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Vol XXIII No 94
Aug 2018 - Oct 2018

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Our goal is to raise awareness of our seas and to rekindle maritime consciousness and pride.

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SeaGull is Published by

The Indian Maritime Foundation : 1/402, Gera Gardens,
Koregaon Road, Pune- 411001.
Tel. : +91-20-41315976

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

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Editorial

In the last quarter the world was agog with a slew of Geo-political, Maritime and Sports events all over. These included shift in policy regarding migrants rescued at sea by European host nations, thaw in US-North Korean relations, US initiative in naming the Pacific Command as 'Indo-Pacific' Command, start of a trade war between US and China, etc. Another interesting event was the Exercise Malabar in June off Guam with participation by US, Japanese and Indian Navies.

The daring rescue mission in a treacherously flooded cave in Thailand which saved the lives of twelve boys and their football coach riveted people around the world. There was completion of unique feats in Ocean sailing by Tarini and the Clipper Round the World race 2018 and start of Golden Globe race in which Cdr Abhilash Tomy has participated. Further, there were major sports events like the XXIst Commonwealth Games at Gold Coast Australia, XXIst FIFA Soccer World Cup in Russia and Grand Slam Tennis tournaments to name a few.

The IMF too has been active in guiding research work carried out by interns in Underwater Domain Awareness. Further, we organized a lecture-cum-presentation by the crew of Tarini for our members and Naval fraternity at Pune on the 24th July 2018 and felicitated them for their unique achievement.

We are now poised to conduct our annual seminar on 09 Sept 2018. The subject for the seminar is "Role of Disruptive Technologies in Maritime Domain" such as Artificial Intelligence, Cyber Security, UAVs and Internet of Things. Eminent luminaries in these fields are expected to enlighten us and share their knowledge.

Later, our teams will be active in International Coastal clean-up at various beaches/river banks and spreading the message of need for clean and pollution free Marine Environment.

We were deeply saddened on the demise of Admiral JG Nadkarni former Chief of Naval Staff on 02 July after a prolonged fight with cancer and we offer our heartfelt condolences to the bereaved family. He was a member of the IMF and a great source of encouragement to us.

In this issue I am fortunate to add some rare experiences of a Naval Engineer during the Bangladesh War of 1971, an interesting narration of a recent scaling of Mt Everest, an article on the Golden Globe Race and a concluding one of the series on epic Sea Battles in the Pacific. The powerful beam of a light house when sighted at night gives a sense of relief to a mariner and it also evokes curiosity in a layperson. The Prongs Light House at Colaba is a beacon of hope to mariners approaching Mumbai harbour and this has been aptly brought out in verse by Cmde S Kesnur.

NOTICE BOARD

- 9 Sep - IMF Annual Seminar on "The Role of Disruptive Technologies, such as AI, Cyber Security, Unmanned Vehicles, IoT, etc, in Maritime Domain." Central Park Hotel, Pune.
- 30 Sep - IMF / SIMA Fun Fair, Empress Garden.
- 18 Nov - Remembrance Day, Wreath Laying Ceremony, Bund Garden, Pune.
- 13 Jan 2019 - IMF's 25th Anniversary, Lecture & Dinner

Letters to Editor

Sir,

Another very welcome Seagull has arrived to my great pleasure and another happy experience to the Far East! It is lovely to hear -and see - you and all that you and your colleagues do. I am expecting to go into Odstock Hospital early on Monday to have an operation on my left shoulder which has arthritis. I shall then have six weeks in a sling when I shall pass the time enjoying Seagull and no doubt various books as well. I am sorry to be in rather a rush at the moment but I have only just been told that they can fit me in so soon. I hope to email you again when I have enjoyed reading Seagull. Meanwhile I hope that you are well - you certainly look it, and enjoying your many activities.

With my love
Pamela Gueritz
Salisbury, England
17 May 2018

Sir,

It was great reading about INSV Tarini and the situations they endured and then at the end seeing correspondence from Admiral Awati. I think of you both each time I receive SeaGull or think of India. Being there was a great experience for me and my family and then having you and Adm Awati visit us here in the United States provided many wonderful memories to cherish. Please pass along my greetings to him if your paths should cross. I still remember being his crew when the Navy wing sailed during our visit to Bombay.

Thank you for SeaGull.

Cmde George McKee, USN (Retd)
Greenwood, South Carolina, USA
23 June 2018

Press Release

Portugal Shipping Week To Launch In Sept 2018

Shipping Innovation and the Portuguese Ministry of the Sea are delighted to announce they have joined forces to launch the inaugural Portugal Shipping Week in September this year. The event, which will be held in Lisbon during the week of September 17 to 21, will be chaired by Portuguese Minister of the Sea Ana Paula Vitorino. Populated by a large number of events run by industry supporting organisations as well as sponsors. Portugal Shipping Week will showcase Portugal's role as a global shipping and logistics maritime centre.

Welcoming news of the event, the Minister said: "This type of week seeks to place Portugal on the international agenda of today's ship-owners, operators and investors. "We are delighted to be working with Shipping Innovation on this exciting project and we look forward to welcoming the global shipping industry to Lisbon in September to meet and network with

the leaders of the Portuguese Maritime sector, in the context of the Portuguese government's policy to promote the Ocean, and linked to several international maritime events that will take place in Portugal in 2018," she added. Llewellyn Bankes-Hughes, Director of Shipping Innovation, said the launch of Portugal Shipping Week was a great opportunity to celebrate the country's immense shipping heritage and its bright future. "The week will also bring together the Portuguese speaking world from Europe, Asia, Africa and South America and will offer an exciting opportunity for high level industry and regulator networking and thought leadership," he said. Website details will be published shortly together with an interactive event calendar. If you would like further information please follow the Portuguese Ministry of the Sea on LinkedIn and Facebook, or email us at LBH@petrospot.com.

Courtesy : Elaborate Communications, UK

Diversity and Inclusion

By Preetika Mehrotra

Diversity and Inclusion are the buzz words in every industry including the Maritime industry. But what does it mean ? **The concept of diversity encircles acceptance and respect despite differences. It means understanding that each individual is unique, and recognizing our individual differences.** It is about empowering people by appreciating and respecting what makes them different which could be in terms of gender, ethnicity, religion, disability, sexual orientation, education, national origin and age.

Inclusion is about valuing all individuals, and giving equal access and opportunity to all. To be equally treated despite differences of national origin, age, race and ethnicity, religion/belief, gender, marital status and socioeconomic status or background.

Diversity and inclusion In the Maritime Sector. The maritime industry due to its global nature has been internationally quite diverse and inclusive in nature, however shipping has historically been a male-dominated industry and that tradition runs long and deep. Gender diversity is a gaping issue. There is a major shortage of qualified seafarers worldwide and according to a joint study by BIMCO and ICS , there is a current shortage of about 16,500 officers across the merchant fleet . By 2025 this figure could rise to as many as 147,500 officers. Can we as an industry try to close this gaping gap by encouraging a more gender – diverse workforce? Are we ready to change our traditional bias and be an equality opportunity industry? International Transport Workers Federation (ITF) estimates that today, only 2% of global seafarers are women.

When we look at women in leadership positions in the maritime sector in the shore based operations of ship-owners, ship managers , charterers and operators, P&I clubs etc the gender gap is even more stark . The reality is that women managers need to work twice as hard as

their male counterparts to receive recognition. Globally women represent 36% of the shore based maritime workforce, but only 0.17% are in executive positions. Any industry that chooses to overlook 50% of the population when seeking talent and expertise is making a grave mistake. By recognizing the benefits of a gender balanced workforce, where hard work and results are rewarded in an inclusive environment the maritime industry will be helping itself, and surging ahead full steam. There is a need to address the issue and encourage more women in senior roles across maritime and various related organizations.

Diversity and inclusion go hand in hand. Many companies struggle and do not realize the full potential of a diverse and inclusive workforce. There is now an increased awareness that cross-functional teams which comprise of men and women who may be inter-generational and racially diverse stimulate new thinking, which leads to greater possibilities and better results for the organization.

Inclusion enhances an organization's ability to achieve better business results by engaging people from diverse backgrounds and perspectives through participatory decision-making, so that all work towards a common goal.

Inclusion enhances an organization's ability to achieve better business results by engaging people from diverse backgrounds and perspectives through participatory decision-making, so that all work towards a common goal. **So are you ready to give Diversity and Inclusion a serious thought ?**

Preetika Mehrotra is former Council Member of IMF and Director Logistics and Transportation Regional Specialisation Leader APAC

Memories of A Naval Engineer -1971 Bangladesh War

By Cmde R. S. Huja (Retd.)

Backdrop. I joined INS *Brahmaputra* in 1970, when Awami League of Bangabandhu Sheikh Mujibar Rehman won by a thundering majority and staked claim to power but Pakistan refused to give them their due.

Immediately after joining ship, I reported to the commanding officer in No 2's when the ship was at the anchorage. He said welcome aboard ship and then added "I am amidst a major exercise going on and I would like you to take on the task of camouflaging the ship". I moved on to get on with the job. Luckily I had a very good friend in the Executive officer Lt Cdr KASZ Raju, who said Rabi no problem, whole of Boatswain department will be at your disposal. They will do whatever you direct them to. With this support I carried out putting up of awnings, applying some mixed colour schemes of paint and erected a third false funnel with empty 100 litre drums. My CO Captain M.K. Roy was apparently quite satisfied with the overall camouflaged look of his frigate done by his Engineer Officer.

Situation in East Pakistan deteriorated seriously in March 1971. In a mammoth rally at Dhaka, Sheikh Mujibar Rehman called on Bengali people to prepare for intensive struggle to achieve self rule. Pakistani Army constituted a special operation on 25th March to start their atrocities, a virtual genocide. Awami League proclaimed Independence and thus started the war of people led by Mukti Bahini. Mujibar Rehman was arrested from his home at Dhanmondi on 26th March.

It was in end of March 1971 that *Brahmaputra* was sailed with despatch to Vishakhapatnam. The ship proceeded with its full power around Srilanka. My doubts as to why we sailed at this time, were clarified with the events occurring in East Pakistan. I later also came to know that the then Prime Minister Mrs. Indira Gandhi was keen to declare war on Pakistan, but the COAS General Manekshaw advised against this.

Mukti Bahini supported by India played a stellar role in East Pakistan till declaration of war and thereafter too. Indian Army, Airforce and Navy were involved in many well coordinated covert operations to degrade the assets of the East Pakistan occupation forces. In these operations our DNI Commodore M. K. Roy at NHQ was deeply involved. As for Airforce, Air Commodore Chandan Singh, was the Station Commander at Jorhat, training the Bangladesh airforce. Later on in Bangladesh war he was awarded the Mahavir Chakra for meticulous execution of landing by air the heavy equipment, material and Army personnel for the capture of Dhaka. Our Naval Mukti Bahini hero in Bangladesh was Captain M.N.R. Samant Ex Submariner, who operated in Bangladesh and did some great preparatory work before the start of war.

INS *Kavaratti* was deployed for mining operations in November in Chalna and Khulna area. They sailed sometime in mid November 1971, accompanied with two specially converted boats of Calcutta Port Trust for mine laying operations. Each of these boats was commanded by a Navy Lieutenant in Mufti. Mine laying was done successfully and it was reported that 8 vessels of the enemy were sunk in this operation.

Marshalling of Fleet for Eastern Front. 1971 war was planned well in advance and most ships were in good state of readiness. In early November additional ships from the Western Fleet were designated for the Eastern Fleet. In mid November these ships were ordered to sail for the East Coast, and then proceed to the Andamans awaiting declaration of hostilities.

The hull of *Brahmaputra* was not in a too good state, in that there were 12 holes in the hull and these were closed with cement boxes at various locations to temporarily stop leakages. As soon as *Brahmaputra* was ordered to sail, we requested for emergency docking to patch up the hull. The

ship was docked and work was completed within 3 days and thereafter the ship headed for the East coast.

Just before the ship sailed, I saw Captain Mulla of the “*Khukri*” fame walking from Lion gate to his ship in one of the far off jetties. Well, that was the last I saw him as unfortunately “*Khukri*” was a major casualty soon after the start of the war.

In September 1971 Rear Admiral S.H. Sarma assumed the command of Eastern Fleet. Sometime in mid November all units of Navy taking part in Eastern front assembled in Andaman and Nicobar awaiting formal declaration of hostilities. Units of the Eastern Fleet taking part in Bangladesh war consisted of *INS Vikrant, Brahmaputra, Beas, Kavratti, Magar, Gharial, Guldar* and an auxiliary logistic merchant ship. Just prior to declaration of war we were positioned in Andamans and Nicobar and our fleet was deployed for various exercises in harbour

Declaration of War. Consequent on some hostile action of Pakistan air force on Indian air bases in north India, Mrs. Gandhi addressed the nation and formal war was declared on 3rd Dec 1971. Eastern Fleet moved into Bay of Bengal in vicinity of Bangladesh to enforce blockade and carry out attacks on shore facilities at Chalna, Khulna, Cox Bazar and Chittagong. In fact, when naval aircraft from *Vikrant* were attacking Cox Bazar we were near enough to see the control tower of the airfield collapsing. There was lot of excitement whenever flights from *Vikrant* took off for bombardment of shore targets and thereafter returned safely. JG Gupta of *Vikrant* was mentioned repeatedly for leading the attacks successfully. Two gunships of the force *Brahmaputra* and *Beas* carried out intensive bombardment of shore installations.

Sea Blockade of East Pakistan was quite successful except one of the Pakistani naval ship *PNS Rajashahi* escaped just as the war ended carrying army and naval personnel to Malaysia. One of the punishing effect of this blockade was on large and small fishing boats trying to get to open sea. At times we saw badly injured

fishermen and where practical, the Navy provided emergency medical assistance. In short, the outcome on fishing boats trying to escape was devastating. There was also an interception of one big merchant ship *Anwar Baksh*. Lt Cdr Bajaj of *Beas* led the boarding party to the ship and eventually she was disarmed and taken into custody. There were some casualties in this action.

Within few days of the start of war, naval ships had definite sonar contact, presumably showing presence of a Pakistani submarine. On this occasion there was sustained mortar attack on the submarine for almost two days. In this action the attack ships were manoeuvring at high speeds with rapid alteration of ship's course to get to the target. I went on deck to see this action and I personally could see submarine periscope head traversing. In spite of concentrated mortar attack the submarine seemed to have escaped. After the war, there were many theories on whether the enemy submarine was there and if so, what happened to it?

Almost immediately after start of war, there was great news of the sinking of Pakistani submarine *Ghazi* off Vishakhapatnam on 4th December. *INS Rajput* dropped its depth charges in smart pattern with accuracy at entrance to Vishakhapatnam harbour and succeeded in sinking the submarine. This was a big morale booster for the Navy.

On 9th Dec. about 1500 troops from Gurkha regiments aboard LST *Gharial* were planned to be landed on the beach in Cox Bazar area. The Army force was commanded by Brig. SS .Rai. In this amphibious landing *INS Gharial* could not beach as it got grounded on a sand bar near the landing area in shallow waters. This resulted in damage to the hull in steering gear compartment, leading to heavy flooding. *INS Beas* was asked to approach *Gharial* immediately to organise pumping out of the flooded compartment. Unfortunately portable pumps of *Beas* could not get going due to defects and so one portable snorer (pump) and a two man manual hand pump were sent from *Brahmaputra*. As soon as

flooding was brought under control a damage control party, consisting of Engineer officer, Chief shipwright, Chief M.E and two sailors from *Brahmaputra* were sent aboard *Gharial*. The team worked overnight to stop ingress of water by normal damage control using cement boxes/shoring. Thereafter troops were offloaded. Unfortunately because of depth of water being just over 5 feet, few of the young Gurkha soldiers lost their lives. Soon after this offloading of the soldiers, two big hawsers were passed to *Gharial* by *Brahmaputra* and *Beas* and secured at aft end of the LST. At high tide ship was hauled off the sand bar. Thereafter, the ship was sailed to Calcutta. Interestingly they had no portable pump for an emergency. As power supply of LST was different from that of western origin ships a very basic two man manual pump was given to ship. Nonetheless she reached Calcutta safely.

Just before cessation of hostilities, the flag officer commanding Eastern Fleet shifted his flag to INS *Brahmaputra*. Smaller ships led by *Brahmaputra* moved closer to landfall and anchored awaiting the surrender. India declared unilateral ceasefire at 1500 hours on 15th Dec.

An interesting episode occurred when one of the US aircraft carrier stationed in the Gulf of Tonkin entered Bay of Bengal on 10th Dec. One of the commanding officers asked for direction if the carrier arrives in operational area and what is to be done. Flag officer suggested you just exchange pleasantries only if the carrier does arrive in the vicinity.

Surrender Of Pakistani Forces. There was great euphoria in India and Bangladesh when the Pakistani forces were defeated and surrendered. A formal surrender ceremony was held at Dacca on 16th Dec. General Arora from Indian side and his Pakistani counterpart General *Niazi* with other senior officers of the three services were present.

Soon after ceasefire on 15th Dec, all units of the Navy except *Vikrant* moved into the waters closer to Chittagong and were anchored in a formation. I was asked by my commanding officer to make our cutter ready to take the Flag officer and his

staff to Chittagong on the morning of 16th Dec. Next morning our cutter flying the flag of the Flag officer left for Chittagong and returned in the evening with a well marked chart with areas mined off Chittagong. All the units were immediately re-anchored so as to be well clear of the mined areas.

Lt Cdr Bimu Guha, the then Gunnery officer of *Brahmaputra*, who had accompanied the Flag Officer on 16th Dec., brought me a unique memento from the Pakistani Naval Base. It was a bullet holed flag of the Pakistani Vice Admiral. This lay with me for many years before I decided to handover this to INS *Shivaji* the Alma Mater of engineers for display in their Motivation Hall. Another interesting episode of this flag is that while it was displayed in the normal upright position, Vice Admiral M. P. Awati once visited the Motivation Hall and he directed that flag of defeated enemy should always be displayed upside down. Now the flag, upside down, is placed in a glass cabinet with a small historical note of its origin.

To end this narration of Bangladesh war, I would like to say that, most importantly it was the Bengali populace of East Pakistan, who rose up as one against the oppressor. They played a major role in this war of Independence for themselves. To them must go the ultimate accolade for the victory.

Tribute To Captain J C Puri. Before I write off I would like to record tribute to Captain JC Puri my Commanding Officer of INS *Brahmaputra*. Late Captain J. C. Puri was from the Aviation branch of the Navy and joined ship in April 1971. I found him to be a great Commanding Officer extremely well versed in tactical and strategic matters of Naval warfare. Exceptionally intelligent, quick in decision making and very compassionate in matters related to men. A rather slim, hungry looking and demanding man, yet always very understanding. A teetotalter and a vegetarian but a chain smoker. I had the honour to yet again serve with him on INS *Vikrant* in 1979 as his engineer officer. He left Navy at a rather young age after INS *Vikrant* and became



Merchant Navy seafarer.

Finale. To end the article, I give below a small poem, which I wrote on my 80th birthday.

I sailed the Seas

My ships challenging the mighty waves

Moving ahead with speed

Like thorough bred filly with zest

And finishing with all the grace.

“Commodore R .S.Huja was Chief Engineer of I.N.S Vikrant. Later commanded I.N.S Shivaji, was GM Naval Dockyard Mumbai until he retired in 1986. He joined MDL as GM Offshore Projects. In 1991 he joined Dolphin Offshore as VP Offshore Projects. He is settled in Pune”

IMF Essay Competition Presentation of Awards at Tolani Maritime Institute By Capt AC Dixit

In 2016, Indian Maritime Foundation launched a new initiative – an essay competition on global warming with an award for the winners. The subject was '**Global Warming and its Effect on Ocean Environment**'. The competition was a great success which encouraged the IMF to continue the initiative in the year 2017 with a slightly modified title '**CLIMATE CHANGE & ITS IMPACT on MARINE BIO-DIVERSITY & GLOBAL SECURITY**'. 53 entries were received from various naval establishments and merchant navy training institutes. Without exception, all papers were of a high order. The awards to the winners in the senior and junior category were presented on 17th December 2017 in Pune.



Cmde R Vir, President IMF with Joint Award Winners Cadets Gautam Kumar Mishra and Abhishek Goswami.

The presentation of awards to the Runners-up in the Junior Category was held on 14th March 2018 at Tolani Maritime Institute (TMI), Induri. Cmde R Vir, Prseident IMF, Capt AC Dixit, Chairman Essay awards Committee and Mrs Nalini Kunte, Secretary IMF, travelled to TMI for this ceremony and were received on arrival by Capt Krishamurthy Iyer , Officiating Principal, senior members of TMI Capt Manoj Hirkane and Mr Arun Mahajan.

The awards ceremony was conducted by Capt Indranath Banerji, a senior member of TMI faculty, in a highly efficient and orderly manner.

He began the proceedings with the introduction of the guests after which Capt Iyer delivered his welcome address in which he talked about the close relationship between TMI and IMF and hoped that this will continue in the future. Capt Dixit narrated the background of the essay competition and explained the significance of the subject chosen for the competition.



Cmde R Vir receives a memento from Capt K Iyer, Principal TMI.

The two runners-up, Cadets Abhishek Goswami and Gautam Kumar Mishra, then made a presentation based on their essay. The presentation was excellent and covered all aspects of the subject. The information was well researched and appropriately illustrated. Cmde R Vir, President IMF, in his address highlighted the consequences of climate change and its impact on national security. He sounded a warning that the next conflict with our neighbours could well be on account of the water resources.

Cmde Vir then presented the two cadets their joint award which consisted of certificates and cheque for Rs 2500/- each. The ceremony was concluded with vote of thanks by Capt Banerji.

Capt AC Dixit is Vice President IMF.

The Golden Globe Race 2018

By Vice Admiral MP Awati (Retd)

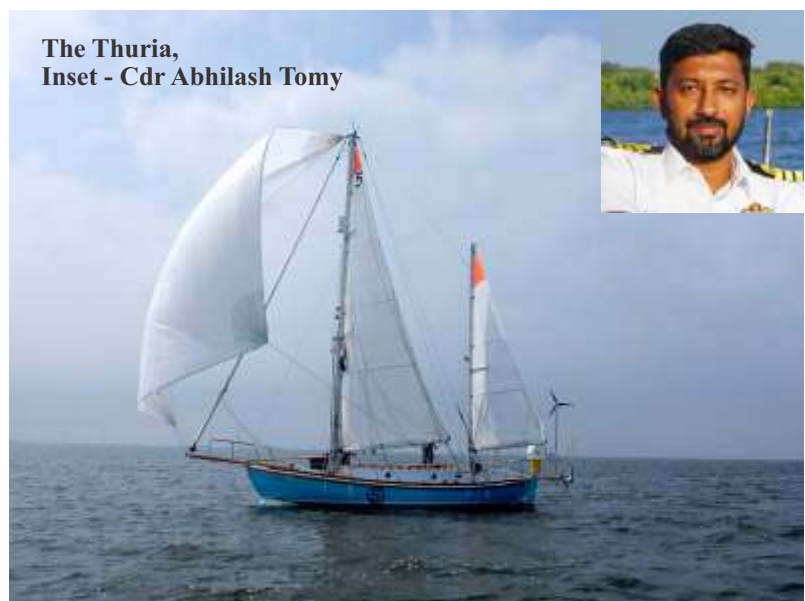
In 1968 The Sunday Times of London conceived a single handed sailing race around the world for whoever was interested in participating in an open boat following the now well established norms; crossing the Equator twice, sailing the Southern ocean past the three great capes of Australia, South America and Africa before returning to the starting point. The prize was a golden globe and pounds 5000 sterling, quite a decent sum fifty years ago. There were seven entries. They started from different places but finished at Falmouth in England, their respective times adjusted for equity and fairness. Only one boat finished to claim the prize and the accolades as the first ever solo circumnavigator. That honour was claimed by Robin Knox-Johnston, a 29 year old deck officer serving with the then British Indian Steam Navigation Company based in Bombay. He had raced in a teak built ketch, essentially built in Bombay, named *Suhaili*. His nearest rival the Frenchman Moitessier, turned east after crossing the Horn to pass the African cape a second time into the Indian Ocean, back into the Pacific, making for Tahiti. No one really knows why he did this, because at a point in the Atlantic he was not far behind the *Suhaili* and with a faster boat in *Joshua* he might well have been the winner.

Now, fifty years later, a committee of well known ocean voyagers have decided to celebrate the golden Jubilee of that iconic nautical event with a similar race in boats as near in design and rig as the *Suhaili* for a repeat Golden Globe race. The announcement was made a year ago. The competitors assembled in Falmouth for a Parade of Sails. Sir Robin Knox-Johnston took the salute on 18 June. The racers then moved to the starting point off the small French Biscayan harbour of Le Sables d'Ollone, not far from Nantes. This

time round there are eighteen entries, two from Australia, one each from Estonia and Finland, four from France, two from Great Britain, one each from India, Ireland and Italy, one each from the Netherlands and Norway, one each from Palestine, Russia and USA. That completes a tally of eighteen starters on Sunday 01 July 2018. The Indian participant is the *Thuriya*, a replica of *Suhaili* built by Ratnakar Dandekar in Goa. She, like the *Suhaili* is ketch rigged, thirty two feet long, rather slow, like her twin. Built not in teak but in fibre glass and timber. Her skipper is our own Abhilash Tomy, now a Commander with a solo non stop under his belt. He had accomplished this in the *Mhadei* between 01 Nov 2012 and 31 Mar 2013. He was awarded the Kirti Chakra for this feat, feat it was as the first Indian non stop circumnavigator in an open sailing vessel.

We wish him a safe and fast passage against seventeen stalwarts from twelve other countries, all of them European except the entries from Australia, Palestine and USA.

" V Adm MP Awati is former Flag Officer Commanding-in-Chief, Western Naval Command."



**The Thuria,
Inset - Cdr Abhilash Tomy**

Hazardous Ship-Breaking



Workers pull a rope tied to a decommissioned oil rig to dismantle it at the Alang yard.

Reuters' photographer Amit Dave has published a series of photos taken recently at a ship-breaking yard in Alang, Gujrat, where many of the world's ships continue to be sent at the end of their operational lives. While some yards in Alang have upgraded their facilities to comply with global ship-breaking standards set out in the

Hong Kong Convention, the ship-breaking industry in South Asia continues to be notorious for its lax safety oversight and frequent, often-fatal accidents.

According to the NGO **Ship-breaking Platform**, a whopping 543 of the 835 large ocean-going ships sold for scrap in 2017 were intentionally run ashore and dismantled by hand at ship-breaking yards in Bangladesh, India, and Pakistan using the controversial beaching method despite the human and environmental risks. In 2017, Ship-breaking Platform recorded at least 10 deaths at yards in Gadani, Pakistan, eight fatal accidents in Alang, and 15 deaths in Bangladeshi yards, where another 22 workers were seriously injured in accidents



Workers sort out metal scrap of a decommissioned ship at Alang. 29 May 2018

Courtesy: gCaptain

Letter from Canada Indo-Pacific Developments

By Cdr MS Randhawa (Retd)

Indo Pacific Command. May-June 2018. Ahead of the MALABAR 2018 exercises between India, Japan and the US navies in the Philippine Sea off Guam, bordering the Western Pacific Ocean, and amid its heightened tensions with China over the militarization of the South China Sea, the US formally renamed its Pacific Command as the Indo-Pacific Command (INDOPACOM) on 30 May 2018, suggesting a greater level of understanding between India and the US.

According to a statement from US Pacific Air Forces, two US B-52 bombers flew within the vicinity of the Spratly Islands in the South China Sea a day before the command re-naming. China claims these islands, but those claims are neither recognized by the US nor by China's neighbors: Malaysia, Vietnam, the Philippines and Taiwan, who also claim the islands are theirs.

According to an analyses by CNN defence correspondent Ryan Brown, the US has increased cooperation with India in a range of areas, including defense cooperation, and both Washington and New Delhi have voiced concerns about what they see as an increased assertiveness by China's military in the region.

For example, in Spratly, China is reported to have used geographic features to build man-made islands, some of which it has equipped with military facilities, including anti-ship and anti-aircraft missiles, and electronic jammers, besides landing a nuclear-capable H-6K bomber aircraft on Woody Island (in the Paracel Islands archipelago), for the first time.

Pentagon spokesman has confirmed that those actions led the US to disinvite China from participating in the Rim of the Pacific (RIMPAC) Exercise, which the US Navy calls "the world's largest international maritime exercise," and involves some 26 nations including India, and countries like Vietnam and the Philippines which actively contest China's claims to the South

China Sea. It is learnt that the US Navy, for the first time ever, had also sailed two warships the previous Sunday (27 May) past a handful of other disputed islands in the South China Sea, including Woody Island (where a Chinese bomber had landed). This move drew the immediate ire of Beijing.

Shangri La Dialogue 2018. Canada's Minister of National Defence, Mr. Harjit Singh Sajjan, also spoke at the second plenary session at Shangri-La, alongside Defence Ministers of Japan and Republic of Korea, devoted to '**De-escalating the North Korean Crisis.**' "Canada has also deployed a long-range maritime-patrol aircraft for surveillance as part of the international effort to locate and expose sanction-evasion activities on the high seas," Mr. Sajjan confirmed, "and if called upon, we are willing to do more. "Looking to the future, Canada will continue to wield a consistent defence presence in the Asia-Pacific region to encourage peace and security," he stated, and noted that this included "the deployment of two frigates and a supply ship to the region, one of which is already operating in Southeast Asia as we speak."

"Fly-by" Spratly. As for the US "Fly-by" Spratly, the flyover came days after Secretary of Defense James Mattis accused China of "intimidation and coercion" in the Indo-Pacific. A spokesman for the Pentagon said the mission involved the Guam-based bombers conducting "a routine training mission," flying from Andersen Air Force Base in the US territory of Guam "to the Navy Support Facility" in the United Kingdom's Indian Ocean territory of Diego Garcia.

Exercise Malabar. Notably, it is for the first time in its 26-years since inception, that the exercise Malabar is being conducted off the coast of Guam

in the Philippine Sea, a major United States Naval Base in the Western Pacific. The exercises began as bi-laterals between India and US, with Japan joining as a permanent member in 2015, and occasional participation by Australia.

Four Indian Navy ships entered Guam harbour on 07 June, to participate alongside the US 7th Fleet and the Japan Maritime Self-Defense Force (JMSDF). A diverse range of activities including Aircraft Carrier operations, Air Defence, Anti-

Japanese Maritime Patrol Aircraft, P1, and (notably), a submarine.

The US Force comprised of the Nimitz-class aircraft carrier, USS *Ronald Reagan* with its air wing; two Ticonderoga class cruisers, USS *Antietam* and USS *Chancellorsville*; two Arleigh Burke-class destroyers, USS *Benfold* and USS *Mustin*; one Long Range Maritime Patrol Aircraft P8A, and a nuclear powered Los Angeles-class attack submarine.



HMCS Chicoutimi, the first non-US/Japanese participant in Annual Readiness activities (Poseidon Cutlass), seen here in Yokosuka, Japan recently, thus demonstrating global reach. (Canadian "Navy News" May 2018)

Submarine Warfare (ASW), Surface Warfare, Visit Board Search and Seizure (VBSS), joint manoeuvres and tactical procedures were included as part of the sea phase to improve interoperability and sharing of the best practices between the three navies. India's fleet units which participated in the exercises comprised of multi-purpose stealth frigate INS *Sahyadri*, Anti-Submarine Warfare Corvette, INS *Kamorta*, Fleet Tanker INS *Shakti*, and Long Range Maritime Patrol Aircraft P8I.

The JMSDF participating units were a Hyuga class helicopter carrier JS *Ise* with integral helicopters; Takanami class destroyer JS *Suzunami*; Akizuki class destroyer JS *Fuyuzuki*,

Amidst all these recent developments affecting the "Indo-Pacific", and at the height of North Korean tensions last year, did the world notice Canada's Victoria Class Submarine, HMCS *Chicoutimi*, operate in the Pacific off Japan? Well, it may not have been reported much – for submarines run silent, and run deep – but this dolphin certainly entered Canada's record books.

Cdr MS Randhawa is IMF's Honorary Correspondent in Canada

Early Trade Between India And The South Pacific

By Shri S Amirapu

It is believed Tamil-speaking traders reached northern Australia by the 14th century. There is even a suggestion of such trade excursions going further south, to reach the shores of current-day New Zealand.

A missionary explorer William Colenso, discovered a bronze-cast 'utensil' between 1836-40. The indigenous local inhabitants belonging to a Maori tribe in the northern part of NZ were for generations, using this 'utensil' to cook. The bronze casting is probably from the mid-1400s and the shape clearly indicated to the missionary that it was a bell. An inscription on the bell remained unknown till many years later. It appeared to be an early Tamil script that translated to read 'Mohoyideen Buk's ship's bell'.

While there are many theories floating around, how this bell reached NZ is not yet known.

Indians dominated the trade to Java and South East Asia before the 1400s. This can be traced by the spread of Buddhism, followed by Hinduism and subsequently the Islamic wave under the influence of Arabic traders.

Graham Hancock, a British authority on



'Mohoyideen Buk's ship's bell'

TRANS. N.Z. INSTITUTE, VOL. IV P. II. G.

FAC-SIMILE OF INSCRIPTION ON BELL, $\frac{1}{2}$ size.

செய்யுட்கு உபயோகமுண்டாகிய
 மொயிடீன் புகு சுப்பையன்
 மொயிடீன் புகு சுப்பையன்

SAME IN TAMIL AS NOW WRITTEN IN PENANG.

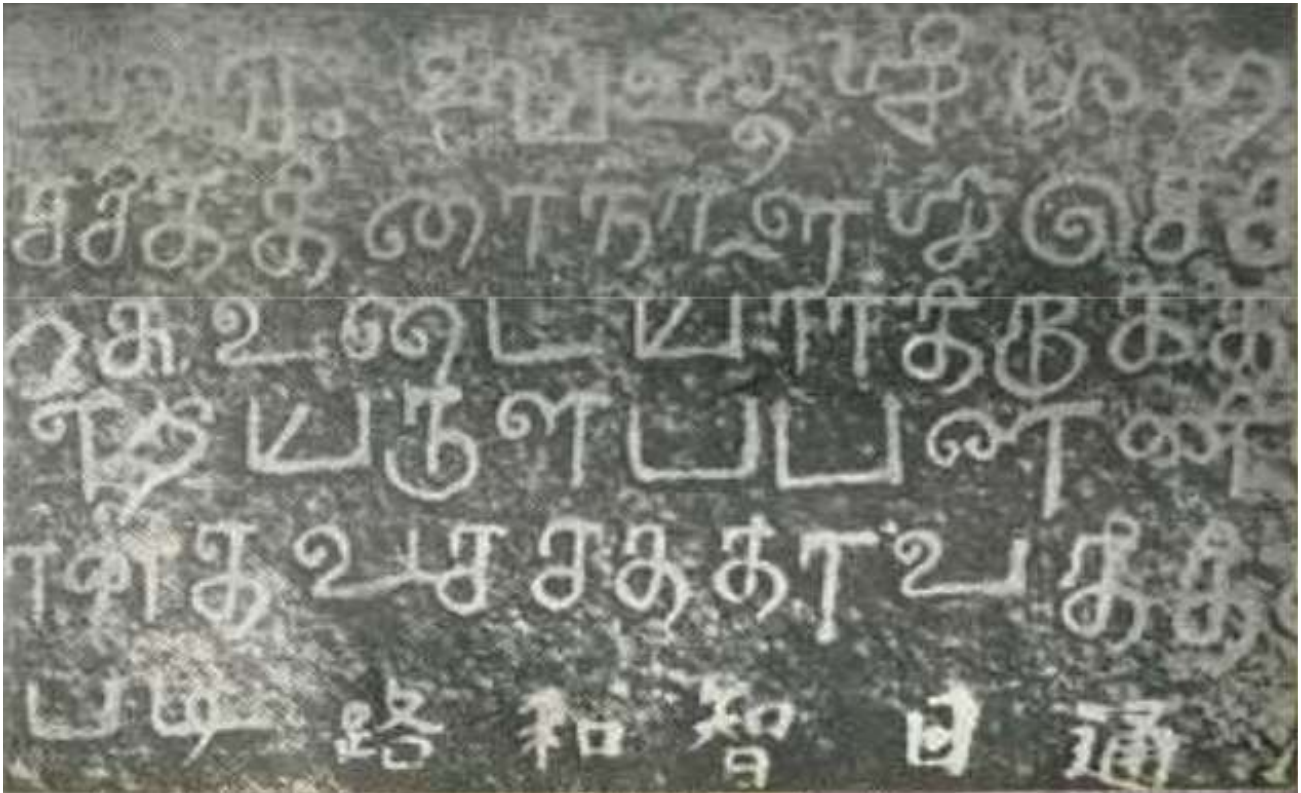
செய்யுட்கு உபயோகமுண்டாகிய
 மொயிடீன் புகு சுப்பையன்

TRANSLATION. MOHOYIDEN BUKS SHIPS BELL.

SECTION

UPPER PORTION OF AN ANTIQUE TAMIL BELL (see page 40).

Reading from left to right, there are 24 letters in all, forming six or seven words. The name of the ship's owner is revealed in the first 11 letters. The remaining 13 letters could be grouped into two or three words relating to the ship and the article (bell).



This image of an early Tamil inscription in Guangzhou (circa 1281) is taken from a marine engineer-turned author KRA Narsiah's prize-winning Tamil book Kadal Vazhi Vanikam.

Indians dominated the trade to Java and South East Asia before the 1400s. This can be traced by the spread of Buddhism, followed by Hinduism and subsequently the Islamic wave under the influence of Arabic traders.

ancient civilisations, stated that the seaport city of 'Poompuhar' had trade relations with the Polynesians more than 2000 years ago. Brett Hilder propounded a logical theory of Tamil trade to Polynesia, based on the fact that the majority of trade during that period was carried out on Indian-built wooden ships. Spanning a more recent period of interest, researcher and author V.R. Ramachandra Dikshitar states in his scholarly book, 'Origin and Spread of the Tamils', that cultural ties with Polynesian Maoris existed as early as the Chola period.

In arriving at a translation, the assistance of two experts was sought - Mr D. Yesudhas (Scott Christian College at Nagercoil) and Mr R. Raneer Selvam (Scandinavian Institute of Asian Studies at Copenhagen). Both experts agreed that the bell belongs to a period 1400 to 1500. Mr Selvam also provided additional information about Islamic Tamil traders from Nagapatnam who were also ship-owners. They had a flourishing trade with the Arabian peninsula in that period.

The spread of Tamil influence extended beyond the South China Sea and their trade influence can also be found in China.

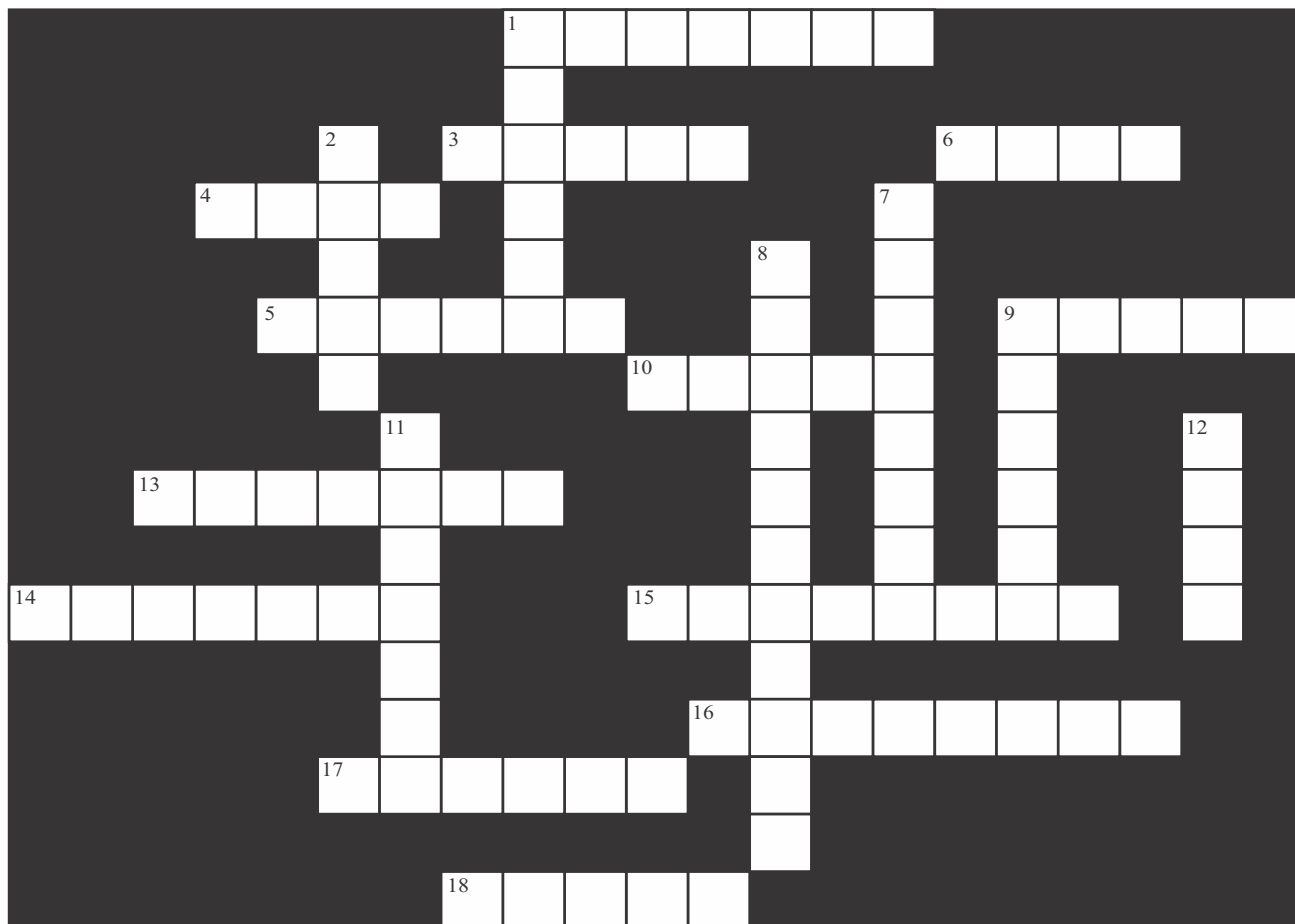
Reference :The Journal of the Polynesian Society, Auckland. Te Papa Museum, Wellington.

Shri S Amirapu is IMF's Honorary Correspondent in New Zealand

Maritime Crossword

By Cdr Sati Taneja (Retd)

This is a maritime quiz that would require some maritime knowledge to solve.
It would be suitable for most readers of SeaGull



Across

1. Horizontal Direction in degrees from North
3. Knot
4. Tilt of ship due to wind and sea
5. Kitchen
6. Sailing ship with 2 square rigged masts
9. Senior sailor in charge of deck crew
10. To step on to ship
13. In Command of ship
14. Indicates heading to ship
15. Mast in front of ship
16. Sailor who steers the ship
17. Secures ship to sea bottom
18. Device that detects ships and objects

Down

1. From where ship is controlled
2. Make fast a rope
7. Officer's Mess in Naval Ship
8. Deck in rear of ship
9. Compartment in bottom of ship where sullage and sludge collects
11. Machine that hauls ship's anchor cable or ropes
12. Floating Barrier.

Cdr Sati Taneja is a member of IMF

Making All the Difference

By Deepak Rikhye

China's impact in terms of trade and political developments can become a significant factor for India.

PM Narendra Modi and Xi Jinping's recent talks in central China's city of Wuhan, in Mao Zedong's private villa, which is built on the banks of the East Lake, attracted the attention of the world. The leaders took a boat ride on this scenic lake, which is 33 square kilometers and happens to be the second largest urban lake in China. The lake is surrounded by cherry trees which were in full bloom, flowering lotus plants and plum blossoms, which formed an idyllic backdrop; the lake and flowers, attributed to an allegory of peace. After all, that was what the leaders had aspired for within the picturesque setting.

Two countries with a history of war just may find the search for peace somewhat elusive. It resonates Robert Frost's poem, The Road Not Taken, and we can hope that having taken this unfamiliar path, both leader's efforts are rewarded, by Frost's articulate words, that, it "...has made all the difference."

But two countries with a history of war just may find the search for peace somewhat elusive. It resonates Robert Frost's poem, The Road Not Taken, and we can hope that having taken this unfamiliar path, both leader's efforts are rewarded, by Frost's articulate words, that, it "...has made all the difference."

China is a large country and its impact in terms of trade and political developments can become a significant factor for India; India's issues are related to contentious border problems and evokes an important analysis: How effective is India's communication with China? It is a complex nation and does our clarity of thought impart a comfortable rapport? That lucidity of

thought with the Chinese may, to an extent, have been our shortcoming. We must persevere, as we have recently, in Wuhan, in a bid to strengthen our ties. As a prelude to our strategy we need to realize how China have conducted themselves in the past. We will be enlightened to know that India's past with China, in terms of a war, goes back more than a thousand years. Let us focus our study on China and that is possible through the lens of an erudite personality, who is Henry Kissinger. Kissinger, as a diplomat, is perhaps the only personality in the world whose exemplary knowledge of China transcends others. His many years of research crystallized in his treatise, On China, published in 2011. His profound narrative of China's past and study of how they perceive matters, enabled him to deliver lectures in famous universities.

In July 1971, when Henry Kissinger was President Nixon's National Security Advisor, Kissinger secretly visited Beijing, during a trip to Pakistan and laid the groundwork for Nixon's successful visit to China. Kissinger on this initial visit to China succeeded in re-establishing contact between the US and China. America at the time had no high level contact with China, for twenty years. **The Americans were aware of this vacuum between both countries and knew that China as a nation was central to many activities in Asia; to ignore China's importance could be tantamount to unhappy developments.**

America had other motives for opening an avenue of communication through Kissinger; it was necessary to place a new vision before the Americans - a vision of peace, which was essential subsequent to the Vietnam War.

China was an ally of the Soviet Union, but, nevertheless, needed 'space' from Moscow, because a political situation could change. On the other side of the coin, Kissinger came to admire the Chinese people's endurance, subtlety and family sense; above all, their deep rooted

culture. "It is essential to understand the Chinese perspective," advises Kissinger, because he predicts China will play an important role in the emerging 21st century.

Kissinger's thoughts of the 1962 episode between India and China, when Indian and Chinese troops were locked in a standoff over their disputed border, became a spellbinding analysis. Mao broke the stalemate and Kissinger articulates that Mao reached far back into classical Chinese tradition.

Mao told his commanders that India and China had previously fought "one and half wars," and both nations could learn from each other.

The first war occurred over 1300 years ago during the Tang Dynasty(618-907), when China dispatched troops to support an Indian Kingdom against an aggressive rival. After China's intervention both India and China enjoyed centuries of religious and cultural exchange. Mao proved to his people that the lesson learnt from this ancient campaign was that both countries were "Not doomed to perpetual enmity." To foster peace Mao said, they could use force, if necessary, to bring India for negotiating a

settlement. The "Half War" Mao said had occurred 700 years after the first one, when the Mongol ruler Timurlane ransacked Delhi; it was a "Half War" because China and Mongolia were part of the same political entity, so it was a "Half" Indian-Sino War. Timurlane had caused many deaths in Delhi during that war, but this time Chinese forces separated and exercised restraint against the Indians, contrary to the Mongols.

Despite these comparisons **China remains a singular entity. No country can claim so long a continuous civilization or link to its ancient past. While other countries were named after ethnic groups or geographical landmarks, China called itself Zhongguo, "the Middle Kingdom," or the "Central Country."**

Kissinger concludes that China's odyssey appears to have no beginning. The core of China's thinking process stems from this almost eternal thread, based on ancient beliefs.

Deepak Rikhye was with Williamson Magor Group for 26 years. He is also a journalist and actor

Nautical Humour

A group of Skippers are walking through town looking for crew, when they see a five-story building with a sign that read, "Crew Association: Ship's Crew Available" Since they are without their crews, they decide to go in.

The Security Guard, a very salty type, explains to them how it works. "We have five floors. Go up floor by floor and once you find what you are looking for, you can go there and make a selection. It's easy to decide since each floor has a sign telling you who's inside."

Everything seems wonderful, so they start going up and on the first floor the sign reads, "All the crew on this floor are beginners." The skippers laugh, and without hesitation move on to the next floor.

The sign on the second floor reads, "All the crew here are experienced, smart but weak." Still, this

isn't good enough, so the Skippers continue on up. They reach the third floor and the sign reads, "All the crew here are experienced, smart and strong."

They still want to do better, and so, knowing there are still two floors left, they kept going. On the fourth floor, the sign is perfect, "All the crew here are experienced, smart, strong and Former Americas Cup Champions." The Skippers get excited and are about to go in when they realize that there is still one floor left.

Wondering what they are missing, they head up to the fifth floor. There they find a sign that reads, "There are no crew here. This floor was built only to prove that there is no way to please a Skipper!"

*Courtesy:
www.clippercontrols.com/nauticaljokes*

Shipping Industry Increasingly Worried About EU Member States' Policy on Migrants Rescued at Sea

The global trade association for ship operators – the International Chamber of Shipping (ICS) – is increasingly concerned about the new policy of the Italian Government to close its ports to migrants rescued by ships at sea. In the interest of protecting safety of life at sea, ICS has called on all EU heads of government, at their summit on 28 June, to urgently address the concerns raised by the Italian Government about the large number of rescued persons arriving in Italy, in order that the policy of prompt and predictable disembarkation—consistent with UNHCR principles—can be fully maintained. Having previously refused access to vessels operated by humanitarian NGOs, it is now understood that commercial ships, which have been requested by the Italian Rescue Co-ordination Centre to pick up people in distress, have also been refused permission by the Italian Government to disembark these rescued people in Italy. **“If correct, this refusal by Italy to allow prompt and predictable disembarkation from merchant ships, which are complying with their obligations under maritime law, could have serious humanitarian consequences for the safety and welfare of hundreds if not thousands of distressed people”** said ICS Secretary General, Peter Hinchliffe. “If the policy is extended this would also have significant implications for the movement of trade throughout the Mediterranean. But the industry's immediate concern is humanitarian and for the welfare and dignity of those people that have been rescued and their need to receive proper medical assistance ashore.”

Following the election of the new Italian Government, ICS says the crisis now seems to be taking an ever more political direction. “At their summit later this week, it is of the utmost

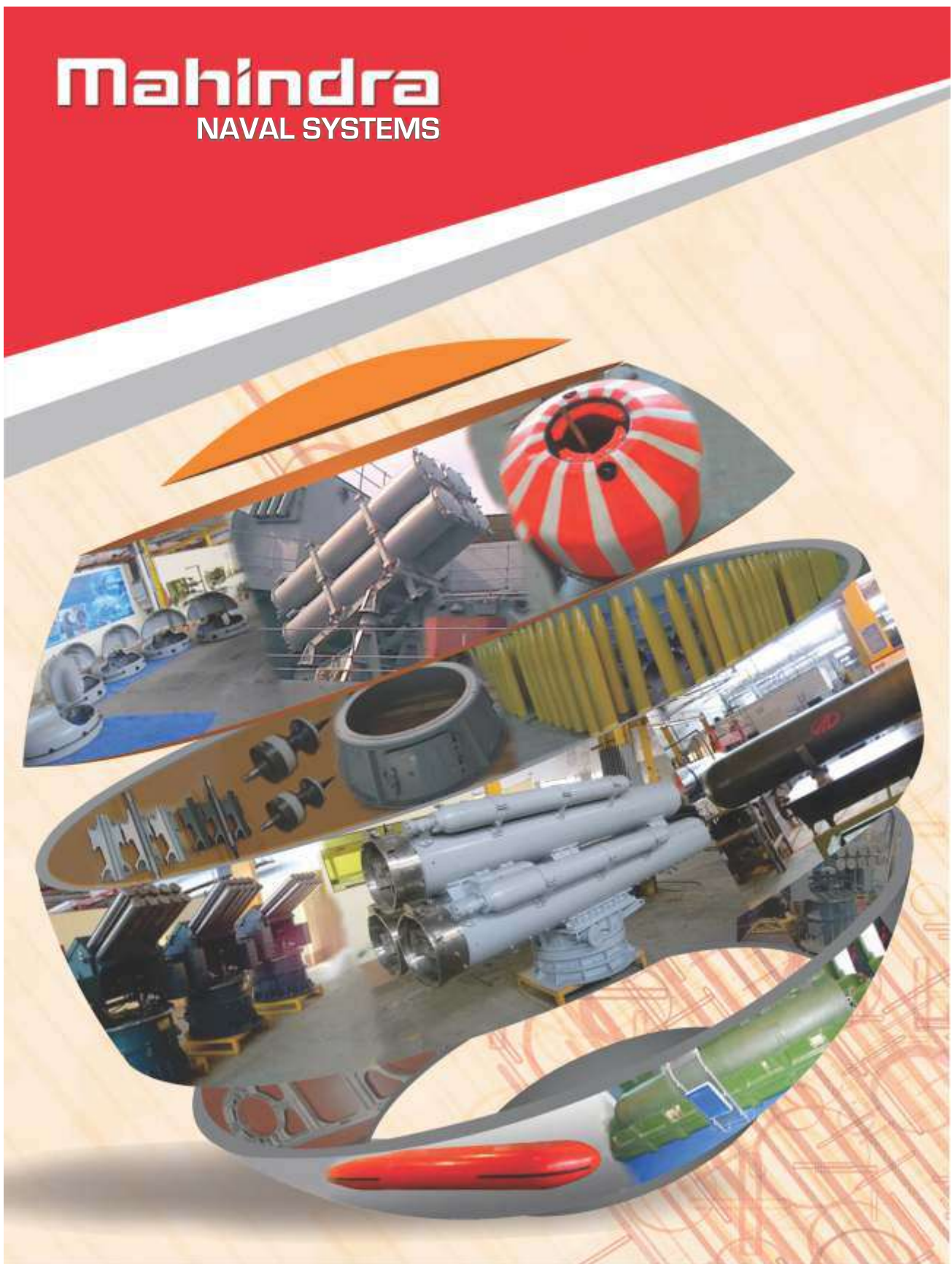
importance that EU leaders get to grips with this serious new problem of EU States refusing to disembark rescued persons that have been correctly rescued by merchant ships as required by international law.” said Mr Hinchliffe. **The global shipping industry, as represented by the International Chamber of Shipping (ICS), is committed to meeting its obligations under the UN International Maritime Organization (IMO) Safety of Life at Sea Convention (SOLAS) to come to the rescue of any person in distress at sea.** Since the migrant crisis in the Mediterranean escalated three years ago, around 100,000 people have already been rescued by merchant ships, with many more rescued by military vessels and boats operated by humanitarian NGOs. The crisis in the Mediterranean is still far from over, with thousands of migrants still attempting to make the dangerous sea crossing in overcrowded and unseaworthy craft. Shockingly, according to the office of the United Nations High Commissioner for Refugees (UNHCR) a further 3,000 migrants lost their lives during 2017.

The International Chamber of Shipping (ICS) is the principal international trade association for shipowners and operators, concerned with all technical, legal employment affairs and policy issues that may affect international shipping. ICS membership comprises national shipowners' associations in Asia, Europe and the Americas whose member shipping companies operate over 80% of the world's merchant tonnage.

Press release by International Chamber of Shipping

Mahindra

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Letter from London

Paul Ridgway FRGS FRIN

MV Ruyter grounding: Marine Accident Investigation Branch report

In summary, the MAIB report indicated that at 2311 on 10 October 2017, The Netherlands-registered general cargo vessel *Ruyter* on passage from Skagen, Denmark to Warrenpoint, Northern Ireland, ran aground on the north shore of Rathlin Island. It was found that the master who was the watch-keeper had left the bridge unattended. The bridge navigational watch alarm system, which could have alerted the chief officer to the fact that the bridge was unmanned, had been switched off. Consequently, no action was taken to correct a deviation from the ship's planned track. There was extensive damage to the forward third of the hull. No pollution was reported.

RN Western Med Rescue. Late in the day on 4 June an eagle-eyed lookout from the Portsmouth-based Type 45 destroyer HMS *Duncan* spied two men in a boat quite by chance in the western Mediterranean – and the warship immediately

about 70 miles off the Algerian coast.

Duncan's assistance did not end there. She accompanied the small boat for several miles until an Algerian Coast Guard vessel arrived to take over the rescue effort. 'The efforts of the crew were heart-warming,' said Lieutenant-Commander Florentine Dhellemmes, a French exchange officer aboard HMS *Duncan*. She added: 'The fishermen would have had no chance without rescue. A good night's work.'

English Channel HMS *Diamond* shadows a Russian ship. The Portsmouth-based Type 45 destroyer with a Wildcat helicopter from 815 Naval Air Squadron at RNAS Yeovilton were dispatched to follow the Russian underwater reconnaissance ship *Yantar* as she approached the UK's area of interest on 1 June. *Diamond* kept station with *Yantar* from 0900 and continued to monitor the vessel's movements and activities as she steamed north. *Yantar* is a specialist reconnaissance ship which carries two unmanned



Rescued by HMS *Duncan*.

submersible vehicles, which can descend to the sea bed and send back images as well as collect items. *Diamond* left Portsmouth in thick fog on the evening of 30 May in readiness to meet the Russian vessel, taking over from a French warship which had monitored her progress through the Bay of Biscay.

offered food, fuel and life-saving assistance. *Duncan*, which has spent 2018 leading a NATO task group in the Black Sea and eastern Mediterranean, was making her way to Portugal when she came across the stranded fishermen

submersible vehicles, which can descend to the sea bed and send back images as well as collect items. *Diamond* left Portsmouth in thick fog on the evening of 30 May in readiness to meet the Russian vessel, taking over from a French warship which had monitored her progress through the Bay of Biscay.

New President for The Nautical Institute. The newly elected President

of The Nautical Institute, Captain Nick Nash has pledged to help in its efforts to improve standards of ship-handling and bridge resource management (BRM). The election took place during the Institute's Technical Seminar and



Russian ship *Yantar* shadowed by HMS *Diamond*

AGM on 23 May. A technical seminar was held together with the AGM and Dr Ian Borg, Malta's Minister for Transport, Infrastructure and Capital Projects opened day one of the deliberations which dealt with the changing environment and major maritime influences, global issues and refugees. On the second day delegates discussed new technological developments over the blockchain, super-yachts and technology and registry and the law.

£850M Sea Ceptor missile system enters service. A world-class missile system that will protect the Royal Navy's new aircraft carriers has officially entered service, Defence Secretary Gavin Williamson announced on 24 May. Sea Ceptor provides a powerful shield against airborne threats, including hostile combat jets, helicopters and other missiles, and has been developed and manufactured through Ministry of Defence contracts worth around £850m. It will be carried by the Royal Navy's Type 23 frigates, and has been successfully demonstrated through a trials and test firing campaign that started last year (2017). Most recently, Plymouth-based

HMS Montrose (F236) became the third ship to test fire the system.

New books. *Trading in War: London's Maritime World in the Age of Cook and Nelson*

By Margarete Lincoln, published by Yale University Press, New Haven and London, ISBN 978 0 300 22748 2, price £25.00, hardback. Here is a vivid account of the forgotten citizens of maritime London who sustained Britain during the Revolutionary Wars. In the half-century before the Battle of Trafalgar the port of London became the commercial nexus of a global empire and launch pad of Britain's military campaigns in North America and Napoleonic Europe, trade with the West Indies and, of course, by the Honourable East India Company. From the capital's viewpoint this meticulously researched book introduces those parts of the nation's maritime and commercial profile: the trading venture; oceanic exploration; naval shipbuilding and victualling and supply evolutions.

Paul Ridgway is IMF's honorary correspondent in London.

Journey To The “Top Of The World”

By Christine D Patham

Samir Patham & Sauraj Jhingan, two young men hailing from a Defence Services background, met at the Symbiosis Institute of Business Management while pursuing their MBA degrees. They went on to follow their respective careers in the Corporate world. However, not long thereafter, their love of the outdoors, mountaineering and their disenchantment with Corporate life brought them together to launch their own company in the Adventure Consultancy segment, Adventure Pulse Pvt Ltd.

Their journey to the “Top of the World” started in 2013 as a thought, which involved putting away considerable time to gather finances, equipment and get themselves physically fit besides running a company, to make their dream a reality. **The year 2015 was their target.**

Quoting Samir, “Summitting Mount Everest is universally recognized as being the most daunting 'rite-of-passage' for a mountaineer. It signifies his or her admission into an exclusive club of exceptional men and women of matchless courage, endurance, strength of will and a marked ability to face and surmount the most formidable odds. Yet, incredible as it may sound for a few the essence of the achievement is not the climb alone! The intrinsic value of this endeavour is that it symbolizes the imagination to dream the impossible dream and the courage to persevere; to indulge one's passion for a life less ordinary. To conquer one's own personal Everest...”

Their first attempt to summit Everest in 2015, was just that, as they came face to face with their own personal Everest..... Mother Nature had other plans!

A devastating earthquake of 7.8 magnitude that hit Nepal and triggered an avalanche at Base Camp. The avalanche least expected, came down from a mountain called Pumori at the rear of Base Camp. Their camp was flattened, Samir and Sauraj lost a lot of equipment but fortunately

their team were safe, 21 people lost their lives at Base Camp that day. The duo stayed back with an Indian Army team of 30, to help in the rescue and recovery effort. When interviewed they said, "Being involved made it seem like our being there wasn't a total waste...there was a purpose. We were able to make a small difference by helping. The Earthquake has shaken us, but not broken us. We will be back again soon.” It took them two years to recoup, the biggest hurdle essentially was organising the finance, it takes approximately 35 lakhs per person to summit Everest.

Seeing the Army in action inspired Samir and Sauraj, they associated with the Queen Mary's Technical Institute which was celebrating 100 years of inception, with the intention of raising funds through their summit, for the Pune based NGO that provides vocational training for soldiers left disabled in the line of duty. Unfortunately, this expedition too had to be aborted 800 meters short of the summit due to high velocity winds and deteriorating weather conditions. Perhaps what hurt more than not being able to attain the summit, was not being able to fulfil their promise of unfurling the Centennial flag of QMTI at the summit. However, the indomitable spirit of the soldiers undergoing rehabilitation that they interacted with, influenced Samir and Sauraj and they came away from this experience stronger and more determined **quoting Sir Edmund Hillary “I will come again and conquer you because as a mountain you can't grow, but as a human, I can.”**

Year 2018, they kept their spirits high and continued with their rigorous physical training schedule, but gathering the finances was becoming increasingly difficult and till December 2017 their prospects of climbing Everest together was in the balance. FORCE MOTORS stepped in and principally sponsored



Huge crevasse is quickly crossed with the aid of ladders and ropes.

standing Seracs hoping that the slightest whisper will not trigger its collapse while each huge crevasse is quickly crossed with the aid of ladders and ropes as soon as possible. As we reach the top of the Khumbu icefall, the path takes us to the left, just under the Western Shoulder of Everest, where huge hanging glaciers loom precariously above us. Despite being exhausted, our Sherpas urgently usher us past this section, quietly reminding us of the devastating avalanche that took place in 2014 exactly in this zone, sweeping away 16 Sherpas in its

the Force Motors Everest Expedition 2018 which was officially launched on the 22nd of March 2018, having been flagged off at the company headquarters at Akurdi, Pune.

Samir's Everest Diary - Force Motors Everest Expedition 2018: Base Camp 5400m / 17700ft. Every Expedition starts by paying obeisance to 'Sagarmatha' or Nepalese Chomolungma. Our team established Camp at the foot of the Khumbu Glacier on the 14th of April, 2018. The technical aspect of the expedition soon followed, with the team making forays into the Khumbu icefall and up the mountain to establish higher camps with food, tents and oxygen cylinders.

Khumbu Icefall 5500m-6100m / 18000 ft – 20000 ft. This huge glacier located on the South Side of Everest, is one of the most incredible features when compared to any mountain in the world. Each run through the Icefall is done with bated breath and a prayer on our lips. Making a good and steady time, we left Base Camp at 4:15am and reached Camp-1 at 9:30 am, thus avoiding passing through the dreaded Khumbu Icefall during the most dangerous time of the day, when the sun is directly overhead.

Teams quietly tiptoe past huge

wake.

Camp 1- Valley of Silence 6100m-6400m / 20000 – 21000 ft. We moved on higher up the mountain to Camp-2, also referred to as Advance Camp located at a height of 21,500 ft. After a tough day at Camp-1 with heavy snow fall and very poor visibility, we woke up the next day with incredibly clear weather. At this height, you can visibly feel the strain on your senses as every breath is a struggle. As part of our plan, we pushed further up the mountain towards the Lhotse Ice wall, reaching an incredible height of 23,200 ft above sea level, before heavy winds and



Sunset at Camp 2, Advance camp at 21500 ft.



Lhotse Ice wall, at an incredible height of 23,200 ft above sea level.

snowfall, compelled us to turn back to Camp 2 and rest. Looking at the winds blowing off Everest in the distance at noon on the 17th of May, 2018, I began to dread that the weather would turn again for the worst. “Was this to be a repeat of our Everest experience in 2017, where strong winds compelled us to return from South Col ?” This year, at this point in time, who knew what the next 24 hours would bring?

Camp 4 The Death Zone 8000m / 26000 ft. Resting in our tents, sleep eludes us, each one of us is alone in our thoughts and there is little or no conversation. In a few hours we must gear up for the final push. At this point we are at the edge of the atmosphere the closest a human being on earth can get to space. We start our ascent at 20.30 hrs on the night of 17th May 2018. As we climb we can see the head lamp beams of climbers ahead of us that twinkle like a line of glow worms.

Sunrise is surreal, it starts with a glow on the horizon on one side of the mountains which

gradually develops into a line of light but on the other side of the mountain it is dark and you can still see stars glowing in the night sky, to me this was the most spectacular sight on our ascent of



South Summit with our destination in sight 'So near and yet so far.'

Everest. As the sun comes up we reached the South Summit and though at this point you can see your destination there is still the gruelling ridge and Hillary's Step to cross.

After 10 hours of a gruelling climb in -30°C, we reached the summit of Mount Everest on 18th May at 0617 hrs local Nepal time. People ask me how I felt at that moment in time! All I can say is, “I felt sense of achievement and calm, but at the back of my mind was the thought that our journey was not over. We still had to go all the way down and back home.” It is only when we got back to all the messages of congratulations and celebrations that the impact of the past 5 years actually sunk in.

As of 2017 a total of less than 5000 climbers have summited Everest. Of the 400 Indians who have summited, more than half are services personnel with the full logistic support and finances from their respective services. Samir and Sauraj are among the less than 200 Indians who have done it on their own steam, they are the 21st & 22nd climbers to have summited from Pune.

When the New York Times asked George Mallory the famous British mountaineer, why he was climbing Mt Everest, he gave that great reply



Camp 4 The Death Zone 8000m / 26000 ft. Beginning the final push for the summit



Proud to display our National Flag on the summit of Mount Everest on 18th May at 0617 hrs local Nepal time.

which is often quoted by mountaineers, “Because it's there”. That was in 1923. A year later in his third attempt, though he never returned, many believe that he did summit Everest. Hillary and Tensing summited 30 years later in 1953, which has been recorded as the first summit of Everest. Therefore, when our intrepid mountaineers

persisted in their attempts to summit this mountain, there was only one explanation to this madness, “Because it's there!”

*Compiled by Christine D Patham
from Samir Patham's Everest Diary*

IMF's Presence in Savitribai Phule Pune University

By Capt AC Dixit



To many of our readers it may come as a surprise that IMF conducts courses for post graduate students at Pune University.

IMF has been closely connected with the Department of Defence and Strategic Studies (DDSS) of Savitribai Phule Pune University since 2007. IMF President Cmde R Vir, driven by his zeal for spreading awareness of the oceans and protection of the environment, earned the honour of being invited as a Guest Lecturer by the University. Aably assisted by the late Capt R Gulati, one of the founder members of IMF, he began to conduct two courses- Maritime Security and Oceans and Global Marine Environment for MA and MSc students. These have now become standard courses as a part of post-graduate programme of the University.

A word about the Department of Defence and Strategic Studies (DDSS); it is a highly prestigious department of Pune University, and among the most respected in the country. Established in 1963, it was initially named the

Department of Military Studies. Following the recommendations of Candeth Committee, the department underwent major changes and was renamed the Department of Defence Studies. The department underwent another name change in 1984 to be called the 'Department of Defence and Strategic Studies'. The present Head of the Department is Dr. Vijay Khare with whom IMF maintains close relationship.

Failing health compelled Capt Reggie Gulati to withdraw from the teaching activities in 2011 and the mantle fell on Capt AC Dixit to continue his good work. At present the Oceans and Global Marine Environment (OGME) Course is being conducted by Capt AC Dixit and Cmde R Vir, while the Maritime Security Course is conducted by Capt AC Dixit and Cdr Mukund Yeolekar. Recently Brig Hemant Mahajan and Cmde Ajay Chitnis have joined the team to give their valuable inputs into the Maritime Security course.

What do we cover in these courses? In the OGME, after the initial introduction with the oceans of the world we cover the relationship between the oceans and the earth's atmosphere, how the oceans help to maintain the balance of CO₂ in the atmosphere, how oceans control the global climate, marine bio-diversity, marine food web, effects of human intervention, global warming and its consequences, measures to protect the oceans and marine life, the regulations and international conventions for preservation of environment, to name just a few of the topics covered.

In Maritime Security, we teach the Territorial Waters Act, UNCLOS with special reference to the Continental Shelf and EEZ, SUA Convention (Suppression of Unlawful Activities at Sea) , Maritime Threats, Role of the Indian Navy and

the Coastguard, ISPS Code and the security measures in place to guard our shores.

The students are mainly 2nd year MA/MSc students with interest in defence related civilian careers, but in the last two courses there were as many as 20 serving Army officers who had enrolled in Pune University under Resident Scholar Programme. This was a positive development and a clear indication that our courses are gaining in popularity among the students.

Cmde R Vir who led this ambitious programme over a decade ago continues to be actively involved and still loves to interact with students and share his knowledge and experience.

Capt AC Dixit is Vice President of IMF.

Nautical Humour

This is the actual transcript of a radio conversation between a British Navy ship and the Irish Coastguard, off the coast of Kerry:

Irish : Please divert your course 15 degrees to the south, to avoid collision.

British : Recommend you divert your course 15 degrees to the north, to avoid collision.

Irish : Negative. You will have to divert your course 15 degrees to the south ' to avoid collision.

British : This is the Captain of a British Navy Ship. I say again, divert YOUR course.

Irish : Negative. I say again, you will have to divert YOUR course.

British : THIS IS THE LARGEST SHIP IN THE BRITISH FLEET. WE ARE ACCOMPANIED BY 3 DESTROYERS, 3 CRUISERS, AND NUMEROUS SUPPORT SHIPS. I DEMAND THAT YOU CHANGE YOUR COURSE 15 DEGREES TO THE NORTH , OR COUNTERMEASURES WILL BE UNDERTAKEN TO ENSURE THE SAFETY OF THIS FLOTILLA.

Irish : THIS IS A LIGHTHOUSE YOUR CALL!

*Courtesy:
www.clippercontrols.com/nauticaljokes*

Sea Battles in the Pacific 1941-45, V

By Cdr Mukund Yeolekar (Retd)

In this concluding article on the Sea Battles in the Pacific during WW II, I bring out key events of two historic battles that eventually led to the defeat and surrender of Japan. The enormity of the force levels on land, sea and air, the display of extreme valour and extent of casualties on both sides will go down in annals of human conflict with rare parallels.

Battle of Iwo Jima. Having taken over the Marianas and Leyte Gulf in the Philippines (refer map), in 1944, the Allied Forces had consolidated their hold over the Central Pacific and were poised to advance towards the Japanese Home islands. Still, from Saipan, Japan was over 2000 km away. There was a dire need of another 'stepping stone' which could serve as a US base from where Tokyo was in range of its fighter aircraft and B-29 Superfortress bombers. Iwo Jima a rocky, volcanic, Japanese island, barely 26 sq km in size was the ideal stepping stone, about a 1000 km from Tokyo. Japanese, were aware that the loss of Iwo Jima would facilitate American air raids against the Home Islands, disrupting war manufacturing and severely damaging civilian morale. No wonder, the Japanese having anticipated an Allied invasion, had fortified the island with vast bunkers, hidden artillery and an 18 km network of tunnels, besides a garrison of 21000 troops. The Allied invasion of Iwo Jima, code named **“Operation Detachment”** was launched on 19 Feb 1945. This was the first Allied attack on the Japanese Home islands.

The Allied attack by Joint Expeditionary Force was under the command of Vice Admiral Kelly Turner and Lt Gen Holland Smith, with 110,000 Marines and troops of the V Amphibious Corps, Joint Expeditionary Force and Amphibious Support Force of the US Fifth Fleet consisting of over 500 ships. They were pitted against Japanese forces under Gen Kuribayashi supported by an Artillery Brigade, an armoured regiment, Naval guns and Kamikaze. There was



massive pre-landing air and Naval bombardment of the island. The Japanese garrison stoically survived the bombardment as Kuribayashi had ordered his men not to open fire and reveal their positions until the attackers had actually landed. Unaware of Kuribayashi's tunnel defense system, many of the Americans assumed that majority of the Japanese garrison were killed by the constant bombing raids. Two US Marine divisions landed on morning of 19 Feb 1945. Kuribayashi allowed the Americans to pile up men and equipment on the beach for over an hour and then unleashed the fury of his countermeasures. Every weapon, from machine guns and mortars to heavy artillery rained down on the beach crowded with marines.

The Marines suffered heavy casualties on the beach which was soon transformed into a blood bath. Progress inland was extremely slow as the Japanese targeted the Marines from trenches, tunnels and well camouflaged strongpoints. After four days of bloody fighting the Marines took over the peak Mt Suribachi and raised the American flag there.

After fall of Mt Suribachi, the Marines turned towards the Northern part of the island. The Japanese still had about eight infantry battalions, tanks, heavy mortars and artillery. They fought with astonishing bravery and determination, hiding in caves and other impregnable positions under bombardment, then emerging to take a heavy toll of their attackers, often from positions in the rear that the Americans had not located or had overlooked. The Marines used flame-thrower tanks to flush out the Japanese from the cave and tunnel hide outs. With the landing area secure, more US troops and heavy equipment came ashore and the invasion proceeded north to capture the airfields and the remainder of the island.

Most Japanese soldiers fought to their death. After a month of fierce fighting the Marines wiped out the defending forces and the island was officially declared secure on 26 March 1945. The 36-day assault resulted in over 26000 American casualties including 6800 dead. They also lost an escort Carrier and had a fleet Carrier severely damaged. Of the 21,000 Japanese soldiers present at the beginning of the battle, over 19,000 were killed and only 1,083 taken prisoner.

Battle of Okinawa. In April 1945 the war in Europe was ending with the liberation of Nazi-occupied Europe by Allied and Soviet Armies. But in the Pacific the US was facing a ferocious, aggressive enemy who refused to believe that he could be defeated. About 550 km from their home islands was the heavily fortified, 466 sq mile, Japanese island of Okinawa. It was an ideal staging base for the Allies to mount a final assault on the main Japanese islands.

As part of **Operation Iceberg** a massive amphibious operation was launched on 01 April



US Navy Landing supplies at Iwo Jima - Feb 1945

1945. Over 180000 troops from the US Army and Marine Corps were landed by hundreds of Amphibious units, supported by Carriers and Battleships of the Central Pacific Task Force under command of Admiral Raymond Spruance. There was also a British Task Force consisting of several Escort carriers. The Japanese defence of the hilly and densely forested island was under Gen Ushijima. He had over 76000 well entrenched troops and 20000 conscripts supported by an armoured regiment, the IJN and over 1500 *Kamikaze* aircraft.



USS Idaho bombarding Okinawa

The landing was preceded by heavy bombardment of the beaches by the Fifth Fleet. As the US troops reached ashore they expected stiff resistance from the Japanese. But to their surprise they faced little resistance and they surged inland, landing tanks, ammunition and



US carrier *Bunker Hill* hit by Kamikazes

supplies. They quickly secured two airfields. They were unaware that the Japanese were waiting for an opportune moment. The Japanese were instructed not to fire and wait until the attackers reached a rugged area of the island and trap them. As the US troops moved North, they faced intense resistance from firmly entrenched Japanese and suffered heavy casualties. The IJN also sent the battleship *Yamato* to destroy the US Fifth fleet. But it was detected and an attack by Carrier based aircraft sank her. Further the Japanese unleashed *Kamikaze* strikes by hundreds of aircraft based in Formosa (now Taiwan) and from Kyushu, sinking 36 US ships, damaging 368 including few Carriers, killing over 4900 men and loss of 700 aircraft. There was also a suicide commando strike by the Japanese, resulting in heavy loss of lives and fuel dumps. They hid in fortified caves and Americans paid heavily to clear them. The monsoon rains in end May made the situation worse for both sides, when the battle-field, sodden by rain became part garbage dump and part graveyard. As the battle raged, defeat became imminent for

the Japanese. To encourage their surrender, the US initiated propaganda warfare and dropped millions of leaflets declaring the war was all but lost for Japan. Most Japanese, including Okinawan civilians fought to their death or committed suicide. The battle came to an end on 22 June after 82 days, when Gen Ushijima and his deputy committed suicide. The casualties were a staggering 77000 Japanese, 14000 Americans and over 149000 Okinawan civilians dead in this bloodiest battle of the Pacific War.

Though victorious, the Allies won the Battle of Okinawa at a tremendous cost. The spectre of protracted operations and bloodshed in the event of invasion of Japanese home islands, defended by over two million troops, compelled US President Harry Truman to bring the war to a swift end. He chose to drop an atomic bomb on Hiroshima on August 6. Rest is history.

References: *history.com, britannica.com, wikipedia.com*

Cdr Mukund Yeolekar is Editor of Seagull

An Experiment – Probing Less Well Known History

[By the Editor of Naval Review : Rear Adm (Retd) Bruce Williams, CBE]: In a year that ends the centenary commemorations of the First World War, time seemingly marches with ever increasing pace and it is all too easy to lose a contemporaneous view of the life of the Royal Navy between the wars and immediately after the heady days of the Second World War. In the rapid shift from the violent and urgent demands of a war of national survival to an impoverished peace, with declining world influence (especially after WWII), how did the navy adapt? Or was collective exhaustion from the War so overwhelming that much was pursued by instinct and reflex rather than by plan?

The following article focuses on life immediately after WWII. It paints vignettes of life in the RN that might prompt other veteran members, who perhaps have not put pen to paper before, to describe their first-hand appreciation of the broader purpose of the post-War, pre-Suez, Royal Navy; before such a first-hand perspective is lost.

We live, perhaps, in not dissimilar times. Have we been exhausted by unresolved cold war issues, under resourcing, decades of grinding conflict that has drawn the Navy out of its natural

environment to expend its resources ashore? And have we similarly lost strategic vision or is this over- extrapolation of the lesson of post war history? Mark Twain said, “History doesn't repeat itself but it often rhymes.” Might the vignettes our elder members offer ideas or solutions we might apply today. The challenge is for them to write and for younger members to respond.

A Royal Painting

AJD Coxon R.N. (Retd)

It is now nearly 71 years since the event that I am describing took place. It was on board HMS St Kitts off the West Coast of Africa in about Latitude 13 North. At the time I was a Midshipman serving in St Kitts, and we formed part of the escort to HMS Vanguard as she carried the Royal Family to their state visit to South Africa. In those days, Midshipmen having passed all the necessary exams and being qualified for their first gold stripe, left their big ships for three months' destroyer time before going to the Royal Naval College at Greenwich for nine months. This was much looked forward to; we would become proper 'destroyer men'. Eight Battle Class ships manoeuvring at high speed, even perhaps being allowed to con the ship under the watchful eye of the Captain. This was the life we joined for. At that time, new destroyers were commanded by experienced Lieutenant Commanders who had spent the war in such ships and had wartime commands. Many had medals to prove it. Our Captain was the well-known 'Johne' Birch who wore the ribbons of the DSO and DSC and Bar. As young men, we felt proud to serve with him. To my surprise he was never promoted further; perhaps he had offended his superiors - he was that sort of man.



HMS St Kitts

In the days before helicopters, an aircraft carrier always had a fast destroyer in attendance as a 'crash boat' to pick up any unfortunate aviators who had to ditch. We were attached to HMS *Implacable*, who with the cruisers *Cleopatra* and *Diadem* made up the rest of the escort for the first part of the voyage. St Kitts was sent on ahead to Gibraltar ready to relieve St James, which had acted as 'crash boat' from UK southwards. The voyage went well, we got fresh bread from Vanguard, and there was always a 'duty Royal' to wave to us when we came up alongside.

It was ordained that there would be ship visits by the King two days before we parted company. Initially we were not included, but our Captain was determined not to be left out. Weather delayed the visits for a day and we joined the list - we were allocated a quarter of an hour!

Destroyers were not ideal for ceremonial but we decided on a guard of honour, all officers would be introduced, and then the ships company would march past on the iron deck in single file. Each man to give his salute with the hope each received his return salute from the King. A small dais was quickly knocked up by the Buffer's Yeoman, AB 'Stripey' George Parker (the most senior Able Seaman in the Royal Navy). This was positioned by the torpedo tubes.

On the afternoon of the visit the sea was dead calm but there was a swell. The barge came alongside and the four Royals got on board quite skilfully, the ladies avoiding the holes in the ladder treads and top platform. In the stern-sheets were the entourage: equerry, ladies in waiting, press and camera man. The King decided that it would be a bit much to get them all on board and told the barge to lie off until called.

So, we just had the King, Queen, and two Princesses without any attendants. All went very well until the march past was over. Then there was a cry from her present Majesty "Oh Mummy we have got paint on the backs of our coats."

Having been at sea for several days, rust streaks on the torpedo tubes had been hastily covered up with 'pussers gray'.

Time stopped, this could have been the clanger of the day! However, the Queen defused the situation, laughing and saying: "You silly girls." A bit unfair to the Princesses, but it saved the day and we breathed again. The First Lieutenant stepped forward with his white spirit and cotton waste and the worst of the paint was removed.

The barge was called alongside; the entourage looked very unhappy. Last to embark, the King, was encouraged by shouts of "jump daddy, jump" as the Bosuns' Calls piped the King away. The barge left, the Royal Standard was struck and the ship resumed course and speed. For a few minutes our ship had been the centre of the Nation and Empire. We all felt very honoured - a memory never to be forgotten. This might have been the end of the story, but a few years ago I realised that other than myself, only our present Queen would be able to recall this incident. Four years ago, I made so bold and wrote to the Queen, recalling this story and sending a copy of photographs taken from the bridge at the time. They were the only ones taken that day, as the official photographer was isolated in the barge. My letter obviously got through the screen of Private Secretaries, Deputies and Assistants and the Queen read it. I was delighted to receive a charming letter from a Lady in Waiting telling me that the Queen had asked her to write to me, thanking me for my letter and the photographs. The Queen well remembers the day and the difficulty in getting to and from the ship because of the swell.

I am now nearly 91, I can still recall the day in all its detail.

*AJD Coxon
with permission from the Naval Review - May
2018*

“Prongs Ka Panchnama”

By Cmde Srikant Kesnur

Every year we gather, sometime in April or May
Not minding for once the hot and sweltering day
From Colaba's southern edge to its southernmost point
For a rendezvous with the Prongs Reef Light

In the manner of a messiah of the past who led his flock
We navigate through bits of sand and lots of rock
A small trek it is - just a four kilometre walk
But kid you not - its not a jaunty ride in the park

The morning sun glints, wet moss and shining sheen
Around us we see lots of blue and a bit of green
While its not your typical poetic day, calm and serene
Its likeable hustle bustle, a gay morning scene

Some hurry, others trudge, many happy to click one more selfie
Others muse and ruminate, contemplative by the sea
Some gossip, some resolve Navy's problems in voices loud
But all are delighted to be away, far from the madding crowd

The lighthouse towers, striped black, red and white
As one edges closer, it is an even more majestic sight
A bit of hush descends on the merrymaking lot
It stands in splendid isolation, bigger than they thought

Its mysterious interiors invite, round many flights of stairs
Narrow and narrower it gets, as you are squeezed for space
At last at the top, where the light and lenses synchronise
And guide the distant mariner from sunset to sunrise

A look at the close seas, dotted with ships and little boats
And those markers of maritime modernity - the oil rig floats
Lo and behold, a helicopter whirs through the mist - its an Alouette
It photographs the preening crowd with its pretty pirouette

And then look out, distant yonder at the far horizon
Where sky and earth merge and seem almost one
A place we may all one day be, when time doth beckon

And our work in this world is dusted and done

At the basement of lighthouse, the mood is upbeat
The sweaty lot rewarded with a fruit juice and chocolate treat
Amidst the chatter, on a flute and violin, a musical duo
Enrapture the audience with their lilting tunes, steal the show

Soon we are back, where couple of hours before, we began
It has been clockwork Navy, working to a perfect plan
There is more music, masti and a hearty breakfast
Bonding with friends, one with nature and a lovely repast

Grateful to the God for all his big and small mercies
And to the affable, cheery folks that is the Navy fraternity
And, big thanks to the organisers, who made it possible
And caused this verse(worse)smith's lengthy dribble

Cmde Srikant Kesnur is Director Maritime Warfare Centre Mumbai

Nautical Humour

Sometime in early 1996, I was the Chief Engineer on INS Vindhyagiri, and we were approaching Port Blair. The FOCEF, then Rear Adm Arun Prakash was flying his flag on Vindhyagiri. I was in the MCR trying to figure out a problem in the fwd feed water generator (evaporator), which was worrisome.

Suddenly, the MCR door opened, and in walked a confused looking Midshipman. “Sir, the fleet commander, asked me to see you”.

“What about”?, I asked.

“Sir, he asked me what a ‘Ram Saran Spanner’ was, and when I couldn't answer, he asked me to find out from you”.

I tried to figure out, the answer, but didn't have the remotest idea. I looked at my senior sailors, but they too appeared bewildered. I got up, and looking at the ‘Mid’, said “lets go to the bridge”. Reaching there, I found the Admiral with his favourite historical shipping book. He looked up, and said “Yes Chief, did you tell him”?

I replied “Sir, I don't have the faintest idea of the answer to your question”.

He smiled and said, “the English called it the **Ram's Horn Spanner**, later the Indian crew, understood it as the **Ram Saran spanner**, which got simplified to a wheel spanner”!

Capt Sunand Kanetkar, Associate Editor Seagull



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Underwater Domain Awareness

By Cdr (Dr) Arnab Das (Retd)

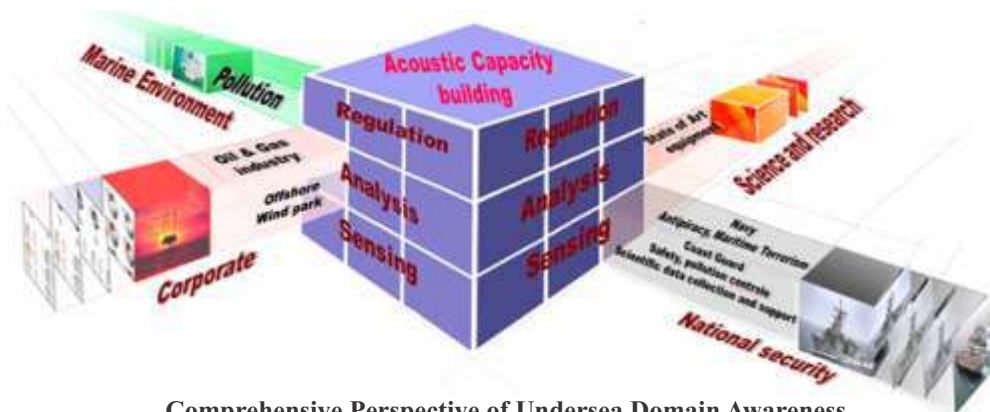
The concept of Underwater Domain Awareness (UDA) in a more specific sense will translate to our eagerness to know what is happening in the undersea realm of our maritime areas. This keenness for undersea awareness from the security perspective, means defending our Sea Lines of Communication (SLOC), coastal waters and varied maritime assets against the proliferation of submarines and mine capabilities intended to limit the access to the seas and littoral waters. However, just the military requirement may not be the only motivation to generate undersea domain awareness.

estimate the habitat degradation and species vulnerability caused by these activities and assess the ecosystem status. The scientific and the research community need to engage and continuously update our knowledge and access of the multiple aspects of the undersea domain. Figure below presents a comprehensive perspective of the UDA. The underlying requirement for all the stakeholders is to know the developments in the undersea domain, make sense out of these developments and then respond effectively and efficiently to them before they take shape of an event.

The UDA on a comprehensive scale needs to be understood in its horizontal and vertical construct. The horizontal part would be the resource availability in terms of technology, infrastructure, capability and capacity specific to the stakeholders or otherwise. The

vertical part is the hierarchy of establishing a comprehensive UDA. The first level or the ground level would be the sensing of the undersea domain for threats, resources and activities. The second level would be making sense of the data generated to plan security strategies, conservation plans and resource utilization plans. The next level would be to formulate and monitor regulatory framework at the local, national and global level.

Cdr Arnab Das is Director Maritime Research Centre



Comprehensive Perspective of Undersea Domain Awareness

The earth's undersea geophysical activities have a lot of relevance to the well being of the human kind and monitoring of such activities could provide vital clues to minimize the impact of devastating natural calamities. The commercial activities in the undersea realm need precise inputs on the availability of resources to be able to effectively and efficiently explore and exploit them for economic gains. The regulators on the other hand need to know the pattern of exploitation to manage a sustainable plan. With so much of activities, commercial and military, there is significant impact on the environment. Any conservation initiative needs to precisely



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INSV Tarini – Back Home After Creating History Interview With the Skipper

By Cmde Ajay Chitnis

In the last three issues of the Seagull, we have followed with great interest the historic expedition undertaken by six intrepid Naval Officers – all women, as they were on their epic voyage around the globe. After completing the circumnavigation in 254 days, and covering almost 22000 nm, the crew of Tarini were accorded a grand welcome at Goa, by the Honourable Raksha Mantri, Smt Nirmala Sitharaman, and the Chief of the Naval Staff Admiral Sunil Lanba, on 21 May 2018. I felt that the readers would like an insight into the voyage, from the Skipper herself – Lt Cdr Vartika Joshi. Since I haven't had the opportunity to meet her in person yet, I had to rely on the good old email.

At the outset please accept my heartiest congratulations on successfully completing this epoch-making journey, which will take you into the annals of modern Indian History. Thank you very much for agreeing to answer my questions. Here goes:

Cmde Ajay Chitnis (AC): When and where did you develop your interest in sailing, and when did

Ocean Sailing catch your fancy?

Lt Cdr Vartika Joshi (VJ): During my first appointment with the Navy in Visakhapatnam, one of the weekends I decided to go to the sailing club and take a laser boat out on my own. I had never sailed a sailboat before that. My boat capsized that day and I was eventually rescued and brought ashore. But the experience triggered me to come back and try again. My interest kept me on with it and I gradually started learning to use the wind to maneuver the boat. When the Navy promulgated the signal for the Cape to Rio Race in 2014 on INSV Mhadei, I quickly volunteered. I was selected to be part of the return crew from Brazil to Cape Town. After I finished my first open ocean voyage, I learnt that ocean sailing was not just about sailing a laser. I kept volunteering for all further expeditions of the Mhadei. Eventually when the signal for the circumnavigation came, I registered my name for it.

AC: How did you prepare for the expedition and who was/were your mentor(s)?



Tarini crew with IMF President and Council members in Pune. 24 July 2018

VJ: It started with us doing various courses in training schools at Kochi and INWTC(Mb) on basic seamanship, navigation, communication, meteorology and basic boat handling taught by Cdr Abhimanyu Patankar and Cdr Abhilash Tomy followed by hands-on training under Capt Dilip Donde(Retd) on INSV Mhadei. We initially sailed the boat off Goa and Karwar with Cdr Donde and then around the peninsula during IFR 16. Once he was satisfied with our skills he let us sail her on our own. Our first independent sortie was from Goa to Karwar in Oct 2015 and thereafter from Vizag back to Goa. We then sailed the Mhadei on our own to Mauritius and back followed by a 5500 nm trip to Cape Town.

AC: Tarini is a very recent addition to the Navy's Sailing Fleet, did you get the chance to 'Break her in' before your historical circumnavigation?

VJ: Yes, I was with the boat right since her keel was laid. I used to visit the boatyard during weekends while we were also preparing Mhadei in the Mandovi river for our training expeditions. It gave me a great exposure witnessing the design and building and also sailing a similar boat at the same time. Watching the boat being built helped me understand and know the boat well. We also contributed to the ergonomics part of it in order to suit our requirements of living in our future home for long durations. When she was ready, it was only about getting the feel of the boat sailing her to various places and sorting out minor teething issues that are bound to appear with every new vessel and then maintaining her and preparing for the big voyage in Sep 17. The boat was ready and inducted in the Navy on 18 Feb 17. We took her out for several trial sorties to Mumbai, Porbandar and a second trip to Mauritius which gave us the confidence to sail on the brand new boat, before departing on our long voyage around the globe.

AC: Tell us about your crew - their previous experience, mental and physical preparedness!

VJ: The crew hails from various places. Myself from Uttarakhand, Lt Cdr Pratibha Jamwal (Kullu, Himachal), Lt Cdr Aishwarya Boddapati (Telangana), Lt Cdr Patarlapalli Swathi (Vizag, AP), Lt Cdr Vijaya Devi (Manipur) and Lt Payal

Gupta (Uttarakhand). I participated in a few yachting championships with the Indian Navy before volunteering to sail for offshore expeditions. Sailed from Rio de Janeiro to Cape Town during Cape to Rio Race 2014. Sailed from Port Blair-Vizag-Chennai-Kochi under Capt Donde in Dec 2014 and thereafter became part of the all women crew in 2015. All other crew members are avid sailors and have participated in several yachting championships, ocean voyages on Mhadei and also won laurels. Since ocean passages and continuous working on the boat involves a lot of physical activity, it was important to keep ourselves physically fit at all times. We slowly got ourselves ready to face any adversity like extremely hot weather of over 48 degrees in the Indian ocean to sub zero temperatures in the Southern Ocean. Constant working on the boat helped us develop the right upper body muscles required for the voyage. However, in long passages, our lower bodies were used to not moving more than 10 metres a day. So, we made it a point to work on the lower body strength whilst we were ashore. We learned to live and work together for almost two and a half years.

AC: You and your crew were welcomed ceremoniously and warmly at all your ports of call, some memorable and outstanding moments?

VJ: Our reception. In every port has been very heartwarming. Be it having to visit the Indian diaspora at respective ports or getting to know the locals and exchanging experiences of our culture, it actually displayed the Indian Navy and India on a high pedestal. We felt great to be sailing as Indian ambassadors around the globe. The locals and the Indian community used to bring us their homemade snacks and food to last us for a day or two at sea. What was amazing to see was the inquisitiveness and awe with which everyone in the ports used to greet us. It was an incredible feat for them too.

AC: You had very rough weather in the South Pacific; how did you keep your crew motivated?

VJ: Our preparations for the Pacific storm, of the

boat and ourselves, had started many days in advance. Every day I would study the movement of the frontal system and update my crew about it and how we can try to best dodge the eye of the storm. I was also taking regular updates from the Chilean weather service during our passage across south Pacific and updating their maritime rescue coordination centre about our daily positions. The Navy itself had been helping us with regular weather data. All these compiled together along with the physically observed weather gave us a fair idea of what we were going to encounter. Now was the time to prepare the boat and ourselves for the worst. I started with checking every single nut bolt, shackle or rope lying loose or that which could possibly give away in the storm. I then started checking all sources of water ingress, sealed them all and closed all underwater valves one day prior to approaching of the system. Thereafter, I asked the crew to have their laptops and phones charged after which we switched off supply on all sockets and other equipment consuming more electricity. Few hours before the storm we charged our batteries so we didn't have to run the generator during the storm. Once all these preparations were done, I focused on the crew. I discussed with them the safety aspects while we dealt with the storm. We were to keep our lifejackets on at all times and that we all were to be hooked on to the boat at all times. I asked the crew to bring all their winter gear and foul weather gear out and kept in an accessible place to be worn during the storm. The temperatures had already started dropping to subzero and there were frequent hailstorms. As the wind and sea rose in no time and barometer dropped, we knew it was coming. We finished our day meal quickly and I asked the crew to be ready with their gear and lifejackets and hook themselves on. I then dropped the main sail area to the last reef which was the maximum we could shorten the sail to avoid the boat getting overpowered. We memorized our safety drills for any emergency as I communicated to the shore authorities informing all about the approach of the storm.

My crew was self-motivated. Our training and preparedness came in handy at such times. My idea about having a motivated crew in long passages like these was to allow them to at times exercise their interests, opinions, appreciate and be accommodative about their individual personality aspects. I aimed to give the crew the freedom to exercise their space and follow things that interest them. Acceptance of their likes and dislikes and involving myself in their activities taught me a great deal about working in a team.

AC: Did your family have any reservations about your long voyage when you told them about it?

VJ: Yes my family was quite apprehensive in the initial phases but when they saw me sailing with confidence and working hard towards our goal, they never stopped me from achieving it. They in fact supported and encouraged me at every step thereafter.

AC: Finally, did you at any time during your voyage question yourself - "how did I get into this?"

VJ: Yes, there were many times and situations that were excruciatingly difficult or tricky to deal with, when I would say to myself ' How did I get into this'. But I stuck through and was always hopeful about a positive outcome. There surely have been couple of times I felt like giving up, but actually I never did. And, I guess that made all the difference.

AC : Indeed, it did! And that's how we are witness to this great achievement by you and your gallant crew. We look forward to seeing you at Pune shortly.

I am happy to share with you that we organized a lecture-cum-presentation by the crew of Tarini for our members at Pune on the 24th of July 2018.

***Cmde Ajay Chitnis SC, NM, Vice President
IMF and Joint Editor Seagull***

Book Review - Indian Ocean in World History

By Capt Milind R. Paranjpe

After 'The Indian Ocean' written by Michael Pearson in 2003 and Sugata Bose's 'A Hundred Horizons - The Indian Ocean in the Age of the Global Empire' in 2009, this is yet another book on the Indian Ocean, the least studied of the three oceans, by Edward A. Alpers, a professor at UCLA. It is divided in six chapters each supported and made easy to understand by a map of the Indian Ocean showing places relevant to that chapter.

Alpers starts with reference to the sailor adventurer Alan Villier's account of voyage from Kuwait via Aden to Zanzibar and back in an Arab dhow in 1938. Two decades later American journalist William Holden sailed from Zanzibar to Oman in an Indian dhow '*Harisagar*.' Alpers has referred to many ancient authors from Indonesia and Arabia to Greeks. Portuguese traveler Luis de Camoes lived in Goa, Mozambique and Macau for 17 years. In 1572 he published *The Lusiads*. He was unsympathetic to natives. Alpers calls it 'a jingoistic narrative poem'. A 'Book of Curiosities' by an unknown Egyptian author written between AD 1020 to 1050 was discovered in 2000 from which it is clear that Arabs had superior knowledge of monsoon winds and currents at least 400 years before Greeks or Romans had. Reader is informed that the earliest image of a square rigger is painted on the walls of Ajanta Caves.

How the oceanic connections were forged is the focus of the chapter 'The Ancient Indian Ocean'. It deals with period up to the rise of Islam that is, 7th century AD. Today's Indochina was then known as Funan and its capital was Vyadhapura. Description of Faxian (or Fa hi hen) a Chinese Buddhist monk who, at the age of 65, came to India over the Himalayas and went back by sea, makes a fascinating reading. Emperor Srivijaya was based at Palembang in Sumatra. Palembang was then the centre of maritime trade in South-East Asia. Later it degenerated into a centre of piracy. Austronesians from SE Asia crossed the

ocean and settled in Madagascar. They speak a Malayo-Polynesian language closest to the one in Borneo. Three different theories are speculated as to what route they may have taken, but considering the weather patterns, all are possible. A picture of a giraffe presented by the king of Malindi (near Mombasa) to the Chinese emperor is an interesting proof of commerce between the two countries. Nurudin Firuz, a *nakhuda* (meaning Captain) from Hormuz was allowed to build a mosque and was helped by Hindu merchants, town council and the Hindu king of Somnath on Kathiawar coast. Jewish merchants also had close relations with Hindu counterparts in Gujarat.

After arrival of Vasco da Gama, however, violence was introduced. Author attributes it to the fact that the Portuguese had nothing to export and therefore, had no money to buy imports.

Piracy in the strait of Melaka (or Malacca), on Malabar and Makran coasts had existed even before arrival of the Portuguese. Portuguese monopoly of the maritime trade was challenged hundred years later by both English and Dutch East India Companies. By the end of the 17th century, pirates driven out of the Caribbean, settled down on the east coast of Madagascar, independent of any power. East coast of Madagascar then became the base for European pirates in the Indian Ocean and particularly in the Strait of Bab al Mandab.

Piracy in the strait of Melaka (or Malacca), on Malabar and Makran coasts though, had existed even before arrival of the Portuguese. Portuguese monopoly of the maritime trade was challenged hundred years later by both English and Dutch East India Companies. By the end of the 17th century, pirates driven out of the Caribbean,

settled down on the east coast of Madagascar, out of control of any power. East coast of Madagascar then became the base for European pirates in the Indian Ocean and particularly in the Strait of Bab al Mandab.

Progeny of European pirates and Malagasy women known as Malata or Mulattos became a commercial and political force to reckon with. Alpers has acknowledged that European maritime superiority was challenged on the west coast of India by the Sidis of Janjira and their arch rival Maratha navy founded by Shivaji. The name of Admiral Kanhoji Angre is, however, missing. Baniyas financed Gujarati commerce in the Indian Ocean. Nurudin -ar- Raniri, a Gujarati Sufi from a Hadhrami family and a proponent of Islam in Sumatra, wrote a seven volume history of the world and a guide to Islamic monarchy, the Bustan al Salatin, or Garden of Kings, in Malay. His story reveals parallel Gujarati commercial and religious networks that operated in the Indian Ocean world during that era. Eventually he returned to Gujarat. Kutch and ports in Oman and Zanzibar have always had close relations.

Nineteenth century witnessed the transformation of Indian Ocean from an “Islamic sea” to a “British Lake”. Modern engineering helped Britain possess a necklace of all weather deep water ports from Durban round Karachi, Bombay, Colombo, Madras to Calcutta. Author has dwelt extensively on slave trade, indentured labourers and piracy. A Somali pirate leader told the Independent (London) “We don't consider ourselves sea bandits. We consider sea bandits (to be) those who illegally fish and dump in our seas.” Author has not forgotten to mention 'M.G.Vassanji's historically informed novel The Gunny Sack' of Indians in Zanzibar and Benares by Mauritian author Pyamootoo. I was surprised to read “During the stormy passage of Indian pilgrims from Bombay to Mecca in 1903 a female Sufi saint named Baba Jan saved the steamer from being dashed to pieces.....”. Older generation of readers from Pune may remember Baba Jan as a mendicant living in

Camp area where today a square is named after her. Devastating cyclones and tsunamis of Krakatoa and those of 2004 find a place in the book but freak waves sometimes encountered by passing ships on the south-east coast of South Africa do not.

Chagos Islanders of British Indian Ocean Territory were forcibly displaced to Mauritius and in spite of Britain's apex court ruling in their favor, were not allowed to return. In 2012 China and the Philippines stepped back from armed confrontation over disputed Scarborough shoal. Nelson Mandela suggested creation of Indian Ocean Rim Association for Regional Cooperation (IOR-ARC). It was formally launched in 1997 and has 19 member nations but not Somalia, Pakistan, Myanmar and other states in Persian Gulf, Red Sea and South China Sea. On Suez Canal the author states “ Financed by both British and French capital, dredging of the Suez Isthmus commenced in 1854”. But this statement contradicts Zachary Karabell, who in his well researched book 'Parting the Desert' says that Britain had no stake in the construction of the Canal. In fact, Britain was opposed to it. In 1874 that is, five years after the Canal was in operation, Prime Minister Disraeli quickly bought debt ridden Egyptian Pasha's shares and Britain became the majority shareholder in the Canal.

The book is illustrated with black and white photographs and images, not a single one of which is from an Indian museum or library. Bibliography and notes though large, also mention very few Indian authors. This book is a welcome arrival to scanty literature on an ocean eponymous of India.

*Capt Milind R. Paranjape, FICS, ACI Arb,
former editor of 'Command' magazine
published by the Company of Master Mariners
of India.*

PRESS RELEASE

50 Percent CO₂ Cut by 2050**Governments Must Acknowledge Enormity of Historic IMO Agreement**

Speaking on 26 April 2018 at Singapore Maritime Week, the Chairman of the International Chamber of Shipping (ICS), Esben Poulsson, said the adoption by the UN International Maritime Organization (IMO) of a comprehensive strategy to phase-out shipping's greenhouse gases "should be more than sufficient to discourage those who mistakenly advocate regional measures which would greatly damage global trade and would not be effective in helping shipping to further reduce its total CO₂ emissions."

The ICS Chairman was commenting on the ambitious IMO strategy to cut the total greenhouse gas emissions of shipping by at least 50% by 2050, compared to 2008 – with an agreed efficiency goal, as an average for the sector, for a 40% improvement by 2030 compared to 2008, and a 70% improvement by 2050 – so that the entire sector will be in a position to decarbonise completely, consistent with achieving the 1.5 degree climate change goal identified by the UN. "It's important that governments recognise the enormity of what has been agreed by IMO. While the ultimate goal is zero emissions, a 50% total cut by 2050 is very ambitious indeed, especially when account is taken of current projections for trade growth" said Mr Poulsson.

"To put this in context, the aviation sector's regulators have so far only agreed to hold its total CO₂ emissions at 2020 levels, with no clear plan for absolute reduction. Moreover, compared to the 50% cut agreed by IMO, the commitments made by governments under the Paris Agreement with respect to the rest of the global economy will not see total CO₂ emissions begin to reduce until the 2030s, while shipping's total current CO₂ emissions are already about 8% lower than ten years ago despite a 30% increase in trade demand."

Mr Poulsson remarked "The shipping industry deserves great credit for persuading IMO

Member States to respond to the Paris Agreement in such an ambitious manner. This includes the detailed proposals which the industry made about what the IMO strategy might look like within weeks of the Paris Agreement being adopted".

"The shipping industry, very unfairly, is often criticised for foot-dragging. But this new IMO agreement makes it absolutely clear that shipping is now far and away ahead of the rest of the world economy in the scale of its ambition."

ICS is confident that new technology will eventually deliver; whether through the use of fuel cells or batteries powered by renewable energy, new fuels such as hydrogen, or some other solution not yet anticipated.

"To be clear, while LNG and biofuels will probably form a part of the interim solution, the very high goals IMO has now set for 2050 can only be achieved with the development of zero CO₂ propulsion systems" said Mr Poulsson. The new IMO strategy includes a list of possible candidate measures to achieve further CO₂ reduction while shipping is still dependent on fossil fuels, including additional measures that could be ready for implementation before 2023.

ICS is already now developing detailed input to IMO on all these proposals. But most controversial is further consideration of applying some kind of Market Based Measure (MBM). The position of ICS is that it remains deeply sceptical of MBMs as a means of further incentivising CO₂ reduction. Fuel is already by far the largest cost for shipowners and this is expected to increase dramatically as a result of the new mandatory global IMO sulphur cap in 2020.

"As IMO debates how best to implement its strategy we would much prefer that it concentrates on further technical CO₂ reduction measures, not least promoting the development of zero CO₂ fuels." said Mr Poulsson.

Press Release by International Chamber of Shipping

Disruptive Technologies and Future Naval Warfare

By Dr Vijay Sakhujia

Google's decision to cancel Project Maven may be a disappointment for the US military who were hoping to use the company's **Artificial Intelligence (AI)** and **Machine Learning (ML)** techniques to analyse huge amounts of video footage captured by drones operating in Syria, Yemen and Afghanistan. The project had come under severe criticism from Google employees who had urged the leadership to stop pursuing and developing technologies that would augment a user's war-making potential. Further, they wanted Google to “draft, publicise and enforce a clear policy stating that neither Google nor its contractors will ever build warfare technology.” Under pressure, **Google CEO Sundar Pichai has stated in a blog post that the company will withdraw from Project Maven and not develop in future “technologies that cause or are likely to cause overall harm,” those which “violate internationally accepted norms” and “widely accepted principles of international law and human rights.”** The announcement indeed emphasises human ethics and international norms, and merits appreciation.

While that may be true, disruptive technologies such as AI and ML are fast making inroads into the military and many have already acquired these technologies to augment their surveillance and combat capability and also employ them for safety purposes. The use of disruptive technologies for counter terrorism is a burgeoning industry and algorithms are used by the US military's Middle East and Africa commands to fight against the Islamic State (IS). The US Department of Defense (DoD) has said that the technology is “literally a work of magic.”

The use of AI in the maritime domain is well documented and has found reference in addressing criminal activities at sea such as piracy, illegal unreported and unregulated (IUU) fishing, and unlawful transfer of humans and materials.

The use of AI in the maritime domain is well documented and has found reference in addressing criminal activities at sea such as piracy, illegal unreported and unregulated (IUU) fishing, and unlawful transfer of humans and materials. Its use for weather and sea condition monitoring and predictions, oil spill detection and tracking, etc are also well-known. In the naval domain, AI-enabled systems for data and logistics management, machinery operations, repair and maintenance, shipboard autonomous firefighting robots, etc are in operation. The use of AI and ML in warfare, particularly in the context of missiles, UAVs, UUVs, drones and submarines, merits attention.

The navies of US, Russia, China, Japan, and a few from the EU are in competition to develop AI weapons and sensors. In South Korea, Hanwha Systems, a South Korean defence business company in partnership with Korea Advanced Institute of Science and Technology (KAIST) plans to develop “an AI-based missile that can control its speed and altitude on its own and detect an enemy radar fence in real time while in flight. AI-equipped unmanned submarines and armed quadcopters would also be among autonomous arms.” The company also plans to develop AI-equipped submarines.

Perhaps **the biggest naval challenge is likely to emerge from shipborne/ship-controlled and AI-enabled swarm drones that have caught the fancy of some navies.** It is useful to recall that during World War II, between 1940 and 1943, German U-boats attacks against Allied convoys sailing across the Atlantic had potentially challenged the naval balance of power and had almost brought Britain close to defeat. These *Rudeltaktik*, or wolf-pack tactics and coordinated attacks are now being replicated by swarm platforms which can be launched in the air as also at sea.

There are several limitations to operating small boats in a swarm, such as limited range, stability

on the high seas, and jamming through electronic warfare, they may not match and offer similar capability as the U-boats. However, AI enabled boats in swarm mode with autonomy can potentially cause significant challenges for the enemy and it may not be possible to shoot down each one of them. Likewise, drones offer an attractive option and have higher levels of automation and do not require advanced computers and sensors. These can be launched in large numbers and can conjure a lethal force at sea.

A recent video released online by China's Yunzhou Tech Corporation showcases a 56-robot boat swarm conduct complex and coordinated manoeuver around a larger boat from where these

China is also developing swarm drones that can be deployed at sea for surveillance, and if strapped with explosives can carry out a 'saturation attack'

are controlled. China is also developing swarm drones that can be deployed at sea for surveillance, and if strapped with explosives can carry out a 'saturation attack' on an enemy ship or even adopt *kamikaze* tactic to simultaneously dive in to attack from different directions and

defeat ship based anti-aircraft and anti-missile defences.

Warfare at sea has witnessed several transformations in the past but the ongoing transformation led by AI, ML, big data, cloud computing, and quantum communications will cause major disruptions in naval war-fighting. In fact, the autonomous nature of UAVs, UUVs and drones and their ability to 'self-organise in sub-swarms' could be a game-changer in naval operations and could well be the new asymmetric approach in warfare. Further, it is fair to argue that smaller navies can be expected to equip themselves with advanced AI and ML-enabled platforms and sensors which can be acquired from the open market, and rely less on military hardware imports which always attract a number of restrictions imposed by the supplier.

Courtesy: Institute of Peace & Conflict Studies.

http://www.ipcs.org/comm_select.php?articleNo=5478

*Dr Vijay Sakhuja is former Director of
National Maritime Foundation*

Answers to Maritime Crossword

Across

1. *Bearing*
3. *Hitch*
4. *Heel*
5. *Galley*
6. *Brig*
9. *Bosun*
10. *Board*
13. *Captain*
14. *Compass*
15. *Foremast*
16. *Helmsman*
17. *Anchor*
18. *Radar*

Down

1. *Bridge*
2. *Belay*
7. *Wardroom*
8. *Quarterdeck*
9. *Bilges*
11. *Capstan*
12. *Boom*

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