

# CONTENTS

---

3

**Editorial**

4

**Letters to Editor**

5

**Maritime Museum  
Inaugurated  
In New Delhi**  
Cmde AJ Singh (Retd)

6

**Welland Canal –  
An Engineering Marvel**  
Cdr Mukund Yeolekar (Retd)

9

**SIMA's Annual  
Exhibition of Seascapes**  
Capt AC Dixit

11

**Samunder Club  
Houston, Texas, USA**  
Mr Atul Vir

12

**India's Role In The  
Dynamic Indo-Pacific  
Scenario**  
Admiral Arun  
Prakash (Retd)

**SEAGULL**



Vol XXIII No 97  
May 2019 to July 2019

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## Cover Picture

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Painting - oil on canvas by  
Artist Dr. Bikash Aich PhD.  
This is the painting to recreate  
the moment when the East  
India Co. ship *Success* was  
captured by the Maratha  
Admiral Kanhoji Angre in  
1717 near Khanderi island.

20

**First World Congress  
On Maritime Heritage  
at Singapore**  
Cmde Ajay Chitnis (Retd.)

22

**Valedictory Function  
of International  
Coastal Clean-up**  
Cmde PK Malhotra (Retd)

25

**Letter From Canada**  
Cdr M S Randhawa (Retd)

28

**Scindia Steam Navigation Co. Ltd.  
Pioneers of Modern  
Indian Shipping**  
Mr. Yezdi Batliwala

30

**Letter from London**  
Paul Ridgway  
FRGS FRIN

33

**Beneath the Blue**  
Cdr (Dr) Arnab Das (Retd)  
and Ms Tiya Chatterji

36

**Indo-Pacific Regional  
Dialogue 2019 –  
Seeking Connectivity**  
Cmde Anil Jai Singh, (Retd)

39

**Djibouti - A Crossroad  
Of Influences On  
The Horn Of Africa**  
Rear Admiral Valere  
Ortoli French Navy (Retd.)

45

**Insurance -A `Top  
Management' Responsibility**  
Capt Sunand Kanetkar (Retd)

48

**Gallimaufry**



## The Sea Our Strength

**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](http://www.ornateindia.co.in)**

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## Editorial

The last quarter saw a slew of tense and proud moments for the nation. On 14 Feb the nation was aghast after the dastardly terrorist attack on a CRPF Convoy which left 40 soldiers dead. Spurred by this loss of lives the IAF retaliated by targeting a terrorist camp on 26 Feb at Balakot across the LoC. The Smart bombs struck with devastating accuracy and dealt a severe blow to terrorism.

On 27 March India was catapulted into an elite league of nations with ASAT capability when a low-earth satellite was shot down by a missile as part of DRDO/ISRO's Mission 'Shakti'. Later, on 01 April ISRO launched PSLV C45 rocket carrying DRDO's EMISAT and 28 other satellites.

The political leaders all over the country are presently at the hustings, as the world's largest democracy goes to the polls during April-May 2019.

Close on the heels of children's Board Exams, the Indian Premier League considered as one of the most fascinating T20 Cricket League of the world commenced on 23 March and will continue till mid May.

IMF too was agog with a spate of activities. The Trustees of IMF unanimously accepted a succession plan to appoint Capt Anand Dixit as the President Designate of IMF and he will take over the helm of IMF as President in 2020. Further, Cmde Ajay Chitnis was appointed Vice President of IMF. We wish them a very successful tenure.

On 05-06 March IMF participated in the Indo-Pacific Dialogue conducted by National Maritime Foundation at New Delhi. We are elated to inform that with the single handed efforts of Cmde Ranjit Rai, a Maritime Museum was inaugurated in New Delhi on 07 March.

On 12 March the SIMA Exhibition of seascapes was inaugurated at Bal Gandharva Kala Dalan in Pune. A variety of paintings were displayed in the exhibition which drew large crowds.

On 17 March we felicitated the young participants of the International Coastal Clean-up at a Valedictory function held in Pune. We are also proud to state that Cmde Ajay Chitnis presented his paper at the World Maritime Heritage Conference held at Singapore on 14 March. He was also conferred Honorary Membership of the World Maritime Heritage Society.

In this issue we are fortunate to have an article on Djibouti Garrison by Rear Adm Valere Ortoli our French Correspondent. We have excerpts of the speech by Adm Arun Prakash on India's Role in The Dynamic Indo-Pacific Scenario, articles on the Engineering marvel Welland Canal, on Marine Insurance, besides reports on various IMF events and other regular features.

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### NOTICE BOARD

- May/June 2019 - Project/Internship on Underwater Domain Awareness
- 29 Aug 2019 - IMF Annual Seminar on Naval Aviation
- Sept 2019 - International Coastal Clean-up all over India by IMF

## Letters to Editor

Sir,

Another Seagull made its appearance about 10 days ago. If I didn't spend so much time reading it this letter would have made its way to you long before now ! Thank you very much for sending it to me. My first reaction is Many Congratulations to you in particular and to all your wonderful colleagues who bring such help and interest to all things nautical not only in Indian waters but all over the world. This is an exciting anniversary and beautifully written about by Captain Dixit in his article IMF 25th Anniversary Celebration. IMF must justifiably be very proud of you. I am also very pleased to see the various pictures of you looking so well despite doing so much. Teddy would have been so proud of you and privileged to have taken part in your early training!

With much love to you and kind regards to your colleagues.

*Pamela Gueritz  
Salisbury, England*

Sir,

It's always a pleasure hearing from you. We are all well here, though bit busy, which is good. Got the 96th Edition of "Seagull". As usual, it's great to read and catch up with all the good work you are doing.

The time for you to hand over the batten to Capt. AC Dixit was on the cards. Well, as they say, everyone has to hang the boots some time. My compliments and sincere thanks to you for all the hard work, dedication and commitment you have put over the best few decades to successfully manage and run the affairs of IMF. Well done and Salute to you !!

I take this opportunity to wish Capt. AC Dixit all the best in his endeavour to keep the IMF flag flying higher. Will be pleased to extend my financial support for "Seagull". Do keep in touch.

Warm regards,

*Harry Banga  
IMF's Life Patron,  
Hong Kong*



IMF President & Council members lay a wreath at Seafarers' Memorial, Pune. 30 Jan 2019

## **Maritime Museum Inaugurated In New Delhi**

By Cmde AJ Singh (Retd)

It is often said that the reason for India's neglect of its maritime domain is the sea-blindness in Delhi being more than 900 kms from the sea. The Indian Maritime Foundation's Delhi branch, with the dedicated effort put in by Cmde Ranjit Rai, former Vice President of the IMF and one of the most recognised names in maritime circles in the national capital, has taken one small step towards improving Delhi's maritime vision with the inauguration of a Maritime Museum in Defence Colony on 07 March 2019.

The date was chosen as we were looking forward to Cmde Rajan Vir's presence since he was expected to be in Delhi for the Indo-Pacific Regional Dialogue held on 5<sup>th</sup> and 6<sup>th</sup> March. Unfortunately, he had to cancel his programme on medical advice. Though he was sorely missed in person, his presence in mind and spirit was very much there.

We were honoured to have Vice Admiral IJS Khurana, PVSM, AVSM, one of the senior most veterans in the capital who very graciously agreed to inaugurate the museum and spoke encouraging words of appreciation. Also present at the event was Mr Madan Lal, the MLA for that part of Delhi. It was a pleasure to see a large number of naval veterans, mariners, students, marine enthusiasts and foreign defence attaches from Russia, UK, Mexico, and a few other countries, all of whom were full of praise for Cmde Ranjit Rai's efforts. Many of them promised to donate naval memorabilia, books and artefacts to the museum. Organisations like the NCC contributed models of Vikramaditya, Delhi class destroyers and a Kilo class

submarine. The Navy has also given a few artefacts. The Russian Naval Attache presented a submarine model, a Captain's surface warfare badge and a rare photograph of an Indian delegation visiting a nuclear submarine in the erstwhile USSR. As the shadows lengthened, salty tales of yore and maritime reminiscences were exchanged over a glass of wine.

The setting up of this museum fulfils one of the objectives of the IMF which is to create an awareness of the importance of the maritime domain in all its facets amongst the young minds in this country. It is hoped that the museum will gain in popularity amongst school children and young people who would get a glimpse of life at sea and in the navy. For the better informed, the rich collection of maritime literature will prove an added attraction. The endeavour of the IMF in Delhi is to continue adding artefacts, books, ship models etc to build the maritime narrative in a simple, interesting and easy to understand manner. It is also proposed to hold informal discussions on issues of maritime interest amongst the maritime community in the capital.

The museum comprises a library section, a display corner and an audio-visual facility to screen maritime films for the benefit of the visitors. A film on the naval action in the 1971 war was screened on the day of the inauguration.

***Cmde Anil Jai Singh (Retd) is Vice President  
IMF at New Delhi***

## Welland Canal – An Engineering Marvel

By Cdr Mukund Yeolekar (Retd)

While driving towards Niagara in Canada two years ago, I noticed a large merchant vessel about 200 metres from the highway. Puzzled, I deviated from the road to satisfy my curiosity. There she was, a behemoth, a bulk carrier in a canal lock being raised by about 45 feet by the flooding waters. As the levels in the two adjacent locks became equal the gate opened and the mighty hulk glided majestically out of the lock towards Lake Erie. Casting enormous shadows she cruised incongruously past lush orchards and vineyards. I was lucky to see closely the transit of this bulk carrier through the Welland Canal along with many awestruck lay people.

Engineers had discovered the trick long ago in the 1800s, letting gravity and water do the work of lifting and lowering behemoths. The technology is simple and ships have been routinely hoisted up and down for over 150 years.

The Welland Canal an amazing man-made wonder of the world is located in the Niagara region of Ontario, Canada between two of the Great Lakes, Lake Ontario (74.98 met above sea level) and Lake Erie (174.34 met above sea level). This canal is a vital link in the St. Lawrence Seaway passage from the Atlantic Ocean to mid-western Canada and the United States. The canal was necessary because the Niagara River, the natural connection between Lakes Erie and Ontario, has impassable falls and rapids. The canal is about 43.4 kilometers in length and includes seven lift locks and one guard lock that bring ocean and lake vessels up 99.36 meters from Lake Ontario to Lake Erie. There are many bridges and tunnels that run over and under this fascinating structure. It takes ships an average of about eleven hours to traverse the entire length of the Welland Canal.

The Welland Canal is important because of its ability to move ships full of cargo up and down

the Niagara Escarpment and therefore contribute to the economic growth and development of Canada and the United States. Approximately 40 million metric tonnes of cargo is carried through the Welland Canal annually by over 3,000 ocean and lake vessels. What makes the Welland Canal fascinating is how it moves these ships up and down the escarpment. The canal utilizes its most abundant resource - water, combined with the Earth's gravity to lift and lower ships in a watertight chamber called a lock. It is an example of brilliant, yet simple innovative engineering.

The transportation of goods is not the Welland Canal's only purpose. The canal's founding father William Hamilton Merritt originally conceived the idea for a canal as a way of providing a consistent source of water for the area's local mills. Even today that purpose still holds true with the canal's water being a major resource for industry in Niagara, serving steel mills, ship builders, paper mills and automobile parts manufactures.

**The First Welland Canal.** The first Welland Canal between Lake Ontario and Lake Erie was constructed during 1824-1829. By 1833 the canal had undergone several modifications and had now become 43.4 kilometers long and 2.4 meters deep and consisted of 40 wooden locks. The building of the canal was then a labor intensive venture, when very few tools were available. The operation of the canal also required a great deal of physical labor as horses and oxen were used to tow the ships (schooners) from one lock to another on paths that still exist today as streets by the name of towpath.

**The total cost of the canal was 8 million dollars and the man responsible for initiating the project was a young entrepreneur named William Hamilton Merritt. He later became known as the founding father of the Welland Canal.**

**The Second Welland Canal.** The building of a larger second Welland Canal was necessary due to the increased use of the waterway by larger ships. Construction on the canal began in 1842.

6.7 meters to 8.1 meters. The canal's depth was also increased to 2.7 meters and later to 3.1 meters by 1853.



Great Lakes, US-Canada border

The canal project was now under the jurisdiction of the government of Canada, who had purchased the canal from the Welland Canal Company one year prior to the expansion. The new canal reduced the number of lift locks to 27 and extended the length between locks from 33.5 meters to 45.7 meters. The locks themselves were made of limestone and increased in width from

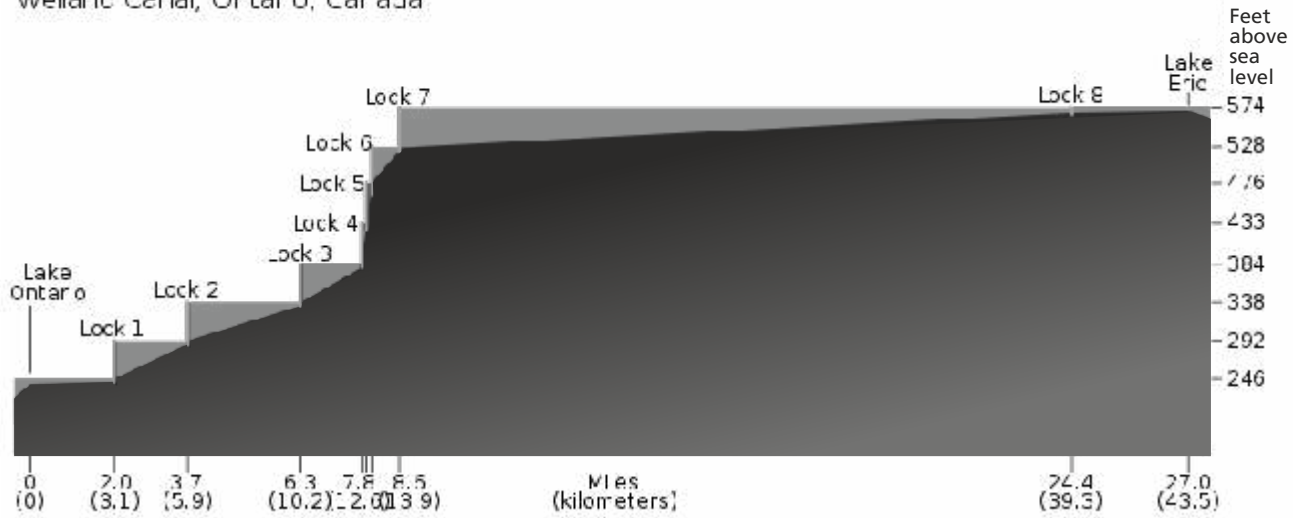
**The Third Welland Canal.** Construction on the canal was completed in 1887. The canal no longer depended on the feeder canal for its source of water. Instead water was directly supplied from lake Erie via the canal itself. The canal was now 4.3 meters deep and its 26 stone locks had swelled to a dimension of 13.7 meters in width with a distance of 82.3 meters between lock gates.



Map of Welland Canal

**The Fourth Welland Canal.** The fourth and current Welland Canal was mainly constructed between 1913 and 1932. (delayed due to World War I) Its depth started out at 7.6 meters but later was deepened to 8.2 meters and currently is 9.1 meters deep. There are 8 locks in total, each 24.4 meters wide and 261.8 meters long. The canal now runs perpendicular to the Niagara Escarpment and is the most direct route of all three previous canals. The canal starts at the man made Port Weller piers on Lake Ontario and continues south as straight as possible to Port Colborne. Between the years of 1967 and 1973 a channel was constructed east of the city of Welland to help speed ship traffic through the

Welland Canal, Ontario, Canada



canal and alleviate highway traffic through the rose city. This channel is known as the Welland By-Pass. Another fascinating feature of this canal is the twin flight locks in Thorold which allow more than one ship to travel in either direction at the same time.

**Present Canal Specifications.** Length 43 km, Max Boat Length -225.6 met, Max Boat Beam -23.8 met, Max draft – 8.2 met. Locks -8.

**Starting Point-** Port Weller at Lake Ontario  
**End Point-** Port Colborne at Lake Erie.

**Elevation Change Between the lakes:** 99.5 met,  
**Average transit time:** 11 hours.  
 Managed by St Lawrence Seaway Management Corporation.

The Canal Area is beautifully maintained and attracts hordes of curious tourists. Many fascinating hours can be spent watching how the gates are opened and shut to control the water flow, allowing the behemoths from all corners of the world to sail into the middle of the North American continent.

**Economic Significance:** Despite the large capital investment required to modernize

existing inland waterway systems and for new construction, water transport has demonstrated competitive strength as a carrier for commodities for the movement of which the time factor is not of prime importance, such as minerals, timber, and many agricultural products. The deep waterway, navigable by oceangoing ships, extends about 2,300 miles from the Atlantic Ocean to the head of the Great Lakes in the heart of North America.

The St. Lawrence Seaway has led to an expansion of industrial activity on the regions bordering the Great Lakes. Economic expansion along North America's rivers has followed capital investment in improvement of navigation along them. In Europe and Russia too, similar development of vast areas was made possible by linking the major rivers to provide shorter routes. On most international rivers, there are no navigational charges; but tolls are charged on most national artificial waterways. Costs of water transport are therefore mainly operating costs, which are considerably lower than the total costs of movement by other transport modes.

References - Wellandcanal.com, Encyclopedia Britannica, Wikipedia

*Cdr Mukund Yeolekar  
 is Editor, Seagull*



## **SIMA's Annual Exhibition of Seascapes**

By Capt AC Dixit

The exhibition of seascape paintings by marine artists at Balgandharva Kaladalan in Pune is an annual event eagerly awaited by marine artists and the art lovers of Pune. The annual exhibition of seascape paintings is organized by SIMA (Society of Indian Marine Artists), a sister organization to the IMF established in 2001. The recent exhibition was held at the Balgandharva Kala Dalan from 12<sup>th</sup> to 14<sup>th</sup> March 2019. 80 fine seascapes by various artists were on display.

The Chief Guest for the inauguration of the exhibition was Mr Ashwini Malhotra, the Managing Director of Weikfield Foods Pvt. Ltd., the flagship company of the Weikfield Group. Mr Malhotra is also a Director in other Weikfield Group of Companies and a Trustee of the

Malhotra Weikfield Foundation & Janaseva Foundation.

Mr Ashwini Malhotra and Mrs Preeti Malhotra were welcomed by Capt AC Dixit on behalf of Cmde Rajan Vir, President of IMF, who was unable to attend the ceremony due to unavoidable circumstances, and Mr Prateek Tandon, Secretary of SIMA.

Capt Dixit introduced Mr Ashwini Malhotra in his welcome address and explained the role of IMF and SIMA to the audience. Mr Malhotra in his address expressed his admiration for the talent displayed at the exhibition. Mr Prateek Tandon gave a pleasant surprise with the rendition of a poem composed by himself which



Painting - oil on canvas by Artist Dr. Bikash Aich PhD. This painting is an imaginary recreation of the moment when the Portuguese ships got grounded on the submerged wall near the Vijaydurg Fort. Attacking ships often met a watery grave after colliding against an undersea wall, constructed at a depth of 8–10 metres under the sea and made of laterite. The wall is estimated to be 122 metres long, 3 metres high and 7 metres wide. When the Siddhi of Janjira was going to attack Vijaydurg, he got a message from Portuguese telling him that they had lost 2 of their ships while they were nearing the fort.



Capt A C Dixit with the chief guest Mr. Ashwini Malhotra (in the centre) and Mrs. Preeti Malhotra



Painting by Shri. Shailesh Sonawane

was received with hearty applause by the audience.

Mr Ashwini and Mrs Preeti Malhotra went around the exhibition hall viewing each painting with keen interest and interacting with the painters. The exhibition included beautiful paintings made in Oils, Acrylics, Water colours and Pencil on Paper by Shailesh Sonawane, Hina Bhatt, Hoshnar Kaikobad, Nandkishore Dhadnekar, Prateek Tandon, Capt Prafulla Hudekar & many others. The participating artists were awarded certificates by the Chief Guest. A high point of the

event was a painting demo by the noted artist Mr Shailesh Sonawane.

The exhibition received a warm response from the citizens of Pune as was evident from the number of visitors who came to view the paintings.

**Congratulations to SIMA for the excellent show.**

***Capt AC Dixit is President Designate IMF.***

## Samunder Club Houston, Texas, USA

By Mr Atul Vir

The Samunder Club of Houston (www.samunderclub.org), formed in 1993, recently celebrated their 25th Anniversary on November 9th, 2018. The organization commemorated the occasion by holding a Gala Dinner at the Ashton Gardens in West Houston. It was a grand affair attended by about 400 people including members, families and guests.

Samunder Club is a collection of Indian merchant mariners who live and work in the Houston-New Orleans area. There are 156 Members who are employed in almost every facet of the marine industry in the Gulf region – from drilling and exploration to ship management and Classification Societies. They have a two-pronged strategy – to educate themselves on the latest technologies in the market today and to disseminate their knowledge and expertise to serve the marine industry in the Gulf region. So far this year they have attended several middle and high schools to give guidance to young adults who are thinking of selecting a career at sea. They also work with the Houston Pilot Association and the Houston Port Authority in their seminars and activities.

Being the 25<sup>th</sup> Anniversary celebration, there were many notable speakers who outlined the progress of the club. The first President, Capt Pradeep Talan, gave the Club's history since a few families got together. It is mainly a professional and social organization with mission to enhance image of Indian seafarers abroad and, to foster relationships and encourage networking between the maritime community of Indian origin who are resident in Houston.

Cmde Rajan Vir, President of IMF was an invited honored guest at the event and was asked to address the gathering. Cmde Vir introduced the IMF, its activities and progress and invited members of Samunder club to engage with IMF and visit Pune on their visit to India. He was accompanied by Atul Vir, Honorary Correspondent of IMF in Houston.

Anil Gupta, President of Logiship, a ship-brokering firm, and ex-Chief Mate with SCI was instrumental in coordination, leading to future interaction between IMF and Samunder Club.

***Mr. Atul Vir is Honorary Correspondent of IMF in Houston***



Mr. Atul Vir with Cmde Vir and Mr. Anil Gupta



Cmde Vir addressing the gathering

## India's Role In The Dynamic Indo-Pacific Scenario

By Admiral Arun Prakash (Retd)

**Let me start by offering my warmest felicitations to IMF, on the 25<sup>th</sup> anniversary of its founding. Attaining a quarter of a century is a significant milestone in the life of any organization, and today must be a proud day for its founder-President, Cmde Rajan Vir, who has, single-handedly nurtured, fostered and promoted this foundation to its present position of eminence.** I take this opportunity to wish IMF a very bright future, and have no doubt that it will continue to grow from strength to strength. Even as we see India rising as a maritime-power, many in the country still suffer from chronic 'sea-blindness'; and it is institutions like the IMF which will help eliminate this malady.

My own association with IMF and Cmde Rajan Vir goes back to almost two decades, when I was posted in Kharakvasla. Over the years, I have watched, with growing respect and admiration, his selfless and dedicated endeavours in many worthy causes, including IMF. This is also an appropriate moment to recall the support that the late Mrs. Gita Vir used to provide to the IMF, and to pay tribute to her contribution.

I am, indeed, honoured to have been invited to this evening's IMF anniversary event and to deliver a talk, on '*India's Role in the Dynamic Indo-Pacific Scenario*'. It is an apt choice of subject, because of its topicality and relevance – especially - for a knowledgeable gathering such as this.



Adm Arun Prakash addressing the audience on 14 Jan 2019

**Hazards of Prophecy.** One of the problems is, that in our volatile world looking at the future has always been a hazardous undertaking. Statistically, prophets don't have a good record and have, most often, been proved wrong. But their pronouncements did mark historical 'turning points' for the world. Let me flag four such instances.

**In October 1960, Soviet Prime Minister Nikita Khrushchev declared; “History is on our side; we will bury you”. But history had other plans and 30 years later, it was the remains of the Soviet Union which were buried in December 1991.**

At the fall of the Soviet Union in 1991, American political-scientist, Francis Fukuyama predicted that this was not just the end of the Cold War, but the end-point of mankind's ideological evolution and *'the universalization of Western liberal democracy as the final form of human government.'* A few years later, Fukuyama's euphoria ended and he had to recant; when it became obvious that Western liberal democracy, was not even the form of government for a major part of the world.

In 2005, American author Thomas Friedman wrote the bestselling book, *The World is Flat*, which sang praises of globalization. Just a decade later, developments in 2016 saw most prophecies about globalization crumbling. First, came the shock of Britain's narrow vote for Brexit; the decision to leave the European Union. This was followed by Donald Trump's unexpected victory; whose shock reverberated round the world. The maverick Republican President's 'America first' stance, his sanctions against Russia and Iran, his trade war on China, controls on immigration and closed markets, have cast serious doubts on the future of globalisation.

#### **National Security**

**Over the years, the concept of national security has been steadily expanding in ambit and today, it not only implies the mobilization of political, diplomatic and economic tools in the interests of the state, but**

**also addresses concerns, relating to environmental threats, resource-scarcity, and socio-economic factors.**

Experience has shown that while war may be a political act, it is also a mirror of one's culture; how nations use force, or fight wars, is a reflection of who they are. During the Cold War, western analysts found that each culture had its own way of interpreting and reacting to international events, and concluded that the inception of a new tool was necessary for analysis and forecasting. This tool, termed *'strategic culture'*, is defined as: *'a set of shared beliefs, assumptions, and modes of conduct that shape collective identity and relationships to other groups.'* Foreign academics have remarked about the absence of a strategic culture amongst Indian elites who show little evidence of having systematically thought about national strategy.

#### **Some Tenets of International Relations**

While examining the motivation and objectives of nation states, we need to keep in mind, a few tenets of international relations theory to retain perspective. At the outset, the concept of neo-realism conveys a set of clear warnings. It says that the international system is governed by anarchy, and states act in pursuit of their own self-interest, to ensure security and survival. Obsession with security makes states inherently aggressive and induces them to amass resources, power and territory.

States, acting in pursuit of their self-interest, gather as much military and economic power, as they can. This often gives rise to a situation in which actions by one state intended to enhance its own security, can cause other states to respond with similar measures; leading to heightened tensions and even conflict. This is the 'Thucydides Trap' that one hears of, these days. Having touched upon many diverse themes, let us draw the strands together and focus, now, on India's locus standii and the challenges it faces as

well roles and responsibilities it can discharge in the dynamic scenario, developing in the Indo-Pacific.

### **The Indo-Pacific Concept**

India was often perceived as being 'over-possessive' of the Indian Ocean; even to the extent of considering it 'India's Ocean', and attempting to impose its version of the Monroe Doctrine in the region. There was, indeed, a time, when India had pursued the goal of excluding external powers from the IOR, but with the end of the Cold War and globalization of India's economy, its foreign policy underwent a pragmatic re-orientation. Starting with Ex 'Malabar' with the US Navy in 1992, India has moved on and now hosts a dozen navies for bilateral and multi-lateral exercises; marking the replacement of India's traditional 'non-alignment' by a policy of multi-lateral engagements. But given India's growing trade & energy linkages as well as diplomatic engagements, could it remain confined to the IOR?

The term 'Asia-Pacific' was coined post-WW II, presumably, to create economic and military linkages between USA and nations of the Pacific region. With the US focusing mainly on China as well as treaty partners like Japan, the Philippines, S Korea and Taiwan, the 'Asia-Pacific' concept appeared to leave out everything west of Malacca Straits. A few developments, have seen the geo-strategic focus shifting away from Asia-Pacific and creating a need for a new and more inclusive paradigm to embrace a broader geographic scope. The salient amongst these factors were:

- (a) The near simultaneous rise of China in the Pacific and India in the IOR; both countries have overlapping interests in safety of trade and energy traffic in the Indian and Pacific Oceans.
- (b) China's dramatic technological and military growth, which caught the US by surprise.
- (c) The attempted 'pivot' or 're-balance' to Asia; which put a huge strain on US resources and led to a quest for regional partners.
- (d) Japan's and Australia's intense sense of

vulnerability on account of trade and energy sea-lanes running over 10,000 km to the Persian Gulf.

Given these factors, the hyphenation of the Indian and Pacific Oceans to create the 'Indo-Pacific' paradigm was seen by the US State Department as a logical step in its strategy to balance China, because it drew India into the same geo-political arena. At the same time, the 'Quad' was revived and Japan brought into Ex-Malabar. The military underpinning of this change was conveyed to the world by renaming of the 'Pacific Command' as the 'Indo-Pacific Command'.

For India, already in a strategic partnership with ASEAN, and a member of the East Asia Summit, the Indo-Pacific formulation is in consonance with its 'Look East' policy and should ensure that it will no longer be excluded from economic and security initiatives in that region. The Indo-Pacific also provides a handy umbrella under which India can strike new partnerships across the Malacca Straits with countries such as Japan and Australia – as it attempted in the 'Quadrilateral'.

However, China having expressed severe displeasure at the Indo-Pacific as well Quad, because it suspected that both were signs of incipient 'containment', there has been a degree of backtracking, as may be seen in PM Modi's speech at the Shangri La Dialogue 2018:

***“India does not see the Indo-Pacific as a strategy or a club of limited members, nor as a grouping that seeks to dominate, and by no means do we consider it as directed against any country...”***

Without mentioning the Quad, Modi went on to say: *"It is normal to have partnerships on the basis of shared values and interests. India, too, has many in the region and beyond. We will work with them, individually or in formats of three or more, for a stable and peaceful region."*

In order to lend perspective to India's standing in the Indo-Pacific; we need to focus on three powers. The first is, obviously, China.

### China

Given its growing economic and military strength, revisionist outlook and past record, China can be expected to push its influence in the region, grab territory, and re-write the rules of international conduct to suit its own interests. A manifestation of China's belligerence is the campaign of 'cartographic expansion' that it has mounted through the '9-dash line' in the SCS and repudiation of the 1914 McMahon line on the India-China border.

**While China's dominant military position on the Tibetan plateau poses a severe challenge to India from landwards, the establishment of maritime footholds in the Indian Ocean, including military bases in Djibouti and Gwadar are meant to provide it a network of port facilities, which could support long-range maritime operations.**

Today, it is China rather than Russia, which dominates the Eurasian 'world-island'. On one hand, the 15,000 km Economic Belt, connecting Central China to Europe, is creating a trans-continental infrastructure for the economic integration of the world-island from within, by an internal network of high-speed railways, FOC and energy pipelines. At the same time, **the ambitious Maritime Silk Road involving 65 countries and expenditure of trillions of dollars promises to transform the economy and geo-politics of the Indo-Pacific.**

Ever since Xi Jinping designated the maritime domain as an essential building block of his 'China Dream', there has been a systematic build-up in each element of national maritime power. Today, China is the world leader in ship-building, and its 5000-ship strong merchant marine ranks No.1 in the world. It also owns the largest number of coast guard vessels that protect the world's biggest fishing fleet. Chinese shipyards

are rapidly adding to its fleet of modern destroyers, frigates and submarines nuclear and diesel. In a few years the PLA Navy (PLAN) will overtake the US Navy in numbers – but may lag in capability.

Choices, for India, in the face of Chinese hegemony, are stark. The constraints of India's political system render it unlikely that it can bridge the economic and military gap *vis-à-vis* China within a reasonable timeframe.

### Russia

We need to talk about Russia, because the Soviet Union had remained a steadfast source of politico-diplomatic support and military hardware for India, for nearly half a century. As the successor state, Russia continues to enjoy a considerable degree of goodwill in India. However, given the fact that Russia has now made common cause with China, the Indo-Russian relationship has acquired complex overtones.

Over the past three decades, as the Russian arms industry has proved incapable of providing reliable support for its products, Indo-Russian relations have tended to become increasingly transactional. India's significant turn to the USA, in an effort to diversify its sources of weapon-supply, has been resented by Russia. And yet, India will continue to remain heavily dependent on Russia, not only for supporting its legacy systems but also for new weapons such as S-400 interceptor-missile and Kamov-226 helicopters, it is in the process of acquiring.

### Pakistan

Pakistan could take up a lot of our time, but I will confine my remarks to just a few essential points. The Pakistani 'deep state', comprising the GHQ and ISI Directorate is determined to sustain, indefinitely, the bogey of an 'existential threat' from India which will justify their status as the nation's saviours. Sworn not to accept a subsidiary role in S Asia, the Pak army is willing to pay any price to de-stabilize India, disrupt its

economic progress, grab Kashmir and keep it out of Afghanistan. Pakistan having been enlisted by China as a 'cat's paw', both have formed a menacing anti-India nexus. President Trump's denial of US economic aid and the difficult conditions imposed for an IMF bail-out have pushed Pak deeper into China's arms, with CPEC being seen as the panacea for all its ills.

Any edge in that India may have had in, nuclear or conventional military strength, has been negated by Pakistan's adoption of the doctrine 'flexible response' which threatens a riposte, using tactical nuclear weapons, to a conventional Indian attack.

**By bolstering Pakistan's, tottering, economy, and arming it to the teeth with nuclear and conventional weapons, China hopes to check-mate India and confine it to a South-Asia box.**

### The USA

At some point in the last decade, realization dawned on the US, that China, defying all forecasts, was well on the way to acquiring the economic, military and technological resources to rival the US. Seeking help to bolster its declining influence and power in the Indo-Pacific, a consensus emerged in Washington that enlisting India as a partner in a China-hedging strategy would be a sound idea.

On India's part, for it to attain its full economic and strategic potential, it will need a period of stability and some insurance against hegemony. There are few choices before India and a partnership with the US would appear a pragmatic option at this juncture. Successive Indian Prime Ministers have declared that the two nations were 'natural allies' and President Obama opined that; *'India and the U.S. are not just natural partners. I believe America can be India's best partner.'* The December 2017 US National Security Strategy, which carries President Trump's imprimatur says: *"We will expand our defence and security cooperation with India, a Major Defence Partner of the US,*

*and support India's growing relationships throughout the region."*

However, Trump's 'America First' policy was evident in passing of the CAATSA (Countering America's Adversaries Through Sanctions Act). Meant to penalize Russia and Iran, this Act could impact India adversely due to the threat of sanctions for trading with both countries.

### India's Options

Clearly, the Indo-Pacific concept has roots in the new challenges that Asia and the US are faced with, and tries to address the limitations of the Asia-Pacific construct; mainly its exclusivity. Given India's economic and military rise and the growth of its international stature, the time was ripe for its integration into the Asia-Pacific political and security matrix; through the Indo-Pacific concept.

This concept, received a mixed reception in New Delhi, because of an obvious lack of strategic clarity. As you know, in seven decades since independence, no Government has considered it necessary to formulate a national security doctrine or strategy; depriving the military of higher direction and leaving it confused. Undaunted by this lacuna, the Indian Navy (IN) had taken up, *suo moto*, the challenge of bridging this intellectual void and drawing up a roadmap to synergise its endeavours. This was done by issuing a maritime doctrine as well as strategy.

The 2015 edition of the Indian Maritime Security Strategy identifies India's 'primary areas of maritime interest' as, essentially, the North and SW Indian Ocean and all its entry, exit and choke-points. It then defines the 'secondary areas of maritime interest' that encompass the SE Indian Ocean, Western Pacific Ocean, South and East China Seas, the Mediterranean Sea, west coast of Africa and other areas based on Indian diaspora, overseas investment or other interests. If you conjoin the two, there is significant conformity with the Indo-Pacific construct.

In our primary area of interest, the main source of



concern is the increasing presence of the PLA Navy. 2014 saw the first PLAN submarine deployments in the IOR. With the availability of bases in Gwadar and Djibouti and friendly ports in Myanmar, Bangladesh and Sri Lanka, we can expect to see Chinese units deploy in our waters with greater frequency. In countering threats posed by PLAN in the Indian Ocean, asymmetric, 'anti-access, area denial' approaches would be far more effective than trying to match the adversary 'force-on-force' or by threatening China in the western Pacific.

Fortunately, India is blessed with a favourable maritime geography and the Indian peninsula dominates both the Bay of Bengal and the Arabian Sea. This geographical disposition highlights the advantages of our 'interior lines of communication' as compared to 8000-10000 km long 'exterior lines' separating Chinese naval bases from the Bay of Bengal. Moreover, the A&N Island chain across the exit from Malacca Straits could be a formidable barrier – provided we fortify them suitably.

### **Provision of Net Security**

In the past, ASEAN nations have sought increased Indian naval presence in their waters as counter-poise to a rising China. While India had declined direct involvement in affairs of the Western Pacific and especially in US-China power politics, it has, now, succumbed to persuasion by the US and assumed the role of regional 'net security provider.'

**While we frequently express concerns about China's 'string of pearls' and the BRI, the challenge lies in crafting creative, dynamic and long-term maritime alternatives, and employing the IN as the instrument of policy as it should be.**

Countries in India's immediate neighbourhood, many of them island nations, seek maritime security; sometimes through direct naval presence, but more often through urgent requests for material aid, training assistance and advice.

Responding to such requests in a reasonable timeframe is very important.

The 2008 Indian Ocean Naval Symposium (IONS) was an initiative to reach out to the maritime neighbourhood and promote a multilateral approach to regional security cooperation in all its dimensions. Mooted by the IN it has just celebrated its 10<sup>th</sup> anniversary, but received only lukewarm support from the MEA. A tripartite India-Sri Lanka-Maldives agreement on MDA concluded in 2016 appears to have better chances of success. After its sterling performance during the 2004 tsunami, India's neighbours expect prompt assistance from the IN in times of natural calamity. The Service needs to prepare and equip itself to render prompt HADR.

While the 2015 Maritime Strategy speaks of 'areas of interest' and not 'areas of responsibility', it does seek to create a 'favourable and positive maritime environment' in which threats can be regularly monitored and countered through maritime cooperation amongst stake-holders. The promotion of a favourable maritime environment, according to the Strategy, “...would also contribute towards providing net security” in the area. The three underlying principles of ensuring Net Maritime Security are: preservation of peace, promotion of stability and maintenance of security. The pursuit of these principles, will call for Presence & Rapid Response, Capacity Building, Development of Regional Maritime Domain Awareness (MDA), Maritime Security Operations and Strategic Communication for Net Security.

As I near the end of my talk, let me leave you with a few general observations in the context of what has been said.

Firstly; the navy's significant foreign cooperation outreach to smaller IOR neighbours has, often, been plagued by delays and procrastination in New Delhi. Secondly; India is still struggling to become a significant industrial and technological power, and has to support the needs of its military

through massive imports. Thirdly; given the national level void in doctrine and strategy, India seems to be taking a relaxed view of developments in the Indo-Pacific region. Nothing illustrates this better than our failure to focus on maritime security, fortify the A&N Islands. Fourthly; while we can blame lack of political resolve and diplomatic lethargy for the neglect of many critical security issues, the armed forces need to introspect about their own lack of cohesion and infighting that impact adversely on Jointness and national security. Finally; **a reality that has eluded India's decision-makers, is that 'maritime power' is much more than just a navy.** It constitutes just one pillar of the country's maritime capability, and without the rest of the structure India's maritime power will remain hollow.

### Conclusion

Let me conclude by recalling **Admiral Mahan's description of the Indian and Pacific oceans as “hinges of geopolitical destiny”, because they could enable a maritime nation to project power and wield far-reaching influence.** Today, the Indo-Pacific region, or what Robert Kaplan calls, the Greater Indian Ocean, is where, he predicts that, *“the rivalry between the US and China interlocks with the regional rivalry between China and India.”*

One hopes that Kaplan's prediction is wrong, but the fact remains that rivalries, unless carefully managed, can lead to conflict. As far as India is concerned, it does not seek military alliances, and hopes that the Indo-Pacific will become a zone of peace and the Quad a maritime partnership for the common good, giving no reason for China to suspect containment or 'ganging up' against it.

Notwithstanding its handicaps, India, as a democracy, a nuclear weapon state and a significant economic and military power, must stand firm; as a bulwark against regional hegemony. History shows that neither appeasement, nor empty bluster works with hegemonic powers.

The 'prophets' on Raisina Hill are, once again, chanting the mantra of; *'Jang nahin hogi'*. The success-rate of prophets, as I mentioned, is low, but chances of this prophesy coming true will rise exponentially if India crafts a grand-strategy, initiates urgent reform of its archaic defence structures and takes steps to revive its comatose military-industrial complex.

*Adm Arun Prakash  
is former Chief of Naval Staff.  
Abridged by Cmde Ajay Chitnis  
Vice President, IMF*



A section of the audience for Adm Arun Prakash's Lecture

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## First World Congress On Maritime Heritage at Singapore

By Cmde Ajay Chitnis (Retd.)

The First World Congress on Maritime Heritage was conducted at Singapore from the 13<sup>th</sup> to the 15<sup>th</sup> of March 2019. The theme of the Congress was “**Connecting with the Past to Navigate the Future**”. The aim of the Congress was to initiate a coordinated effort to communicate the importance of our maritime heritage and current maritime endeavour. It sought to bring together a diverse global array of maritime constituent groups, institutions, and stakeholders, and provide a unique opportunity for all to form new partnerships towards achieving a common objective: securing a sustainable future through better understanding of our common maritime heritage. Importantly the Congress coincided with the 200th anniversary of the founding of the modern state of Singapore, a major global centre for shipping, finance and commerce. This inaugural event was initiated by Consortium for International Maritime Heritage, and supported by a number of local and international organizations. Interestingly, the main sponsor of the conference was the Ministry of Transport and Communications of the Sultanate of Oman.

The Congress began punctually at 9.15 am on the 13<sup>th</sup> of March with a welcome address by Mr. Koji Sekimizu, former Secretary General of the International Maritime Organization (IMO), who was also the Honorary Chairman of the Organizing Committee. He spoke about the Theme of the Inaugural Session: **Sharing Global Perspectives of Our Shared Maritime Heritage**. He was followed by Dr Janil Puthuchery, Senior Minister of State (Ministry of Transport and Ministry of Communications and Information), who presented the Singapore Perspective. The formal inauguration of the Congress was the next item on the Agenda, which was symbolically done by Ministers from Singapore and Oman by turning a Ship's Steering Wheel. The first Keynote Address was delivered by H.E. Dr Ahmed Mohammed Salem Al Futaisi,

Minister of Transport and Communications of the Sultanate of Oman. He spoke about Oman's Maritime Heritage, which dates back to the Stone Age.

The first session was: “The Ocean as the Pathway to International Commerce and the Global Economy”, and the Keynote Address was delivered by Mr. Kitack Lim, the Secretary General of IMO. His presentation was titled, “The Ocean as the Pathway to International Commerce and the Global Economy”. This was followed by a Panel Discussion on the theme, chaired by Carleen Lynden Walker, Co-Founder and Executive Director of North American Marine Environment Protection Association; Founder Consortium for International Maritime Heritage. The panelists were, Libby Chan, Assistant Director, Hong Kong Maritime Museum, Caroline Yang, Chief Executive, Hong Lam Marine Pte Ltd, Gerardo Borromeo, Vice Chairman of the Museo del Galeon Foundation, and David Barrow- Vice President, Marine & Offshore – South Asia Zone, Bureau Veritas. Extremely interesting topics such as, Revealing the great trade routes of history and their resurgence today, How has Shipping served as a catalyst for developing the global infrastructure, and Maritime Industries: Ships, Shipping, and Shipbuilding, were discussed.

Post lunch, the second session: Why Must We Connect the Past to Navigate the Future? was kicked off by Dr. James P. Delgado, Vice President, Search Inc., with his presentation on: “What is Maritime Heritage and why is understanding of it vital today?” This was followed by a panel discussion on Maritime Heritage is used to communicate the Issues of the Present and the Future. This was chaired by Kevin Sumption, Director Australian National Maritime Museum, and the panelists were: Richard Wesley, Director, Hong Kong Maritime

Museum, Laura Boon, Lloyd's Register Foundation Public Curator: Contemporary Maritime, You Zefeng, Director, Ninghai Maritime Museum and Professor Frederick Francis, Founding Commodore of World Maritime Heritage Society. The topics discussed were: What is the role of Maritime Museums in communicating the issues of today? Maritime Heritage and Mass Media, and Maritime Heritage and Education.

An extremely interesting case study titled "Preserving the Titanic Collection", was presented by Dr. Kevin Fewster, Director, Royal Museums Greenwich. Another highlight of the afternoon session was a presentation titled: Why Celebrating and Understanding Maritime Heritage is Vitally Important Today. by James Honeyborne, Creator and Executive Producer, Blue Planet II, which gave a deep insight into what had gone into producing the much acclaimed series.

*Cmde Ajay Chitnis  
is Vice President IMF*



Cmde Ajay Chitnis with Prof. Frederick Francis



Author Cmde Ajay Chitnis on extreme right with delegates

## Valedictory Function of International Coastal Clean-up

By Cmde PK Malhotra (Retd)

ICC (International Coastal Clean-up) is a movement initiated and sponsored by the 'Ocean Conservancy' a non-profit organization based in Washington DC. The movement was started by Linda and Kathy in Texas, USA. People from more than 100 countries come together each year and participate in a Cleanup event near them. Over the past 27 years, more than 10 million people have walked nearly 500,000 miles collecting nearly 170 million pounds of trash.

The first cleanup was organized on 23<sup>rd</sup> September 2002 at Mumbai's Chowpatty in the presence of then Vice Adm Arun Prakash with the wholehearted support of the Western Naval Command.

After that, every year the coastal cleanup has been organized by the IMF. More beaches on the West coast and the East coast were added including Diu/Daman and the Andamans. The coastal cleanup is not confined to the coast. Rivers and river banks in the interior of India

have also been brought into the ICC programme. After all, the rivers drain into the oceans along with all the trash that they bring.

IMF began the cleanup of rivers in Pune and then extended the activity to the hinterland water bodies in north India. With total dedication and almost single-handedly, coordinator India north, brought the rivers of Punjab and several water bodies within the ambit of ICC.

Pune is blessed with a number of rivers and lakes. That brings its own problems- the trash generated upstream and within the city ends up on the river banks and creates serious health and environmental problems. The cleanup of river banks in and around Pune is undertaken by the IMF with the help of school and college students, Rotary clubs and volunteers from all walks of life. The cleanup data for India for 2018-19 is appended below:



ICC Prize Winners-Mar19



### ICC Valedictory Function - 17 Mar19

- (a) Total clean-ups organised: 54
- (b) Total Organisations participated: 79
- (c) Total Dedicated Volunteers: 4088
- (d) Total weight collected 233 Kg
- (e) Total Distance: 161 Km
- (f) Plastic Wrappers 3233
- (g) Plastic Bags 4734
- (h) Maximum item collected: 5421 Plastic Cups
- (k) Heaviest items collected: Construction material / Mud statues

To recognise the contribution of volunteers from schools and different organisations towards raising awareness about protecting our marine environment as well as our inland water bodies from the scourge of pollution, a valedictory Function was held on 17<sup>th</sup> March 2019, at Boat Club, Pune. The volunteers who participated were felicitated with medals and certificates. **The winner trophy this year was bagged by Sea Cadet Corps Pune Unit. The Runners-up trophy was jointly awarded to Anjuman-e-Islam Girls Polytechnic, Pune, and BCM ARYA Model School, Ludhiana, Punjab.** Mrs.

Vipra Kale, Manager Environment, BCM Arya School was awarded a special cash prize for her unstinting support to the cause of coastal clean-up and also her dedication towards spreading the awareness amongst school children. The function was attended by eminent Rotarians, veterans from the Navy, the Army and Merchant Marine. The chief guest was Surgeon V Adm Ravi Kalra, NM, VSM Director & Commandant Armed Forces Medical College accompanied by his wife Dr. (Mrs.) Varinder Kalra. The guest of honour was Rotarian Ravi Kapoor, President Rotary Club of Pune Central.

IMF is creating media interest in maritime knowledge and skills in the youth. Awareness drive was mainly achieved by visiting schools and corporate offices personally by members of IMF and using new and innovative interactive sessions. This has definitely inculcated a value system, self realization and a deeper understanding of the impact on the future of the planet.

*Cmde PK Malhotra (Retd) is Council Member of IMF*



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## Letter From Canada

### Royal Canadian Navy Roundup: Q-1, 2019

By Cdr M S Randhawa (Retd)

**January '19. HMCS *Ville de Québec* and RCAF *CH-148* helicopter air detachment complete NATO deployment; HMCS *Toronto* assumes position.**



*The RCAF's CH-148 Cyclone also known as "Avalanche," landing on board HMCS Ville de Québec's flight deck, as Turkish Naval Ship Orucreis sails off the port quarter, in the Mediterranean Sea on November 17, 2018 during Operation Reassurance.*

Photo: Master Corporal André Maillet

The Royal Canadian Navy (RCN)'s Halifax-class frigate – Her Majesty's Canadian Ship (HMCS) *Ville de Québec* – completed its six-month deployment in *Operation Reassurance*: Canada's contribution to NATO's assurance and deterrence measures in Central and Eastern Europe.

Conducted under the Standing NATO Maritime Group Two (SNMG2), this was the ship's first operational deployment with an embarked Royal Canadian Air Force (RCAF)'s *CH-148 Cyclone* maritime helicopter and the Helicopter Air Detachment (HELAIRDET) on board. The joint deployment thus marked a historic moment for both, the RCN and RCAF.

HMCS *Ville de Québec* was deployed for 190 days, logged more than 32,800 nautical miles while sailing the Atlantic Ocean, the Mediterranean, and the Norwegian and North

Seas, conducted 14 operational ports of call in 12 countries in Europe, Africa, Asia and the Middle East., and participated in Exercise Trident Juncture 2018, a multinational exercise consisting of approximately 50,000 personnel, 250 aircraft and 65 vessels from 31 NATO Allies and partner nations.

The frigate also participated in five cooperative deployments with ships of the Japanese Maritime Self Defence Force as well as Tunisian, Algerian, Turkish and Egyptian Navies, besides hosting events onboard, in Tunisia, Algeria and Israel, helping to strengthen Canada's ties with the international community. The ship and helicopter (also called "Avalanche"), supported the international efforts in the region, including surveillance and monitoring regional defence, diplomatic engagement, and capacity building.

HMCS *Toronto* has since replaced HMCS *Ville de Québec* as Canada's contribution to the NATO requirements.

**February '19. \$186M Contracts awarded to enhance Tracking and Detecting capabilities of Halifax-class frigates.**

The Government of Canada awarded two contracts valued at \$186 million to General Dynamics Mission Systems-Canada to upgrade and maintain underwater sensors installed in the



Artist's rendering of CSC Design

modernized Halifax-class frigates, providing the RCN with enhanced naval intelligence, surveillance and reconnaissance systems. As a result of this investment, the Halifax-class multi-role frigates will be able to detect quieter targets at increased ranges will remain key contributor to Canada's naval operations for the next 20 years.



**Design of future Canadian Surface Combatants (CSC) unveiled**

The Government of Canada has officially selected Lockheed Martin Canada for the design of 15 new Canadian Surface Combatants (CSC) that will be built at Irving Shipyard at Halifax, Nova Scotia. The winning bid is based on the BAE Systems Type 26 Global Combat Ship.

Construction is expected to begin in the early 20s, with first delivery expected in the mid-20s, with expected service life of 40 years. The CSCs will gradually replace the Halifax class frigates, eventually forming the backbone of Canada's naval fleet.

The CSC project represents the largest, most complex procurement ever undertaken by the Government of Canada. Further work will be undertaken to refine and finalize the selected design to incorporate capabilities specific to Canada, such as the Cyclone Helicopter CH-148, and integrated operations with the Canadian Army and Canadian Special Operations Forces.

**March '19. HMCS *Regina* Deployed to the Asia-Pacific and Middle East Regions**

HMCS *Regina* is currently sailing in the Middle-East region in support of Operation ARTEMIS, the Canadian-led Combined Task Force 150 (CTF 150) – part of the Combined Maritime Force – a naval coalition of 33 partner nations

that promotes security and stability in international waters.

*HMCS Regina, see here with NRU Asterix, and HMCS Ottawa sailing in formation with Patrol Craft training vessels near Constance Bank, Victoria, British Columbia on February 6th 2019. Photo: Corporal Stuart Evans*

The Halifax class ship had earlier departed homeport of Esquimalt, British Columbia, and participated in Operation PROJECTION in Asia-Pacific region, working with partner navies and conducting key leader engagements to enhance military cooperation and partnerships in support of Canada's diplomatic efforts.

CTF 150 works to deter and deny terrorist organizations from using the high seas for smuggling weapons, illicit cargo, and narcotics, while ensuring the safe passage of merchant ships in some of the busiest shipping lanes in the world. HMCS *Regina*'s deployment represents Canada's third deployment to the Asia-Pacific region under Operation PROJECTION. Of note, this deployment also marks the third operational deployment of a CH-148 Cyclone helicopter, and the first deployment of a Cyclone with Canada's Pacific Fleet.

*Cdr MS Randhawa is IMF's Correspondent in Toronto, Canada*



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## **Scindia Steam Navigation Co. Ltd. Pioneers of Modern Indian Shipping**

By Mr. Yezdi Batliwala

It is very wisely said the without shipping civilization would have been “Still Born”. Realizing this Narrotam Morarjee and Hirachand Walchand, the two Pioneers of Modern Indian Shipping visualized this dream and thus was born “The Scindia Steam Navigation Co. Ltd” in the early twentieth century. To a great extent the formation of SSN Co Ltd was like a re-discovery of India's Maritime Heritage. The Company was incorporated on the 27th March 1919 with a capital of Rs. 45,000,000 in the form of 600,000 shares of Rs. 75 each.

The first ship of the company was originally the RMS Empress of India built in 1890 and owned by the Canadian Pacific Railway. It was purchased by the Maharaja of Gwalior for use as a Hospital Ship for Indian Troops during the First World War. Later it was purchased by Hirachand Walchand, Narottam Morarjee and some other friends. It was renamed the SS. Loyalty. She sailed from Bombay for the United Kingdom on the 5th of April 1919 with a galaxy distinguished passengers for the first time unfurling the Indian flag in International Shipping signaling the regeneration of a dead national industry and revival of our National Maritime Heritage.

The house flag was Blue with a white disc and a Swastika, the ancient Indian emblem of Good Luck, in the centre. The funnel color was black with a Golden Band in the middle. The house flag



The House Flag

and funnel colors became synonymous with Modern Indian shipping in years to come. All ships were named with the prefix “Jala” meaning Of the Sea. Example “Jala Usha” meaning “Light of the Sea”.

Initially when the British made every effort to break the resolve of the founders of the Company by making it difficult to obtain cargo they purchased a ship load of salt with their own money to keep the company afloat. Licenses for increasing of tonnage and to expand International Trade were not given in order to strangle the company's efforts. Forty five long and hard years after the sailing of the first ship this occasion was commemorated with the establishment of the National Maritime Day of India. It was celebrated for the first time on 5 April 1964, and annually thereafter. The company grew from strength to strength with 6 cargo ships purchased one after another for home trade between India, Burma, Ceylon, Pakistan & Bangladesh (after partition).

During its heyday the company along with its subsidiary company the Bombay Steam Navigation Co. Ltd boasted of over 60 ships, its own Hindustan Ship Construction Yard in Vizagapatam, (which was subsequently nationalized) and Scindia Workshop Ltd in Mumbai and Calcutta. They had their own offices in Mumbai, Calcutta, London and in a number of ports along the India's vast coastline. Scindia Workshop is where the company trained their engineers while the deck cadets were trained mostly as apprentices on their ships. All Scindia trained sailing staff were always in high demand worldwide in shipping circles. Many of the Captains and Chief Engineers were appointed to high posts in the Indian and World Shipping Industry as also in Indian Government and Mercantile Marine Department. All other Indian Shipping Companies including the State owned

Shipping Corporation of India are off shoots of SSN Co Ltd.

Unfortunately, 1987 signaled the downfall of the company, when unable to sustain losses any longer they shut down operations. It was indeed a black day for Indian shipping when the modern day pioneer company of Indian shipping was no more and their shining, spick and span well maintained vessels were not seen on the high seas.

2019 being the Centenary Year of the company its loyal employees, most of them retired long ago gathered on the 7th of April in large numbers to celebrate the occasion. From days before excitement was slowly and steadily mounting. As the day dawned, 270 plus Navigators, Engineers, Ex Radio Officers ( a breed long forgotten), a number of office staff and spouses of the sailors adding color to the occasion converged at the Acres Club, Mumbai. The organizing Committee had taken a lot of pains with meticulous detailed planning which paid off as one and all truly enjoyed a day full of nostalgia reminiscing on old times. Most of us met our old Shipmates after years. Some had not changed much while others were just not recognizable. What with hair

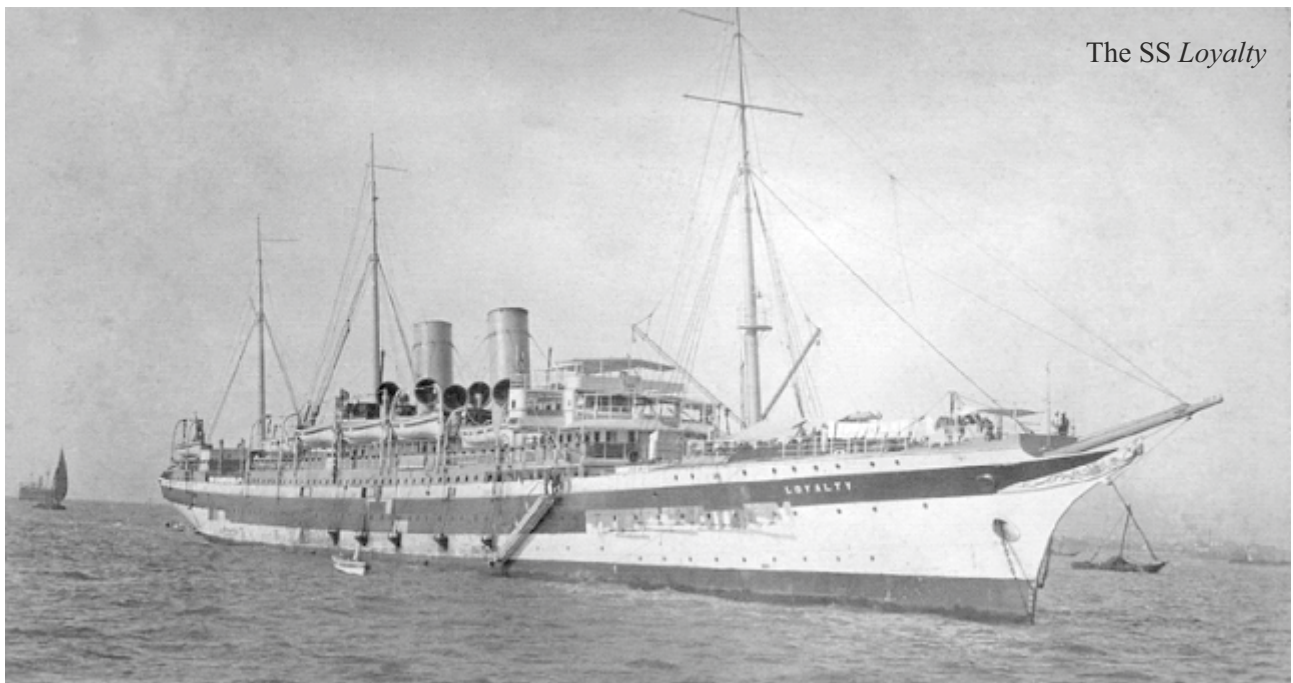
missing or turned Salt/pepper to fully gray. The smiles, laughter, hugs and back slapping was the order of the day.

The event started with two minutes silence in honor for Capt. B.R.Rao, a most popular and loved Marine Superintendent of the Company who left for his heavenly abode about a week before the event. Capt Rao had spent his entire Career of over 40 years with Scindia Steam Navigation Company. His presence was missed by one and all.

A number of Scindiaites from far and wide including some from Australia had gathered for the function. For the benefit of those who could not attend due to personal reasons, distances or age and health problems were kept in the loop with a live streaming of the event on You Tube. Mementos were given to all as a remembrance with their Rank, Names and years of service with the Company.

How can we forget that among the attendees were two loyal centurions – Capt Tommy Rozario 101, who travelled all the way from Pune just for the event, and Capt J.C.Anand – 100 years of age.

***Mr Yezdi Batliwala  
is Council Member of IMF***



## Letter from London

By Paul Ridgway FRGS FRIN

***Cutty Sark* Achieves 150 years.** The world's only surviving tea-clipper; *Cutty Sark* celebrates turning 150 this year. The iconic, historic sailing ship and fastest of her time is now an award-winning visitor attraction in Greenwich, SE London.

The ship's first official voyage commenced on 16 February 1870. On that first voyage, she carried, according to a commentator at the time: '*large amounts of wine, spirits and beer*' and sailed from Shanghai loaded with 1.3 million pounds weight of tea.

*Cutty Sark* is a survivor and has a rich history, full of stories and close quarter situations from the time she was laid down in Dumbarton to her arrival in the London riverside borough of Greenwich where she is preserved today. *Cutty Sark* survived storms during which she lost her

rudder on two occasions. There was a dismasting in the First World War and a terrible fire in 2007. In the year before that fire, the majority of *Cutty Sark*'s original fabric had been removed. While devastating, the fire was nowhere near as destructive as it might have been. Over 90% of the ship's hull structure that is seen today is original to 1869.

The preservation project has involved treating *Cutty Sark*'s ironwork and using special coatings to prevent further decay. Additionally, there has been consolidation of her hull timbers and replacement of props and shores in order to support the hull evenly in her dry dock. Keel, main deck and sheathing were all replaced. To further preserve her, a glass roof was built at the waterline so that everything below was protected from the weather.

***Cutty Sark* from The National Maritime Museum Collection**



**Legion D'honneur Awarded To D-Day Veterans.** On 26 February, four Royal Navy veterans went aboard HMS *Belfast* to receive France's highest honour, the *Légion d'honneur*, for their service in helping to liberate France 75 years ago in June 1944.

*Belfast*, which was the flagship for part of the Allied armada and fired on German positions on D-Day, is now an iconic London landmark and branch of Imperial War Museums. The famous warship hosted the medal presentation in its Wardroom with the French Ambassador, HE Jean-Pierre Jouyet, the Defence Secretary, Gavin Williamson and Diane Lees, Director-General of the Imperial War Museum (IWM), in attendance.

The French government has been awarding the *Légion d'honneur* to D-Day veterans for the last five years as a way of honouring and thanking those who fought and risked their lives to secure France's liberation during the Second World War. The event which took place on 26 February offered a rare chance for the veterans, each of whom took part in the landings in 1944, to share their stories.

**Major Contract To Support Nuclear Propulsion Systems.** On 25 February Defence Secretary Gavin Williamson awarded a £235m contract to support nuclear propulsion systems and revealed the name of the third Dreadnought submarine. This multi-million-pound deal, with Rolls-Royce Submarines Limited will provide the support, advice and material required to ensure the continued safety and availability of the systems on board the current fleet of Trafalgar, Vanguard and Astute class submarines until 2022. The contract will sustain around 500 UK jobs. During the visit to Rolls-Royce's site in Raynesway, Derbyshire, the Defence Secretary



Legion d'honneur awarded to D-Day veterans 26 Feb 2019  
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Admiral Sunil Lanba inspecting the Guard of Honour. Photo: MoD Crown Copyright 2019 ©.

also announced that HMS *Warspite* will be the name of the third Dreadnought submarine of the class, *Dreadnought* and *Valiant* being the first and second boats. The Dreadnought Class submarines will enter service in the 2030s. .

The name *Warspite* goes back to 1595 and was the last great ship to be built during the reign of Queen Elizabeth I. *Warspite* has been carried by eight Royal Navy vessels. The last being the UK's third nuclear submarine, which operated for over 20 years at the height of the Cold War.

### **The Captain-General in Norway**

HRH The Duke of Sussex visited the Commando Helicopter Force in Norway on 14 February. The Duke spent part of Valentine's Day visiting Naval Service personnel hundreds of miles inside the Arctic Circle. In this, his first overseas visit in the role of Captain General of the Royal Marines, His Royal Highness was involved in celebrations marking 50 years of UK helicopter exercises in the extreme cold. The Commando Helicopter Force (CHF) – the wings of the Royal Marines – and their predecessors have conducted Exercise Clockwork since 1969, ensuring they are equipped to support Royal Marines in temperatures as low as -30°C.

### **Admiral Sunil Lanba visits London**

On the morning of 13 March F Company Scots Guards provided a Guard of Honour on Horse Guards Parade, Whitehall, Central London for the Chief of Defence Staff of India, Admiral Sunil Lanba, who was visiting the Ministry of Defence as a guest of the Chief of the Defence Staff, General Sir Nick Carter.

The General introduced the Commander Household Division Major-General Ben Bathurst and the party paid a short visit to the Major-General's office which is the historic room used by the Duke of Wellington when he commanded the British Army in the early 19<sup>th</sup>

century. Admiral Sunil Lanba, General Sir Nick Carter, and General Ben Bathurst then moved to Horse Guards Parade to inspect the Guard of Honour. The young F Company Scots Guardsmen, many of them fresh from training, were on parade with the Regimental Colour. Admiral Sunil Lanba was greeted with a 'General Salute, Present Arms'. Music was by the Band of the Irish Guards.

### **Seafaring Two Generations Ago.**

Whittles Publishing of Latheronwheel, Caithness, Scotland, KW5 6DW have now issued *Beyond the Harbour Lights* by Chris Mills (ISBN 1 870325 64 8; 166 pages; price £15.95).

There is a phrase in English: 'Worse things happen at sea' and they do and many of them are recorded here in 26 chapters demonstrating bad fortune from groundings or strandings to mechanical failure, fire and piracy. Here are true stories of crises afloat. In the majority of cases these voyages from harbour to harbour were uneventful but, with so many ships plying the world's trade routes, it was inevitable that sometimes an ordinary voyage became dramatic and full of incident.

Chris Mills, the author, has supplemented a selection of contemporary newspaper articles, mainly from the 1920s and 1930s, with background information from other sources such as the reports of Marine Courts of Inquiry, extracts from ships' log books, and references to crew agreements, law reports and published narratives by ship masters. A few imaginative details have been added, but the stories are all firmly based on true events as reported and recorded at the time.

*Mr. Paul Ridgway is IMF's honorary correspondent in London.*



## **Beneath the Blue**

By Cdr (Dr) Arnab Das (Retd) and Ms Tiya Chatterji

India's history and culture, dates back to the beginning of the human civilization. The history of India began with the birth of the Indus Valley Civilization, more commonly referred as the Harappan Civilization. It flourished around 2,500 BC, in the western part of South Asia, present day Pakistan and Western India. The Indus Valley was home to the largest among the four ancient urban civilizations of Egypt, Mesopotamia, India and China. Nothing was known about these civilizations till 1920s when **Archaeological Department of India carried out excavations in the Indus Valley wherein the ruins of the two old cities, viz. Mohenjodaro and Harappa were unearthed.**

Indian maritime history began during the 3rd millennium BCE when inhabitants of the Indus Valley initiated maritime trading contact with Mesopotamia. As trade between India and the Greco-Roman world increased, spices became the main import from India to the Western world, bypassing silk and other commodities. Maritime trade involving spices and other commodities along the Sriwijaya kingdom's route from the 7th century to around the 12th century turned out to be fertile ground for cross-cultural exchange among its traders. In the classical era, major empires involved in the Indian Ocean trade included the Mauryan Empire in India, the Han Dynasty in China, the Achaemenid Empire in Persia, and the Roman Empire in the Mediterranean. Silk from China graced Roman aristocrats, Roman coins mingled in Indian treasuries, and Persian jewels show up in Mauryan settings. Another major export item along the classical Indian Ocean trade routes was religious thought. Buddhism, Hinduism, and Jainism spread from India to Southeast Asia, brought by merchants rather than by missionaries. Islam would later spread the same way from the 700s CE on.

The "*kala pani*" or the proscription of crossing the ocean in the Hindu Culture originated in the ancient India, giving birth to the decline in the seafaring culture among some Hindu communities particularly in North India. The offense of crossing the sea is also known as "Samudrolanghana" or "Sagarollanghana". The Dharma Sutra of Baudhayana, lists sea voyages as first of the offences that cause the loss of varna. The Baudhāyana sūtras are a group of Vedic Sanskrit texts which cover dharma, daily ritual, mathematics, etc. They belong to the Taittiriya branch of the Krishna Yajurveda school, and are among the earliest texts of the genre, perhaps compiled in the 8th to 6th centuries BCE.

There were many reasons attributed to why India's maritime trade and culture declined. One possible reason was the tension between the Brahmins and the Buddhists. The sea traders patronised Buddhism and the Brahmins patronised the feudal land owners - the Kshatriyas who controlled the 'kshetra' or land. In every culture there has been tension between the landowning rich and the trading rich. The *kala pani* belief spread among the Hindus and consequently the maritime trade and amalgamation of cultures started to decline except certain communities in Kerala and Gujarat that insisted on travelling, converted to Islam and forged marital relations with Arabs.

**Hinduism failed to flourish as Hindu priesthood was based on bloodline and castes, and since people could not travel across the sea or take their brides, across the sea, the Hindu tradition gradually waned.**

The decline in the maritime culture was the beginning of the era where our economic growth and cultural richness was overtaken by the European powers and subsequently we were subjugated by the British for close to two

centuries. This period was very crucial, when we missed the Industrial revolution and the modern era of steel ships never took-off in the Indian sub-continent. Not learning our lessons from history, will remain the biggest curse in our nation's evolution post-independence. We remained sea blind and continued to ignore the maritime capability and capacity building in our strategic vision till as late as the beginning of the 21st century.

**The aim of both archaeology and history is the research of the human past. The difference between these two disciplines derives from the source materials: historians use written sources while archaeologists concentrate on physical remains.**

Underwater Archaeology is archaeology practiced underwater. As with all other branches of archaeology, it evolved from its roots in pre-history and in the classical era to include sites from the historical and industrial eras. Its acceptance has been a relatively late development due to the difficulties of accessing and working underwater sites, and because the application of archaeology to underwater sites initially emerged from the skills and tools developed by shipwreck salvagers. As a result, underwater archaeology initially struggled to establish itself as bona fide archaeological research. The situation changed when universities began teaching the subject and when a theoretical and practical base for the sub-discipline was firmly established. Underwater archaeology now has a number of branches, after it became broadly accepted in the late 1980s, maritime archaeology: the scientifically based study of past human life, behaviours and cultures and their activities in, on, around and (lately) under the sea, estuaries and rivers.

**In India, Marine Archaeology and more specifically Underwater Archaeology is yet to take shape in a comprehensive manner. There is complete lack of understanding of the**

**subject and its constituent sub-disciplines and the tools required.**

Acoustics and sonar technology would probably be the most critical component, to be able to undertake effective underwater surveys. Underwater vehicles that can carry the sensors to the sites for detailed survey are yet to become available, both to the researchers and the scientists involved in the study. Human divers with limited endurance are still substituting for such critical tools. The scale of study is highly limited due to the absence of more modern tools. The tropical littorals waters in the Indian Ocean Region (IOR) presents sub-optimal sonar performance of the order of close to 70%, thereby drastically limiting the efficiency and effectiveness of any attempt to undertake underwater surveys.

Lack of involvement of academia in field experiment based R&D has always been a major limitation in the Indian system. Archaeology has been a well-developed subject with significant contribution on land based sites by the Department of Archaeology at the Deccan College in Pune, however Underwater Archaeology is yet to take off both as a subject of class room lectures and certainly not for field surveys in the actual sites. India does boast of underwater sites like the Dwarka, Somnath, Mahabalipuram and more. However, the discipline is yet to take concrete shape with participation from all the stakeholders in a structured framework. There have been efforts by the Archaeological Survey of India (ASI) and the National Institute of Oceanography (NIO) Goa in terms of undertaking underwater explorations to identify certain sites of high relevance. However, it still lacks the nature of a national programme that is backed by the academia and sustained research on developing the capacity and capability to undertake systematic and structured study. We need to evolve an organizational structure that has the mandate and capacity to undertake all the three

aspects for a truly national programme, namely policy advocacy, technology & innovation and human resource development.

**Underwater Domain Awareness (UDA) is a framework formulated by the Maritime Research Centre (MRC), Pune to address the requirements of all the four stakeholders namely the national security apparatus, blue economic entities, environmental & disaster management authorities and the science & technology providers.**

UDA framework attempts to address the policy, technology & innovation and the human resource development issues under a comprehensive framework. History has many lessons, as we plan our glorious future for an aspirational young generation given the so called demographic

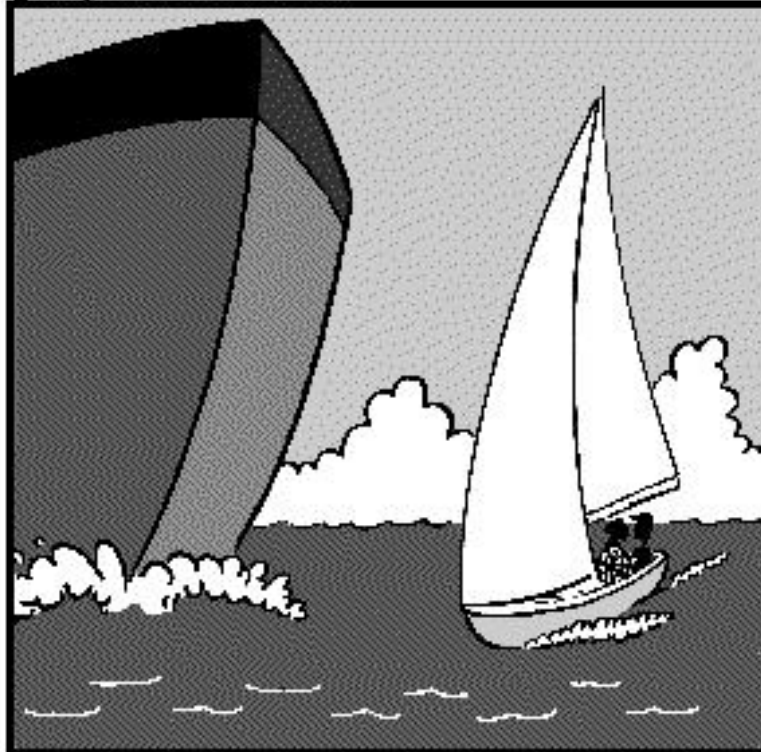
advantage. Underwater Archaeology has significant potential to contribute to our learning from the past and formulating our strategic vision for sustainable growth in the future. UDA as proposed by MRC can certainly address the challenges of Underwater Archaeology. This work is the result of a fellowship supported under the UDA framework by MRC to address the specific challenges of Underwater Archaeology in the Indian Sub-continent going forward. It will focus on technology requirements, regulatory framework, HR requirement, entrepreneurial opportunities and more to be able to provide a template for such studies in the future.

*Cdr (Dr) Arnab Das is Director Maritime Research Centre Pune and Ms Tiya Chatterji is Research Fellow*

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## SAILTOONS

by Michael Mazone



**Don't worry... according to the rules they have to give way to us.**

## Indo-Pacific Regional Dialogue 2019 – Seeking Connectivity

By Cmde Anil Jai Singh, (Retd)

The second edition of the annual Indo-pacific Regional Dialogue was conducted by the Indian Navy in partnership with the National Maritime Foundation (NMF) in New Delhi on 5<sup>th</sup> and 6<sup>th</sup> March 2019. The first edition of this Dialogue was held in March 2018 and had explored aspects related to maritime security of the Indo-Pacific region with specific areas of discussion that included trade connectivity and infrastructure, regional connectivity models, pan-regional challenges and the role of Indian industry in maritime security. This edition aimed to continue this dialogue focussed on the following five themes :-

- (a) Achieving Cohesion of the Indo-Pacific through maritime connectivity.
- (b) Way ahead towards attaining and maintaining a free and open Indo-Pacific.
- (c) Developing a regional approach to the Blue economy
- (d) Skill development and employment generation opportunities in maritime industry 4.0
- (e) Achieving synergy between SAGAR and SAGARMALA

Each of these five themes are closely intertwined in India's inclusive approach towards a multi-lateral, multi-layered and multi-dimensional approach towards maritime security in the region.

The opening session included a welcome address by Admiral RK Dhowan, PVSM, AVSM, YSM (Retd) Chairman of the NMF and former Chief of the Naval Staff. This was followed by the inaugural address delivered by Admiral Sunil Lanba, PVSM, AVSM, ADC, Chief of the Naval Staff. This session set the stage for the deliberations that followed over the next two days as it brought to the fore the threats, challenges and vulnerabilities existing in the

maritime domain in the Indo-Pacific and the response that should be shaped from an Indian perspective in an inclusive architecture that offers a holistic approach towards addressing these.

The first session on suggesting practical solutions on achieving cohesion through maritime connectivity was chaired by Admiral Arun Prakash, former Chief of the Naval Staff who discussed the connectivity through cultural, trade and institutionalised regional mechanisms. Vice Admiral Pradeep Chauhan in his inimitable manner suggested NAMO's model of connectivity with the acronym not directly alluding to the Prime Minister but to connectivity models that could bring about the desired cohesion like the **N**STC, the **A**AGC, **M**ausam, **O**pen Seas and **S**AGAR. The Japanese perspective highlighted the possibility of cooperation in the midst of competition if inclusive and mutually beneficial quite obviously alluding to the Belt and Road Initiative (BRI). Bangladesh offered a perspective on connectivity through the recent resurgence of the BIMSTEC initiative and was rounded off by a detailed presentation by Dr Probir De of the RIS, a New Delhi based think tank, on the economic connectivity of the region.

The second session, chaired by Dr James Boutilier from Canada provided a perspective on what free and open Indo-Pacific means. The views on this largely provide an interesting insight into the perceptions shaping this region.

That the blue economy will shape the future contours of maritime connectivity is becoming increasingly clear. How long will it be before we can check the deprecation of the world's oceans and ensure sustainable development as the model of the future was discussed during this session

chaired by Admiral RK Dhowan and included Admiral Colombage, former Chief of the Sri Lankan Navy and a champion of the Blue Economy. The narrative being shaped on the Blue Economy including Item 14 of the Sustainable Development Goals is in the interest not only of the countries directly affected by these challenges and also the effects of climate change, for some of whom this is an existential threat. The discussion on this brought forth interesting insights and highlighted the importance of this oft-neglected non-traditional threat to regional maritime security.

The remaining two sessions, held on the second day brought to the fore the importance of vibrant infrastructure through the exponential advancement in technology and its application in the maritime industry as part of what is now being called the Industrial Revolution 4.0. The impact of port development, the importance of clean and efficient practices and processes, the importance of a modern industrial environment and the issues relating to the generation of the right skill sets towards an efficient work force were discussed from a regional as well as a security perspective.

The proceedings of the two days were very aptly summed up and put in perspective by Vice Admiral G Ashok Kumar, AVSM, VSM, Vice Chief of the Naval Staff.

The Indo-Pacific Regional Dialogue has in two short years evolved into a very important event in the regional maritime calendar with a galaxy of experts from the entire region which includes practitioners, academia, strategists, analysts, industry and government and therefore offers a comprehensive view which offers useful insights into shaping future policy.

*Cmde Anil Jai Singh (Retd) is Vice President IMF at New Delhi*



**Inaugural Address by Adm Sunil Lanba**



**First Session chaired by Adm Arun Prakash**



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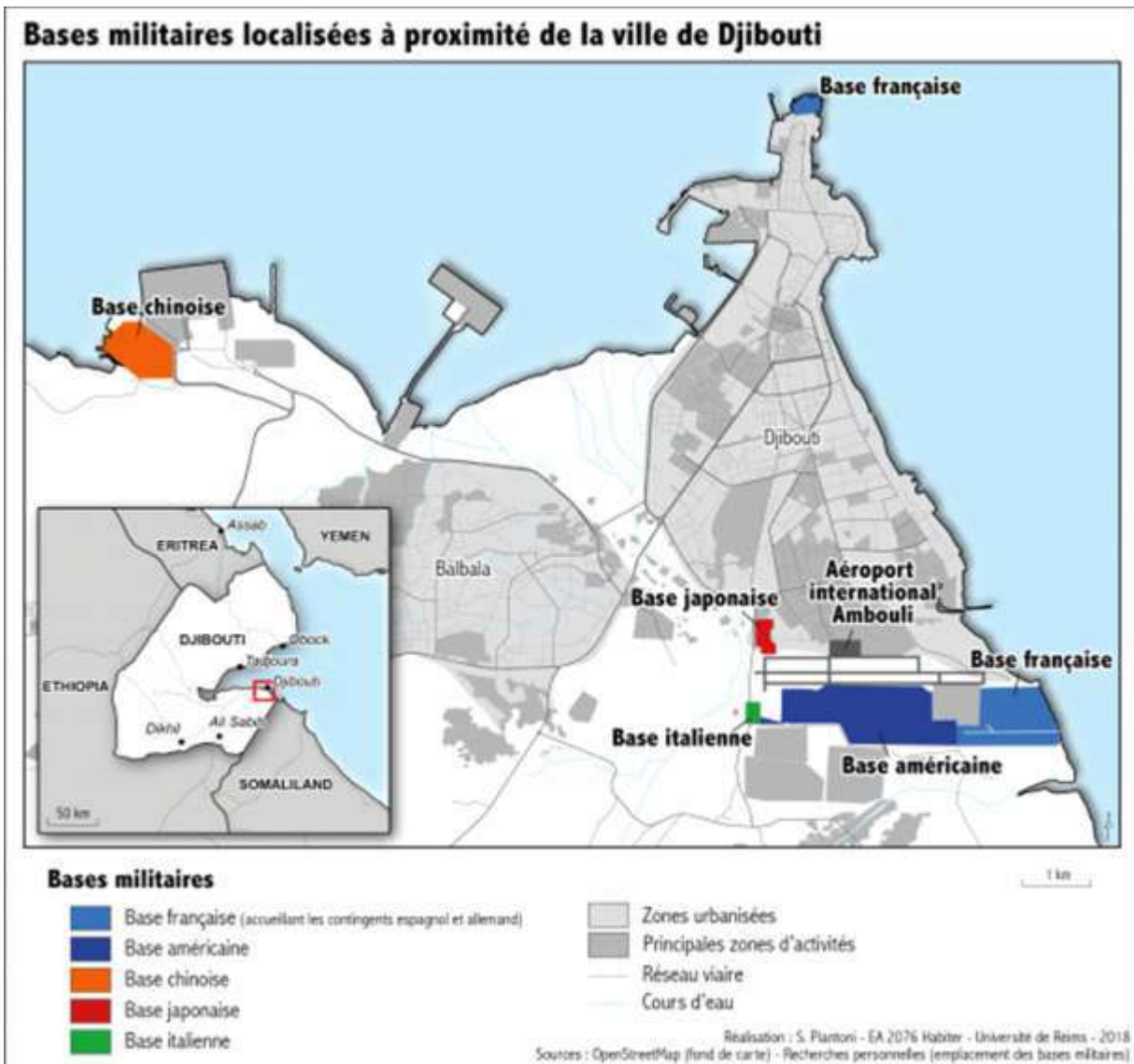
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## Djibouti - A Crossroad Of Influences On The Horn Of Africa

By Rear Admiral Valere Ortolì French Navy (Retd.)

**Djibouti and France - A Brief History.** The French Colonial siege of the “Côte Française des Somalis” was established in 1852 near the Bab el Mandeb strait at Obock, on the northern side of the Gulf of Tadjoura, after it was purchased under a treaty concluded with the local Sultans. Anticipating the opening of the Suez Canal, a previous 1857 French attempt with a French

frigate sailing from Ile Bourbon (La Réunion Island) to establish a lighthouse and coaling station in Perim had been unsuccessful. An adroit manoeuver by the British Consul of Aden had the attempt aborted. There is a difference between the French and British versions, both leading to the French vessel arriving at Perim at the very moment a British frigate dispatched during the



night was hoisting the Union Jack on the island. Two versions of the legend exist: one in which the former are said to have during the welcome party carelessly let slip to the British Consul in Aden their intent to take possession of Perim, a ruder version explains that the captain and officials were wined and dined by the Consul in such a way that they were too distracted to set sail in time.

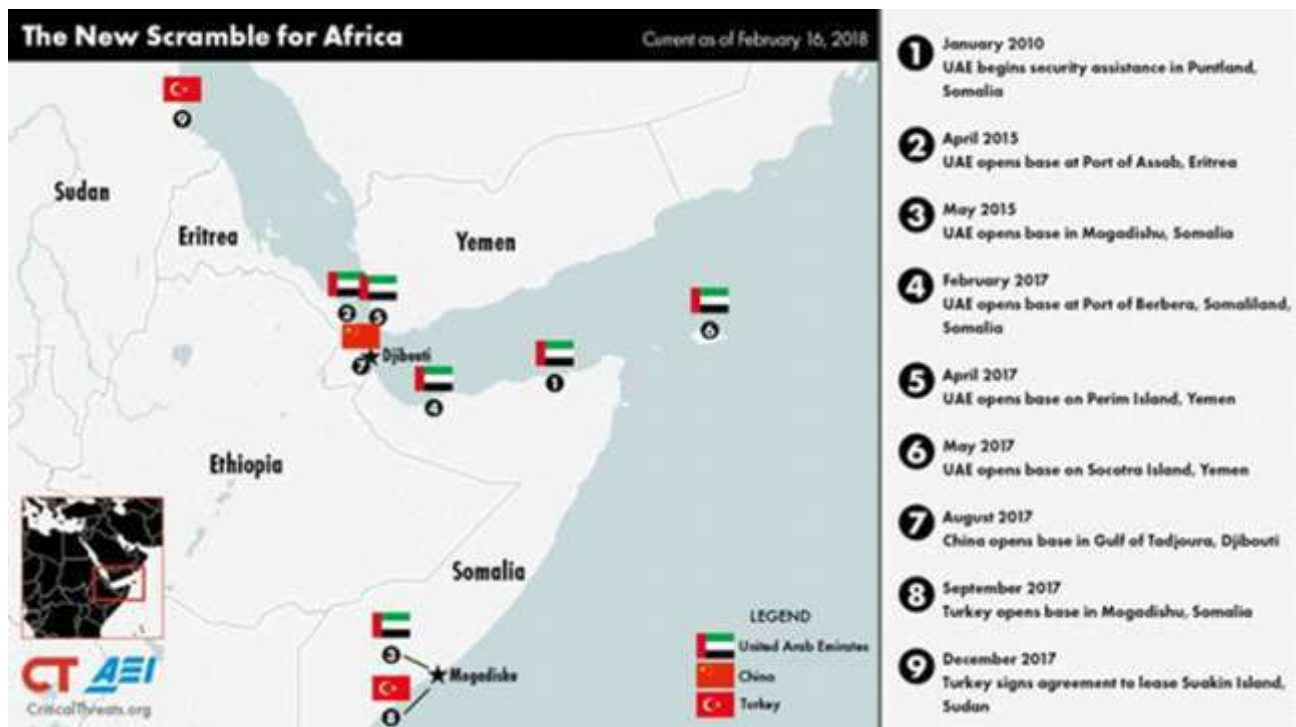
Anyway, short of Perim, the first settlement and naval station of Obock revealed its usefulness with the increasing maritime traffic in the Red Sea after the opening of the Suez Canal by the French and Egyptians in 1869. This usefulness was confirmed when the coaling of French warships in British ports was denied in 1883, as a way of asserting British neutrality in the Sino-French row about Tonkin.

The facilities of Obock became obviously insufficient to cope with the expanded naval and commercial activities around the Bab el Mandeb. The anchorage of Djibouti offering deeper drafts, easier lines of communication with

Ethiopia and abundant water supply was granted from the local Danakil tribe. Djibouti harbor officially opened in 1887 became the major French centre in the region. Successful and friendly relations established with the Ethiopian Kingdom as well as the laying of Djibouti -Addis Ababa railway completed in 1917 allowed Djibouti to become the major commercial outlet for the insulated kingdom of what had still to become Abyssinia.

The French colonial authority came to its end in 1977 with the independence of the then “Territoire Français des Afar et des Issa”, becoming the young Republic of Djibouti. Coveted by its powerful Somali and Ethiopian neighbours, Djibouti immediately concluded a defense agreement with France, still in effect as of today. French presence was maintained, non-military as well as military, topping in 1977 at 4500 troops, a Task group of 6 to 10 warships including an aircraft carrier to protect the newly born young republic.

Due to budgetary constraints and geopolitical



The UAE Bases Mesh : Credits Al Jazeera. Credits Al Jazeera



orientations the French presence, military and non-military have long declined. However, Djibouti is still the first of the French bases of overseas pre-positioned forces with 1400 men and their families. France, as stressed by the April 2018 report of the French committee on Foreign affairs and Defense before the Senate, is pondering whether or not to reverse the declining trend in Djibouti. The military programming law 2019-2025 maintaining the present array of pre-positioned bases overseas seems to open perspectives in this direction.

**Djibouti - Global Shipping Chokepoint – A Garrison State and Strategic Player.** Djibouti successfully maintained relative stability after independence through the regional turmoil. Its key position controlling access to the Suez Canal and the Indian Ocean was providing Ethiopia with its only maritime outlet as long as it was clashing with Eritrea. This position attracted actors involved either in commercial development or in the regional tensions and conflicts. These conflicts range from the Ethiopia-Eritrea war now subsided, Somalia internal rows and piracy, to the Yemeni civil war and its major Saudi and Emirati protractors. While the French presence and investments declined, Djibouti leveraging on its strategic position offered port access and military bases to other states. Djibouti is now a “Garrison State” with not less than eight foreign nations operating on its territory.

**France and EU Nations.** (Refer map on page 39) France is still a major actor, with forces deployed on 10 enclosures covering 1000 acres. The agreement of cooperation and security between France and the Republic puts France in charge of the safety and territorial integrity of Djibouti, thus being its official and only protector. The FFDJ (French Forces in Djibouti) encompasses a complete set of arms with an air base operating Mirage 2000D jet fighters, tactical transport aircraft and helicopters, a naval base and a combined Army task force Combat Regiment. The French rent to Djibouti amounts

\$30 million a year. The 50-man Spanish contingent as well as the German detachment, are located on the French base, implementing the maritime patrol surveillance force operating in the framework of operation Op Atlanta. This operation of the European Union is mainly aimed at deterring and disrupting piracy off the coast of Somalia. Since 2014, Italy also has a small base for the support of European missions in the region and the bilateral training mission of the Djibouti police (which ended at the end of 2017). This base has a capacity of 300 men, it is settled on a land of 25 acres on the airport area of the capital. The yearly rent amounts \$25 million.

**USA.** The American deployment, mainly in Camp Lemonier, the only permanent US base on the African continent, comprises of 4000 US joint and allied forces, civilian contractors on 500 acres for \$70 million a year. The stationed units span from Marines to Land forces, Special operations units, Seals, Air Force and Drones, providing a key tool for Counter Terrorism operations. This base is the third highest employer of the country, but operates in an Autarkic Circuit mainly with US contractors.

**Japan.** Japan has about 300 men with light armored vehicles in a 50 acres base for \$35 million/year.

**UAE & Saudi Arabia.** The clashes of 2015 with UAE and Saudi Arabia severed for a while, diplomatic relations with Djibouti and rejected Saudi presence from Djibouti. The relations later restored allowed restarting a military agreement of 2017 with Saudi Arabia in order to establish the first Saudi base in a foreign country. This agreement, bringing Djibouti another extremely healthy rent could also involve the Saudi funding of French armament purchase for Djibouti's army.

**China.** China has finally joined the base rally. Mid 2015, after its rows with UAE /GCC, Djibouti turned toward the major African investor and quickly concluded with China the

military base agreement. The strong Chinese naval outpost of 90 acres completed in 2017 is next to the port of Doraleh. The base equipped with an airstrip for helicopters, VSTOL aircraft presumably and large underground storage facility, now has its own pier available, supplementing a dedicated pier in Doraleh. The capacity of this “Support base” is assessed to accommodate as many as 10000 men. Unlike the other foreign bases, it does not employ local personnel, and has been entirely constructed by Chinese workforce. The base meant for “anti-piracy purposes, protecting overseas Chinese and safeguard peace and stability in the region and the world” shows capacities allowing various speculations about its purpose on the African continent.

The foreign military bases bring the “Garrison State” an additional income of 3% of GDP, greater than the outcome from Djibouti's exports. They are a pledge of safety and they induce important by-products in matters of infrastructure, logistics and medical care. Finally, the bases give the small host country a hand in the diplomatic balance between the powers allowing Djibouti bargaining chips to manage its interests.

**Strategic Investment in the Region – China First.** China's preeminence is obvious: Chinese firms have funded up to \$1.45 billion, about 40% of Djibouti major projects spanning from the Addis Ababa – Djibouti railway and its electrification (totaling \$4 billion), to the vital Ethiopian Djibouti water pipeline, the Ghoubet port and the large export processing Free Trade Zone of Djibouti harbour. Djibouti's main and Chinese built commercial port of Doraleh - port complex amongst the most sophisticated in the world previously operated by UAE DP World, funnels 95% of Ethiopian imports transit that makes 70% of the activity.

A major US backed \$1.5 billion South African company project of Ethiopia – Djibouti fuel pipeline has been canceled to be replaced by a \$4 billion gas centered project of Chinese groups. POLY GCL, a Chinese gas and oil company will

collect and process the Ethiopian gas through a pipeline currently in construction to an LNG facility to be constructed in Djibouti.

Other lenders are the World Bank, EU, African and Arab groups. Amongst them the UAE evicted from Djibouti's port are building their mesh around Djibouti showing an impressive array of ports and military bases. Not less than 5 UAE naval, air and training bases involved in the Yemeni war are positioned between Eritrea, Somaliland, Puntland and the Yemeni Socotra Island.

A great reshuffle of cards was to come, following the cancellation in February 2018 by Djibouti of UAE DP World contract on Doraleh Container Terminal, a de facto nationalization - declared unlawful by a London Tribunal late 2018.

The cancellation became extremely untimely as it was followed by the historic July 2018 peace deal between Eritrea and Ethiopia brokered by UAE and Saudi Arabia. Competing logistic routes to Ethiopia have been opened by UAE. Ethiopian traffic passes through Eritrean port of Assab where UAE shipping company DP World has rebuilt the port and the adjacent airbase with a 30 years lease agreement. A similar agreement has also been concluded by UAE with Somaliland for the use (and upgrade) the port of Berbera.

Djibouti's control on the proverbial Golden Hen is not exclusive any longer.

**Djibouti and the Debt Trap?** China has invested huge sums in Ethiopia and Djibouti, completely disproportionate with Djibouti's financial capacity. China by way of loans owns about 77% of the external debt of Djibouti, amounting to about 88% of the country's overall GDP, having the IMF ringing the alarm in its Feb 2017 report on debt sustainability.

The major revenue of Djibouti accounting for roughly 79% of Djibouti's GDP derives from ports fees mainly through Doraleh. After the

Eritrea-Ethiopia 2018 peace deal, Djibouti has now lost its monopoly on the Ethiopian trade that flowed through its port, a key source of its income. However Djibouti will not lose all its wealthy income from the Ethiopia Doraleh logistic line, as owing to the huge investments of all actors, business will probably carry on as needed by the compounded interest of all. Growth in Ethiopia would probably maintain Djibouti's revenues from trade transit despite new competing Ethiopian supply lines through Eritrea and Somalia.

Djibouti's leverage on the different actors, domestic and foreign, shall be reduced. Moreover, the current law issue with Dubai Ports World, added to the lack of clarity in Djibouti's governance will probably not promote foreign investment, thus increasing Djibouti's financial vulnerability.

Therefore, the Chinese debt is a major issue for Djibouti now in risk of debt distress. As early as 2019, Djibouti will start to repay a nearly \$3 billion of Chinese loans, even though the country GDP hardly exceeds US\$1.7 billion. A default of payment by Djibouti could induce Chinese operators to take control of Doraleh operations, in a similar way as Sri Lanka had to sign a 70 per cent stake and a 99-year lease of the Hambantota port with China as debt for equity swap. Such a drastic possibility raises deep concern in the US as the military would not easily accept the logistics of the main US base in Africa flowing through a Chinese controlled port. A statement of Doraleh port manager "Djibouti has no plan to give Doraleh Container Port to China" tries to quell the worries.

**A Global Issue – Other Actors could Intervene.** Djibouti has borrowed more money than it can pay back and appears in an exclusive face to face with the mighty Chinese investors focused on developing its String of Pearls policy toward Africa. It seems that other actors could be needed.

**France.** France tries to maintain, if not restore its presence. The French Senate Foreign Relations and Defense Committee reports that the Djiboutians, despite official statements begin to be wary of Chinese investments. An opportunity presents itself for France to resume and develop its long historic ties with Djibouti, a country where French is still the official language, at par with Arab. The report stresses the need to address the decrease of funding the various French cooperation agencies abroad and restoration of a strong policy of private investment. This action calls for a not too late decision as China could easily replace the waning former colonial power...

**USA.** Scarce financial aid could be expected from the US to Djibouti. In a recent December 2018 statement, US NSA adviser John Bolton explains that US plans to counter "the rapidly expanding political and economic influence of China and Russia in Africa" with IDFC (International Development Finance Corporation) a dedicated money lending agency encouraging private investment for foreign development. With an appropriation of \$ 60 billion, mainly for Africa, it cannot compete with the "torrents of cash money" the Trillion Dollars of the Belt Road Initiative flowing from China.

**Wider Regional Interest.** The major investor UAE, has today reoriented its position toward other Horn countries. (Refer map on page 40) Some nations or organizations stand to help Djibouti. Major countries as India could also take part in the burden sharing if only balancing the strategic exclusive economic and financial link China is now establishing with Africa. Recent visit of India's President Kovind to Djibouti may herald another strong alternate Asian investment partner able to restore the balance.

**EU and Chinese Policy.** The problem is not limited to the region. Not only in Djibouti, but worldwide the Chinese policy of buying part or total of major strategic infrastructures or companies needs to be addressed. Firstly, as

called by EU instances the Chinese investment in Europe needs to be closely scrutinized as some sensitive parts of industry and technology critical sectors are at stake. Secondly it gives China a considerable political leverage. China controls a tenth of EU's ports capacity and the Chinese stakes in the ports of Piraeus or Valencia, or Zeebrugge or in Portugal utilities seem sufficient to pull the beam according to China's wishes. The EU Bloc has been prevented by Greece from issuing 2016 and 2017 statements condemning China for its Human Right records or its aggressive South China Sea policy. Greece again opposed a 2017 EU motion of close scrutinizing of Chinese investments in Europe. Greece is not alone in supporting China's policy as Portugal also did not back the idea of regulating foreign investments.

This issue was precisely summarized in late December 2018 by former US Defense Secretary Jim Mattis in his resignation letter, "China (and Russia) want to shape a world consistent with their authoritarian model, gaining veto authority over other nations' economic, diplomatic and security decisions, to promote their own interests at the expense of their neighbors, America and our allies..."

**China's Divide and Rule Policy - Europe Fragmented.** Strong appeals for the defense of common EU values have been issued hoping to shepherd some weaker EU eastern nations from yielding to China's dollar offer. A robust policy and coordinated stance of EU toward controlling Chinese investment in Europe has been called for by French president Macron during his January 2018 State visit to China. A November 2018 EU's move supporting such an agreement is to be finalized by May 2019, to be hopefully approved by member states and the Commission... Also some way out wishfully appears, as the reciprocal openness of business is still called by all parties. The final words of US former Defense Secretary Mattis could also be used for the EU policy regarding Chinese investments: "Hold fast, alongside with our allies".

**Uncertain Future ?** Finally, huge as seems the imbalance between the Chinese economic power dedicated to the String of Pearls conquest and the scattered powers facing it, yielding is not a solution. In Africa and Djibouti too, as African leaders will hopefully begin to be wary of the Chinese loans, EU Foreign direct and private investment along with reciprocal trade partnership could restore a balance with Chinese influence. The common interest of all lies in an improved welfare for African countries, a sustainable debt burden for Africa, Djibouti included, and EU efforts shall be striving to it. Other great worldwide powers as India could also be more present as the Horn of Africa and Djibouti are obviously in their close area of interest.



**China's Military Base, Djibouti**

Credits Reseau international

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## Insurance -A 'Top Management' Responsibility

By Capt Sunand Kanetkar (Retd)

My attention was recently drawn to an unusual advertisement by an estate agent on eBay, for sale of an antique Lenzkirch clock. It read, "I know nothing about clocks, except that this one is not working!". This aptly serves to describe the level of knowledge that most in the marine industry have on marine insurance matters, i.e. a peripheral knowledge on its necessity, but little beyond that. Let me illustrate with some examples. A ship at sea reports failure of a main diesel engine. The chief engineer renders a report citing a crack in the crank shaft and attributing it to material failure. Now, 'material failure' does not qualify as a basis for an insurance claim. It is either a 'latent defect' or 'crew negligence'.

MV Derbyshire, an iron ore carrier, sank without any warning in 1980, off Japan. The blame was placed on the captain, for not appreciating the harsh weather conditions. Six years later, when fatigue cracks were observed on the cargo deck of her sister ship, investigations into the loss were re-opened and divers sent to photograph the wreck. They discovered that the hull had ruptured across, at exactly the same location that the fatigue cracks were observed, thus establishing a latent defect. A latent defect is one, which comes to light after a failure occurs, and is established as the root cause of the failure. Another illustration (air insurance being similar to marine), a new aircraft of '999' series, crashes in the far east, killing all passengers on board. Months later, a second '999' crashes in the west with glaring similarities to the first crash including messages by the pilots on altitude malfunctions. This confirms existence of a latent defect in both the incidents, but now also becomes a 'known defect' for other planes still in service. A major known defect (unless rectified to the satisfaction of the classification), makes the insurance null & void. Whether the company or the statutory authority actually ground the planes, becomes a moot

point, as they cannot fly anyway. Without insurance cover, both the class as well as registration certificates are in jeopardy. A latent defect reported to the base office, on which no subsequent corrective action is taken by an owner, becomes a 'known defect'. Over-speeding of a diesel engine may be due to a latent defect, but its recurrence (if reported earlier by the vessel), without any corrective action taken by top management, makes it a known defect.

**A major known defect will have a direct bearing on the vessel's insurance and classification, and a 'condition of class', will be imposed, with specific corrective actions required, before the vessel can be allowed to sail.**

If the condition of class is not liquidated within a given timeframe, the vessel is liable to be de-registered. Insurance companies will normally contest claims, and look for discrepancies between maintenance documents, communications records, logbooks, survey reports, crew statements, voyage charts, port clearances, manifests/bills of lading plus look for loopholes in the timeline, etc. All paperwork emanating from a vessel must therefore, be crystal clear, factual and not raise doubts.

**Marine Insurance is a statutory requirement, and comprises of three components. Firstly, the vessel insurance policy, secondly the hull and machinery policy and thirdly, the crew/personnel insurance.** The vessel insurance, is by far the most important statutory requirement. Simply put, insurance is a mandatory requirement, which will cover any eventuality occurring in a public water way, to either the vessel itself or to a third party. It is not necessary, if the owner decides to permanently park his vessel in a private pond in his back yard. The validity of the vessel policy will govern the

validity of the ship's certificates, issued by the statutory body, like the DG Shipping. It is also a pre-requisite before intermediate surveys by the classification society (i.e. the class). The risk and premium is based on the vessel condition, duties it will perform, area of operation, and the past claim history of the vessel/company.

As the insured value of vessels runs into millions of dollars, the Indian insurer will 'reinsure' it with one of the big global giants, to 'spread the risk'. What is important to understand, is that any change in area of operation, must be informed to the insurers. A new charter agreement is also to be informed to the insurer. Under no circumstances, must the vessel be engaged in a task beyond her capability. The number of personnel on board at any time, must be as per the safe manning certificate. As the insurance is based on the vessel condition, any change in the vessel classification, like a 'condition of class' or expiry of the class certificates will have a direct bearing on the vessel insurance. The insurance also covers third party damage caused to another vessel.

The broad envelope of the vessel insurance, must be known to all personnel dealing with the vessel, both at the base office, as well as to the officers on board the vessel. Instances of vessels being sent on a short charter, purely based on verbal communications to the vessel master, are aplenty. In the event the vessel is damaged or sinks, the insurance automatically is null-and-void. Such instances are very common, due to the basic lack of knowledge on insurance matters. A vessel capsizing, in Mumbai harbour, at Prongs Reef (Shivaji statue incident), is not just an isolated occurrence. Many experienced companies, fall prey, in an attempt to make a quick buck, on lucrative short term charters, without valid paperwork or permissions. A ship owner is duty bound to salvage his vessel from a public waterway (in the event of sinking). The cost of salvage and restoring the vessel to its original

state is also covered under insurance, If the terms of insurance are violated, the loss to the owners will be simply huge.

The second policy a vessel must have, is the 'hull and machinery' insurance. It covers damage to the hull and or machinery due to a latent defect or crew negligence. This is the most widely used area of claims by owners, as hull and machinery damage are quite common. It does not cover defects occurring through fair wear and tear or sea water corrosion etc. For example, a new echo sounder probe becoming non-functional is not covered. The basis for the hull and machinery insurance is the class approved drawings. To prove occurrence of a latent defect, tests may be required to prove the presence of microscopic crack propagation, or an unknown electronic malfunction leading to the failure.

The last type, is the manning (or personnel) insurance. This is based on the safe manning certificate, and must cover all crew members, plus some specified staff like surveyors or pilots who regularly board the vessel. The owner also requires to insure passengers that the vessel is authorised to carry. At no time, must a vessel sail with personnel beyond her authorised carrying capacity.

It is the Owner's primary duty to run a business responsibly and efficiently, by safeguarding vessels, crew and cargo. Insurance provides this safety net. This is therefore a top management function and instructions on marine insurance must flow down, from the top. Even the Navy would do well to adopt the defect terminology used in marine insurance. This will make investigations into accidents / defects onboard vessels, more objective, with traceability of occurrence.

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## Gallimaufry

**SC. LNG Carrier Collides with VLCC Off Fujairah, UAE** – A Shipping Corporation of India LNG carrier collided with a very large crude carrier at a Fujairah anchorage in the United Arab Emirates on 24 March 2019, resulting in a major damage to the oil tanker. An AIS video of the accident shows the 155,000 cbm, Maltese-flagged LNG carrier *Aseem* struck the port side of the 281,400 dwt, Hong Kong-flagged *Shinyo Ocean* as both vessels were maneuvering with the anchorage around 2000 UTC on 24 March 2019.

Photos of the *Shinyo Ocean* shows a significant gash in the portside hull near the bow. The *Aseem* was headed for Qatargas' Ras Laffan LNG terminal when the accident occurred. No word on any pollution resulting from the incident. The *Aseem*, built in 2009, is majority-owned by Shipping Corporation of India (SCI) and chartered to Petronet LNG. The cause of the accident is under investigation.

**Twelve Empty Supertankers Reveal The Truth About Today's Oil Market.** (Bloomberg). They are slowly ploughing their way across thousands of miles of ocean toward America's Gulf of Mexico coastline. As they do, twelve empty supertankers are also revealing a few truths about today's global oil market. In normal times, the vessels would be filled with heavy, high sulfur Middle East oil for delivery to refineries in places like Houston or New Orleans. Not now though. They are sailing cargo-less, a practice that vessel owners normally try to avoid because ships earn money by making deliveries. The 12 vessels are making voyages of as much as 21,000 miles direct from Asia, all the way around South Africa, holding nothing but seawater for stability because Middle East producers are restricting supplies. Still, America's booming volumes of light crude must still be exported, and there aren't enough supertankers in the Atlantic

Ocean for the job. So they're coming empty.

“What's driving this is a U.S. oil market that's looking relatively bearish with domestic production estimates trending higher, and persistent crude oil builds we have seen for the last few weeks,” said Warren Patterson, head of commodities strategy at ING Bank NV in Amsterdam. “At the same time, OPEC cuts are supporting international grades like Brent, creating an export incentive.”

The U.S. both exports and imports large amounts of crude because the variety it pumps (especially newer supplies from shale formations) is very different from the type that's found in the Middle East. OPEC members are likely cutting heavier grades while American exports are predominantly lighter, Patterson said.

**Iran Fires Missile From Submarine In Gulf War Games.** Iran successfully tested a cruise missile on Sunday during naval exercises near the Strait of Hormuz, Iran's state media reported, at a time of heightened tensions with the United States. Tehran has in the past threatened to block the Strait of Hormuz, a major oil shipping route at the mouth of the Gulf, in retaliation for any hostile U.S. action, including attempts to halt Iranian oil exports through sanctions.

In last August, Washington said Iran had test-fired a short-range anti-ship missile in the strait during naval drills it believed were intended as a warning following President Donald Trump's decision to reimpose sanctions on Tehran.

“On the third day of the exercises, a Ghadir-class Iranian navy submarine successfully launched a cruise missile,” the official news agency IRNA reported. Iran's other submarines, the *Tareq* and the new domestically built Fateh (Conqueror) have the same anti-ship capability, IRNA quoted a military statement as saying. More than 100 vessels were taking part in the ongoing three-day

war games in a vast area stretching from the Strait of Hormuz to the Indian Ocean, state media reported.

Iran's expansion of its missile program, particularly its ballistic missiles, has been met with expressions of concern by the United States and European countries. Tehran says the program provides deterrent capabilities and is defensive.

The USS *John C. Stennis* entered the Gulf in December, ending a long absence of U.S. aircraft carriers in the waterway. Western experts say Iran often exaggerates its weapons capabilities, although there are concerns about its long-range ballistic missiles. (Reporting by Dubai newsroom)

**World Court Says U.K. Should Cede Control Of Islands Surrounding Diego Garcia.** The International Court of Justice said the U.K. should hand back to Mauritius control of an Indian Ocean archipelago where a key U.S. naval base is located.

“The U.K.'s continued administration of the Chagos archipelago “is an unlawful act of a continuing character,” court President Abdulqawi Ahmed Yusuf said in The Hague. “Accordingly the U.K. is under an obligation to bring an end to its administration of the Chagos archipelago as rapidly as possible,” Yusuf said.

The United Nations in 2017 sought an advisory opinion from the ICJ, its principal judicial organ, on the legal status of the archipelago. Chagos is part of the British Indian Ocean Territory, which has been administered by the U.K. since 1965, when it paid the then self-governing colony of Mauritius 3 million pounds (\$3.9 million) for control of the islands. Between 1967 and 1973, hundreds of inhabitants were removed to make way for the Diego Garcia U.S. military base, which has been used to launch bomber jets for wars in Iraq and Afghanistan.

Mauritian Prime Minister Pravind Jugnauth in

August obtained the backing of the African Union and about 30 other countries in his bid to have control of the archipelago returned to Mauritius. The request to the ICJ excludes Diego Garcia, he said.

**Eyes on the Sea: Companies Compete for Australian Maritime Surveillance Contract.** Major global defense contractors want to sell Australia on cutting-edge technology such as high-altitude, solar-electric powered drones and optionally manned aircraft to keep an eye on the oceans.

Airbus SE, Italy's Leonardo SpA, Northrop Grumman Corp and Lockheed Martin Corp are among the companies that have expressed interest in providing Australia's Department of Home Affairs with such equipment, showcased at the Australian International Airshow in Feb 19. The country is looking to replace 10 Bombardier Inc Dash 8 maritime patrol turboprops that began service more than a decade ago. Australia has the world's third-largest Exclusive Economic Zone behind France and the United States and the world's largest maritime search and rescue region, covering about 10 percent of the Earth's surface.

Australia faces smuggling of people, drugs and weapons; illegal fishing; and search and rescue at sea, making it an ideal market for sophisticated aerial surveillance technology. The government aims to have all of the new equipment operating by 2024, the department said when it announced the request for information in late October.

**Qatar Launches Massive LNG Shipbuilding Program That Could Exceed 100 Ships.** Qatar, the world's second largest exporter of liquefied natural gas, has taken its first firm steps in a massive LNG shipbuilding program that could exceed 100 newbuild LNG carriers over the next decade.

*Courtesy: gCaptain*