



# "WAVES FROM THE VOYAGERS"

*2<sup>nd</sup> Edition of Newsletter, June 2019.*

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## A VISIT TO VISAKHAPATNAM

Visakhapatnam is a port city and an industrial centre in the Indian state of Andhra Pradesh, on the Bay of Bengal. A ten days visit from 2<sup>nd</sup> January to 12<sup>th</sup> January 2019 to Visakhapatnam was organized by the Department of Maritime Management. 52 students and 3 faculty members were a part of this visit. The intent of the trip was to make the students familiar with the operations at Port and to make them informed of how various activities at Port are carried out. Apart from it, the students can also see the historic culture and values of the city.

- As a part of industrial visit, students were taken to **Aircraft Museum**. It was established in 2017 by the President of India Shri Ramnath Kovindji. This aircraft served the Indian Navy for 29 years and had 30,000 hours of accident-free flying by the time of its retirement on 29<sup>th</sup> March 2017 at INS Rajali Arakkonam. After that, students also visited **INS KURSURA SUBMARINE**. INS Kursura (S20) was a Kalvari-class diesel-electric submarine of the Indian Navy. She was India's fifth submarine. Kursura was commissioned on 18 December 1969 and was decommissioned on 27 February 2001 after 31 years of service .She participated in the Indo-Pakistani War of 1971, where she played a key role in patrol missions. In the evening, students went to RK Beach for leisure. RK Beach also known as Ramakrishna Beach is situated on the East coast of Bay of Bengal in Visakhapatnam. It is located near Dolphin's Nose.
- The next day, students visited **Visakhapatnam Port Trust**. Visakhapatnam Port is one of the 13 major ports in India and the only major port of Andhra Pradesh. It is India's second largest Port by volume of cargo handled. Visakhapatnam Port has three harbors - the outer harbor, the inner harbor and the fishing harbor. The outer harbor has 6 berths capable of handling vessels with a draft up to 17 meters while the smaller inner harbor has 18 berths that are Panamax compatible.



- The next place on the list was **Visakhapatnam Container Port Terminal**. The terminal is well equipped with modern infrastructure including Post Panamax STS cranes, latest NAVIS SPARCS N 4 softwares, with more than 366 reefers plug points, adequate power back up, full length rail siding and fully computerized environment. The Terminal has been recording a decent growth year on year with a CAGR of 22.9% since inception. Plans have been drawn out for further expansion. The Port will have a longer quay line (850 m) for container vessels and 2 million TEUs in capacity over the next 5 years.



- On second last day of the visit, students were taken to **Vizag Steel Plant (RINL)**. Rashtriya Ispat Nigam Limited, the corporate entity of Visakhapatnam Steel Plant is a Navaratna PSE under the Ministry of Steel. It is the first shore based Integrated Steel Plant in the country and is known for its quality products delighting the customers. With its high levels of environmental standards, propelled with the motto of "**one tree for every ton of steel**" RINL make a whole-hearted attempt to have a greener and cleaner environment. RINL has undertaken a slew of plantation programs in which 63,00,000 saplings were sown and many such programs shall ensue in future.
- The last place to visit was **Hindustan Shipyard Ltd.** It was built by an industrialist Walchand Hirachand as a part of The Scindia Steam Navigation Company Ltd. Walchand selected Vishakhapatnam as a strategic and ideal location and took possession of land in November 1940. The first ship to be constructed fully in India after independence was built at the Scindia Shipyard and named Jal Usha. It was launched in 1948 by Jawaharlal Nehru, the first Prime Minister of India. The shipyard is relatively compact at 46.2 hectares. It is equipped with the plasma cutting machines, steel processing and welding facilities, material handling equipment, cranes, logistics and storage facilities. It also has testing and measuring facilities. It has a covered building dock for building vessels up to 80,000 DWT. There are three slipways and a 550 meters (1,800 ft) fitting-out jetty.

*The visit ended with a lot of learning, practical Knowledge and knowledge about the culture of a new state. These learnings will be helpful to the students in the years to come.*



**-Jigar Raghani**

**(Semester II, Department of Maritime Management,  
B.K.School of Professional and Management Studies)**

## **OVERVIEW OF GOVERNMENT INITIATIVE:**

### **SAGARMALA PROJECT**

#### **INTRODUCTION:**

The Sagarmala programme is the flagship programme of the Ministry of Shipping to promote port-led development in the country through harnessing India's 7,500 km long coastline, 14500 km of potentially navigable waterways and strategic location on key international maritime trade routes.

The concept of Sagarmala was approved by the Union Cabinet on 25th March 2015. As a part of the programme, a National Perspective Plan (NPP) for the comprehensive development of India's coastline and maritime sector has been prepared which was released by the Hon'ble Prime Minister SHRI NARENDRA MODI, on 14th April, 2016 at the Maritime India Summit 2016.

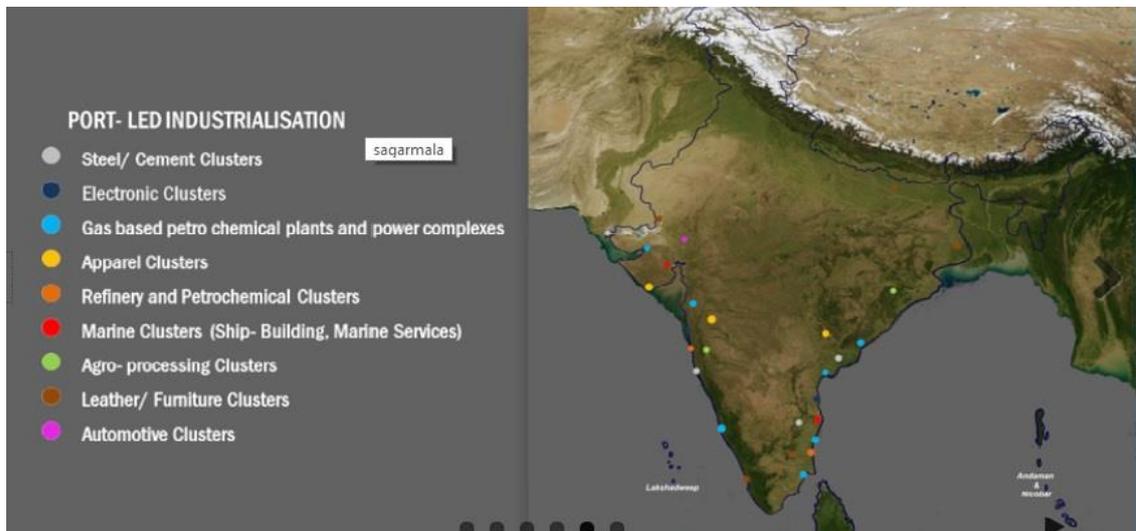
#### **CONCEPT AND OBJECTIVE:**

- Reducing cost of transporting domestic cargo through optimizing modal mix
- Lowering logistics cost of bulk commodities by locating future industrial capacities near the coast
- Improving export competitiveness by developing port proximate discrete manufacturing clusters
- Optimizing time/cost of EXIM container movement



### **NEED FOR PORT-LED DEVELOPMENT IN INDIA:**

- India is lacking the high quantity of international trade via coastal line due to the lack of infrastructure facilities and advanced coastal technologies.
- The cost of shipping/evacuating goods through Indian Maritime Transport is quite high compared to that of China, South Korea, Japan and other developed countries. This makes Indian goods uncompetitive in the International market.
- China, South Korea and Japan have effectively used their coastline for ‘Port-led Development’. India has to replicate their model to stay competitive.



- Turnaround time (TAT) at major ports was approximately 4 days in 2014-15, whereas Global average benchmark is 1-2 days. Some of the private sector ports in India like Mundra and Gangavaram, have been able to achieve a turnaround time of around 2 days.
- By comparison, Coastal and Inland water transportation contribute to 47% of China’s freight modal mix, while in Japan and US, this share is 34% and 12.4% respectively. Significant savings can be achieved by shifting movement of industrial commodities like Coal, Iron ore, Cement and Steel to Coastal and Inland waterways.

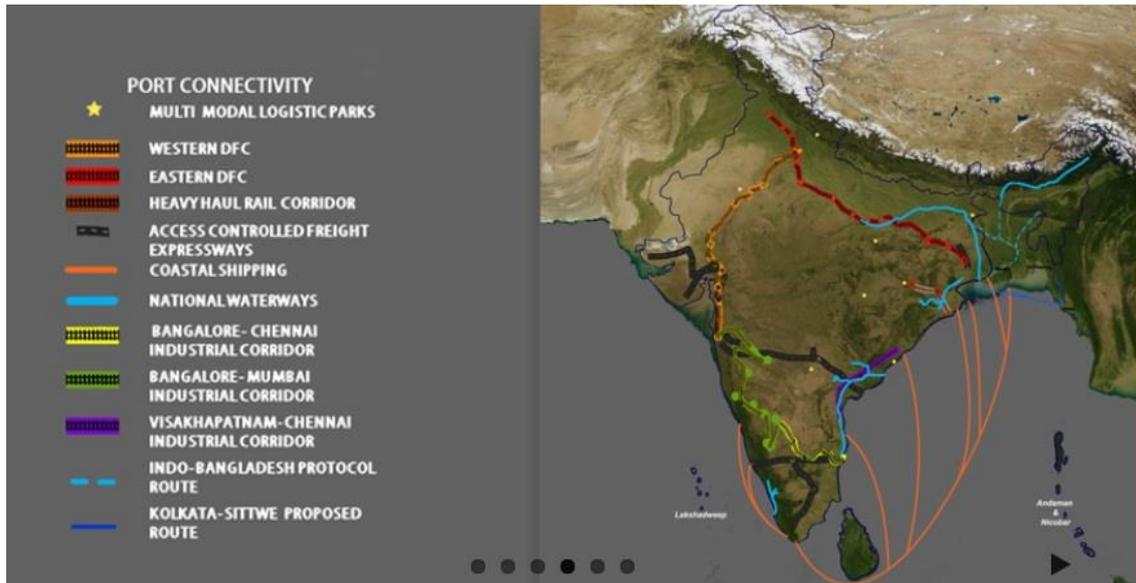
- More than 90% of Coal currently moves via railways in India. The constraints on connectivity and sub-optimal modal mix results in higher logistics cost thereby affecting the manufacturing sector and export competitiveness.
- So, a plan must be devised to reduce logistics cost and strengthen India's EXIM industry. Sagarmala Project is one such plan.

### **PILLARS OF SAGARMALA:**

1. **Port Modernization & New Port Development:** De-bottle necking and capacity expansion of existing ports and development of new Greenfield Ports.
2. **Port-linked Industrialization:** Developing Port-proximate Industrial Clusters and Coastal Economic Zones to reduce logistics cost and time of EXIM and domestic cargo.
3. **Coastal Community Development:** Promoting sustainable development of Coastal communities through skill development & livelihood generation activities, fisheries development, Coastal tourism etc.



4. **Port Connectivity Enhancement:** Enhancing the connectivity of the ports to the hinterland, optimizing cost and time of cargo movement through Multi-modal logistics solutions including Domestic waterways (Inland water transport and Coastal shipping).



### **IMPACT OF SAGARMALA PROJECT:**

- Water transport (sea/river) is the cheapest and least polluting form of transport in the world. Huge scale goods can be moved from one place to another using Container Ships (or barges on rivers).
- Sagarmala's standalone feature is Port-lead development with Coastal Economic Zones for Import/Manufacture/Export
- By connecting all Indian ports, internal logistics will become very cheap all along the coastline as goods from Gujarat to North East will ship very cheaply.
- Creation of Multi-modal hubs to connect Rail, Road, Ports and Waterways for quick and smooth transfer of goods is the key to success of Sagarmala.
- Economy will be really strengthened as we make use of God-gifted Coastline and hinterland to make full use of human and natural resources via Trade and Commerce.

## **DEENDAYAL PORT TO HAVE DEDICATED FACILITY FOR FERTILIZER**

### **CARGO:**

- Now all the activities, right from the unloading of bulk Fertilizer Cargo from the ships to loading of bagged fertilizer freight on wagons will be fully mechanized at the Deendayal port at Kandla. A plan is on the way to set up fully mechanized fertilizer cargo handling facility at the port.
- The facility will be developed at berth number 14 of the port, which is being constructed at an approximate cost of Rs.138 crore. The port will further invest approximately Rs.340 crore for the project from its internal resources. Initially, the proposed facility will handle 2.50 MMTPA and subsequently the capacity will be raised to 4.50 MMTPA.
- In the proposed project, the Fertilizer Cargo will be unloaded using Mobile harbor cranes onto Mobile hoppers. The conveyor system, along with the tipper system, will transfer the cargo to the cargo storage shed of 38500 m<sup>2</sup>. The storage shed will be equipped with 40 sets of bagging and stitching units which will feed the bagged cargo directly into wagons to reduce labor, movement and will optimize time and as such the logistic cost will come down.
- At present, the handling of Fertilizer Cargo at Deendayal Port involves multiple movements and agencies. The mechanized facility will reduce that and ensure faster delivery of the cargo to the end users. The facility will bring a host of benefits in terms of cost and delivery time and labor input.

## **INVEST IN SMART INDUSTRIAL PORT CITY KANDLA:**

### **BENEFITS EARNED BY GUJARAT:**

1. 3<sup>rd</sup> largest contributor to India's GDP (2016-2017) at constant prices base year 2011-2012.
2. No.1 NCAER State investment potential index 2017.

3. No.3 most attractive FDI destination in the country with 7.75% share of country's total FDI pie in 2017.
4. No.1 Logistic ease across different states (lead) Index.

#### **INDUSTRIAL SCENERIO IN KUTCH:**

1. The district is a home of 3 Operational SEZ, 2 leading Ports of India and 13 Industrial estates.
2. Nearly 75% of the total minerals of Gujarat states are produced in the Kutch only.
3. One of the potent regions for the generation of Solar and Wind energy in India.
4. Major player such WELSPUN , SUZLON , ADANI GROUP , SANGHI GROUP , CENTURY PLYWOOD , IFFCO , CARGILL , BUNGE , VESTAS , FRIENDS SALTS WORKS & ALLIED Industries have invested in the district.
5. Mineral based industry on resource such Limestone, Bentonite, Lignite, Bauxite, Castor, Salt, Gypsum.

#### **MODERN INDUSTRIAL ZONE AT KANDLA:**

1. Port based industrial development.
2. Developed industrial plots with infrastructure like Power, Water, Road, Sewerage, etc.
3. Competitive price.
4. 59-year lease term.
5. 2 to 53 acres plot size.

#### **VARANASI TO HALDIA INLAND WATER WAY IN INDIA:**

- According to an official statement, the Centre's Jal Marg Vikas Project aims at developing the stretch of the river between Varanasi and Haldia for navigation of large vessels weighing up to 1,500 tonnes to 2,000 tonnes.

- Its objective is to promote Inland waterways as a cheap and environment-friendly means of transportation, especially for Cargo movement. The Inland Waterways Authority of India (IWAI) is the project implementing agency.
- The project entails construction of three multi-modal terminals (Varanasi, Sahibganj and Haldia), two inter-modal terminals, five roll-on-roll-off (Ro-Ro) terminal pairs, new navigation lock at Farakka in West Bengal, assured depth dredging, integrated vessel repair and maintenance facility, Differential Global Positioning System (DGPS), River Information System (RIS), river training.



**- Akash Parikh**

**(Semester II, Department of Maritime Management,  
B.K.School of Professional and Management Studies)**

## **SPORT EVENT : ASWAMEDH-2**

- Like we witness cricket fever around us, other outdoor games also hold equal importance. Gujarat University and Krida Bharti, Ahmedabad decided to celebrate Sports Festival under the tag line “ASWAMEDH-2” with games like Cricket, Volleyball, Football, Table tennis, Badminton, Kabaddi, Tug of War, Kho-Kho and many more.



- One of it was the Tug of War Competition held between the students of different Colleges. Our Maritime students' team with the strongest game playing strategy reached to the finals. Being a runner up in the competition didn't make us loose but it made us shine bright and overwhelmed to be making our mark among others.



- **Bharat Dhar**

**(Semester II, Department of Maritime Management,  
B.K.School of Professional and Management Studies)**

## MARATHON: RUN WITH SOLDIERS

- Everyone likes to push their limits to assess their own strength and take it as a challenge. Gujarat University Alumni Association (GUAA) thus provided a platform for this and gave an opportunity to run with those who keep us safe by shedding blood, sweat and tears on borders by organizing a Marathon 'Run with Soldiers' on 27<sup>th</sup> January 2019. The Marathon received tremendous response from the mass across the state. Students, citizens and Armed forces had actively participated in this event. The top three winners of this race were given medals and cash rewards. 40 students from B.K. School of Professional and Management Studies took part voluntarily in managing the event. Although the participants turned up in huge numbers, GUAA managed the event without any chaos. The Marathon ended successfully with refreshments served to all the participants.



**- Neel Parikh**

**(Semester II, Department of Maritime Management,**

**B.K.School of Professional and Management Studies)**

## CULTURAL ACTIVITY: PAL

- The moment that every person will remember is his College Life. At Department of Maritime Management, B.K. School of Professional and Management Studies, celebrates that moment as PAL. PAL of Happiness, Friendship and Notoriety.
- PAL is flagship event of Department of Maritime Management, B.K. School of Professional and Management Studies which is organized along with Renaissance. PAL is basically an Alumni meet. Students from the current batch invites alumni of College and demonstrate their talents in front of their alumni. It shows potential of current batch and helps them to build a strong alumni network.



- This year, we invited Mr.Chintan Pandya (Professional Actor, Director and Writer) and his whole group to perform “RASHMIRATHEE” which is Ramdhari Singh Dinkar’s epic in Karna (one of the most popular character of the epic Mahabharata) , tracing his life, with

great relevance to today's society riddled by class and caste. They performed "RASHMIRATHEE" in Vachikam, means the Dramatic reading. It deals with the text, subtext and context, voice cultures, vocal draft, music and singing. It was totally different and memorable experience for all present there.



**- Madhav Rathod**

**(Semester II, Department of Maritime Management,  
B.K.School of Professional and Management Studies)**

## A CULTURAL ACTIVITY: RENAISSANCE

- Renaissance is the flagship event of B.K.School of Professional and Management Studies and this Annual Management cum Cultural festival is held at B. K. School of Professional and Management Studies in the spring season.
- Renaissance is theme-based event. Every year the theme of Renaissance is changed according to trend in the market and new ideas brought in by the students. The theme of ‘Renaissance-2019’ “REVIVE RELIVE RETHINK“.



- Renaissance is the flagship event which is a perfect blend of various events that upskills as well as gives entertainment to participants. It is a two full days event including fun, indoor and outdoor events. The events include management and cultural activities. A brief description of different events is as follows:

### **1. BRAND MASTERS :**

This event is based on marketing and advertising skills.

## 2. STOCK WARS :

Through the Stock War Game, you get a chance to present your understanding of investing activities and stock market.

## 3. AUCTION HOUSE :

This event is based on virtual auction.

- ❖ Auction house event is held by students of Department of Maritime Management. All participants enjoyed a lot. The winner got prize from the organizers.



## 4. KAUTILYA :

An HR Based Management Event which will give you a chance to exercise your analytical skills and make you aware about the human side of the organization.

## 5. ROADIES :

A College roadie is a collection of physical and mental management games to test your acumen, skills and knowledge.

## 6. PUBG :

A famous mobile game competition.

## 7. DE GHUMAKE! :

An event based on gully cricket.

- ❖ Our maritime students' team with the strongest players and proper mind game become a winner among different teams. We feel proud for our sports stars.



## **8. Flash It :**

Not everyone with a camera can be called a photographer. Time to find out who the real deal is! A photography competition which will be a true test of your skills and creativity with the camera.

- Because of the efforts our students put in, good reputation of the institute and strong network of alumni, we are always able to get leading brands as sponsors of our event. The sponsors of our event were Flourish Foods (Prize Partner), Challenge TMT (Aarash Sponsor), VLCC (Panache Sponsor), D&C Developers (PAL Sponsor), Trekon (Event Sponsor), Decathlon (Event Sponsor), Mirchi Love (Radio partner).



**- Rutul Shah**

**(Semester II, Department of Maritime Management,**

**B.K.School of Professional and Management Studies)**

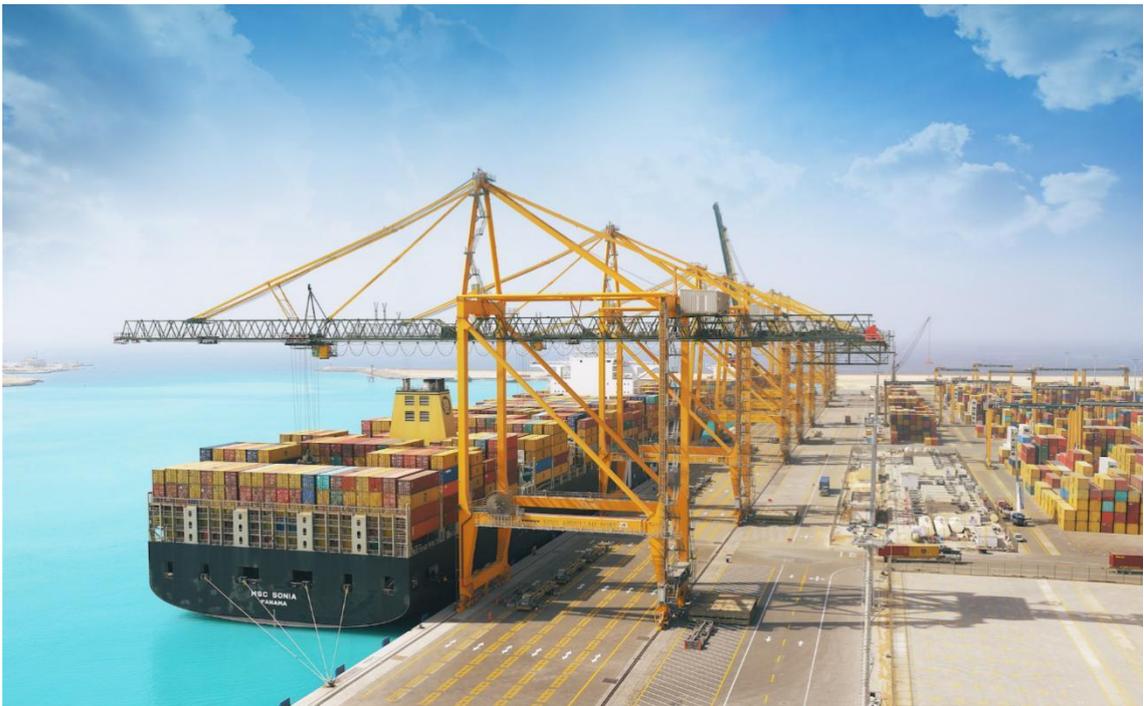
## **PORT INDUSTRY IN INDIA**

### **Introduction**

- The maritime industry is regulated by the rules and regulations of International Maritime Organization (IMO)
- India is the sixteenth largest maritime country in the world, with a coastline of about 7,500 km.
- Ports in India handle around 95 per cent of international trade volume of the country.
- India has 12 major ports and more than 287 minor ports.
- Major ports are governed by GOI and minor ports governed by respective State government.
- Gujarat has 42 minor ports
- 12 major ports in India handle approximately 57% of total Cargo traffic of the country
- Compare to FY 2013, in 2018 FY, the net profit at major Ports has increase by 200% i.e. to US\$ 529.6 million. This is the potential of the industry
- Government is targeting to double the Port capacity to 3200MT by the end of 2020, currently it is 1477 million tons
- To promote internal trade and reduce logistic cost, steps have been taken to improve inland water transport, with grants made to Inland Water Transport Authority of India amounting to USD 76.92 million.
- Total investment in Indian Ports by 2020 is expected to reach US\$ 43.03 billion.
- Turnaround time at major Ports in India has decreased at a rapid pace from 107 hours in FY12 to 64 hours in FY18P
- Gujarat Ports attract Indian and Foreign firm investments of about Rs 36,000crores (US\$ 4.98 billion)

## **RECENT TRENDS AND STRATEGIES by Government**

- Port development was given a big push with the Sagarmala project, involving an investment of USD 14.06 billion covering 142 Port projects and six new mega Ports will be developed in the country.
- Government has allowed Foreign Direct Investment (FDI) of up to 100 per cent under the automatic route for Port and Harbour construction and maintenance projects.
- The Government of India is planning to build 14 Coastal Economic Zones (CEZs) in the country to boost manufacturing and jobs. In November 2017, the first mega CEZ at the Jawaharlal Nehru Port in Maharashtra was cleared.
- SEZs are being developed in close proximity to several ports, thereby providing strategic advantage to industries within these zones. Plants being set up include – Coal-based power plants to take advantage of imported coal and Steel plants and Edible oil Refineries



- Development of SEZs in Mundra, Krishnapatnam, Rewas and few others is underway
- The government has initiated National Maritime Development Programme, an initiative to develop the Maritime sector, the planned outlay is US\$ 11.8 billion

- Government of India is targeting to make the country the first in the world to operate all 12 major Domestic Government Ports on renewable energy. The government plans to install almost 200 MW wind and solar power generation capacity by 2019 at the ports. The energy capacity could be ramped up to 500 MW in future years.
- To promote private investments, the government has reformed the organizational model of Seaports – From: A ‘Service Port’ model where the Port authority offers all the services To: A ‘Landlord Port’ model where the Port authority acts as a regulator and landlord while port operations are carried out by private companies
- Major ports following ‘Landlord port’ model: JNPT, Chennai, Visakhapatnam and Tuticorin.
- Proposed investments in major Ports by 2020 are expected to total US\$ 18.6 billion, while those in minor Ports would be US\$ 28.5 billion.
- The government is also working to float a specialized Maritime Finance Corporation with the equity of Ports and Financial institutions to fund the Port projects.
- Project UNNATI has been started by Government of India to identify the opportunity areas for improvement in the operations of major Ports. Under the project, 116 initiatives were identified out of which 91 initiatives have been implemented as of November 2018.
- JNPT in Navi Mumbai signed an agreement with Development Bank of Singapore and State Bank of India, for external commercial borrowing worth US\$ 400 million for expansion of road network connecting the port.

### **PRIVATE SECTOR PARTICIPATION IN PORTS PROJECTS**

- Essar Ports Ltd., a leading Port Operator, plans to build a port in Gujarat with investments worth US\$1.49 billion. For the same, the company has signed a MoU with Gujarat Maritime Board (GMB)
- Indian ports and Shipping sector witnessed three M&A deals worth US\$ 29 million in 2017



- May 2017, DP World has agreed to develop Indian Port projects and plans to sign a MoU with the National Investment and infrastructure Fund (NIIF), the Indian Wealth Fund. The projects worth US\$ 1.3 billion include the development of Sagarmala and Bharatmala projects.

## **Conclusion**

- The country's Marine sector is linked to economic trade activity.
- The demand for its ports and trade infrastructure will continue to mount as trade diversifies and grows, making a compelling case for the rapid and efficient expansion of India's Port sector.



**- Avnesh Rawat**

**(Semester II, Department of Maritime Management,  
B.K.School of Professional and Management Studies)**

## **NATIONAL RESPONSIBILITY:**

### **ELECTION VOTING AWARENESS PROGRAM**

*Voting is a fundamental right of every human to allow them to choose a leader as per their opinion and to work for the nation on behalf of them.*

- Our college had organized an awareness campaign on the importance of voting and taking an oath for bringing change in the society and making nation a better place to live in. By voting, you become a responsible citizen who plays an important role as a decision maker. Your decision of selecting the right candidate will surely affect your everyday life. Vote makes your voice to be recognized and gives you power to elect.



- Our faculties took this national responsibility and organized Election Voting Awareness program for the students and their families. Our faculty Prof. Ankita Kathiriya organized this session. Students felt privileged by taking oath of voting.



**- Aashka Medh**

**(Semester II, Department of Maritime Management,**

**B.K.School of Professional and Management Studies)**

## CONGRATULATIONS ON AWARDING DOCTORATE

*"A good teacher is always a lifetime student" and we are fortunate and feel dignified when we see that our teacher is also working hard to learn something new. This has motivated us to learn hard and achieve decided goals in life.*



- Our faculty Ms. Sonali Chatterjee added one more degree in her professional career along with degrees like B.Com, PG.D. (Journalism), LLB (Special), LLM (Business Law), MBA. She has completed Degree of Philosophy on 28<sup>th</sup> March 2018. Her Ph.D. thesis entitled "IMPACT OF MERGER AND ACQUISITIONS ON THE PROCESS OF GLOBALIZATION - A STUDY OF PHARMA SECTOR IN INDIA" from GUJARAT UNIVERSITY under the guidance and supervision of Dr. Margi Parikh, Professor, B.K. School of Business Management, Ahmedabad.

- *We feel joyful to congratulate Dr. Sonali Chatterjee on the completion of Ph.D.*

- **Madhav Rathod**

**(Semester II, Department of Maritime Management,  
B.K.School of Professional and Management Studies)**

## **EXPERT LECTURE SERIES**

### **❖ Expert Lecture 6:**

- Name of expert: Mr. Tarang Desai
- Current position: Assistant Manager Logistic Department Reliance, Mumbai.
- Lecture conducted on 16<sup>th</sup> February 2019
- Learning outcomes:
  - Challenges to port & logistics industry
  - Logistics scenarios
  - National logistics policy



### **❖ Expert Lecture 7:**

- Name of expert: Mr. Milan Shah
- Current position: Managing Director at Safex International, Ahmedabad.
- Lecture conducted on 26<sup>th</sup> February 2019
- Learning outcomes:
  - Organization and Planning of Shipping Company
  - Shipping segments & Maritime terms



### ❖ Expert Lecture 8:

- Name of expert: Mr. Mayur Gupta
- Current position: Sr. Executive- Customer Service & Logistics Support at Kerry Ingredients, Vadodara.
- Lecture conducted on 9<sup>th</sup> March 2019
- Learning outcomes:
  - International Business & Logistics
  - Import-Export procedure



### ❖ Expert Lecture 9:

- Name of expert: Ms. Priyanka Arora
- Current position : Soft skill & Communication trainer and Working with British council (IELTS)
- Lecture conducted on 15<sup>th</sup> March 2019
- Learning outcomes:
  - Tips and techniques to crack interview.
  - Writing & Designing CV/ Resume.

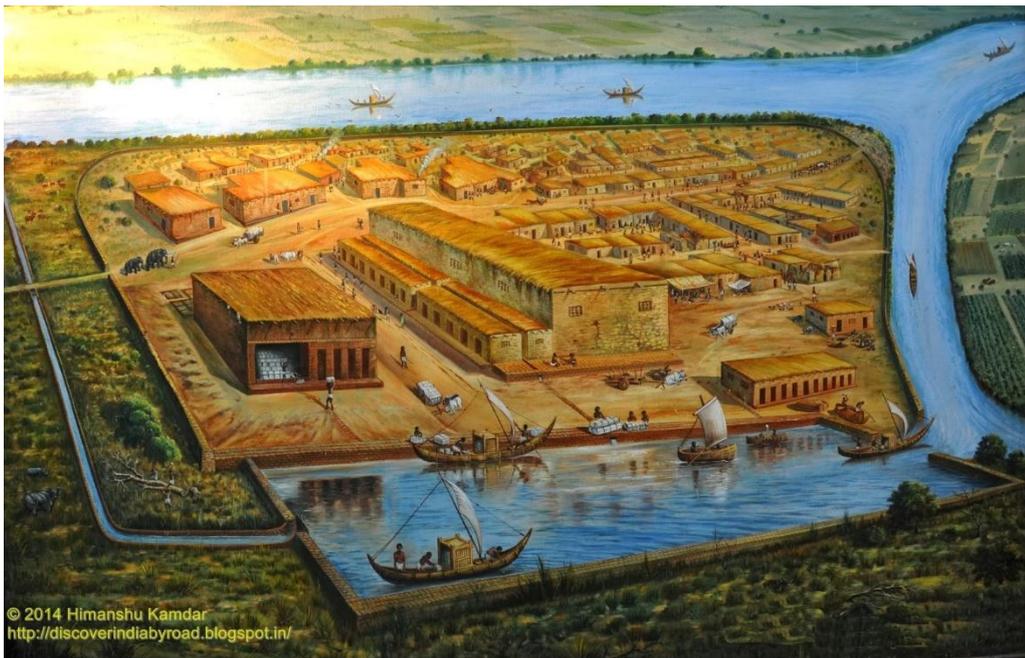


## **CULTURAL EVENT:**

### **NATIONAL MARITIME DAY CELEBRATION**

#### **HISTORY OF NATIONAL MARITIME DAY:**

- National Maritime Day is celebrated to recognize the Indian Maritime Industry. Every year on 5<sup>th</sup> April, National Maritime Day is observed. The first National Maritime Day was celebrated on 5<sup>th</sup> April 1964.
- Indian Maritime history begins during the 3rd millennium BCE when inhabitants of the Indus Valley initiated maritime trading in contact with Iraq, Egypt, Rome and Saudi.
- Roman historian STRABO mentioned increase in Roman Trade with India, at that point of time he saw 120 ships at Port Myos Hormos were ready to sail for India.
- Indian Spices are always in demand in the entire world and that became the main reason to Development of Maritime Industry in India.
- Lothal is one of the southernmost cities of the ancient Indus Valley Civilization, located in the Bhal region of Gujarat and first inhabited 3700 years BCE.



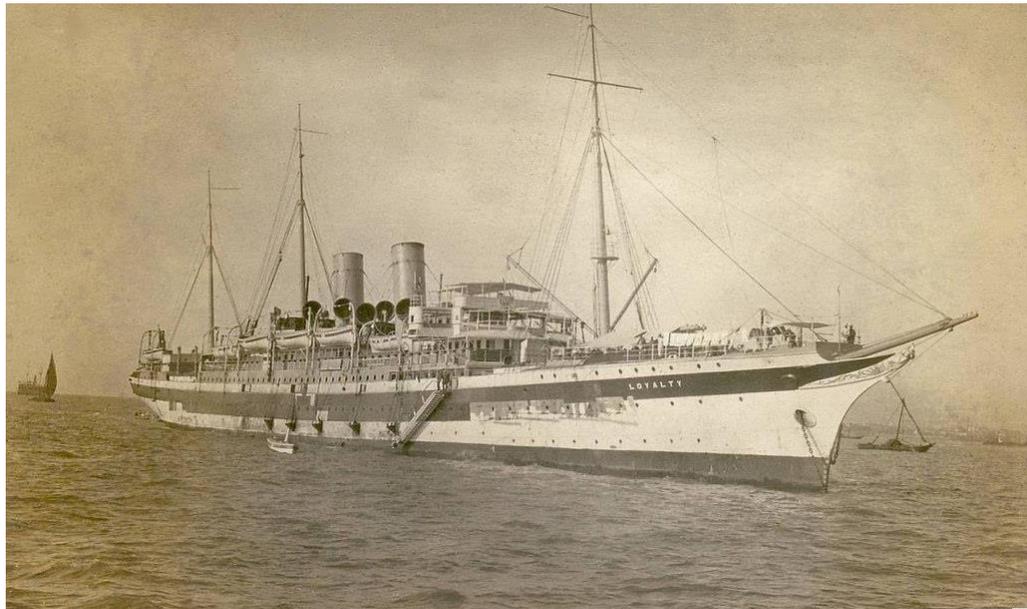
- Discovered in 1954, by the Archaeological Survey of India (ASI), according to the ASI, Lothal had the world's earliest known dock, which connected the city to an ancient course of the Sabarmati river on the trade route between Harappan cities in Sindh and the peninsula of Saurashtra when the surrounding Kutch desert of today was a part of the Arabian Sea.
- Great Emperors like Chandragupta Morya and Ashoka had their own navies.
- Textiles from India were in demand in Egypt, East Africa, and the Mediterranean between the 1st and 2nd centuries, and these regions became overseas markets for Indian exports.
- Maritime history of Odisha, known as Kalinga in ancient times, started before 350 BC according to early sources. The people of this region of Eastern India along the coast of the Bay of Bengal sailed up and down the Indian Coast, and travelled to Indo China and throughout Maritime Southeast Asia, introducing elements of their culture to the people with whom they traded.
- Kollam in Kerala coast, had a high commercial reputation since the days of the Romans. Fed by the Chinese trade, it was mentioned by Ibn Battuta in the 14th century as one of the five Indian ports he had seen in the course of his travels during twenty-four years.
- During the Chola dynasty, the Cholas excelled in Foreign trade and Maritime activity, extending their influence overseas to China and Southeast Asia. Towards the end of the 9th century, Southern India had developed extensive Maritime and Commercial activity.
- Hindu and Buddhist religious establishments of Southeast Asia came to be associated with economic activity and commerce as patrons entrusted large funds which would later be used to benefit local economy by Estate management, Craftsmanship and promotion of trading activities.
- Buddhism, in particular, travelled alongside the Maritime trade, promoting Coinage, Art and Literacy.

- On orders of King Manuel 1 of Portugal, four vessels under the command of Navigator VASCO DE GAMA started their voyage to India. The Portuguese Empire was the first European Empire to grow from spice trade.
- Christian missionaries traveling with trade, such as Saint Francis Xavier, were instrumental in the spread of Christianity in the East.
- The first Dutch expedition left from Amsterdam (April 1595) for South East Asia. Another Dutch convoy sailed in 1598 and returned one year later with 6 lac pounds of spices and other Indian products. The United East India Company forged alliances with the principal producers of cloves and nutmeg.
- The British East India Company shipped substantial quantities of spices during the early 17th century.
- Shivaji Bhonsle (reign 1664—1680) maintained a navy under the charge of General Kanhoji Angre (served 1698—1729). Kanhoji fought against the British, Dutch and Portuguese naval interests on the coasts of India during the 18th century. As a result, his European enemies labeled him a pirate. Despite the attempts of the British and Portuguese to subdue Angre, he remained undefeated until his death.
- **To give the Trubute to Kanhoji Angre:**
  - The Western Naval command of the Indian Navy was named INS Angre on 15 September 1951 in honour of Kanhoji Angre. Other important naval offices are also located at INS Angre. His statue is erected at the Old Bombay Castle located within the enclave located at the Naval Dockyard, South Mumbai.
  - An all-weather port at Ratnagiri, Maharashtra, named as Angre port, was inaugurated on 24 April 2012.
  - The old Kennery Lighthouse, on Khanderi Island which marks the southern boundary of the Mumbai Port, was renamed as Kanhoji Angre Light House.

- In 1830, Ships of the British East India Company were designated as the Indian navy. However, in 1863, it was disbanded when Britain's Royal Navy took control of the Indian Ocean. About thirty years later, the few small Indian naval units were called the Royal Indian Marine (RIM).
- In the wake of World War I, Britain, exhausted in manpower and resources, opted for expansion of the RIM. Consequently, on 2 October 1934, the RIM (Royal Indian Marine) was reconstructed as the Royal Indian Navy (RIN).
- Between the seventeenth and early nineteenth centuries, Indian shipyards produced a series of vessels incorporating these hybrid features. A large proportion of them were built in Bombay.
- In 1947, the Republic of India's navy consisted of 33 ships, and 538 officers to secure a coastline of more than 4,660 miles (7,500 km) and 1,280 km of islands.
- The Indian Navy conducted Annual Joint Exercises with other Commonwealth navies throughout the 1950s. The navy saw action during various of the country's wars, including Indian integration of Junagadh, the liberation of Goa, the 1965 war, and the 1971 war. Following difficulty in obtaining spare parts from the Soviet Union, India also embarked upon a massive indigenous naval designing and production Programme aimed at manufacturing Destroyers, Frigates, Corvettes, and Submarines.
- India's Coast Guard Act was passed in August 1978. The Indian Coast Guard participated in counter terrorism operations such as Operation Cactus. During contemporary times, the Indian navy was commissioned in several United Nations peacekeeping missions. The navy also lifted Indian nationals from Kuwait during the first Gulf War.
- So, this was our India in the history, now moving on the main focus for the day “**100 years since SS Loyalty**”.

## **ABOUT: SS LOYALTY**

- From the ancient time to British traders reaching out to India had always been through the sea route.
- A navigation history was created in 1919, April 5<sup>th</sup>, the exact 100 years ago from today when SS Loyalty- the first ship of Scindia Steam Navigation Company journeyed to the UK from Mumbai. However, it was only in 1964, that India celebrated its first National Maritime Day.



## **WHY SS LOYALTY HAS AN UNDENIABLE IMPORTANCE IN THE MARINE HISTORY OF INDIA?**

- Steam Ship (SS) Loyalty was the first ship to fly under a Swadeshi banner. Her voyage marked the entry of India into shipping.
- Walchand Hirachand Doshi, a Maharashtrian industrialist, gets the due credit for the successful voyage of the ship. Prior to this, there were almost 102 Indian shipping companies who had tried to set sail, however, had faced nothing but failure.

- SS Loyalty was launched in 1890 and named RMS Empress of India
- The Empress of India was sold to Maharaja of Gwalior, who converted it to a hospital ship for Indian troops who were in the battle of World War 1. He renamed it “Loyalty”.
- After changing hands, Walchand finally bought her from the Maharaja of Scindia for Rs. 25 Lakh. Immediately he reached out to his Swadeshi friends- Norattom Morajee, Lallubhai Samaldas, and Kilachand Devchand.
- The four heads came together and formed ‘The Scindia Steam Navigation Company’- a Shipping company that got itself listed on the Bombay Stock Exchange on 27<sup>th</sup> March 1919.
- Although there was a complete booking for her first journey, there were a lot of cancellations due to the constant pressure from the British Government.
- In her maiden voyage, she carried 700 passengers and cargo. The heavyweight names on her passenger list were Maharaja Kapurthala and his wife and Maharaja of Kashmir.
- Although she made a successful trip to London, the English officials made sure she sailed back empty without any cargo so that the company would incur heavy losses.
- Even though the strategy to give Scindia Steam Navigation Company a heavy financial blow in the very first attempt was a success, the Indian Shipping industry was born.
- SS Loyalty led to the establishment of the Shipping Corporation of India.
- This historical ship was finally dismantled in 1923 and sold at only Rs. 1.35 Lakh.

## **CELEBRATION AT DEPARTMENT:**

- The Department of Maritime Management, B.K.School of Professional and Management Studies celebrated 1<sup>st</sup> National Maritime Day in the history of Maritime Department. We celebrated this day with pomp and show. The Cultural committee of the department decorated the whole college with various maritime symbols, models of ships and Maritime signal flags. The celebration started with inauguration of the program which was done by the Head of the Department Dr. Mehal Pandya, invited guests and the faculty members. The Head of the Department spoke a few words on National Maritime Day, thereby highlighting the importance of the day. Mr. Raghav Acharya, faculty with Port Specialization shared the importance of Maritime day with the students. Two students named Avnesh Rawat and Akash Parikh gave a visual presentation by displaying different ports on the map. The day was made more memorable by playing various games like Cricket and Carrom. The program ended with grand feast.









- Kalpesh Madhwani

(Semester II, Department of Maritime Management,

B.K.School of Professional and Management Studies)

## **WEBSITE LAUNCHING:**

- Website is one of the most essential mediums to communicate to the outside world. It shows the history of the organization, the way it carries out its functional activities, and day to day activities that takes place in the organization. It is also a source of authentic data of the organization.
- Our department has also put an effort to develop a website which gives an overview of the MBA in Maritime Management Program offered by Gujarat University and the importance of Maritime sector, brief and rich profile of our faculties, various events organized by the Department and students, previous placements records, Alumni network, profile of current batch students and such essential data. We feel fortunate by launching and announcing our departmental website.
- You also can visit our website by clicking the below link:

**<http://www.maritimegujarat.com/>**

- Or you can scan a QR code:



## **EDITOR'S COLUMN:**

- Newsletter “**WAVES FROM THE VOYAGERS**” will be published on quarterly basis, if you want to share your article then please contact us.

*Madhav Rathod (Semester II) - 9624398729*

*Aashka Medh (Semester II) - 9638762358*

*Avnesh Rawat (Semester II) – 9537840286*

*“What we know is a drop, what we don't know is an ocean”*

*Keep learning...!!!*