

## Visakhapatnam Regional Chapter



## 'Lighting a lamp for Maritime issues'

"It is our earnest expectation that the National Maritime Foundation will grow into an independent and open forum for exchanging ideas, and disseminating knowledge on maritime issues amongst our countrymen. We hope that it will also become a repository of knowledge and expertise in maritime affairs, and through the medium of a fine journal, and periodic seminars and workshops, stimulate original thinking on these matters."

*(From a speech delivered at the inauguration of the National Maritime Foundation, New Delhi on February 15, 2005)  
Courtesy : 'From the Crow's Nest', 2007.*



**- Admiral Arun Prakash**

PVSM, AVSM, VrC, VSM (Retd)  
Chairman, National Maritime Foundation  
Former Chief of Naval Staff



The Ocean is unbound, constantly in motion and ever changing. The logo of the National Maritime Foundation encapsulates this dynamic energy. The representation of the rhythmic waves is unlimited by a border as they flow into eternity. The many layers of waves represent the diverse and munificent recourses of the ocean. A slice of the ocean is captured in a parallelogram to connote the window of opportunity for the Foundation to harness, explore, research and monitor the many aspects of the ocean. The slanted form emphasises the progressive and dynamic approach of the Foundation.

# The first hundred days...

For any organization or incumbent of an office or seat of power, the first hundred days are considered to be crucial. That indeed is a testing time marked by teething troubles when ideas and plans get translated into action and work. A smooth take-off would ensure safe passage to the next stage.

Visakhapatnam Regional Chapter of the National Maritime Foundation started functioning in the last week of September 2009. The warm response of friends and well wishers and generous support extended by Vice-Admiral Anup Singh, FOC-in-Chief of Eastern Naval Command and Shri Ajeya Kallam, I.A.S., Chairman, Visakhapatnam Port Trust, enabled the new Regional Chapter to get into business straightaway. Prominent persons of the city and the area graciously agreed to be on the Advisory Board. On September 24 the first meeting of the Advisory Board was held with Shri Ajeya Kallam as the Chief Guest. On November 17 Vice Admiral Anup Singh addressed the Board members. Identification of areas of activity and proposals for constructive action were the outcome of these two meetings.

National Maritime Foundation's Director Cmde. Uday Bhaskar's kind invitation to participate in a Roundtable organised at Delhi on October 8 with Prof Harsh V. Pant of King's College London as the chief speaker on 'Navy in the Calculus of India's Foreign Policy' enabled me to meet Admiral Arun Prakash, Chairman of the National Maritime Foundation and other distinguished members and receive their good wishes for the Regional Chapter.

Visakhapatnam Regional Chapter has organised three lecture-meetings, all well attended and widely covered by the media. The first was a power-point presentation on the Visakhapatnam Port by Visakhapatnam Port Trust's Chairman Shri Ajeya Kallam on December 11, 2009. Shri N. Vishnu, Commissioner of Greater Visakhapatnam Municipal Corporation gave a lecture on 'Our Heritage and Culture' on January 15, 2010. Vice Admiral Anup Singh made a power-point presentation on Eastern Naval Command on January 18, 2010. Cmde. Naresh Kumar Chairman and Managing Director of the Hindustan Shipyard has agreed to speak on the premier ship building industry in March, the month in which India's first Prime Minister Jawaharlal Nehru launched *Jala Usha* the first ship built by Hindustan Shipyard in 1948.

The 1000 km long coastline of Andhra Pradesh offers a fascinating mosaic of art, culture, history, industry and modern technology. Between the blue sea and the fertile green landscape live eighty million people in villages, towns and cities of varying sizes and shapes. The gorgeous Eastern Ghats meet the beautiful sea at Visakhapatnam. The Regional Chapter located here aims to promote awareness among the people of the rich heritage and the huge potential of the place and the wealth of the ocean that has been their everlasting and unfailing benefactor. The need to protect and preserve our natural wealth and to promote a climate of peace and goodwill are among the objectives of the National Maritime Foundation's Regional Chapter. Little drops of water make the mighty ocean. Loving hearts and helping hands can make the world a better place to live in. Let's join hands.

  
**A. Prasanna Kumar**  
Regional Coordinator

*a blend of architecture,  
faith and science*

### The famous Sun temple of *Arasavilli* near Srikakulam

is one of the four temples in India dedicated to the Sun god... a unique feature of the temple is the fall of sunrays at the feet of the Deity twice a year in March and October in the early hours of the day even when the five big entrance gates are closed.



## *History...*

*“Centuries before the advent of Christ, the Andhras rose to be a great civilized power in the Deccan and started schools of science and learning.”*

*- R.C.Dutt*

### **A Roman coin**

Though the earliest reference to Andhra seems to be in the Aitareya Brahmana of 600BC and in some Buddhist texts of 500BC the history of Andhras begins with the Satavahanas from about 3<sup>rd</sup> or 1<sup>st</sup> century BC. Gautamiputra Satakarni was the greatest of the Satavahana rulers who dominated over the region stretching “ from sea to sea , girdling, the Deccan, from Ujjain in Central India to Kanchi in the far south and Mysore in the south west.” Despite their Vedic leanings the Satavahanas were great patrons of Buddhism.

# EASTERN NAVAL COMMAND

**Vice-Admiral Anup Singh** AVSM, NM  
*FOC-in-Chief, Eastern Naval Command*



To be asked to speak on the *raison de etre* of the ENC or for that matter, the Navy, might appear to have a simple, straight answer: “a force manned by people in gullible whites who are supposed to man their ships, submarines and aircraft for short or medium term durations unlike those who man the merchant Navy for prolonged periods.” Far from it! To get nearer the truth, one must turn to Sardar K M Panikkar – the doyen of Indian Maritime Doctrine who wrote, not so long ago, that to defend India and to avoid another landing like that by the Portuguese in the sixteenth century, the country will have to defend itself from the seas.

To a maritime nation, the need for a Navy is like inescapable oxygen for life. And nations with great power status have, all through history, been associated with the possession of strong navies.

Phoenicians, Athenians, Carthaginians, Romans, Norsemen, Venetians, French, Portuguese, Spaniards, British and..... the Indians were great practitioners of maritime strategy. And all except Indians, were great conquerors of their times.

Imagine how contemporary European powers could have become great colonisers without attendant navies. They ventured to the far shores, while anchored in their own territories, through their navies and held their colonies together with the help of their navies.

India has always had rich maritime traditions – from the sixth millenium BC till the 12<sup>th</sup> century AD, we were a nation of maritime exploration and expeditions. In so far as the Eastern seaboard is concerned, history has been witness to the fact that this component of the peninsula was a vortex of intense maritime activity. Buddhist texts dating back to 600 BC, point to a complete navigation of the Bay of Bengal and Indian Ocean by Indian mariners, especially from the Coromandel Coast to Ceylon, Burma and South East Asia. India was

governed by great dynasties till the eighteenth century AD. The Kalingas ruled from 300 BC to 150 BC and dispatched numerous maritime expeditions to Indonesia, Sri Lanka, Myanmar, China and Japan, resulting in the spread of Buddhism from India, where it originated.

The Satavahanas ruled the Deccan and Central India from the second century BC to the third century AD. They maintained trade links with Malaysia, Indonesia, Iran and Italy.

Between the fifth and tenth centuries, Indian trading posts were well established in all of the IOR. During the tenth and eleventh centuries, the Chola Dynasty encouraged sea trade and traded actively with Cambodia, Malaysia and China, even sending ambassadors



to these countries. The resultant cultural influence of Hinduism and Buddhism is seen in present day South East Asia in the form of architecture, temples, fables and dialects of Sanskrit spoken in some of these countries. The Angkor Wat in Cambodia epitomizes a blend of Indian and South East Asian cultures.

In modern times, the Portuguese ruled these waters in the sixteenth century, but it was the Dutch, French and British who set-up garrisons and trading posts in Calcutta, Madras and Pondicherry in the 17<sup>th</sup> and 18<sup>th</sup> centuries. These, thereafter, became hubs of naval and mercantile activity for the next 200 years.

It was the passing away of the “Kunjalis” and “Angres” from the Indian maritime scene that was responsible for the success of the European adventurers of the 15th century . It has now become a time and event-tested adage that India never lost her freedom till she lost command of the seas. The period between the 12th and the mid 20th centuries saw a complete neglect of maritime activity in India. However, the strengths of our culture and the richness of heritage ensured that the art of living off the seas and trading was not lost. The port and ship building infrastructure remained intact and was made full use of, by the British in building their Navy as well as servicing their trade routes. Some new ports and shipyards also came up during the 20th century. Take for example the Vizag Port and the Hindustan Shipyard Ltd, both of which were built in the early part of the last century and are both novels in their design, unique in access geometry and impressive in space utilisation. The choice of Vizag must also have been carefully selected given that no serious cyclonic activity has ever been witnessed in this location in the last 150 years. And the Indian brain looked at maximising benefit by creating a trilogy of hubs: port, rail head and now, an airport as well. Most importantly, land around this port is being fruitfully used for establishing industries/infrastructure to make the best of the available access to sea routes. To gauge the importance of the Eastern seaboard, let us take an overview of the seas surrounding peninsular India.

Try and invert India’s map to see the peninsula from the South. At first glance it looks odd but this is how we should always be viewing the country to assess its maritime import and relationship with the Indian Ocean. Only an inverted sub-continent tells you that India juts out into the Indian Ocean, almost driving a wedge and therefore dominating this ocean like no other country. This ocean stands apart from both the others in more ways than one. And looking at the geographic location of India — centred amidst majority of trade routes that hug and bend around the country’s southern tip, there should be no doubt in anyone’s mind that India has an enviable location and at the same time, enormous responsibility. Looking at India on the conventional map, lends a ‘continental’ mindset which is totally wrong. What are the benefits of





being a maritime state and that too one that is peninsular in nature? “Enviably”, to say the least. You have free access to the sea, three sides of the country are awash and the coast provides unlimited opportunities in terms of ports, fish landing and farming and ship building industry apart from the enormous opportunity for multi stream employment across all ages and skills. It is not for nothing that the famous American naval thinker and strategist, Alfred Thayer Mahan had this to remark in the late 19th century:

*“Whoever controls the Indian Ocean dominates Asia. This ocean is the key to the seven seas. In the 21st century, the destiny of the world will be decided on its waters.”*

Therefore, the opportunities as also the responsibilities that its geo-strategic location bestows upon India are enormous. One has to act now and here, to assess and act on all that is on offer as well as all that presents itself as a challenge in this ocean that bears India’s name! Just look at the confluence of all trade routes that criss-cross around India’s South and the enormity of world’s trade that is carried on these routes. Conservative estimates put the figure at two Trillion dollars as the worth of cargo that traverses on Indian Ocean’s sea lines of communication annually. The bulk of this has to be the “New Silk Route”, so termed due to the most valuable commodity carried from the Persian Gulf for the rest of the world - oil. However, all is not so rosy when it comes to the nature of this ocean. Unlike the Atlantic and the Pacific, this is like a closed water body.....a lake. It has a few access points on the East and West and a ‘roof’ on the North. Strangely, all the access points can become barriers in times of crises and are therefore termed “choke points”. These have to be guarded with a watchful eye in peacetime.

With this backdrop, let us see what India’s maritime interests should be, as a maritime nation in the Indian Ocean. These are :-

- Geo-Economics
- Energy Security (and security of energy)
- Maritime Trade
- Elimination/Safeguarding Vulnerabilities
- Protection of Choke Points

In contrast to the benefit that befalls all maritime states, those that are landlocked are burdened for life as without access to the sea they are denied free medium for trade, development and coastal/ offshore economic development. There are 44 known landlocked countries. Of them, those which are within the Industrialised world or in South America are still fortunate as almost all of them are blessed with rich mineral resources and scenic environs for tourism. Even so, other than Austria, Switzerland and Liechtenstein, all are relative “have-nots”. And all those in Africa and Asia are the poorest with little outlook for the future.

Having seen the vast spectrum of maritime activity, seaborne trade and the potential of the Eastern seaboard, one can easily understand the need and purport of a Navy on the Eastern seaboard. Let us now see what is occupying the navy today and what does it do in peacetime?

We have all been used to the adage THAT THE ONLY THING CONSTANT IN LIFE IS CHANGE! This is truer now of India's security environment than ever before. The winds of change that continue to sweep the world in general and India in particular, have completely transformed our geo-strategic environment. Not just the proxy war on our northern borders since the late 80s; not because of the attack on USS Cole in the year 2000; and not just because of 9/11 in 2001. But due to the ever present danger of infiltration through our porous sea shores by the potential adversaries. If any proof of this danger was needed, it came on 26/11. But, it is not just terrorism from the sea, but all possibilities including man-made and natural disasters, the threat of WMD proliferation, nuclear terrorism/ blackmail, the ever increasing incidence of piracy on the western shores of the ocean, and, the increased burden on all stakeholders to partake of the peacekeeping duty across the ocean, have transformed this environment for ever.

National security is no longer uni-dimensional as a purely military matter, nor is the regional security environment simple – it is enormously complex and extremely dynamic as we stand witness to the largest ever presence of multinational forces in the Indian Ocean Region. In this complex environment, the Navy's Diplomatic Role enables it to “shape the maritime battlefield”. “Shaping the Battlefield” is dependent on the geographical spread of the “battlefield”, and the (international) players who need to be influenced theirabouts, so as to shape it in the form that helps our interests. The Navy's Concept of Operations in times of relative peace, accordingly, gives primacy to “Surveillance-cum-Presence” Missions. The Indian Ocean Region is a vast region, and depending upon the distance from our coast, the area has been categorised into various zones. Keeping these zones under surveillance requires a fairly complex set of organisational interfaces such as imagery intelligence, surveillance by aircraft and ships, submarine deployments, merchant-ship tracking and reporting systems, amongst others and is a regular activity. Perceptions are built and sustained by ‘Presence’ missions, which are essentially designed to reinforce positive perceptions of the Indian Navy. The Indian Navy carries out constructive engagements with many countries in our area of interest and beyond. This represents a conscious move to hone our naval war-fighting skills by pitting ourselves against advanced regional and extra-regional navies and also to imbibe their best practices. To that end, we have been regularly engaging the Navies of USA, France, UK and Russia, as also Japan, Singapore, Indonesia and the Royal Oman Navy, amongst others.

The Eastern Naval Command is the primary operational command engaged in the Eastern Seaboard. The Eastern Naval Command's area of responsibility stretches over 1.8 mn sq km. In order to meet our commitments in the AOR, the ENC has been assigned a large no: of ships which include large destroyers to small Fast Attack Craft and a reckonable force of submarines. The ENC operates various helicopters and MR aircraft. Our main naval bases on the East Coast are Visakhapatnam and Chennai. We also regularly deploy our ships from forward bases

at Kolkata, Paradip, Kakinada, Ennore, and Tuticorin. The main airbases are Dega at Vizag, Rajali near Chennai and Parundu at Ramnad. The ships, submarines and aircraft of the ENC regularly undertake Fleet exercises and firings, in order to be ever prepared to tackle any kind of threat. Joint amphibious exercises with the Army and Airforce are scheduled regularly.

Coastal security now forms a major aspect of the concept of operations on the Eastern Seaboard. With the Indian Navy remaining the primary force responsible for the maritime security of India, the Command has pioneered many initiatives in safeguarding our coasts from all types of threats from the sea. As part of the coastal security initiative, coastal security exercises are conducted off each coastal state. The primary objective of these exercises is to facilitate networking of all concerned agencies and highlight the role of each player in the overall framework within respective states, including the civil administration, Police, ICG, CISF, port authorities, Customs, Immigration, Fisheries and the public health department. A large number of surface and air assets are maintaining round the clock vigil off the Eastern seaboard.

To conclude, the Concept of Naval Operations in peacetime is based on the roles of the Navy which are Military, Diplomatic, Constabulary and the increasingly important role which is the "Benign" role. The military role is the traditional role of the Navy and encompasses all situations which require the use of military force. The diplomatic role involves the use of maritime forces to support national political objectives and foreign policy, and assumes the availability of force to back and support diplomatic efforts at various levels. Maintaining good order at sea is the primary objective of the constabulary role. In this, forces are employed to enforce law or to implement some regime established by an international mandate. The Navy supports the Coast Guard in carrying out the constabulary role, which is their main mandate. The Coast Guard has, over the years, developed tremendous capabilities in carrying out this role from their fledgling beginnings in which the Navy supported the army in terms of manpower, training and resources. The significance of the constabulary role may be gauged from the fact that for almost one-third of the world's navies it represents the total extent of their functions. The fourth addendum to the roles of the Navy, the benign role, is increasingly occupying the resources of the Navy. In this role we are involved in Humanitarian assistance and disaster relief operations, Search and rescue, diving assistance, salvage operations etc. This role is termed benign because violence has no part to play in its execution, nor is the potential to apply force a necessary prerequisite for undertaking these operations.

In a nutshell, the concept of operations on the Eastern Seaboard would include maintenance of operational capability across the entire spectrum of conflict; maintenance of surveillance cum presence efforts during peace time; enhancement of effectiveness of platforms and surveillance capability; transition to network-centric operations; a continuum of engagement with other regional and extra-regional powers; establishment of credible capabilities for power projection; readiness to meet specific contingencies, and finally, readiness and preparation in peacetime, to win convincingly in war.

*(Lecture delivered on January 18th, 2010)*

# Visakhapatnam Regional Chapter

A brief report on the preliminary meeting held on September 24, 2009 at 6 PM with Shri Ajeya Kallam IAS., Chairman Visakhapatnam Port Trust as the Chief Guest

The meeting held at the Builders Association Conference Hall was attended by a small group representing important institutions and professions. Welcoming the invitees A. Prasanna Kumar circulated copies of the booklet sent by the Director of NMF Delhi and detailed the objectives of the National Maritime Foundation. He said that the 200 seminars/meetings organised and the several publications brought out during the last fourteen years on issues of contemporary relevance, by the Centre for Policy Studies have evoked a keen response and active support from the public and the media. This could form a good launch pad for the Vizag Regional Chapter of NMF to prepare an appropriate agenda and plan of action for the next six months.

Mr Ajeya Kallam, Chairman, Visakhapatnam Port Trust, welcomed the idea of starting a Regional Chapter and promised support to the Regional Chapter. Only recently, Mr Mohan Kanda, retired Chief Secretary of the Government of Andhra Pradesh and currently the Chairman of Disaster Management Board suggested to him to organize a meeting in Vizag to discuss plans for the future about the management of disasters. "Funds will be no problem and we can mobilize resources for any useful project," assured Mr Kallam. Thousands of hectares of

land are lying idle in AP and similarly the vast ocean which is a great source of energy and food security has remained unexplored or underutilized, he said. He explained how costly it is to produce beef, or meat or rice or milk and how much water each one of them requires, unlike a catch of fish which is the cheapest form of food available for the people. Marine products require neither land nor water nor sunlight (which we have in abundance unlike in some western countries) for their survival and our economic development would be incomplete unless the ocean resources are fully utilized. Referring to the problem of security he regretted that drugs, fake currency and weapons are sneaking into the country through our vast open coastline. Proper policy formulation and effective follow-up measures are the need of the hour, he summed up.

Former Manager of Hindustan Shipyard and marine engineer/surveyor 7Mr. C. Subrahmanyam emphasized the need to strengthen coastal security system and suggested that fishermen be equipped with walkie-talkie sets so that they can alert the coast guard and police whenever necessary. The Bay of Bengal is getting increasingly polluted, mostly due to oil leaks, and urgent remedial measures are essential according to him.

Former Registrar of Andhra University and Professor of Anthropology Dr P. Vijaya Prakash wanted the fishermen's village system to be strengthened. Coastal security is assured

when fishermen feel secure in their village, he said. Delta systems also need to be strengthened to ensure people-friendly environment, he added. Cdr RK Iyer, (IN Retd) President of the local Rotary Club wanted immediate steps to be taken to check pollution along the coast. Mr J.Sreenivasa Raju, CEO of Geomardy suggested that the academia, industry and government should come together in mobilizing resources, material and intellectual, for disseminating information on global warming, the menace of environmental degradation and emission of carbon dioxide. A multi-pronged approach is the need of the hour, he said.

The meeting concluded with a vote of thanks by Prasanna Kumar who also informed that Vice Admiral Anup Singh FOC ENC could not make it because of the visit of the Chief of Indian Navy Admiral Nirmal Verma.

*Minutes of the Advisory Board Meeting of the Visakhapatnam Regional Chapter of the National Maritime Foundation held on Tuesday, November 17, 2009 at the Builders Association Hall, Siripuram with Vice Admiral Anup Singh AVSM., NM. FOC-in-Chief Eastern Naval Command as the Chief Guest :*

*Members Present :*

**Shri Ajeya Kallam, I.A.S.**  
Chairman, Visakhapatnam Port Trust

**Shri K.Parthasarathy**  
Marine & Engg. Consultant

**Cmde. L. Gomes AVSM IN (Retd.)**

**Prof. P. Vijaya Prakash**  
Former Registrar, Andhra University

**Shri C. Subrahmanyam**  
Marine & Engg. Consultant

**Shri J. Sreenivasa Raju**  
CEO, Geomardy

**Rtn Cdr RK Iyer, IN (Retd.)**

**Dr. V. Bhujanga Rao**  
Director, NSTL, Visakhapatnam

**Shri V.N. Vishnu, I.A.S.**  
Vice-Chairman, VUDA

**Shri D.V. Subba Rao**  
Ex-Mayor, Visakhapatnam

**Cmde Naresh Kumar VSM IN (Retd.)**  
Chairman, Hindustan Shipyard

**Capt. S.S. Tripathi**  
CMD, Dredging Corporation of India

**Prof. A. Prasanna Kumar**  
Co-Ordinator

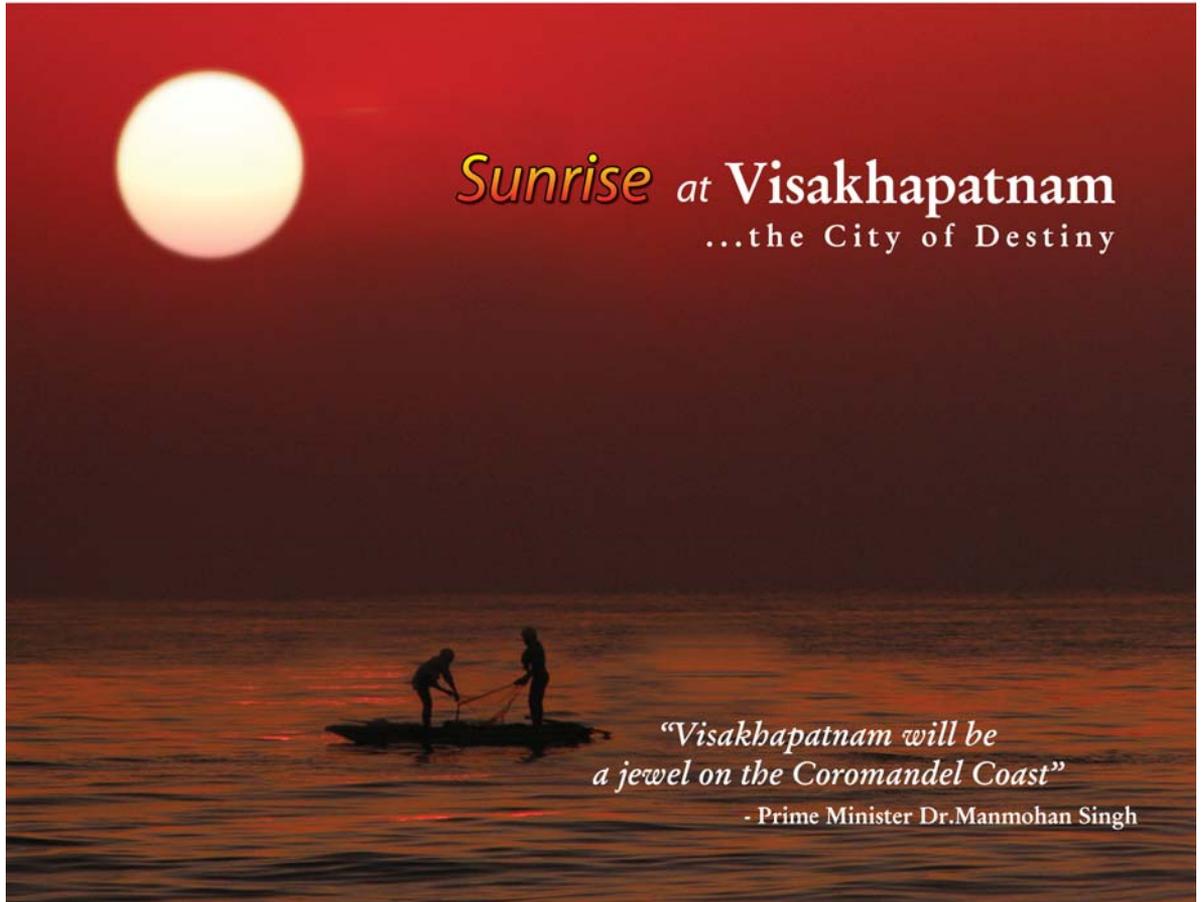
Vice Admiral Anup Singh, the Chief Guest, was welcomed by the Regional Chapter with ex Mayor and former Chairman of Bar Council of India Shri D.V.Subba Rao presenting a bouquet. In his message Vice-Admiral Anup Singh suggested that the regional chapter should identify areas, institutions and resource persons for in-depth study of “the riches of the area stretching from Kolkatta to Chennai.” Roundtables, workshops and seminars would be useful in generating ideas and useful discussions on the land, its history, the rich maritime traditions of the east coast from the Satavahana times. The ‘Kalinga Voyage’ would be an exciting intellectual exercise, observed Shri Anup Singh in a crisp and scintillating presentation that was received with applause by the members. Complimenting the Visakhapatnam Port Trust for doing commendable work despite several constraints, the Chief Guest exhorted the Regional Chapter to make full use of the abundant expertise available in the area and address the concerns identified through regular discussions and publications.

Shri Ajeya Kallam, Chairman, Visakhapatnam Port Trust referred to traffic chaos in Delhi and other cities and suggested creation

of cycle-ways in the city to improve the city's environment. Mr. Kallam who was the Chief Guest at the first meeting held on September 24 offered full support to NMF programmes. Vice-Chairman of Visakhapatnam Urban Development Authority Mr. V.N. Vishnu IAS., offered financial support to publications undertaken by the Regional Chapter. Shri Vishnu who as Collector of Srikakulam had brought out excellent books and articles on the area, is currently preparing a master plan for the Urban Development Authority covering the three north Andhra districts of the state. Constructive suggestions were also made by the doyen among India's marine engineers Shri K.Parthasarathy, another senior marine engineer Shri Subrahmanyam, Commodore (Retd) Lancelot Gomes,

Dr. Bhujanga Rao Director NSTL, Cmde Naresh Kumar Chairman Hindustan Shipyard, Capt Tripathi Chairman Dredging Corporation of India, Cdr RK Iyer, Prof. Vijaya Prakash, Shri Sreenivasa Raju and other members present.

The consensus of the meeting was that small groups of experts drawn from different fields should be formed to carry out in-depth studies, bring out scholarly publications in both English and Telugu for the benefit of the general public, generate public interest and awareness of important issues and problems and help in the creation of a climate of peace and security. A formal vote of thanks was proposed by the coordinator of the Visakhapatnam Regional Chapter.



# Masulipatam... a port of International importance



Portrait of the port in 1759

*Masulipatnam became*  
 “a port of  
 international importance  
 providing access to the  
 rich bazaars of the  
 kingdom of Golconda at  
 the peak of its power and  
 influence”.

*(William Dabrymple)*



## Nagarjuna

“A prodigious figure of encyclopedic scholarship, he was the celebrated founder of the Madhyamika system of Buddhist philosophy and the greatest apostle of the Mahayana school”.

Hiuen-Tsang, the Chinese Master of Law, who visited Dhanyakataka (circa A.D. 639), wrote that Nagarjuna rose to become “one of the four suns which light the world” along with Aryadeva, Kumaralabdha and Asvaghosa, three famed philosophers of the time.

### “Home of the classical Andhra art”

“Nagarjunakonda (the hill where Nagarjuna lived) was the focus, at its height some seventeen hundred years ago, of the votaries of Buddhism from the entire arc of countries from Ceylon, through Burma, the Indonesian archipelago, Thailand and Indo-China to China. The art of Nagarjunakonda was the farthest amplitude in India of the classical Andhra Art of Amaravati, and it was from Nagarjunakonda, in the main, that this gloriously sailed forth to inspire national arts of East Asia.”

- P.R.Ramachandra Rao

## Hindustan Shipyard Ltd.

### *Walchand Hirachand...*

established the Shipyard in 1941. The foundation stone of the shipyard was laid on June 22, 1941 by Dr. Rajendra Prasad who later became the first President of India. Jawaharlal Nehru, India's first Prime Minister, launched the first vessel, '*Jala Usha*' built by HSL in 1948. Today, HSL is a fully owned Government of India Undertaking under the administrative control of the Ministry of Shipping, Roads and Highways.



### **Memorable words of Jawaharlal Nehru while launching *Jala Usha* at Visakhapatnam on March 14, 1948.**

'In launching this ship many thoughts come to me, because this is the first ship of such size to be built and launched in India in many centuries. Inevitably one thinks of the ages when ship-building was one of the premier industries of India...Somehow the launching of a ship brings to mind the analogy of the ship of State which was also launched a few months ago in India and which has gone through stormy weather.... As I was watching this good ship *Jala-Usha* launched into the sea, I thought of the ship of State entering the sea. Let the sea be a symbol for us in the future. Let us send the ship of State, that is India, into the sea with a stout heart and in that way not only develop India but enhance her stature and enable her co-operate with other nations.'

*(Selected Speeches, Vol I p 118)*

## Visakhapatnam Port : *past, present and future*

- Shri Ajeya Kallam IAS

Chairman, Visakhapatnam Port Trust



*The first lecture of National Maritime Foundation, Visakhapatnam Regional Chapter entitled “Visakhapatnam Port : Past, Present and Future” was delivered by Sri Ajeya Kallam, IAS, Chairman, Visakhapatnam Port Trust on Friday, 11<sup>th</sup> December 2009 at the Conference Hall of Visakhapatnam Public Library. A summary of the lecture is presented hereunder.*

The present day Visakhapatnam port had an antiquity of about one millennia, wherein referred as a merchandise town (inscription of 1068 AD), managed by guilds. Later on was handled by the British till India became independent. Agro-products like oil seeds, jaggery, jute, indigo etc., woven cloth, mined manganese ore, processed hides and skin were the main items handled by the port for domestic and overseas trade and commerce.

The harbour was carved out due to the protruding hillocks of the Eastern Ghats into the intruding deep sea had been used to handle cargo until the formal construction of the port in 1927. Since then Visakhapatnam port gained momentum not only in handling bulk cargo and even the voyages (entry of S.S. Jaladurga on 07-10-1933). His Excellency Lord Willington, the then Viceroy and Governor General of India formalized the port on 19<sup>th</sup> December 1933, and then Visakhapatnam Port

found an indelible mark on ports map of the world.

Until the port had become one of the 12 major ports of India under MPT Act in February 1964, it was managed by government departments like Railway Board (1925-35), Forest (1935-37), Communication (1937-42), Water Transport (1942-44), Defence (1944-46), Bengal-Nagpur Railway (1942-56), Transport (1956-64). The port had provided, over a period of seven decades, different kinds of berths to handle multi commodity (EQ-1 to EQ-9) to specific dry/break bulk (WQ-1 to WQ-3) and LPG handling berths. Deep draft and multipurpose berths are added on BOT basis during the last five years (2001-05). Though, the Ross Hill and Dolphins-nose Hill extended the natural protection to the harbour the vagaries of Bay of Bengal brought sand on one side and coastal erosion on the other. Expertise of Sir Arthur Cotton and Mokshagundam Visweswaryya are adhered to protect the port by dumping huge rocks and sinking a ship loaded with sand at the mouth of the port, are a few landmarks in conserving and maintaining the port.

Time-to-time planning and meticulous execution for cargo handling and voyages, catering to the needs of the public as well as private brought laurels to the port, thereby to the region, and is being praised as ‘best harbour’ (Daughter of Sir Arthur Cotton)

*(contd...next page)*

‘Picasso’s cubic picture’ (Chalapathi Rao, writer), ‘bright jewel on the east coast (MP. Pinto), and others. Important personalities like Dr. Babu Rajendra Prasad, Pandit Jawaharlal Nehru, Dr. Sarvepalli Radha krishnan, Neelam Sanjeeva Reddy, Smt. Indira Gandhi had visited the port, their praise and suggestions further strengthened the vistas of the port.

Built of an open sea ore berth, an appendage to the inner harbour, a challenging task made possible by adopting ‘Crib construction technique’ for the first time in the world. Asia’s longest conveyor belt to load iron ore directly into the vessel anchored on open-sea berth for further shipment to Japan to upkeep the diplomatic agreement between India and Japan, a landmark in the annals cargo handling history of Visakhapatnam port. This port, at the moment, is playing a crucial role in handling import and export of commodities of national and international significance such as dry bulk (coal and iron ore), break bulk (fertilizers and food grains), liquid bulk (crude and oils), and containers of a variety of consumables.

The port has a mammoth plan of intensive and extensive development portals, focusing on the 21<sup>st</sup> century requirements, in the context of LPG economy and flattening earth.

# Maritime Contacts of Andhradesa

- Prof. C. Somasundara Rao

Retired Professor & Head of the Department of History  
Andhra University

It is a well-known fact that Indians had good knowledge of navigation from times immemorial. Apart from traditional information, the Indus civilization revealed contacts with the outside world. It is, however, from the 1st century B.C. to the 3rd century A.D. that India played a notable role in the trade and commerce with the Roman empire.

It was in the time of Satavahanas who ruled in the Deccan that the State and the trade-guilds had an active role in the commercial and cultural activities. There are foreign literary works, which state that the mouths of the Krishna river had good ports and mercantile towns at Chitti Guduru (near Machilipatnam), Ghantasala etc. The river Krishna was known as Masalia. The area was famous for muslins. Different parts of Andhra Pradesh seem to have participated in this trade, as revealed by the discovery of the gold and silver coins of the Roman Emperors. The Satavahana-Ikshvaku times were propitious for Buddhism, which encouraged sea-trade. Along with trade, Buddhist and Hindu missionaries visited different parts of South-east Asia and spread their religions. In turn, monks from Sri Lanka, Laos and Vietnam visited the Buddhist centres such as Nagarjunakonda.

There was a decline in trade from the 4th century A.D. Occasional references show that trade and religious activity continued with South-East Asia which was intensified in the medieval period. The Kakatiyas, Reddis and Vijayanagara rulers encouraged internal and external trade. The inscriptions of these rulers at Motupalli (Prakasam District) speak of tolls collected at that place and record the concessions that the State had given to the merchants. The Divi and Visakhapatnam ports also participated in the commercial activity of the times. During the period of the Sultans of Golconda, Nizams and the British period, Masulipatam became an important port-town. Masulipatam was famous for chintzes, Eluru for carpets and Srikakulam for muslins, which were exported to Europe. In course of time, they lost the market in Europe, owing to the policies followed by the British.

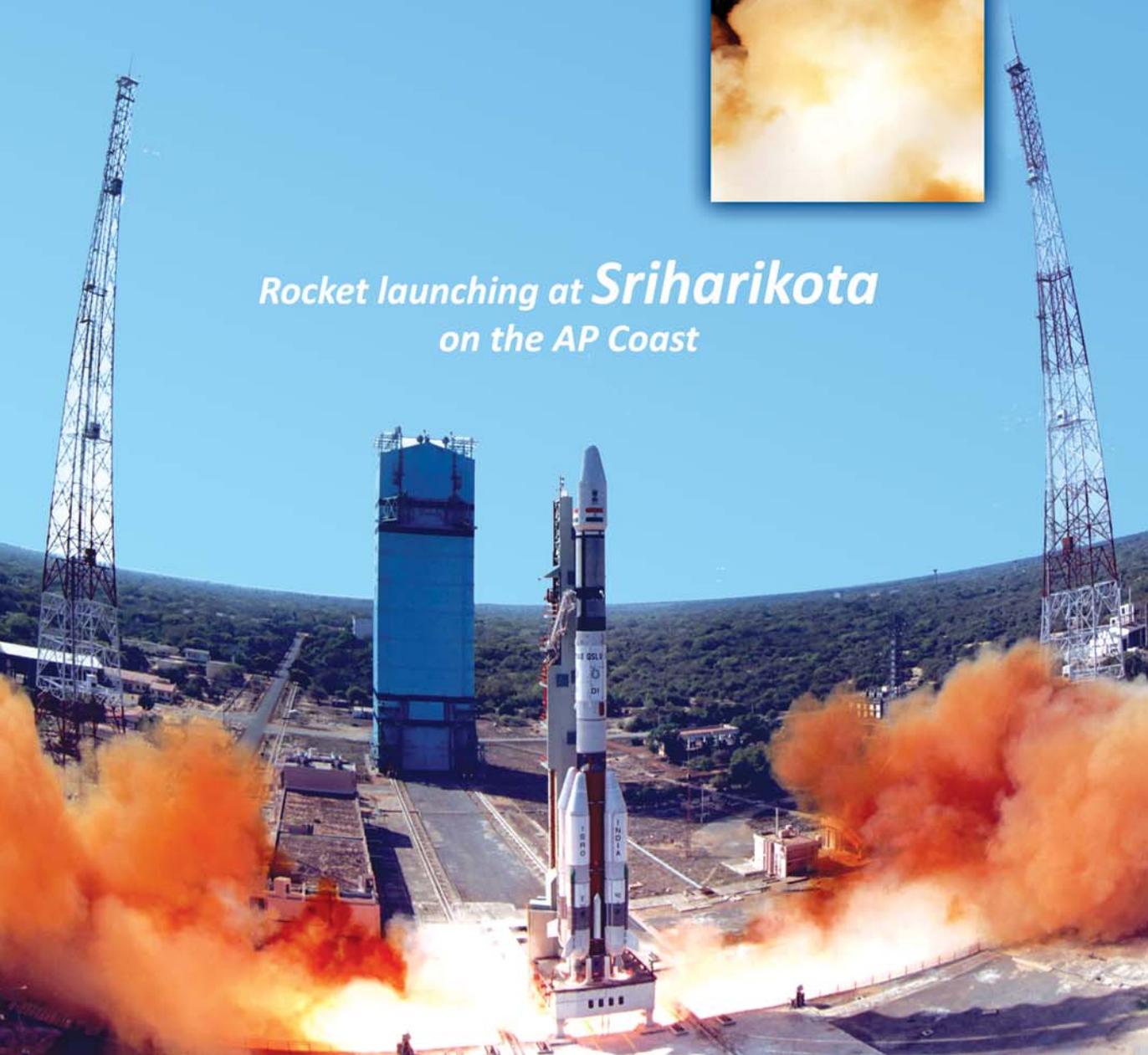
It would be interesting to study the history of the maritime contacts of the Andhras for over two thousand years and bring out the cultural diaspora in other countries.

# *'Soaring into the skies'*

*...Pride of Space Research*



*Rocket launching at Sriharikota  
on the AP Coast*



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Co-Ordinator

47-7-23, Ba-Bapu Bhavan, 4th Lane, Dwarakanagar, Visakhapatnam - 530 016.

Phone & Fax : 0891-2531727, E-mail : nms.vishakha@gmail.com

*Advisory Board's First Meeting on September 24, 2009  
with Shri Ajeya Kallam, Chairman, Visakhapatnam Port Trust as the Chief Guest*



*From Right to Left : Shri Ajeya Kallam, IAS, Regional Co-ordinator, Shri A. Prasanna Kumar, Cmde. T. Rajaram, IN Retd., Shri C. Subrahmanyam*

## Advisory Board Meeting on Nov. 17, 2009



Shri D.V. Subba Rao,  
Ex-Mayor and Former Chairman of  
Bar Council of India  
and Shri Ajeya Kallam, IAS,  
Chairman,  
Visakhapatnam Port Trust  
welcoming  
Vice-Admiral Anup Singh,  
FOC-in-Chief,  
Eastern Naval Command  
to the Advisory Board Meeting.

The meeting in progress.

From L to R :

Shri K.Parthasarathy,  
Cmde. Gomes, Capt. Tripathi,  
Cmde. Naresh Kumar,  
Vice-Admiral Anup Singh and  
Shri Ajeya Kallam

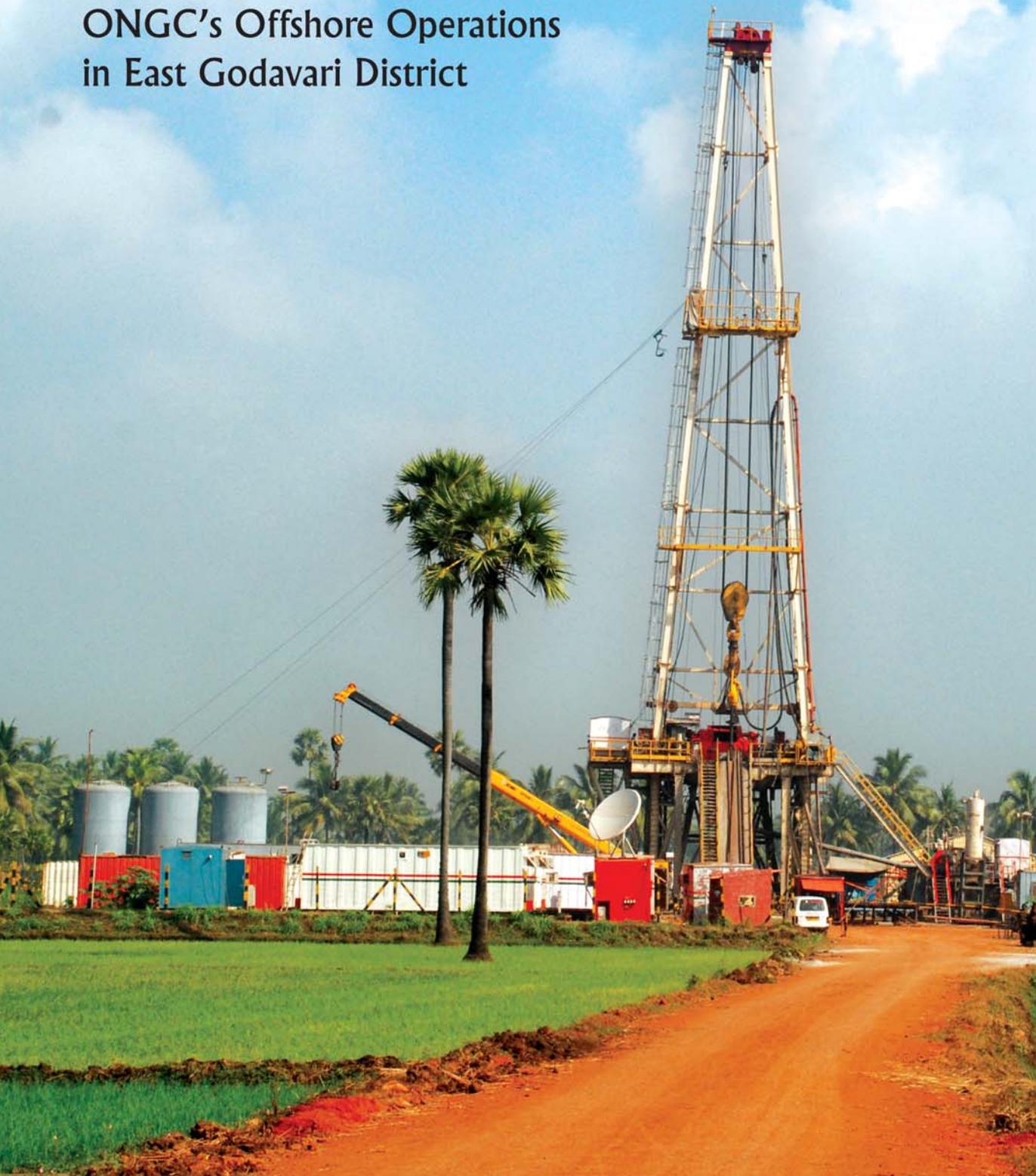


L to R :

Dr. V. Bhujanga Rao,  
Shri J. Srinivasa Raju,  
Prof. P. Vijaya Prakash,  
Cdr. RK Iyer,  
Shri C. Subrahmanyam,  
Shri K. Parthasarathy.

# For India's '*energetic*' future...

ONGC's Offshore Operations  
in East Godavari District



## Protect Nation's Heritage



- **Shri V.N.Vishnu, IAS**

Commissioner  
Greater Visakhapatnam Municipal Corporation

*(Report published in The Hindu on the lecture delivered by  
Shri V.N.Vishnu on January 15, 2010.)*

Embracing whatever is good and an accommodative attitude leads to development of a culture that helps in progress. Greater Visakhapatnam Municipal Corporation Commissioner V.N. Vishnu has said.

Speaking on 'Our heritage and culture' at a lecture-meeting organised by National Maritime Foundation (NMF) Visakhapatnam Regional Chapter here on Friday, he dwelt at length on the rich culture and heritage of the country and the region, the need to protect, preserve and promote it and the immense prospects it held for growth. Roots of cultural and commercial exchange were found in river or maritime routes.

Stating that a combination of biology, belief systems and behaviour pattern made up culture, Mr. Vishnu underlined the importance attached to human life at various stages in the dharmic religion followed.

"While culture is natural tie of civilisation with reference to a race or a nation, heritage comprised valuable things that forefathers be-queathed with regard to religion, art, cuisine etc," Mr.Vishnu said in sourced quotes. He stressed the need to showcase the heritage from East Godavari to Srikakuhim. stating that there were more than 200 tourist spots. including temples at Meliaputti, Srimukhalingam and Mahendragiri in the Eastern Ghats and Thotlakonda, Bavikonda and Pavuralakonda. As VUDA Vice-Chairman, he mooted the development of a botanical garden to preserve the rare plants of the Eastern Ghats.

Visakhapatnam had a cosmopolitan culture, he said adding one should be proud of the cultural mix it enjoyed. "We see more than tolerance a religious camaraderie here," he commented. As VUDA Vice-Chairman he had identified a site and approved a proposal for a branch of Visakhapatnam Public Library as the city was growing in that direction. It would be handed over with abuildingtc the trust, he added.

Train connectivity Interacting with the gathering, he said to improve train connectivity Duwada station had to be developed with a flyover from Sheelanagar. GVMC would organise an artist's camp in the city in April and had plans for a gallon' in course of time. NMF regional chapter co-ordinator A. Prasanna Kumar, who welcomed, said NMF. sponsored by the Ministry of Defence, plans to organise programmes on culture, heritage, maritime activity etc. A formal function would be organised for it? launch in February/March in which former Chief of Naval Staff Arun Prakash would participate. He lauded the work done by Mr. Vishnu as Srikakulam Collector to promote its rich Buddhist sites and culture.

In pursuance of  
the aims and  
objectives of  
**National Maritime  
Foundation**  
the *Visakhapatnam  
Regional Chapter*  
seeks to...

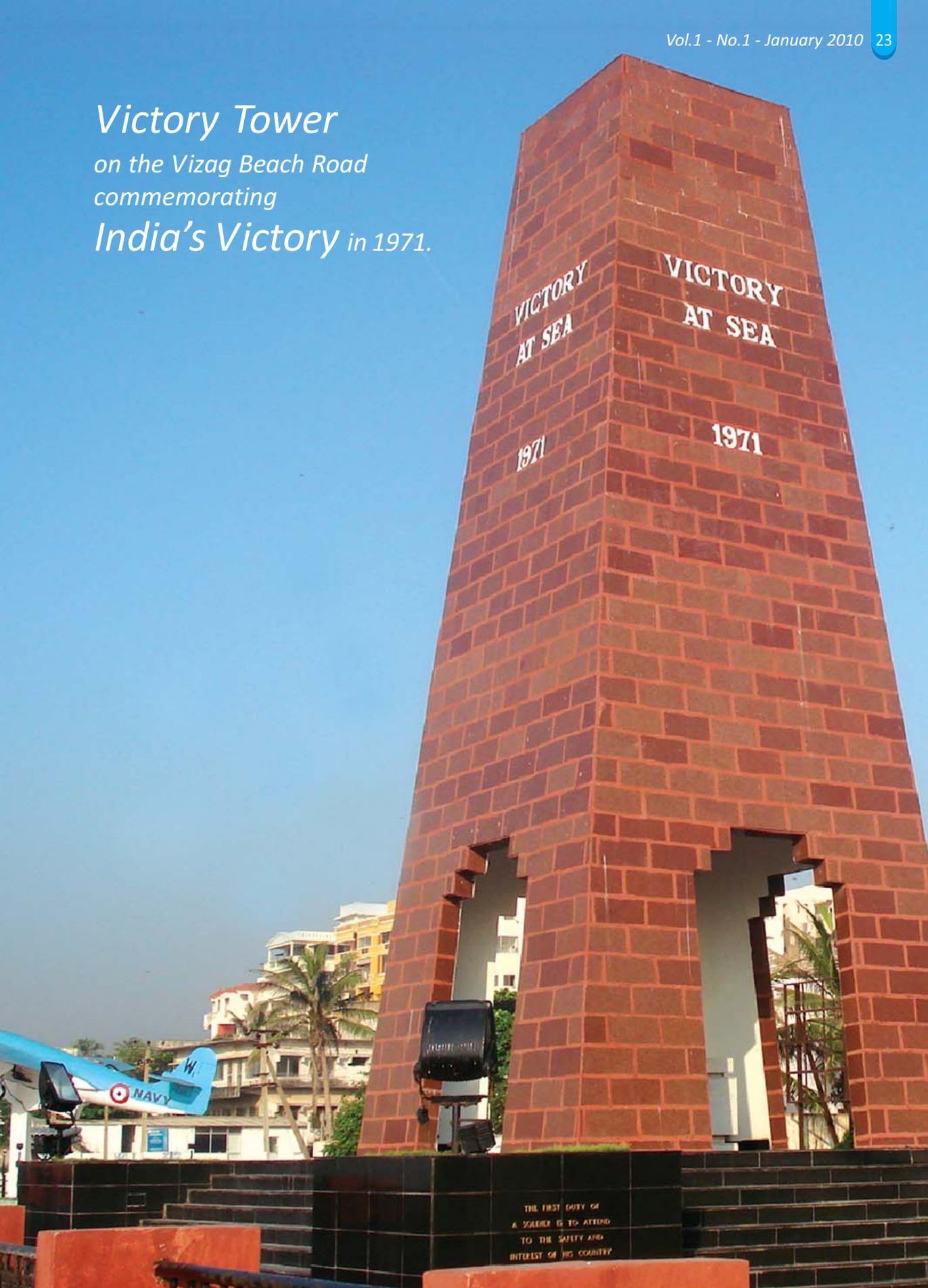


1. protect and propagate among the local populations the maritime heritage of the region.
2. develop database on fishing populations living in about 282 villages spread along 1030 km Coast of Andhra Pradesh.
3. document indigenous and traditional knowledge systems of boat building, seafaring fish types and populations, fishing paraphernalia etc., for patenting.
4. make use of indigenous knowledge of fishing populations to combat external threats and to mitigate natural disasters.
5. gather information on ancient trade routes and shipwrecks to record maritime activity of the region.
6. conduct roundtable discussions and public lectures to promote awareness of maritime culture.
7. coordinate with the Eastern Naval Command and organizations like Naval Science and Technological Laboratory, Coast Guard, Visakha-patnam Port Trust, Hindustan Shipyard, Dredging Corporation, Greater Visakhapatnam Municipal Corporation, Visakhapatnam Urban Development Authority, Fisheries, Archaeology and Museums, Andhra University and NGOs to strengthen maritime awareness and environmental protection.
8. develop maritime tourism along the Andhra coast.
9. motivate the people, youth in particular, to actively participate in NMF programmes.

# Victory Tower

on the Vizag Beach Road  
commemorating

India's Victory in 1971.



VICTORY  
AT SEA

VICTORY  
AT SEA

1971

1971

THE FIRST DUTY OF  
A SOLDIER IS TO ATTEND  
TO THE SAFETY AND  
INTEREST OF HIS COUNTRY

# *“in the forefront of our maritime consciousness”*

## *Eastern Naval Command*

*‘Safeguarding the maritime security and assets’ the sentinel of the East Coast had a humble beginning when the British government set up a small naval base on December 12,1939.*

*In 1942 it was given the name His Majesty’s Indian Ship Circars. After Independence it became INS Circars which trained the men in white till the Eastern Naval Command came into being on March 1,1968. The ENC has since grown in strength and stature ... its role in India’s victory in the 1971 war has been acclaimed and the **Victory Tower** on the Visakhapatnam beach road bears testimony to it. The spectacular exercises of the ENC on Navy Day, December 4, every year draw huge crowds...*



*a view of the submarine museum, the only one of its kind in Asia, and the flying Naval aircraft in the sky with the sea providing a perfect backdrop.*