the longest river in the world and the basin drains some 10% of the continent; however, the geographical and political linkage goes beyond the basin itself. The

basin's topography is diverse. The highlands of the Ethiopian Plateau and the “Mountains of the Moon” in Central Africa give way to pastoral plains of Sudan and the deserts of Egypt. Along the basin's length and breadth are expanses of tropical vegetation, snow capped peaks and some of the driest areas in the world. The most dramatic feature is the globally important wetland region of Sudd, in southern Sudan, which at 30,000 square kilometers is one of the largest wetland areas on our planet.

Development initiatives progress with time and steers the process from cooperation to development. Leaders and societies arrive at a new page, reflecting Omar Khayyam's words- “The moving Finger writes; and having writ, moves on.”

Deepak Rikhye was with Williamson Magor Group for 26 years.

He is also a journalist and actor.



Nile River

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