

A LIFE MOULDED BY SEA AND SHIP

Enjoying Nature,
Learning Technology
and
Understanding Life's
Philosophy

WHY THIS LECTURE?

- Thiruvalluvar says:

- இணர்ஊழ்த்தும் நாறா மலர் அனையர் கற்றது
உணர விரித்துரையாதார். (குறள் - 650)
- தெரிந்ததைப் பலரும் புரிந்துகொள்ளும்படித்
தெளிவாகச் சொல்லும் திறமை இல்லாதவர்கள்,
கொத்து கொத்தாய் மலர்ந்திருந்தாலும் மணம்
பரப்பாத மலர்களைப் போன்றவர்கள்.*
- Those who are unable to set forth their
acquirements before others are like flowers
blossoming in a cluster and yet without fragrance.
(G. U. Pope)**

I DEDICATE THIS PRESENTATION TO **MY PARENTS**

- **My father, a role model for us wanted sons to serve in Forces.**
- **He taught us good manners and fearless life.**
- **Was critical of education even then.**



NAVAL SELECTION PROCESS

1949

- Trichy
- Bangalore
- Lonavla

Entrance exam written
3 days of various tests
and medical exam

**Interview - meeting
Englishmen and their
fairness in selection
process.**

- **Chairman of board - Cdr Pearce**

I N S SHIVAJI

- THE MOTTO **KARMASU KAUSHALAM** - SKILL IN ACTION IS FROM GITA CHAP II
- 876 ACRES OF LAND AT A HEIGHT OF 700 M (2,300 FT) ABOVE SEA LEVEL, BETWEEN **DUKE'S NOSE** AND **TIGER'S LEAP**

THE CREST; DUKE'S NOSE AND TIGER'S LEAP



DUKE'S NOSE
NAGHPANI



TIGER'S LEAP
Drop of 650 mtrs



PLEASE DON'T LAUGH

- Imagine a youngster 16 +
in a Naval Training
Establishment then called
H M I S Shivaji!
1949 sometime late
monsoon and early winter.
Lonavla gets rainfall next
to Cherrapunji – now in
Meghalaya



FATHER'S ENCOURAGING LETTERS

A SAMPLE

Use your surrounding wisely
 experiences, & return home better

their native courage
 for their surroundings provide no
 scope for developing a tough, a
 rude, a venturesome, and keenly
 alert nature.

I am now in a small
 village, away from roads; this evening
 I saw a small fellow, hardly five years
 old, driving before him 4 strong
 bulls each of which was terribly
 afraid of him. Will our children
 do it? I stood watching that child,
 wondering & wondering, and wish-
 ed that all our boys including
 Humam grow up like that, un-
 daunted, fearless. Such a surround-
 ing you can never get in a town
 north filled with one fourth, or half, or
 three-fourths of adults.

CHIEFS OF THE NAVY

- **C-in C**
- Admiral Sir William Edward Parry till 13 October 1951
- Admiral Sir Charles Thomas Mark Pizey 13 October 1951 - 31 March 1955
- **CNS**
- Admiral Pizey till April 1955
- Vice Admiral Sir Stephan Hope Carlill
- 1955 to 1958
- First Indian Vice Adm Ram Das Katari from 1958 to 1962 (Crossword setter The Hindu Feb 15, 1971)

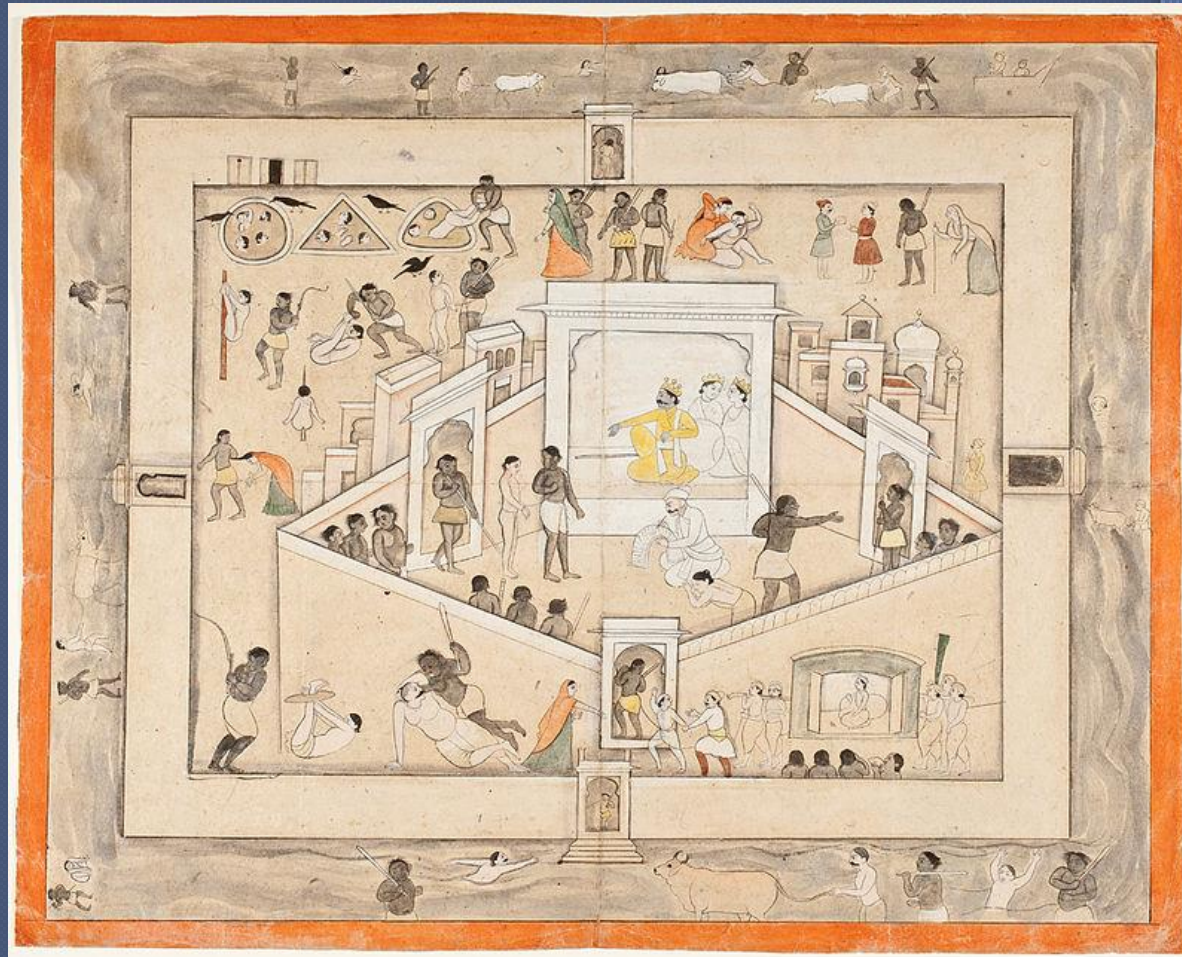
UNBALANCED DIET

- My first attempt at caricature
- Sometime late 1950
- Admiral Sir William Edward Parry, KCB from the Royal Navy, a very tall British officer headed the Indian Navy after Independence
- Captain Daya Shankar a short person was our C O



VAITARNI AND I

- Garuda purana mentions that Vaitarni river lies between the earth and Naraka loka.
- One has to cross it during death to reach Naraka or Swarga.
- I touched the shores of this river thrice in my life.



MY FIRST SHIP WAS A DESTROYER INS RANA FORMERLY HMS RAIDER

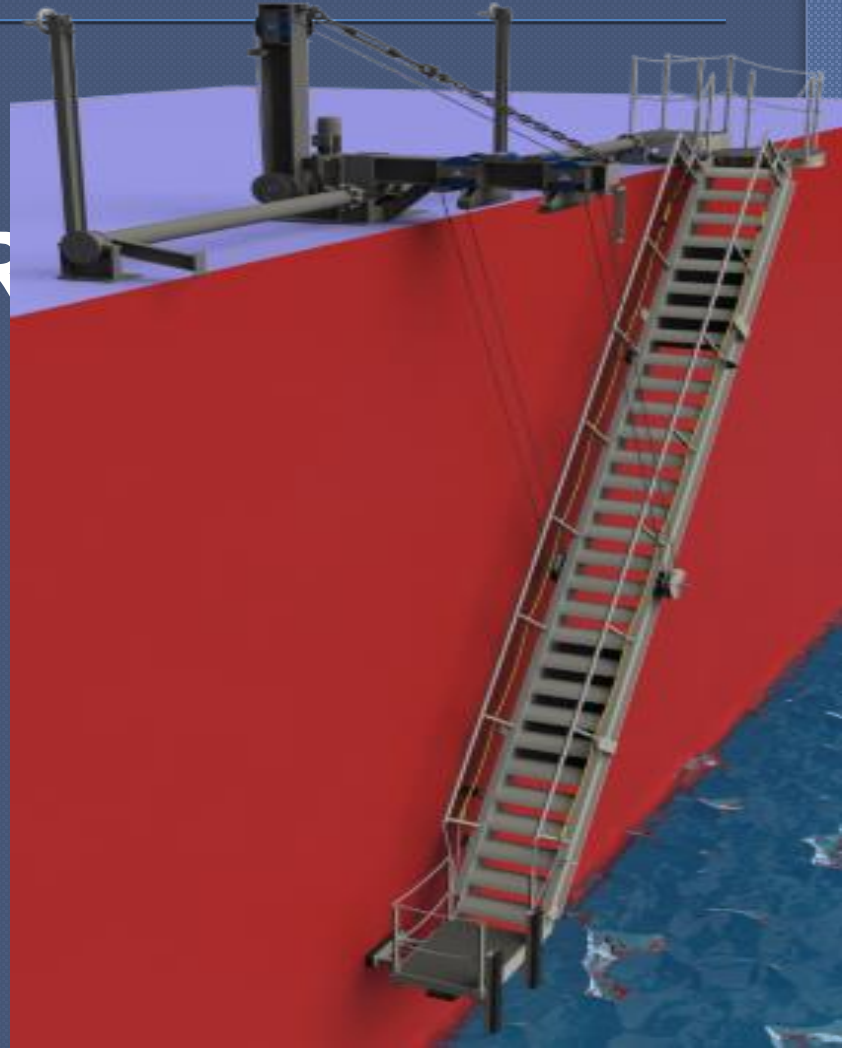
40,000 HP; PARSONS GEARED TURBINES, TWIN SCREW, SPEED 36 KNOTS (67KM/H) a destroyer of the second world war vintage. Had eight Torpedo tubes and two huge guns and several depth charges and other AA guns.

My boarding the ship itself was an adventure July 1953
Late evening - raining and dark



FIRST CALL

- A BRUSH WITH DEATH AND LATER EXPERIENCE
- SAILING IN RANA – ESCORTING QUEEN Etc.,



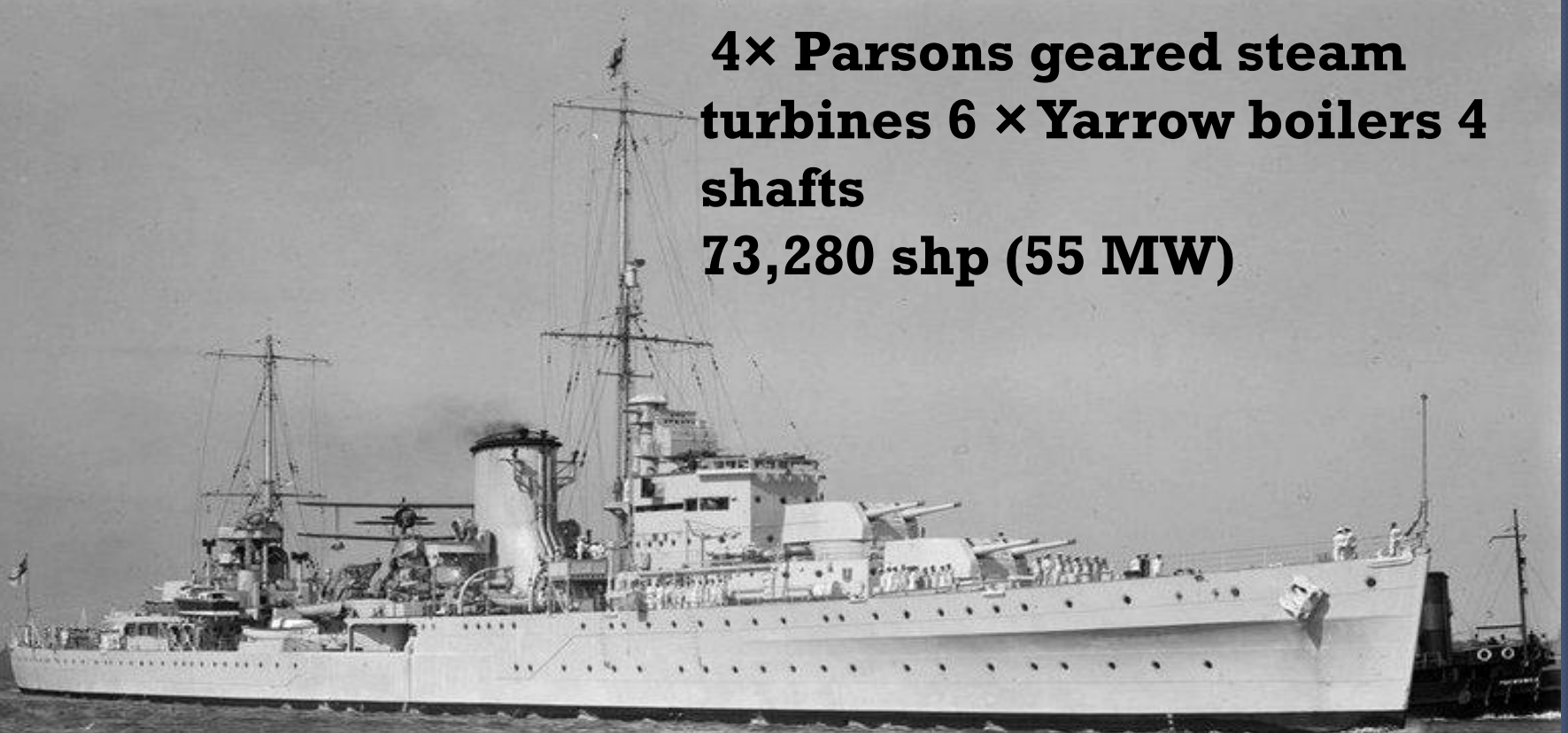
MINE SWEEPERS

SERVED IN 2 MINE SWEEPERS I N S BENGAL AND I N S BOMBAY – 1954 – 56 Meeting Sardar K M Panikkar



INS DELHI

**4× Parsons geared steam
turbines 6 × Yarrow boilers 4
shafts
73,280 shp (55 MW)**



COMMANDED BY CAPT. N. KRISHNAN

THE FIRST FLAGSHIP

- Built in 1933 as H M S Achilles, took part WW II, in battle of the river plate.
- In 1948 was sold to India to be recommissioned as HMIS *Delhi*.
- In 1950 she was renamed INS *Delhi*. Motto as Achilles *Deleta non Delecta*

BATTLE OF THE RIVER PLATE

- The Battle of the River Plate was the first naval battle in the WW II. The German ship *Admiral Graf Spee* had cruised into the South Atlantic.
- On 26 September 1939. One of the hunting groups sent by the British Admiralty to search for *Graf Spee*, of three Royal Naval Cruisers, *Exeter*, *Ajax* and *Achilles* engaged the *Graf Spee* off the estuary of the River Plate close to the coast of Uruguay in South America.
- *Graf Spee* scuttled itself.

MONTE VIDEO PORT AND THE RIVER PLATE



ADMIRAL GRAF SPEE

**Self destruction of Graf Spee as done by
Captain Hans Langsdorff, near Monte Vido
port 17 Dec 1939**



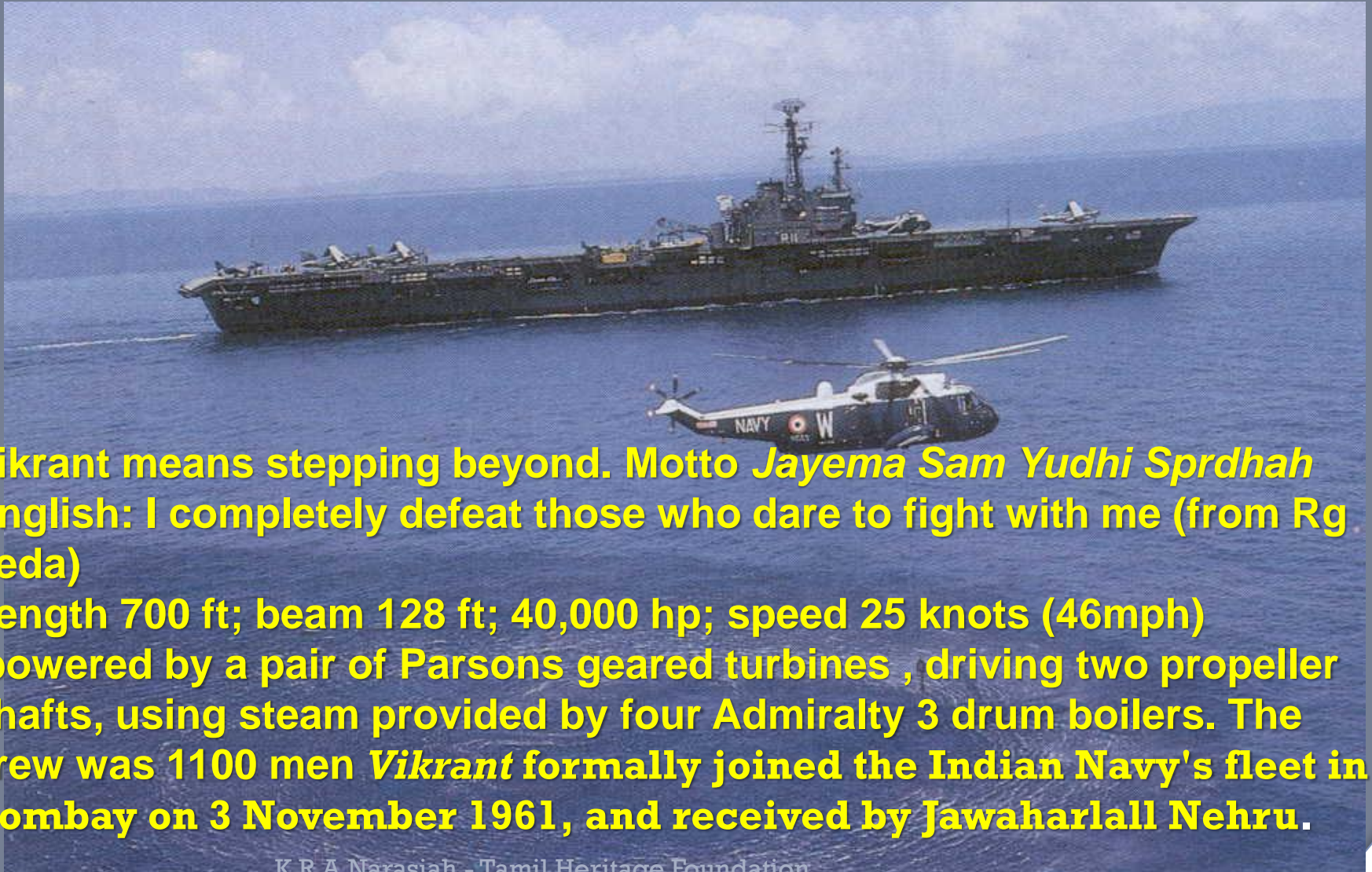
A STINT IN THE FORT, MADRAS 1960

- DRAFTED TO **I N S ADYAR** – STAYED IN THE FORT.
- GOT ACQUAINTED WITH HISTORY.
- WAS IN-CHARGE OF SARADA AND SUKHANYA - FAST PATROL BOATS OF NAVY.
- **INTEREST IN HISTORY GREW.**
- ASKED TO PROCEED TO LONDON.

EXPERIENCE AT LONDON ON LANDING

- High Commission lets us down.
- Heathrow and Euston Station problems
- Running from station to Jermyn street.
- Inamdar's help
- Eventually landed in Belfast
- Temp was about 6 deg.

MY LAST NAVAL SHIP I N S VIKRANT (1960-1963) WORKED AS FIRST INDIAN FLIGHT DECK CHIEF



Vikrant means stepping beyond. Motto *Jayema Sam Yudhi Sprdhah*
English: I completely defeat those who dare to fight with me (from Rg Veda)

Length 700 ft; beam 128 ft; 40,000 hp; speed 25 knots (46mph)
powered by a pair of Parsons geared turbines , driving two propeller shafts, using steam provided by four Admiralty 3 drum boilers. The crew was 1100 men *Vikrant* formally joined the Indian Navy's fleet in Bombay on 3 November 1961, and received by Jawaharlall Nehru.

COMMISSIONING OF INS VIKRANT

- On 16 February 1961 the commissioning warrant was read by Capt P S Mahindroo.
- Renamed Vikrant by Smt Vijayalakshmi Pandit on March 4, 1961.
- A hymn composed to Aditi, the Indian God of Eternity figured in the commissioning ceremony.
- The four verses of the hymn were recited by Captain P.S. Mahindroo.

GROWTH IN NAVY

- 1960. ME
AGAIN ON
BOARD
VIKRANT
AS FLIGHT
DECK
CHIEF!



DURING THE TRIALS OF VIKRANT

- ISLE OF WIGHT – ENGLAND.
- IT IS WHEN WE LOST A CATAPULT CREW MEMBER – INAMDAR, YOUNGSTER!
- Big Sam's prediction comes true

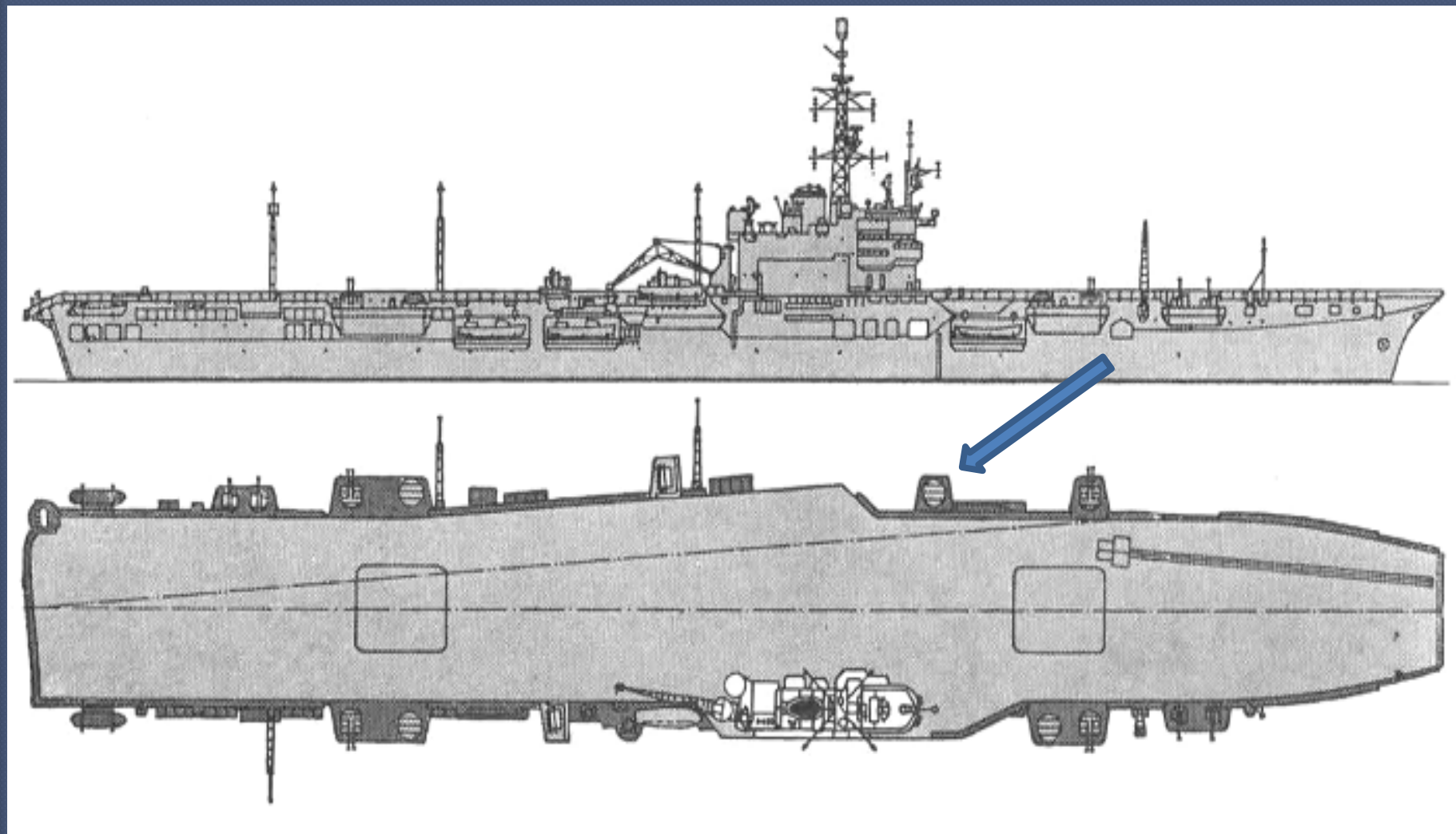


THE HINDU

dated May 15, 2017 carried this item by me

- ...I distinctly remember the first test flight programme in the sea off Belfast, when Royal Naval officers were still present while we were launching Gannets jet propeller aircraft. As we were leaving, Big Sam, the foreman in the yard, told me: **“Be watchful as in this test run someone may be in danger to his life.”** I had a youngster, Inamdar, who was assisting me while launching the first sorties. We were on our knees as the aircraft revved up to full thrust. I gave a thumbs up when the firing button in the Howdah (the control cabin) was pressed. Inamdar, who was crouched next to me, raised himself despite my warning not to and was instantly blown away by the jet exhaust. After two rolls on the deck he fell in the gun sponson and hit an iron clip of the magazine locker. He was flown to a London hospital but declared dead on arrival. Sam was right...

I N S VIKRANT



AIRCRAFTS USED

- Sea Hawks had folding wings that folded up just outside the air intakes to accommodate more aircraft in a hangar below decks



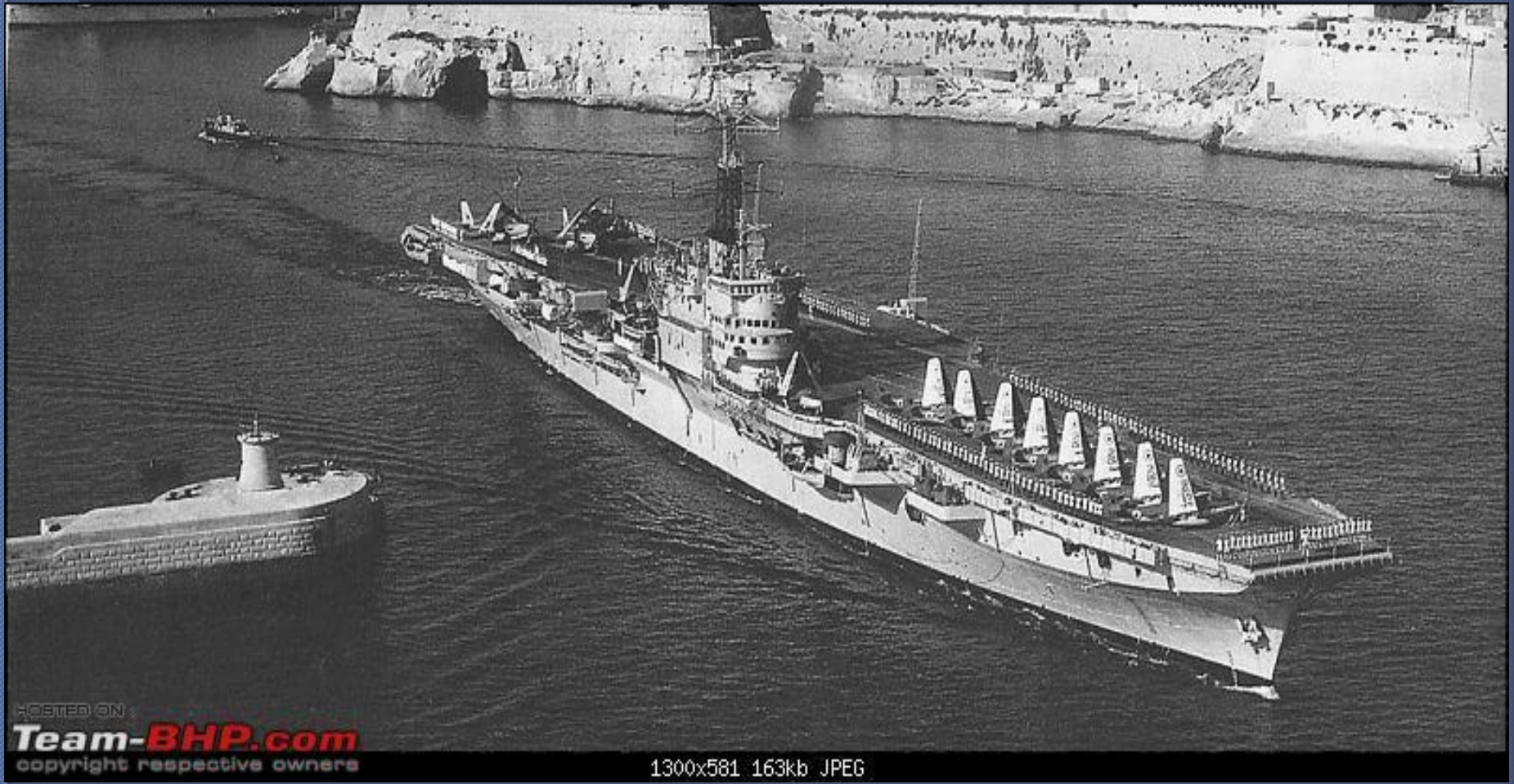


- ③ 310 SQUADRON
ALIZES FROM
FRANCE
- ③ In April 1961, the
first deck landing
was carried out
on I N S VIKRANT.
- ③ JET PROPELLED
THEY BELONG TO
ANTI SUBMARINE
FORCE OF NAVY





VIKRANT ENTERING MALTA HARBOUR 1961 SEP-OCT



LAUNCHING AN AIRCRAFT



50m 100m 150m 200m

India Majestic Class.
INS Vikrant 1961.
(Bombhead) (Cok courtesy of K.W.Vestergaard)

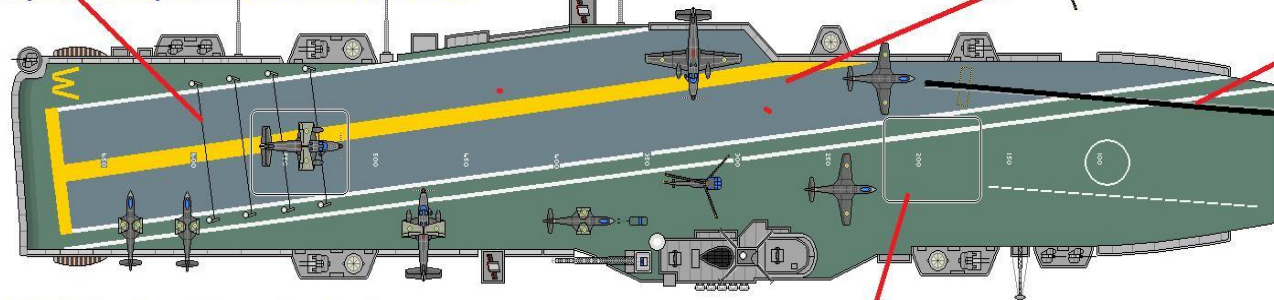


Mirror Landing sights to help the pilot assess his glide path through a simple mix of lights of different colours

Angled Flight Deck, 8 degrees off the centreline allows landings to take place while keeping the fore area free

Four lengths of arrestor wires to hook the aircraft as it landed and halting it from 200 kmph to 0 kmph in less than 100 metres

Steam Catapult to accelerate aircraft to 180 to 200 kmph in about 65 metres and toss them off the deck



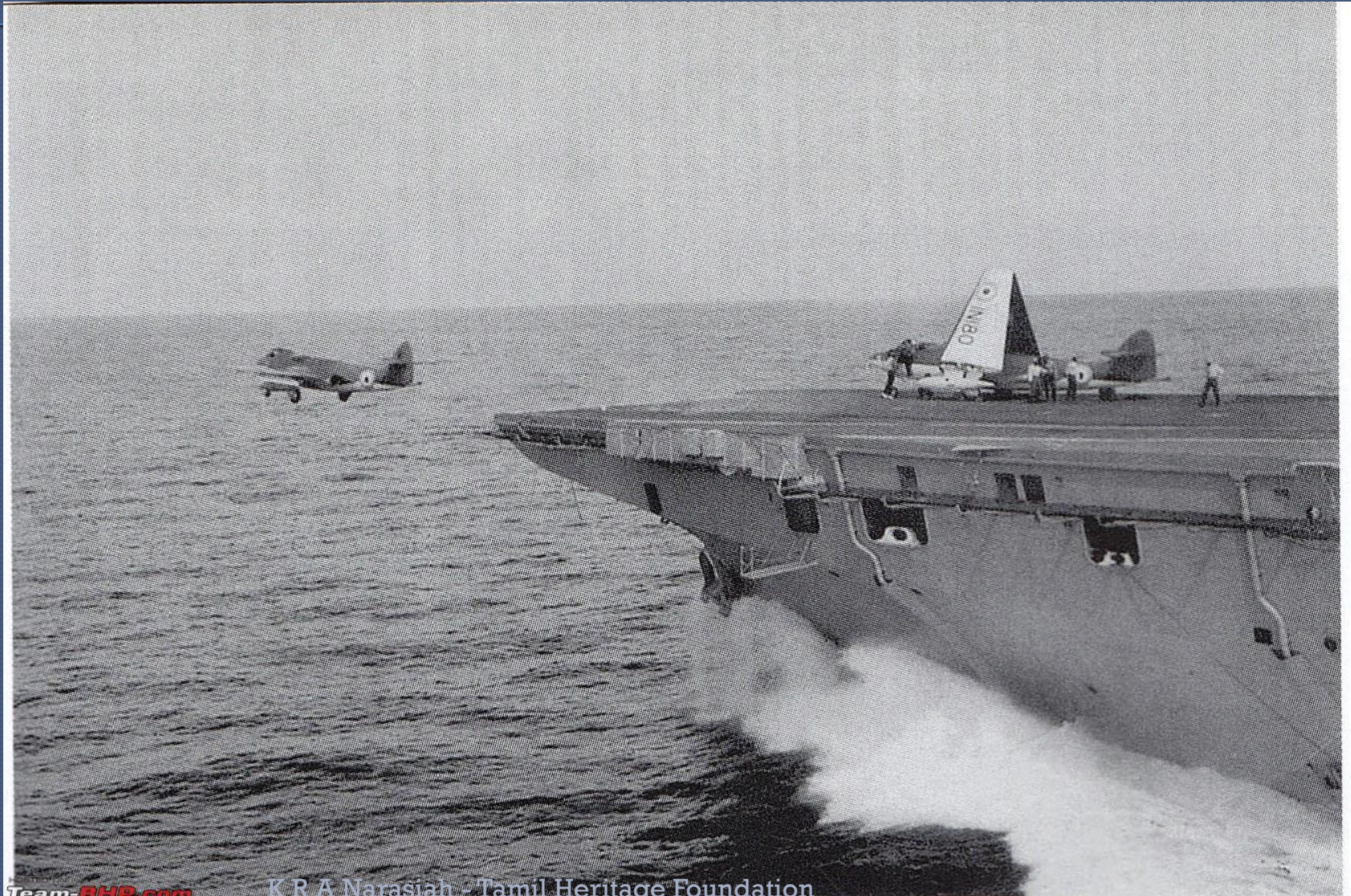
The 'Island' on the carrier deck which accommodated the navigation bridge, the air ops control, radars & funnel. It is kept as small as feasible to reduce turbulence on the landing

Deck Lift, Forward. Another one aft



Geared Steam turbines developing 40,000 hp sustained driving 2 propellers for thrust

A SEA HAWK JET - SINGLE PILOTED LAUNCHED

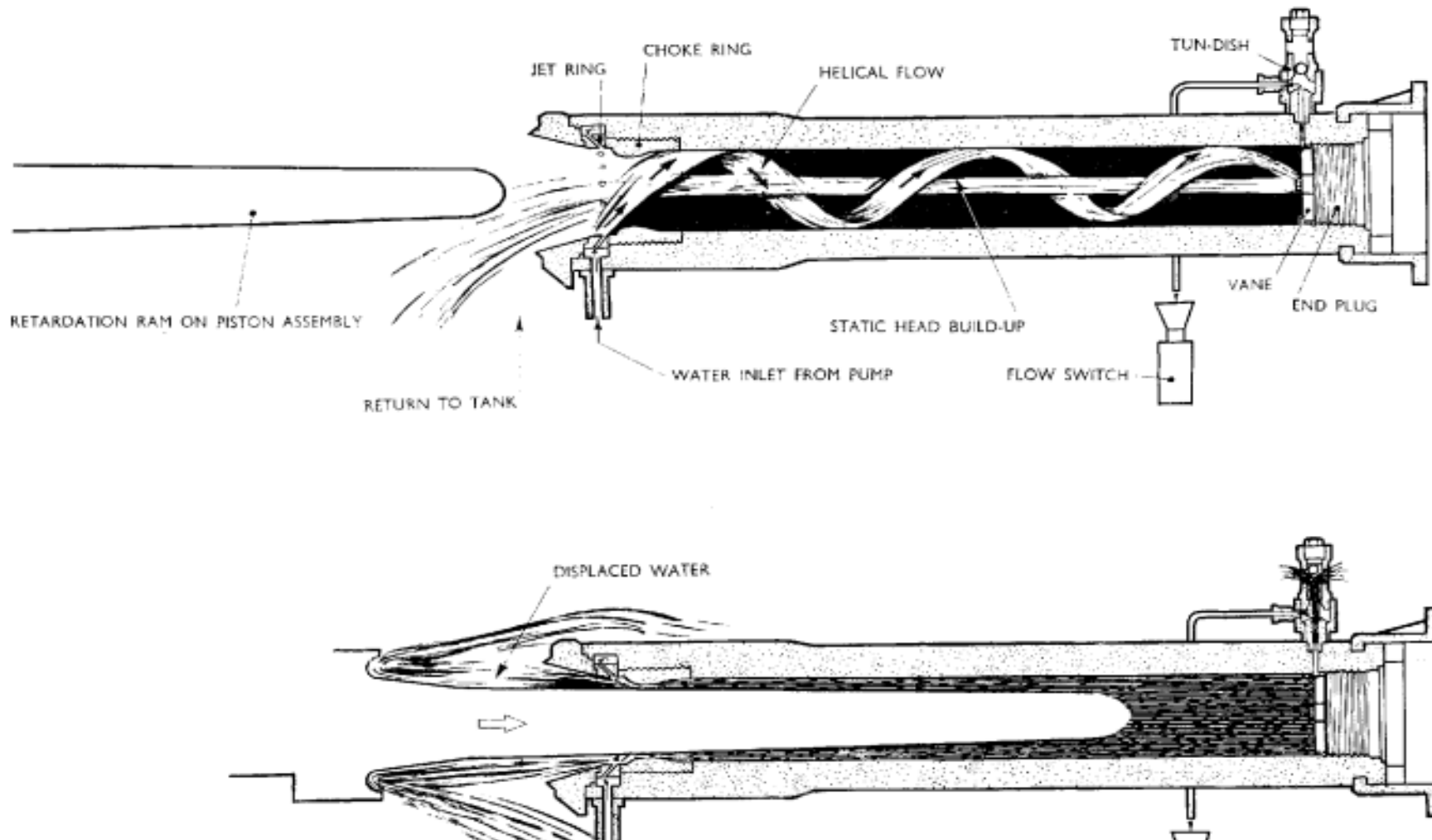


STEAM CATAPULT

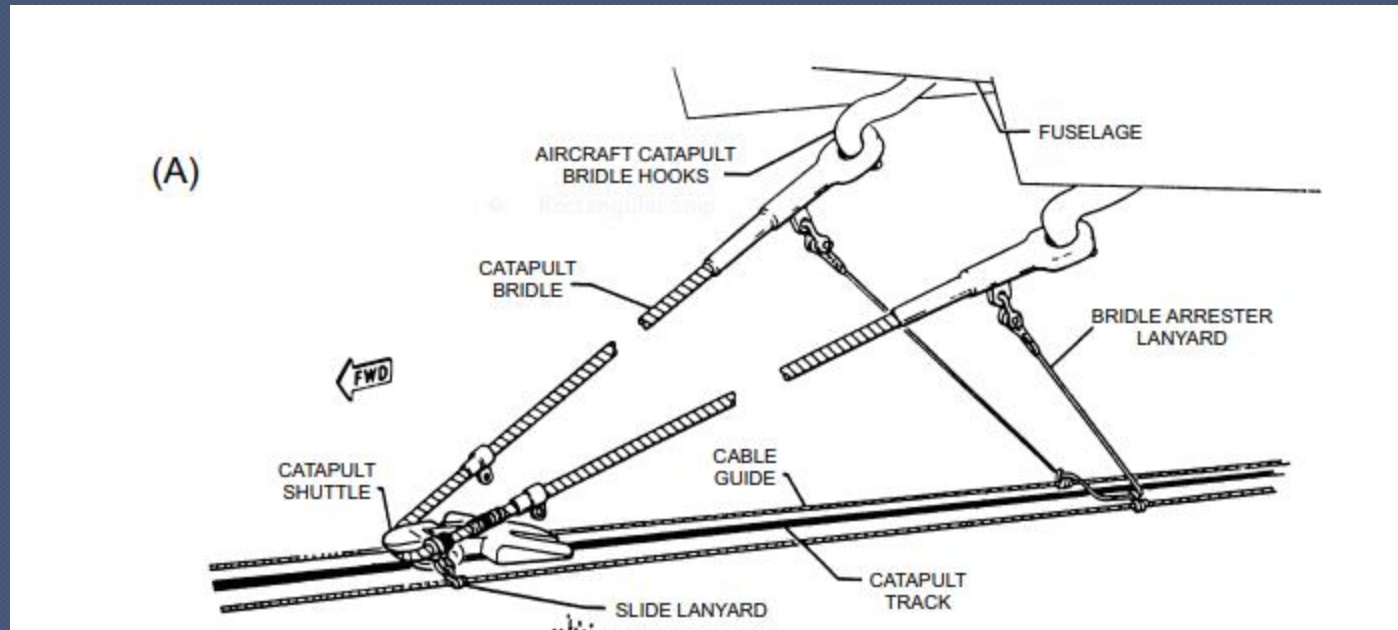
- A catapult can accelerate an aircraft from 0 to 125 mph in less than a minute. This allows an aircraft to take off safely on a 210 Ft catapult length.

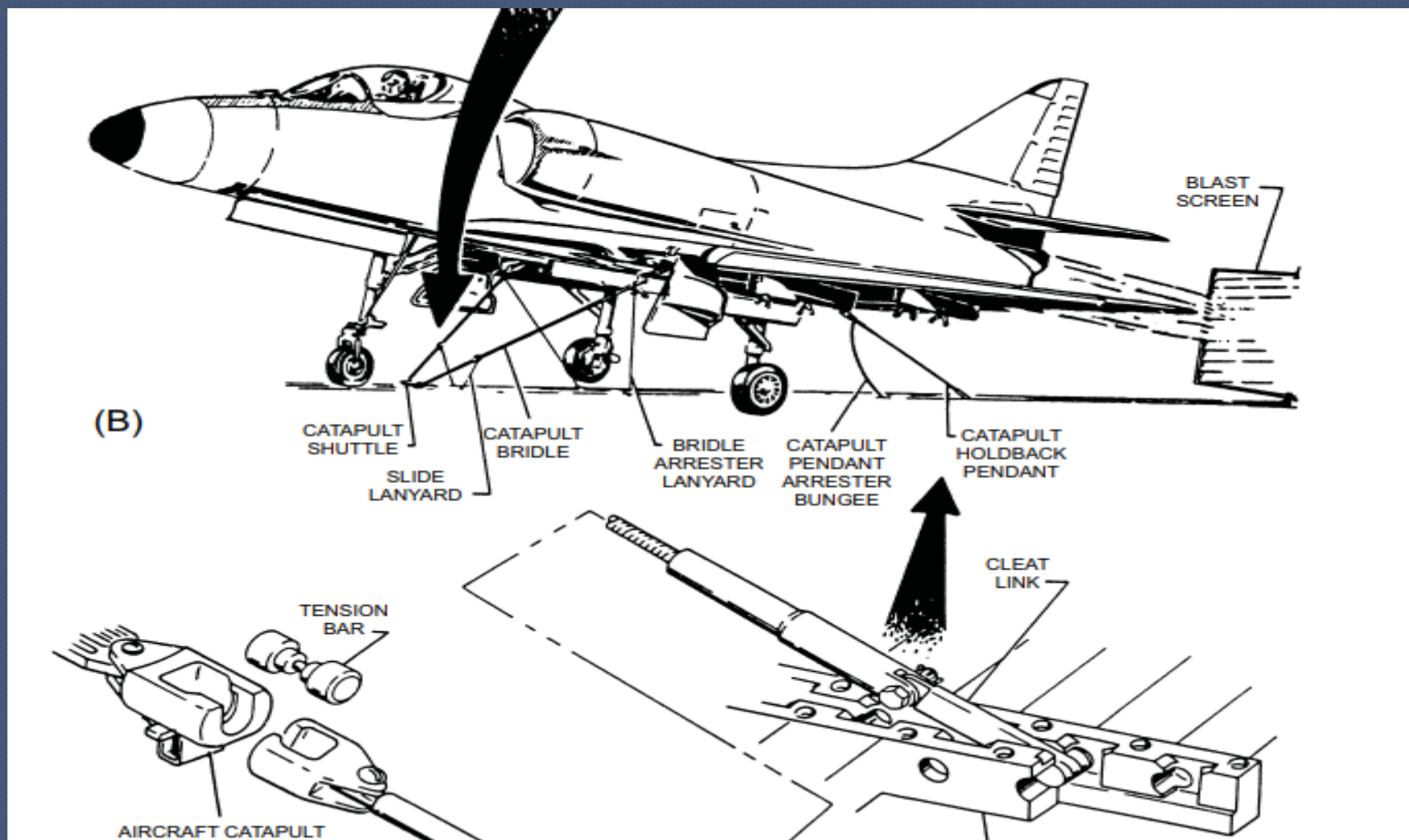


RETARDING SYSTEM



LAUNCHING AN AIRCRAFT

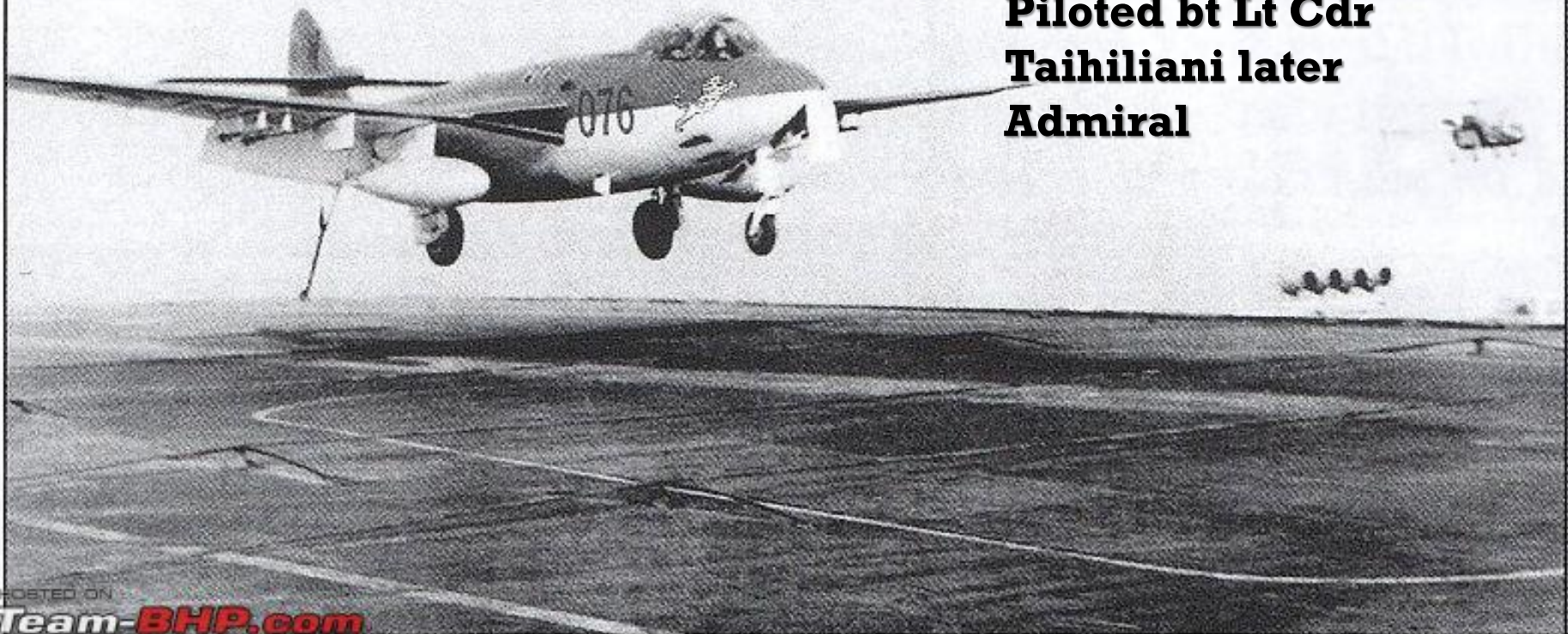




A SEA HAWK LANDING

First Indian Deck Landing on Vikrant - Tally Ho (18 May '61)
IN 156

**Piloted bt Lt Cdr
Taihilianani later
Admiral**



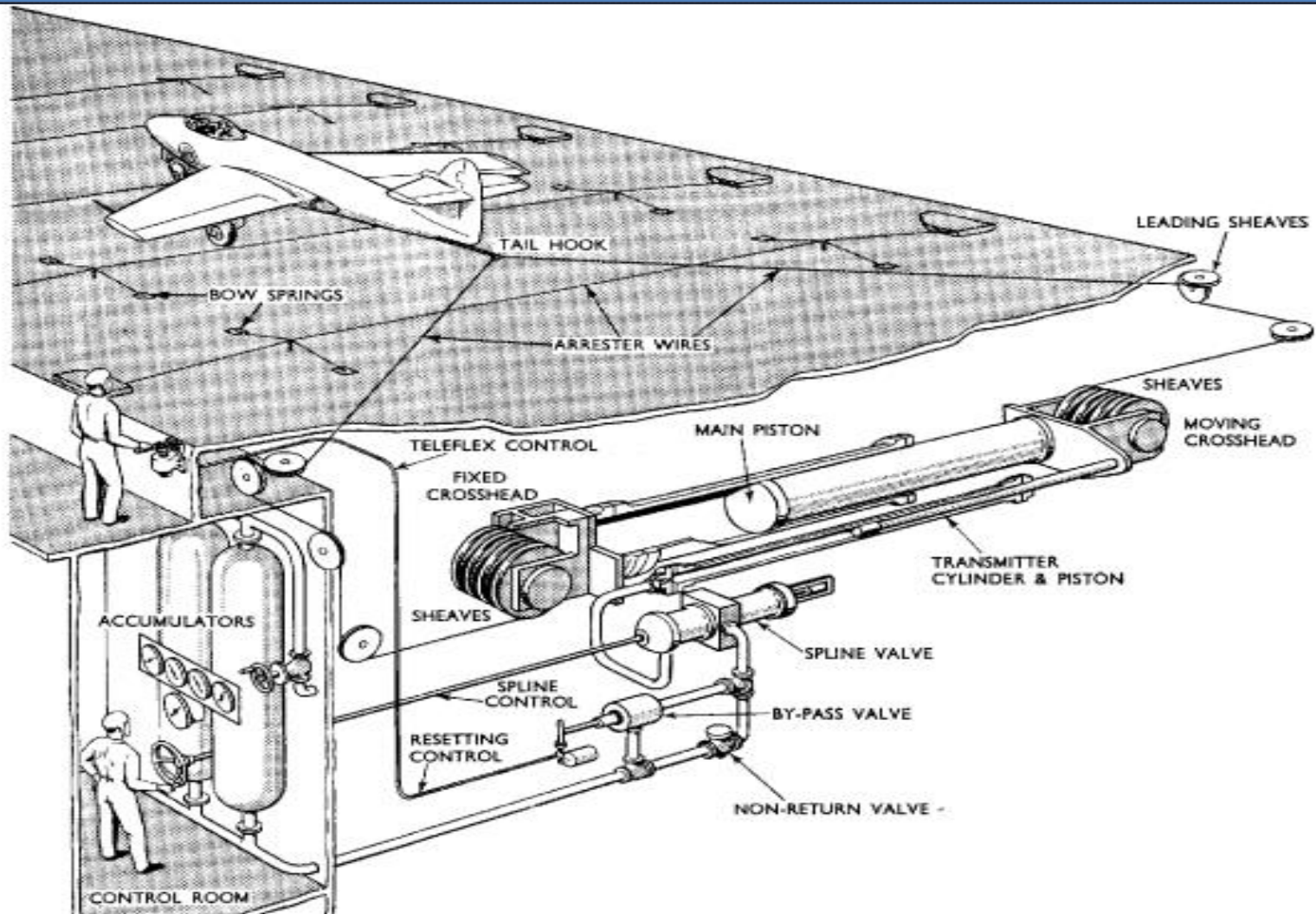
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ARRESTING THE AIRCRAFT



ARRESTING SYSTEM



JOBLESS AND VAGUE ABOUT FUTURE 1963 AT 30 YRS

- ◉ **LOTS OF DREAMS AND IMAGINATION
FORTIFIED WITH QUALIFICATION AS
ENGINEER.**
- ◉ **VARIOUS OPTIONS ENDED IN SHIP
WHICH WAS AN APOLOGY FOR A SHIP.**
- ◉ **IN FACT A BUCKET OF BOLTS AND
NUTS!**
- ◉ **TRIPLE EXPANSION STEAM
RECIPROCATING ENGINES
DEVELOPING 2500 HP!**
- ◉ **WHAT A FALL!**

CREATED HISTORY

- ◉ Initially about 230 days to build (*Patrick Henry* took 244 days), but the average eventually dropped to 42 days.
- ◉ The record was set by S S ROBERT E PEARY , which was launched 4 days and 15½ hours after the KEEL was laid.
- ◉ **COMPARE RANI PADMINI BUILT IN COCHIN SHIPYARD 8 YEARS TO COMPLETE**

STINT INTO LITERARY FIELD

- After Arya Jayanthi, in Govind jayanthi I wrote my first Tamil Short story – 1964
- Posted at the pillar box in Rashbehari Avenue.
- Appeared as *Muththirai Kathai*
- Next short story also met with same end.
- Launched as a Tamil Short Story writer by *Ananadavikatan*

SHORE JOB 1965 -1991

- IT WAS BY ACCIDENT THAT I JOINED THE PORT OF VIZAG AS A MARINE ENGINEER IN CHARGE OF FLOATING CRAFT AND DRYDOCK - 1965
- CHANGED ENVIRONMENT -PICKING UP TERMS AND TECHNOLOGY.
- BACK IN MERCHANT NAVY FOR 15 MONTHS **FOR DIESEL EXPERIENCE**

THE CALL OF THE SEA

- I needed Diesel experience - AFLOAT TRAINING FOR BETTER QUALIFICATION
- One year leave from the Government
- Joined the merchant marine again
- It was CHENNAI SELVAM a bulker of 40,000 tons carrying capacity fitted with huge 9 cyl IC Engine developing over 10,000 BHP

MY LAST SHIP M V CHENNAI SELVAM

**43,816 dwt Built 1966 in West Germany. Main engine: nine-cylinder, two-stroke
Bremer Vulkan-MAN 9Z70/120D developing 10,653 bhp**



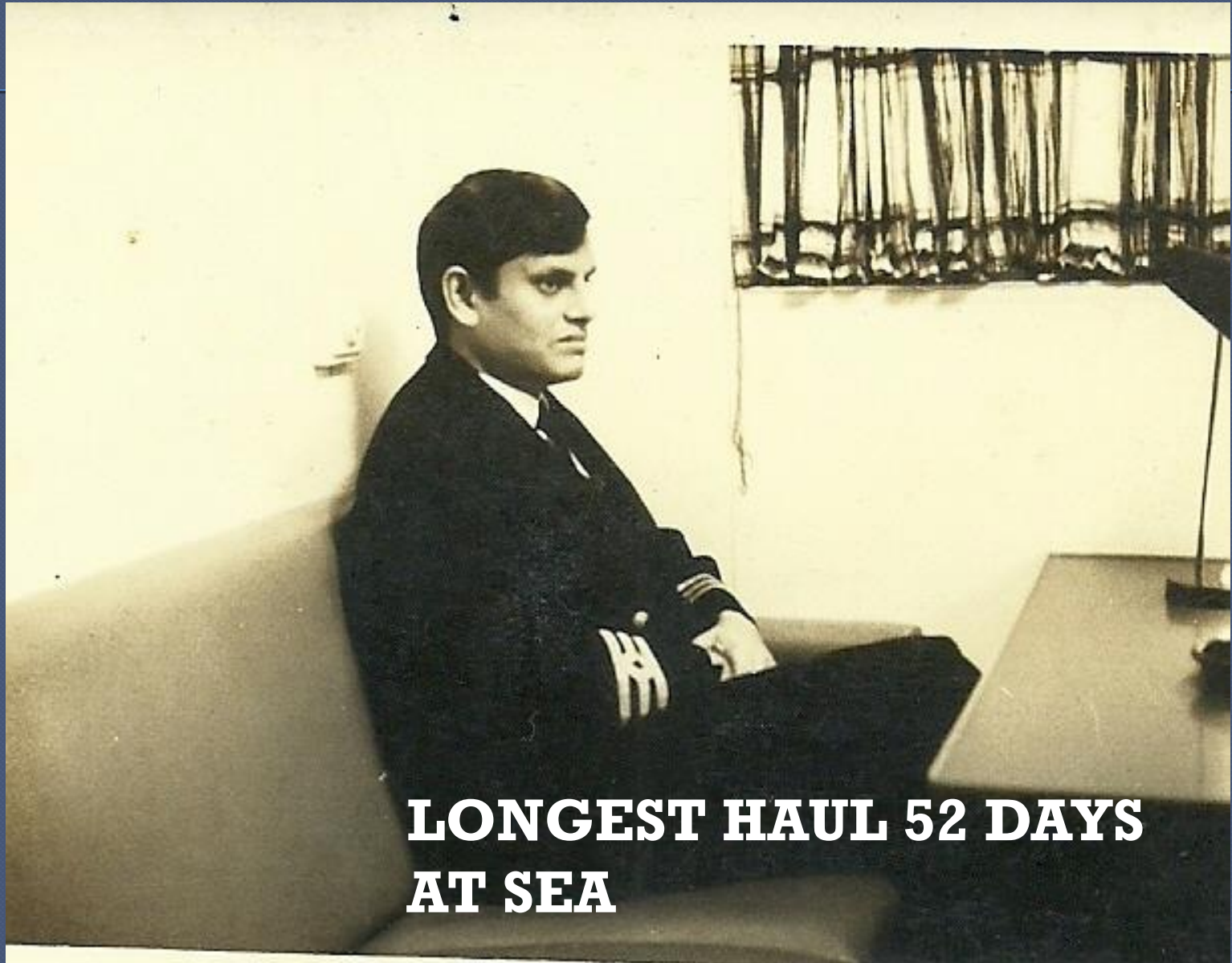
ZELZATE EXPERIENCE



SELVAM



ON BOARD CHENNAI SELVAM



**LONGEST HAUL 52 DAYS
AT SEA**

CALL FROM NAVY - 1971

- In 1971 the relations with Pakistan turned worse as East Pakistan was in turmoil.
- I received a call to report to Western Command – Bombay. Centre approved for my temporary relief from Port Service.
- On reporting to Bombay I was sent to I N S Shivaji for a refresher course and drafted to join Eastern Command under Adm. Krishnan who was Capt. Delhi earlier

P N S GHAZI

Tench-class diesel-electric and the first fast-attack submarine of the Pakistan Navy, leased from the United States in 1963.

(USS *Diablo* -means devil in Spanish)



10 × [21 in \(533 mm\) torpedo tubes](#) (6 forward, 4 aft), 28 torpedoes ^[11]

1 × [5 in \(127 mm\)/25-caliber deck gun](#)

GHAZI'S TRIP HUNTING VIKRANT

- The hunt for *Vikrant* began on 23 November and *Ghazi* was off to Madras where Pakistan thought *Vikrant* was stationed.
- Under Admiral Krishnan's *instructions*, *Vikrant* was near the Andamans.
- Ghazi now sailed to Visakhapatnam to start laying mines off the to choke Indian Navy's ships clustered in this major Indian naval base on the night of 2–3 December 1971.

THE STRATEGY

- On 1 December 1971, Adm. Krishnan briefed Captain Inder Singh, the commanding officer of INS Rajput, that a Pakistani submarine had been sighted off the Sri Lankan coast and was absolutely certain that the submarine would be somewhere around Madras or Visakhapatnam.
- He wanted Rajput to leave the harbor with all navigational aids switched off.
- At 23:40 on 3 December 1971, taking on board a pilot, *Rajput* moved through the channel to the exit from Visakhapatnam.

WAR OF WITS

- PNS Ghazi had its primary goal - to find and sink INS Vikrant and the second one was to lay mines on India's Eastern seaboard.
- INS Rajput was decoy for Vikrant - sailed out of the Vizag port and generating heavy wireless traffic.
- An unclassified signal in the form of a private Telegram allegedly from one of Vikrant's sailor's asking about the welfare of his mother who was "seriously ill".

SINKING OF GHAZI

- As a decoy for I N S Vikrant
- It began broadcasting a massive load of encrypted radio traffic.
- Thus, the Pakistanis were led to believe vikrant was leaving Visakhapatnam.
- On 25 November, Indian naval intelligence intercepted a Pakistani navy message from their submarine commodore in Karachi stating that “INTEL INDICATES CARRIER INPORT VISHAKAPATNAM”.

THE BAIT IS TAKEN

- Ghazi came up to periscope depth to establish her navigational position which was made very difficult due to the blackout. Rajput slowly increased speed to maximum by the time it reached the Outer channel buoy.
- Ghazi saw or heard a destroyer approaching her at high speed at an almost reciprocal course and went into a steep dive and at the same time put her rudder hard over in order to get away seaward.

AND THE BLAST

- Rajput noticed the disturbance of water caused by the hasty dive and launched two depth charges. (night of Dec 3 1971)

It is also possible that the detonation of the charges triggered a mine that was being kept in a ready state near the torpedo tube.

THE MIDNIGHT CALL

- Cdr. Mukundan, in charge of base repair organisation called me with a great urgency in his tone and said **"THE BALOON IS UP. PROCEED TO DRYDOCK FOR UNDOCKING I N S NISTAR"**
- When I reached the drydock in my two wheeler it was well past 0130 of Dec 4.

A REPORT

- The submarine rescue vessel INS NISTAR, was hastily undocked and sent out to the area on 6 Dec. The wreck was located by sonar in about 55 to 58 metres of water.
- After the NISTAR had moored herself over the wreck and attached a line to it, divers who went down cracked open at the top forward end of the submarine, but they couldn't get in.
- So they had to use plastic explosive to make an opening and enter.

SIGNING THE INSTRUMENT OF SURRENDER Dec 16, 1971



THE WESTERN FRONT

- In the Arabian Sea the story was different.
- Fierce sea battle ensued between India and Pakistan.
- Heavy damages were caused to Pakistan Navy and establishments while Indian Navy lost I N S Khukri

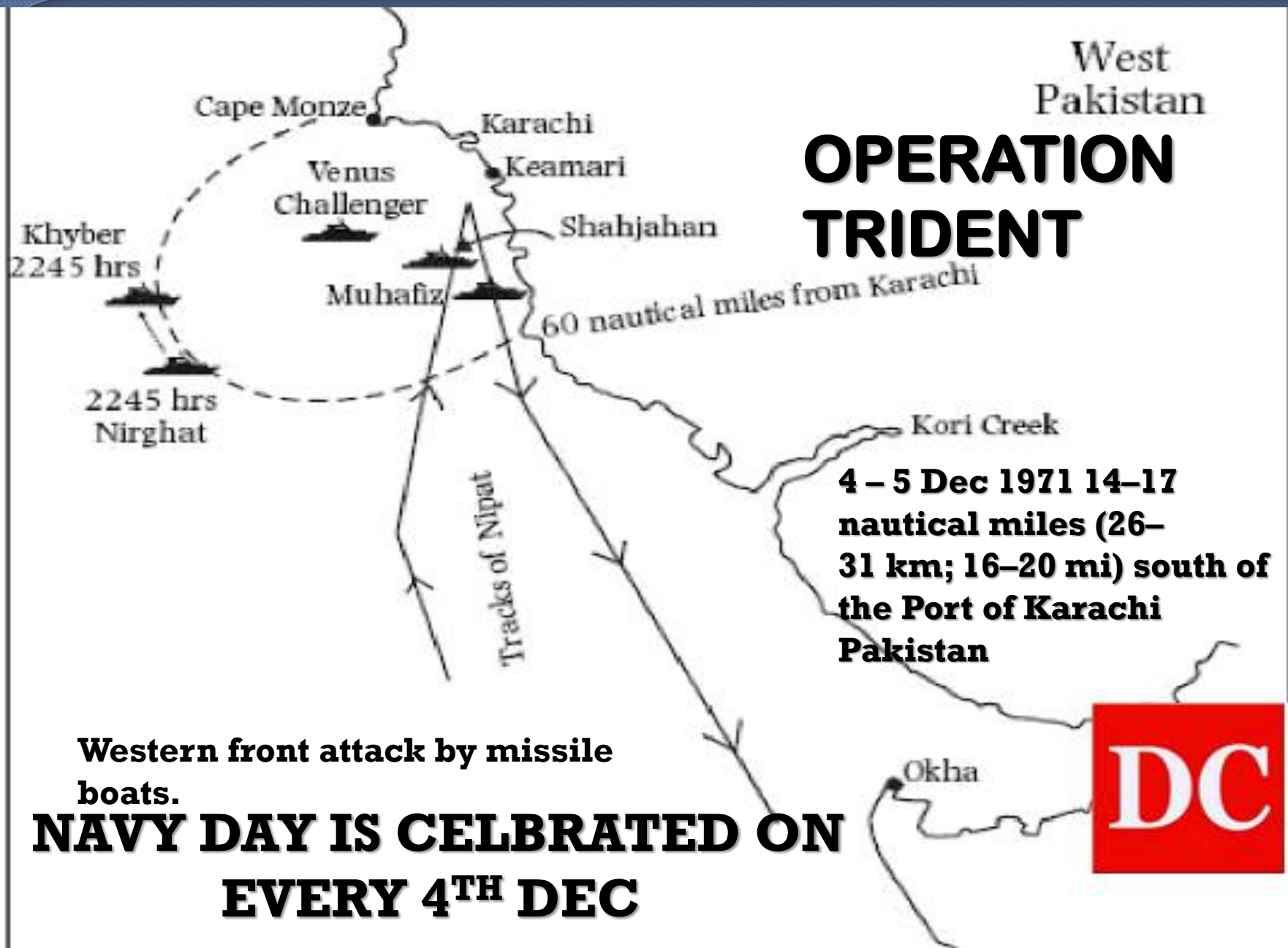
VEER CLASS MISSILE BOATS KILLER SQUADRON

**Veer, Vidyut, Vijeta,
Vinash, Nipat,
Nashak, Nirbhik and
Nirghat**



West
Pakistan

OPERATION TRIDENT



Western front attack by missile
boats.

**NAVY DAY IS CELEBRATED ON
EVERY 4TH DEC**

OPERATION *TRIDENT AND PYTHON*

- Commander B.B. Yadav, who commanded Operation Trident was awarded MVC.
- Lieutenant Commander Vijai Jerath, was awarded the Vir Chakra for Operation Python.
- A number of others received VIR CHAKRA

OPERATION *PYTHON*

- On the night of 8/9 Dec 1971, strike group comprising missile boat **Vinash**, and two frigates, *Talwar* and *Trishul* approached Karachi.
- *Vinash* fired four of its missiles, hitting the fuel tanks. Another missile hit and sank the Panamanian fuel tanker SS *Gulf Star*. The third and fourth missiles hit the Pakistani Navy fleet tanker *Dacca*.
- The Indian Air Force attacked Karachi's fuel and ammunition depots, more than fifty percent of the total fuel requirement of the Karachi zone was reported destroyed.

INS KHUKRI

- The Pakistan submarine HANGOR with her superior sonar facility, obtained contact of KHUKRI before her own detection and struck KHUKRI by a salvo of three torpedoes in quick succession.
- The ship sank in a matter of minutes at 2055 on 9 December, taking down with her 18 officers and 176 men including the Commanding Officer, Captain MN Mulla.

I N S KHUKRI F 149



COMMANDING OFFICER M N MULLA - MVC

