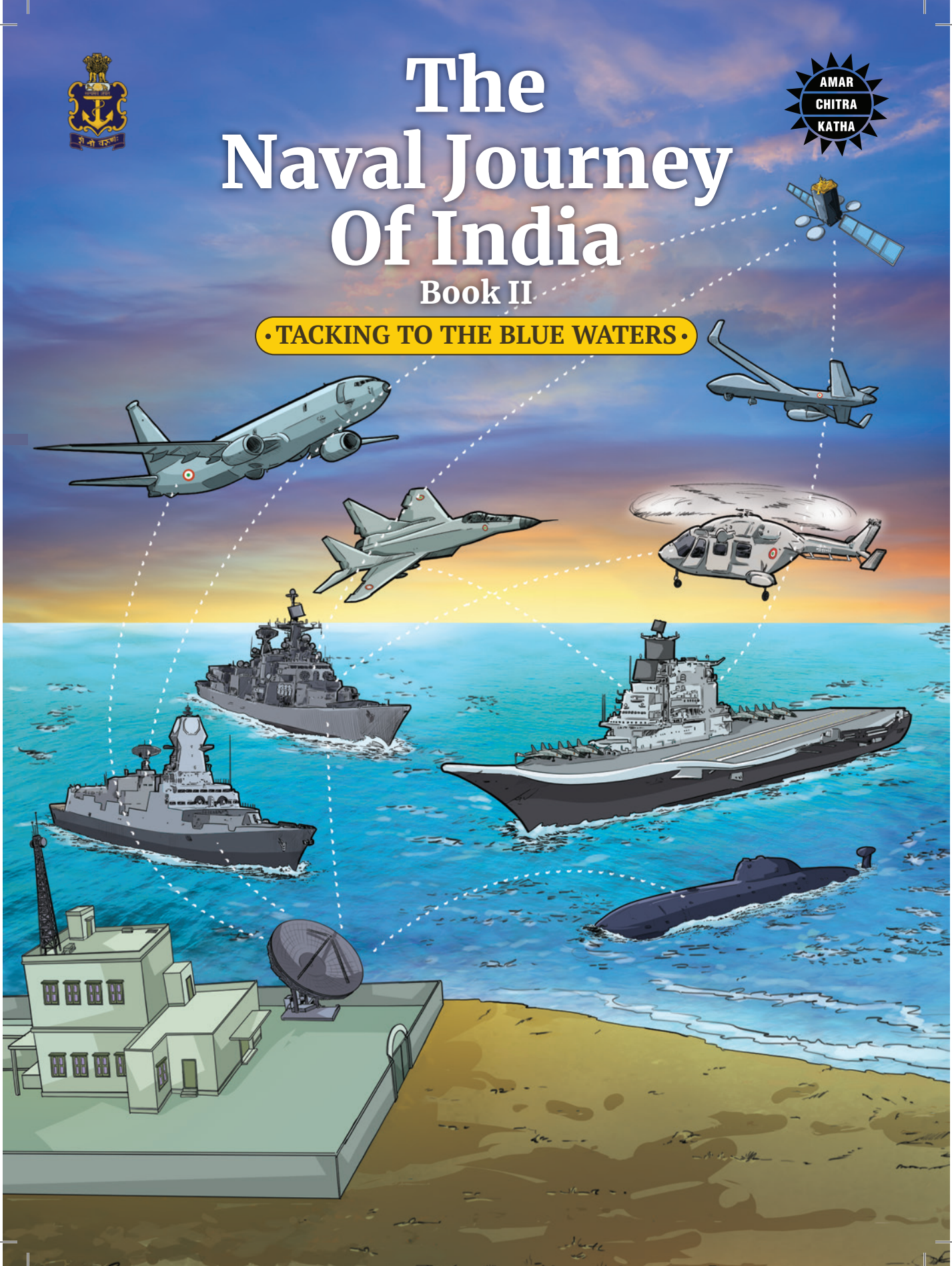
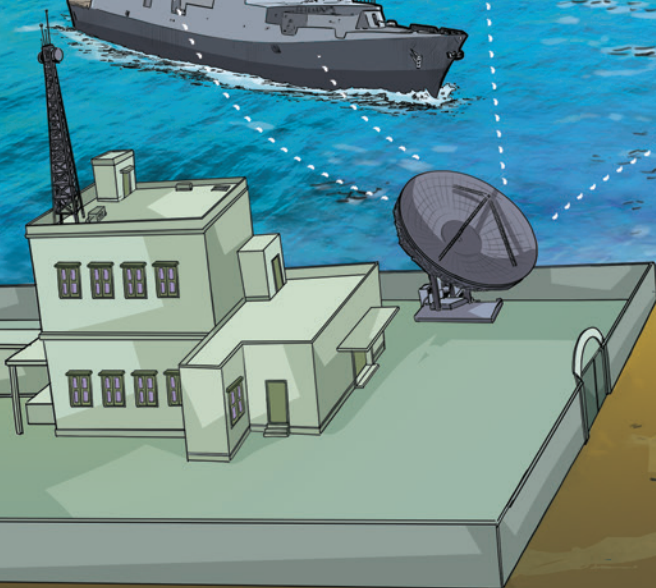
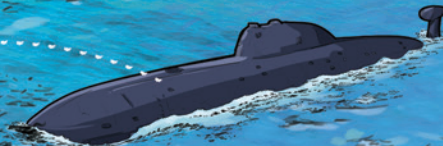
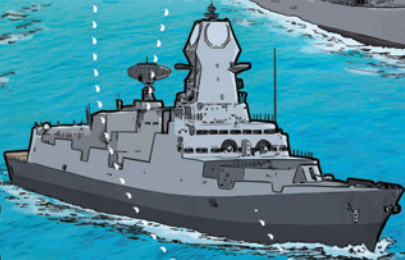
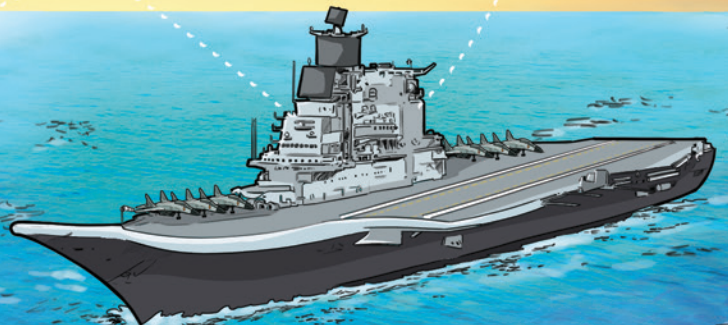
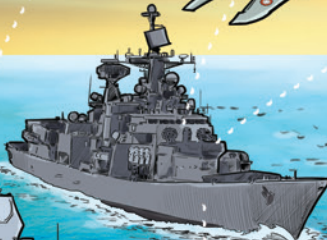




The Naval Journey Of India

Book II

• TACKLING TO THE BLUE WATERS •





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COMMISSIONS IN THE INDIAN NAVY

Ser	Age (Years)	Men/ Women	Entry	Mode of Induction	Branch
1.	16.5-19	Men	Cadet Entry NDA (Navy) and NDA (Naval Academy)	UPSC (Written Exam)	Executive/ Electrical/ Engineering
2.	17- 19 1/2	Men	10+2 (B.Tech) Cadet Entry Scheme, INA	JEE(Mains) Score based	
3.	19-24	Men	CDSE/ NCC Special Entry	UPSC (Written Exam)	Executive
		Men/ Women	Aviation (Pilot-MR), Aviation (Observer)	Indian Navy Entrance Test (INET) [Computer- based Test]	Executive/ Electrical/ Engineering
		Men	Pilot (NMR)		
4.	19-25	Men/ Women	CPL Holders (Pilots)	Indian Navy Entrance Test (INET) [Computer- based Test]	Executive/ Electrical/ Engineering
5.	19 1/2 -25	Men	General Service (Executive); General Service (Hydro Cadre); General Service (Engineering); General Service (Electrical); Info Tech		
		Men/ Women	Naval Armament Inspection Cadre Logistics Naval Architect		
6.	20-24	Men/ Women	University Entry Scheme - Education	[Campus Interview, No written exam]	Education/ Executive/ Electrical/ Engineering
7.	21-24	Men	University Entry Scheme - General Service (Executive /IT /Electrical / Engineering)		
		Men/ Women	University Entry Scheme - Pilot; Observer; Naval Armament Inspection Cadre; Air Traffic Controller; Naval Architect		
8.	21-25	Men/ Women	Education; Air Traffic Control	Indian Navy Entrance Test (INET) [Computer- based Test]	Education/ Executive
9.	21-25	Men/ Women	Musician (Other than Director); Sports (for Yachting and Wind Surfing)	Direct Entry (Graduate) [No written Exam]	Executive
10.	22-27		Law Cadre; Sports (for all sports other than Yachting and Wind Surfing)		
11.	21-35		Musician Director		

- (a) Create your own account on www.joinindiannavy.gov.in and receive automatic updates suited to you as and when applications are invited.
- (b) For Eligibility Criteria, educational qualifications and other details for each Entry, candidates are advised to visit www.joinindiannavy.gov.in and read the contents of the 'Entry Specific Advertisement' in Employment News and various National Dailies.
- (c) The above information is a broad guideline and is subject to change as per the induction requirement of the Indian Navy.

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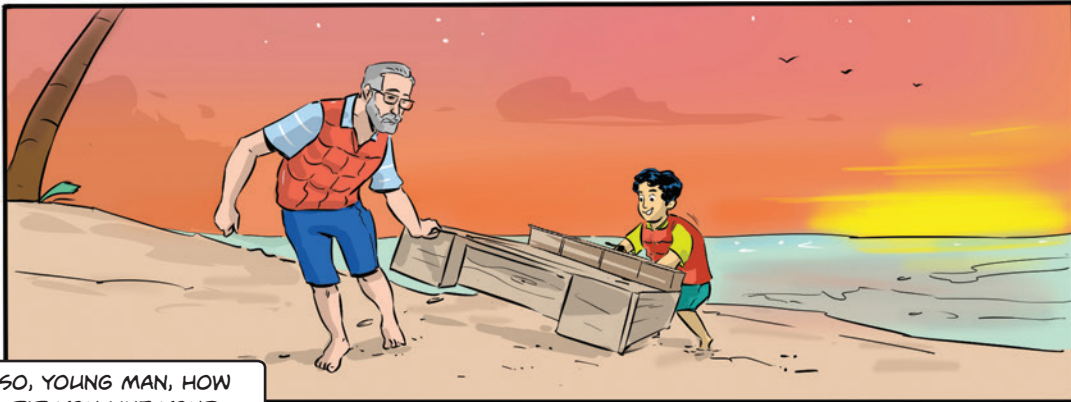
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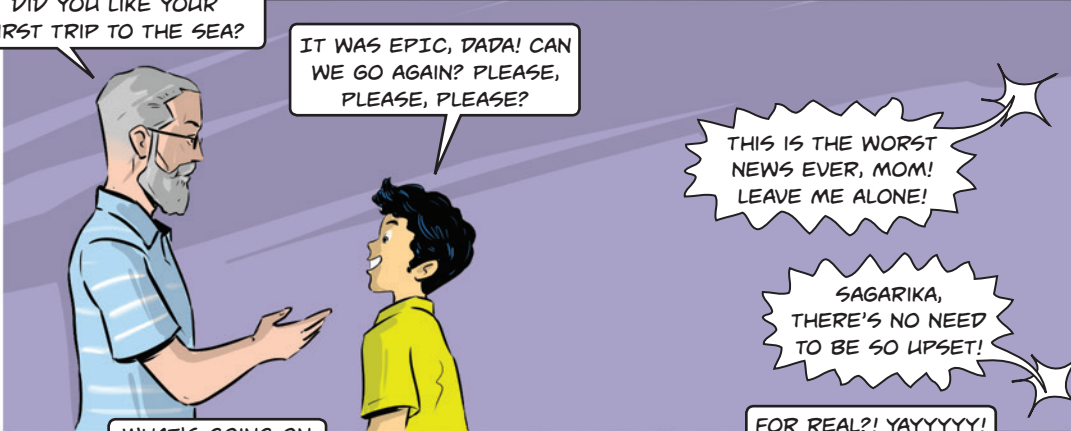


SO, YOUNG MAN, HOW DID YOU LIKE YOUR FIRST TRIP TO THE SEA?

IT WAS EPIC, DADA! CAN WE GO AGAIN? PLEASE, PLEASE, PLEASE?

THIS IS THE WORST NEWS EVER, MOM! LEAVE ME ALONE!

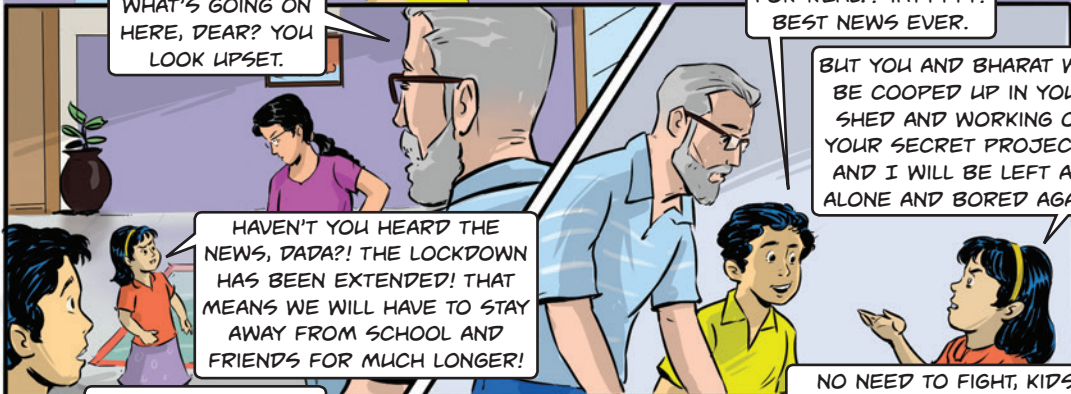
SAGARIKA, THERE'S NO NEED TO BE SO UPSET!



WHAT'S GOING ON HERE, DEAR? YOU LOOK UPSET.

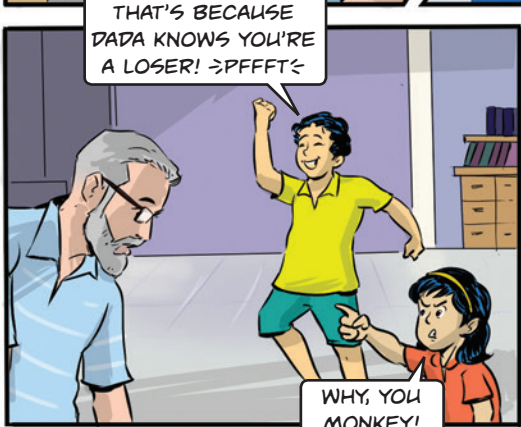
FOR REAL?! YAYYYYY! BEST NEWS EVER.

BUT YOU AND BHARAT WILL BE COOPED UP IN YOUR SHED AND WORKING ON YOUR SECRET PROJECTS! AND I WILL BE LEFT ALL ALONE AND BORED AGAIN!



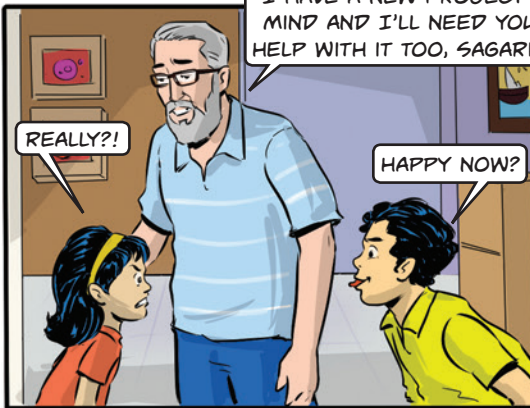
HAVEN'T YOU HEARD THE NEWS, DADA?! THE LOCKDOWN HAS BEEN EXTENDED! THAT MEANS WE WILL HAVE TO STAY AWAY FROM SCHOOL AND FRIENDS FOR MUCH LONGER!

NO NEED TO FIGHT, KIDS. I HAVE A NEW PROJECT IN MIND AND I'LL NEED YOUR HELP WITH IT TOO, SAGARIKA.



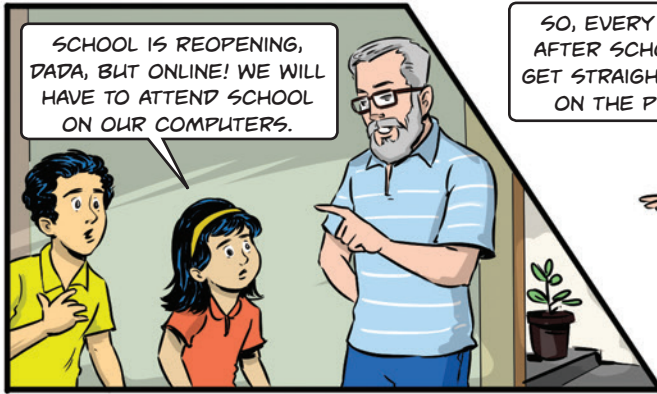
THAT'S BECAUSE DADA KNOWS YOU'RE A LOSER! =>PFFFT<=

WHY, YOU MONKEY!



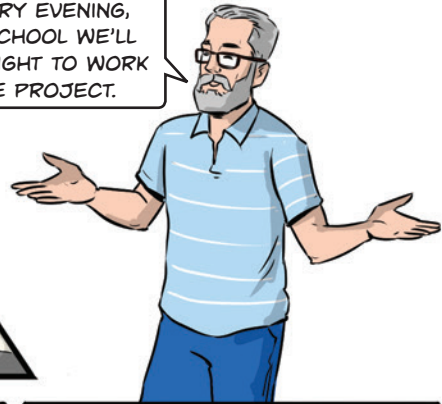
REALLY?!

HAPPY NOW?



SCHOOL IS REOPENING, DADA, BUT ONLINE! WE WILL HAVE TO ATTEND SCHOOL ON OUR COMPUTERS.

SO, EVERY EVENING, AFTER SCHOOL WE'LL GET STRAIGHT TO WORK ON THE PROJECT.



YES!

COME, I WANT TO SHOW YOU SOMETHING. CALL YOUR MOM TOO.



WHERE ARE YOU TAKING US, DADA?

IS IT A SECRET TREASURE CAVE?!



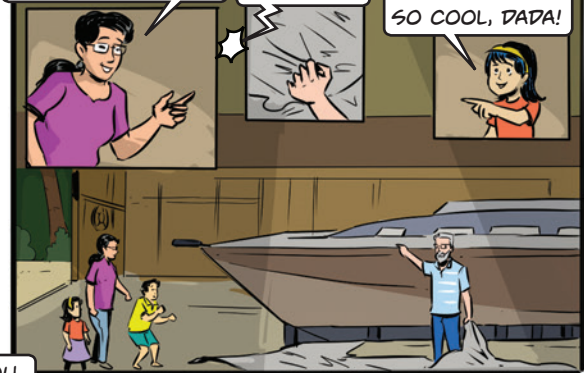
WELCOME TO MY VERY FIRST WORK SHED!

⇒GASP< WHAT'S UNDER THE COVERS, DADA? SHOW US!

DAD IS THIS OUR OLD SAILING BOAT?

YES! IT IS!

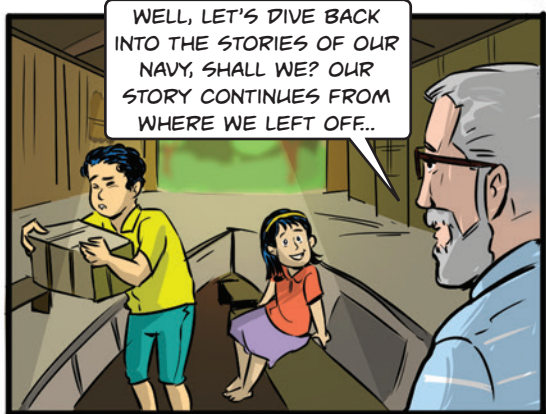
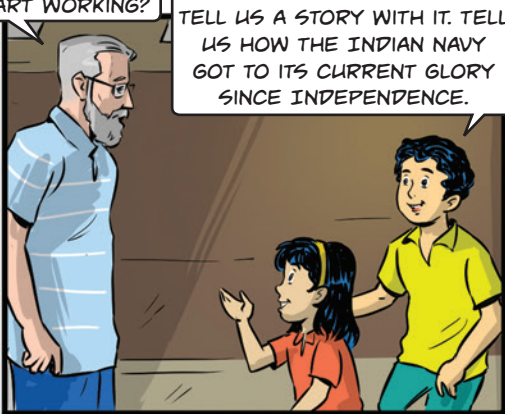
WHOA! THIS IS SO COOL, DADA!

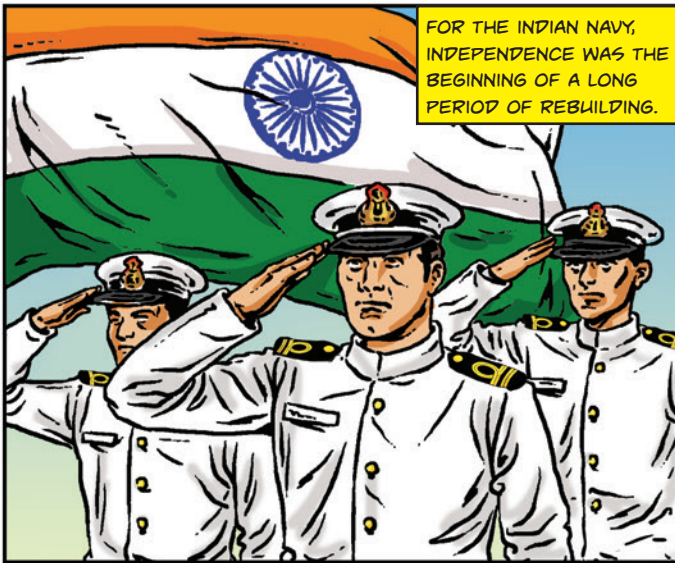


READY TO START WORKING?

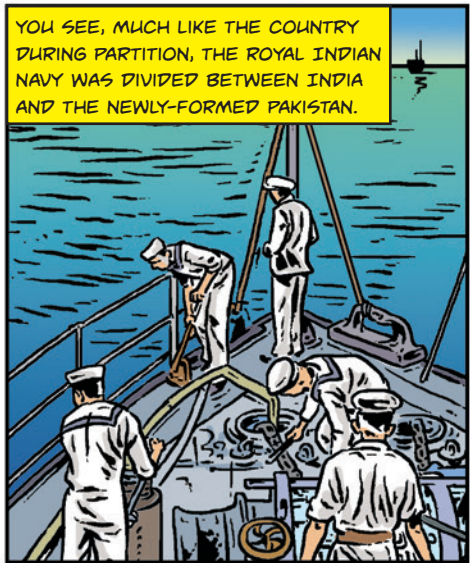
SUUUREEE! BUT ONLY IF YOU TELL US A STORY WITH IT. TELL US HOW THE INDIAN NAVY GOT TO ITS CURRENT GLORY SINCE INDEPENDENCE.

WELL, LET'S DIVE BACK INTO THE STORIES OF OUR NAVY, SHALL WE? OUR STORY CONTINUES FROM WHERE WE LEFT OFF..

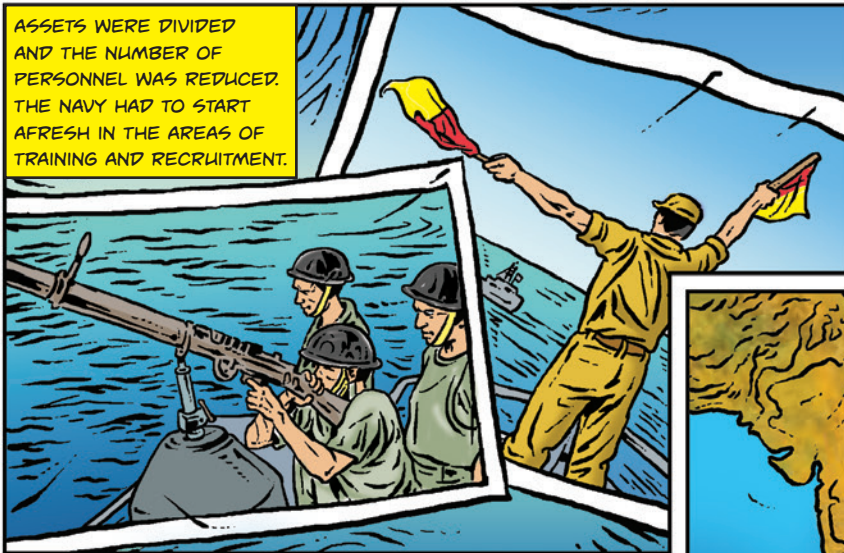




FOR THE INDIAN NAVY, INDEPENDENCE WAS THE BEGINNING OF A LONG PERIOD OF REBUILDING.



YOU SEE, MUCH LIKE THE COUNTRY DURING PARTITION, THE ROYAL INDIAN NAVY WAS DIVIDED BETWEEN INDIA AND THE NEWLY-FORMED PAKISTAN.

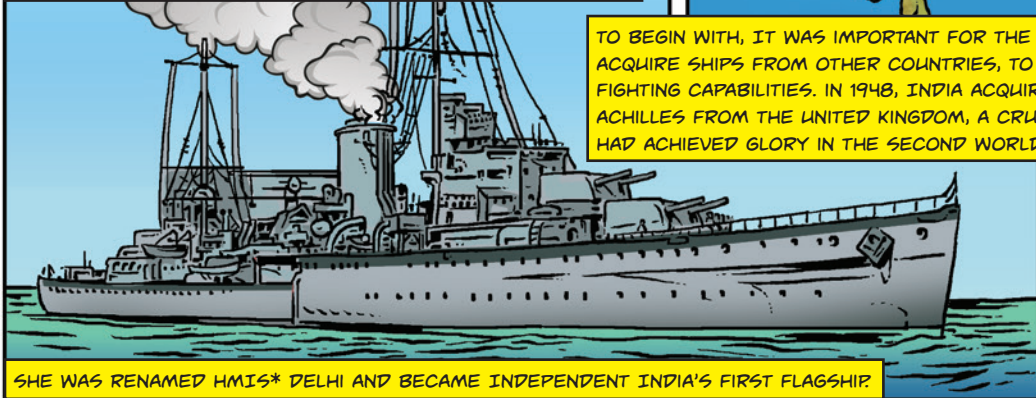


ASSETS WERE DIVIDED AND THE NUMBER OF PERSONNEL WAS REDUCED. THE NAVY HAD TO START AFRESH IN THE AREAS OF TRAINING AND RECRUITMENT.

HOWEVER, DEFENDING INDIA'S 7,500 KM LONG COASTLINE AND NUMEROUS ISLANDS WAS NO MEAN FEAT. GIVEN OUR HISTORY, A STRONG NAVY WAS THE NEED OF THE HOUR.



THE NAVY DREAMT BIG AND PLANNED TO EXPAND. FROM A NAVY OF HALF A DOZEN SMALL SHIPS, WE WOULD BECOME ONE OF THE MOST MODERN AND DEVELOPED NAVIES IN THE WORLD.



TO BEGIN WITH, IT WAS IMPORTANT FOR THE NAVY TO ACQUIRE SHIPS FROM OTHER COUNTRIES, TO BUILD OUR FIGHTING CAPABILITIES. IN 1948, INDIA ACQUIRED HMS ACHILLES FROM THE UNITED KINGDOM, A CRUISER THAT HAD ACHIEVED GLORY IN THE SECOND WORLD WAR.

SHE WAS RENAMED HMIS* DELHI AND BECAME INDEPENDENT INDIA'S FIRST FLAGSHIP

* ALL SHIPS IN THE ROYAL INDIAN NAVY CARRIED THE PREFIX HMIS OR HIS MAJESTY'S INDIAN SHIP

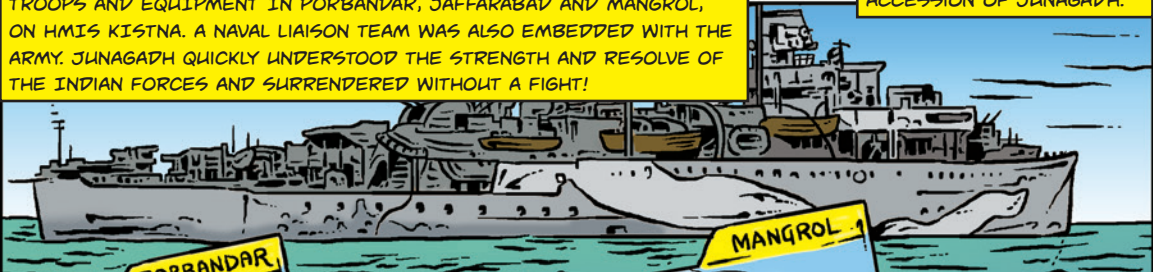
INDEPENDENT INDIA'S NAVY MET ITS FIRST BIG CHALLENGE IN JUNAGADH. WHILE THE UNIFICATION OF VARIOUS PRINCELY STATES IN INDIA WAS UNDERWAY, THE NAWAB OF JUNAGADH DECIDED TO JOIN PAKISTAN.

THE GOVERNMENT OF INDIA WOULD NOT STAND FOR THIS. GEOGRAPHICALLY, JUNAGADH WAS VERY MUCH A PART OF THE INDIAN UNION AND MOST OF ITS CITIZENS WANTED TO REMAIN IN INDIA.



A NAVAL TASK FORCE, HEADED BY COMMANDER RD KATARI, LANDED ARMY TROOPS AND EQUIPMENT IN PORBANDAR, JAFFARABAD AND MANGROL, ON HMIS KISTNA. A NAVAL LIAISON TEAM WAS ALSO EMBEDDED WITH THE ARMY. JUNAGADH QUICKLY UNDERSTOOD THE STRENGTH AND RESOLVE OF THE INDIAN FORCES AND SURRENDERED WITHOUT A FIGHT!

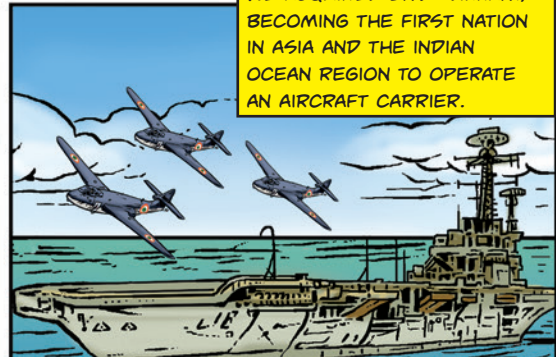
IN OCTOBER 1947, THE NAVY WAS DIRECTED TO SUPPORT THE ARMY IN THE PEACEFUL ACCESSION OF JUNAGADH.



MUCH OF THE 1950S WAS SPENT IN BUILDING OUR NAVY. THOUSANDS OF SAILORS AND OFFICERS WERE RECRUITED AND TRAINED. THE CRUISER, MYSORE, AS WELL AS RAJPLT, GODAVARI, KHUKRI, TALWAR CLASSES OF DESTROYERS AND FRIGATES WERE ADDED TO THE NAVY'S FLEET. IN 1961, WE ACQUIRED INS* VIKRANT, BECOMING THE FIRST NATION IN ASIA AND THE INDIAN OCEAN REGION TO OPERATE AN AIRCRAFT CARRIER.

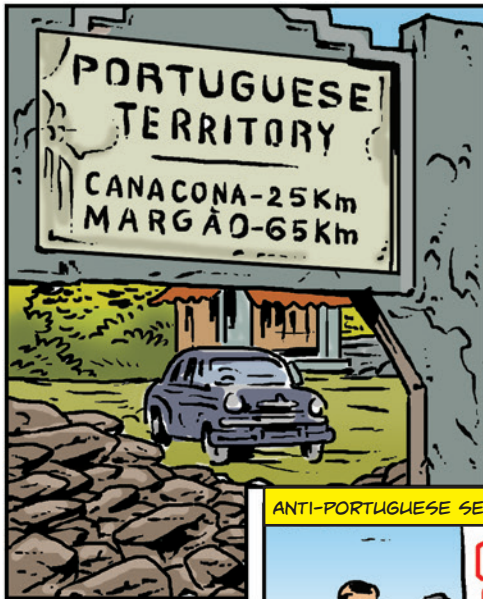
ON 26 JANUARY 1950, INDIA BECAME A REPUBLIC. THE PREFIX 'ROYAL' WAS DROPPED AND THE INDIAN NAVY BECAME TRULY INDIA'S.

THE NAVY LED THE FIRST REPUBLIC DAY PARADE AND WAS THE FIRST INDIAN FORCE TO RECEIVE PRESIDENT'S COLOUR ON 27 MAY 1951. IN 1958, VICE-ADMIRAL RD KATARI ASSUMED COMMAND AS THE THE FIRST INDIAN CHIEF OF NAVAL STAFF.



THIS WAS ALSO THE TIME THAT THE NAVY BECAME TWO DIMENSIONAL—ACQUIRING AIRCRAFT AND IN 1953, COMMISSIONING INS GARUDA, INDIA'S FIRST NAVAL AIR STATION, IN KOCHI. NOW THE NAVY WAS CAPABLE OF WAGING WAR NOT ONLY ON THE OCEANS BUT ALSO IN THE AIR.

* ALL SHIPS IN THE INDIAN NAVY CARRY THE PREFIX, INS OR INDIAN NAVAL SHIP

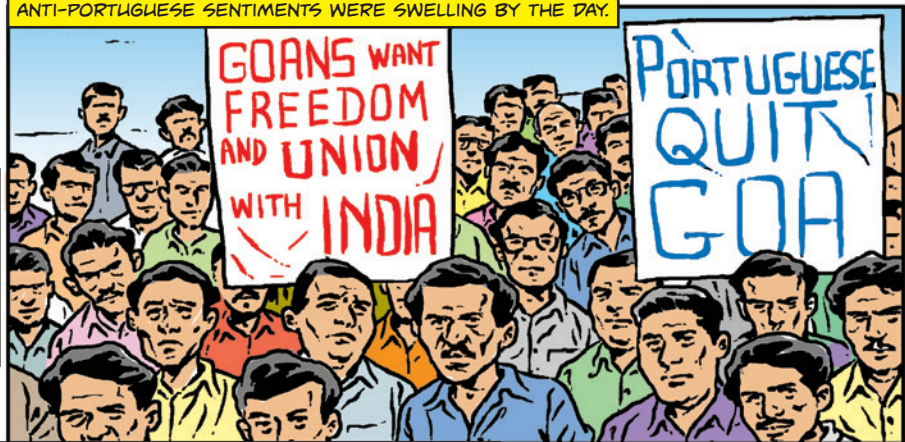


DESPITE THE DEPARTURE OF THE BRITISH, A FEW REMNANTS OF COLONIALISM REMAINED. FOR MORE THAN A DECADE AFTER INDEPENDENCE, GOA, DAMAN AND DIU HAD CONTINUED TO BE UNDER PORTUGUESE CONTROL.



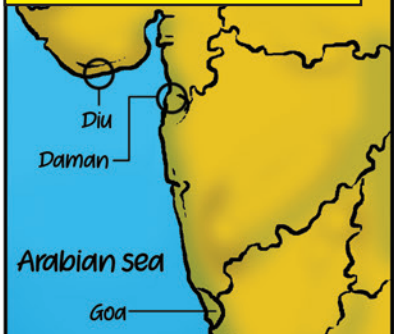
ANTI-PORTUGUESE SENTIMENTS WERE SWELLING BY THE DAY.

SEVERAL ATTEMPTS WERE MADE BY INDIA TO FIND A NON-VIOLENT SOLUTION TO THE PROBLEM. HOWEVER, THE PORTUGUESE WERE OBSTINATE.



ON 17 NOVEMBER 1961, IN AN ACT OF BLATANT PROVOCATION, THE INDIAN STEAM SHIP, MV* SABARAMATI WAS FIRED UPON BY PORTUGUESE FORCES OFF THE ISLAND OF ANJADIV. THIS RESULTED IN INJURIES TO HER CHIEF ENGINEER. ON 24 NOVEMBER, 20 FISHING VESSELS WERE ATTACKED, CAUSING ONE FATALITY AND FOUR INJURIES TO INDIAN FISHERMEN.

THE INDIAN NAVY, ALONG WITH THE ARMY AND AIR FORCE, MOVED QUICKLY. A NAVAL TASK FORCE WAS FORMED UNDER THE COMMAND OF REAR ADMIRAL BS SOMAN.



NAVAL FORCES WERE DEPLOYED NEAR GOA, DAMAN AND DIU. THE NAVY ENSURED THAT NO PORTUGUESE SHIP COULD ENTER OR EXIT THE AREA. THIS ALSO PREVENTED HOSTILE ACTION BY PORTUGUESE WARSHIPS. FURTHER, THE NAVY ALSO DIRECTED FIRE POWER ONTO THE SHORE, USING THE SHIP'S GUNS.

* MV IS SHORT FOR MOTOR VESSEL, WHICH IS TERMINOLOGY GIVEN TO MERCHANT VESSELS.

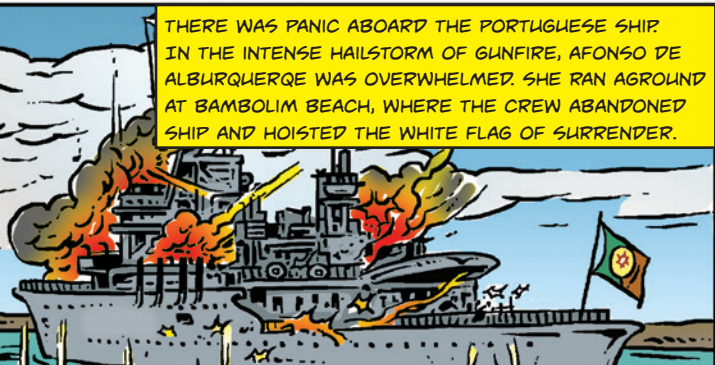
FINALLY, IT WAS TIME TO LAUNCH OPERATION VIJAY AND LIBERATE GOA, DAMAN AND DIU.



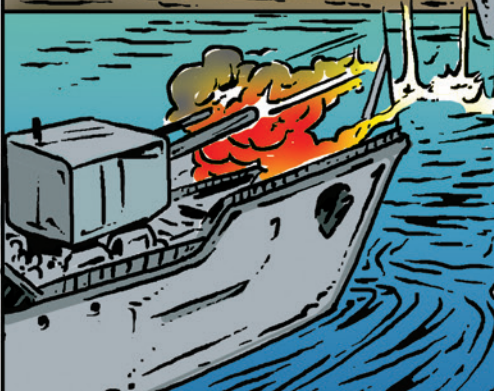
ON THE MORNING OF 18 DECEMBER, A MESSAGE CAME IN FROM THE NAVY CHIEF, VADM* RD KATARI TO INS BETWA WHICH SAID, "CAPTURE ME A PORTUGUESE FRIGATE PLEASE".

THERE WAS PANIC ABOARD THE PORTUGUESE SHIP. IN THE INTENSE HAILSTORM OF GUNFIRE, AFONSO DE ALBUQUERQUE WAS OVERWHELMED. SHE RAN AGROUND AT BAMBOLIM BEACH, WHERE THE CREW ABANDONED SHIP AND HOISTED THE WHITE FLAG OF SURRENDER.

AT NOON THE SAME DAY, THE IN SHIPS** BETWA, BEAS AND CAUVERY STEAMED INTO MORMUGAO HARBOUR IN GOA AND FIRED ON AFONSO DE ALBUQUERQUE, THE PORTUGUESE FRIGATE.



EARLIER THAT MORNING, UNDER THE LEADERSHIP OF LIEUTENANT ARUN AUDITTO, A NAVAL LANDING PARTY STORMED THE ISLAND OF ANJADIV, NEAR KARWAR.



JUST AS THE OPERATION STARTED, THE PORTUGUESE HOISTED THE WHITE FLAG OF SURRENDER. BUT THEY DID NOT INTEND TO SURRENDER. THEY INTENDED, INSTEAD, TO DECEIVE THE INDIAN TROOPS AND FIRE UPON THEM BY ACT OF PERFDY.



BELIEVING THE SIGNAL, THE INDIAN NAVY'S ASSAULT PARTY SET OUT TO LAND ON THE BEACH. LITTLE DID THEY KNOW THEY WERE WALKING INTO A TRAP AS THEY MADE THEIR WAY TOWARDS THE BEACH THE PORTUGUESE SUDDENLY STARTED FIRING AT THEM WITH MACHINE GUNS.



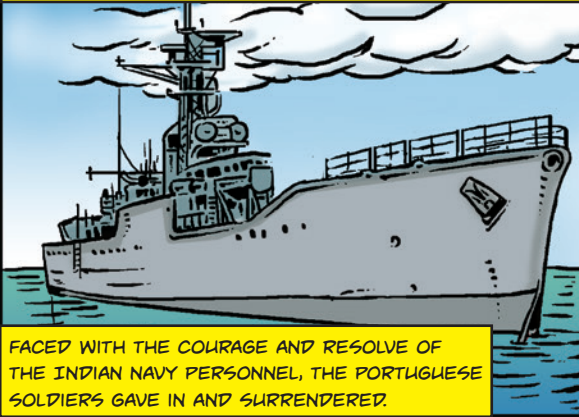
THROUGH THE SHORE BOMBARDMENT OF INS TRISHUL AND ANOTHER LANDING PARTY PROVIDED BY INS MYSORE, INDIAN FORCES REGROUPED. THERE WAS A PITCHED GUNFIGHT BETWEEN INDIAN AND PORTUGUESE FORCES.

SENIOR COMMISSIONED GUNNER N KELMAN, IN CHARGE OF THE SECOND WAVE, EXPERTLY NAVIGATED THE BOAT, ZIGZAGGING THROUGH THE GUNFIRE.

* VICE ADMIRAL

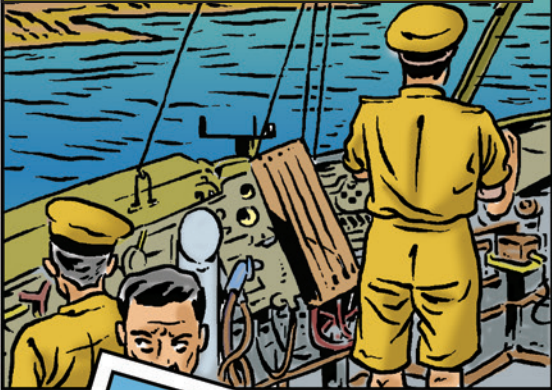
** WHEN TALKING OF MULTIPLE INDIAN NAVAL SHIPS, THE PREFIX IN SHIPS IS USED

THE BATTLE WAS FIERCE AND DEADLY. THERE WERE CASUALTIES ON BOTH SIDES. BOTH LIEUTENANT AUDITTO AND SENIOR COMMISSIONED GUNNER N KELMAN WERE INJURED. HOWEVER, THE INDIAN NAVY WAS RELENTLESS.

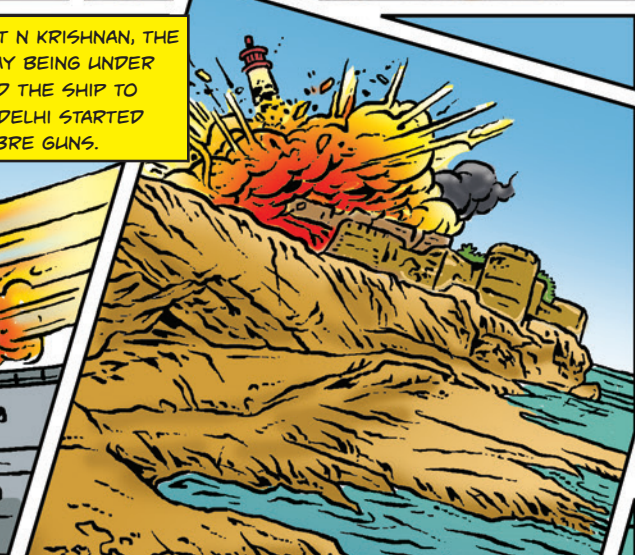
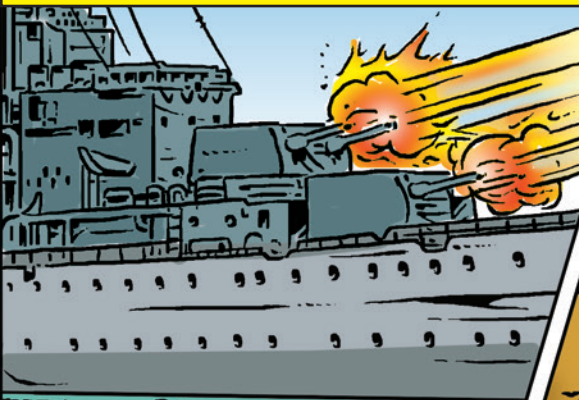


FACED WITH THE COURAGE AND RESOLVE OF THE INDIAN NAVY PERSONNEL, THE PORTUGUESE SOLDIERS GAVE IN AND SURRENDERED.

MEANWHILE, IN DIU, INS DELHI WAS KEPT TEN NAUTICAL MILES* ASHORE AND AT SEA, READY TO PROVIDE ANY SUPPORT REQUIRED—BOTH ON AND OFF SHORE. THIS INCLUDED GUARDING AGAINST THE THREAT OF AIRCRAFT, SHIPS AND EVEN SUBMARINES.



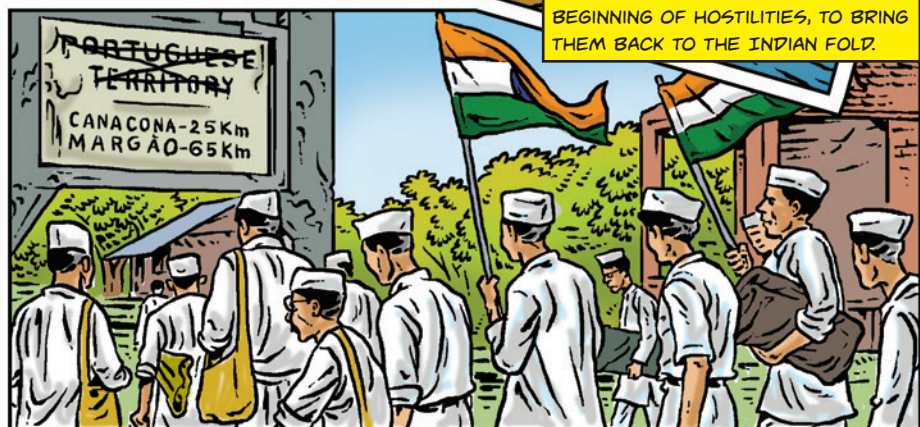
HOWEVER, ON THE MORNING OF 18 DECEMBER, CAPT N KRISHNAN, THE COMMANDING OFFICER, WAS INFORMED OF THE ARMY BEING UNDER SEVERE ATTACK AT THE DIU FORTRESS. HE ORDERED THE SHIP TO SAIL CLOSER. FROM ONE NAUTICAL MILE AWAY, INS DELHI STARTED FIRING AT THE FORT WITH HER HEAVY SIX-INCH CALIBRE GUNS.



WITHIN 15 MINUTES OF INS DELHI'S BOMBARDING OF THE DIU FORTRESS, THE PORTUGUESE SURRENDERED.

FINALLY, ON 19 DECEMBER 1961, GOA, DAMAN AND DIU WERE LIBERATED. IT HAD TAKEN THE ARMED FORCES JUST 40 HOURS, FROM THE BEGINNING OF HOSTILITIES, TO BRING THEM BACK TO THE INDIAN FOLD.

INDIA HAD STOOD STRONG IN THE FACE OF A DOMINANT COLONIAL POWER, WITHSTOOD PRESSURE FROM NATO** AND OTHER COUNTRIES ALIGNED WITH PORTUGAL, AND HAD PREVAILED.



* 1 NAUTICAL MILE IS ABOUT 1.85 KILOMETRES. THUS, A DISTANCE OF 10 NAUTICAL MILES IS ABOUT 18 KMS.

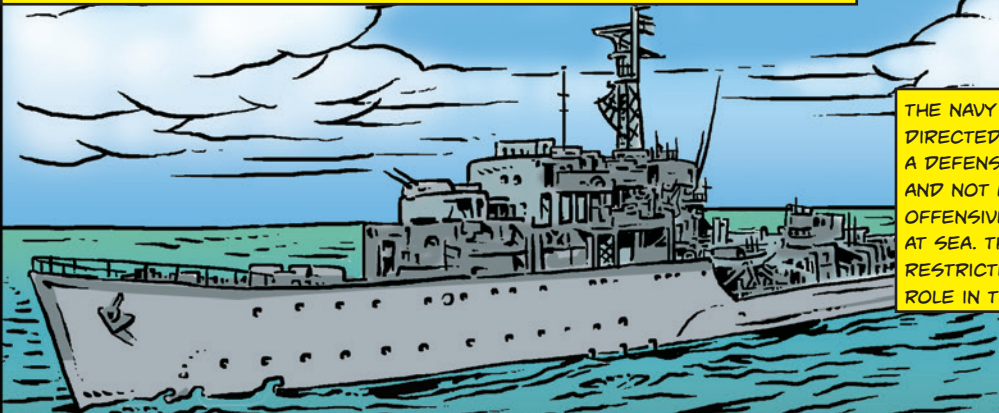
** THE NORTH ATLANTIC TREATY ORGANIZATION IS A MILITARY ALLIANCE OF EUROPEAN AND NORTH AMERICAN COUNTRIES.

IN 1965, A WAR BROKE OUT BETWEEN INDIA AND PAKISTAN.



IN APRIL 1965, PAKISTAN LAUNCHED OPERATION DESERT HAWK, TO OCCUPY TERRITORY IN KUTCH. THE INDIAN NAVY WAS DEPLOYED OFF THE GULF OF KUTCH. LATER, IN AUGUST, PAKISTAN INFILTRATED KASHMIR TO TRY AND SUBVERT THE PEOPLE THERE AGAINST INDIA. SOON AFTER, IN SEPTEMBER, PAKISTAN COMMENCED OPERATION GRAND SLAM, STARTING THE 17-DAY WAR.

THIS WAR WAS FOUGHT PRIMARILY OVER AIR AND LAND BY THE INDIAN ARMY AND AIR FORCE. ALL THROUGH THIS WAR, THE INDIAN NAVY STOOD SENTINEL ON THE SEAS.

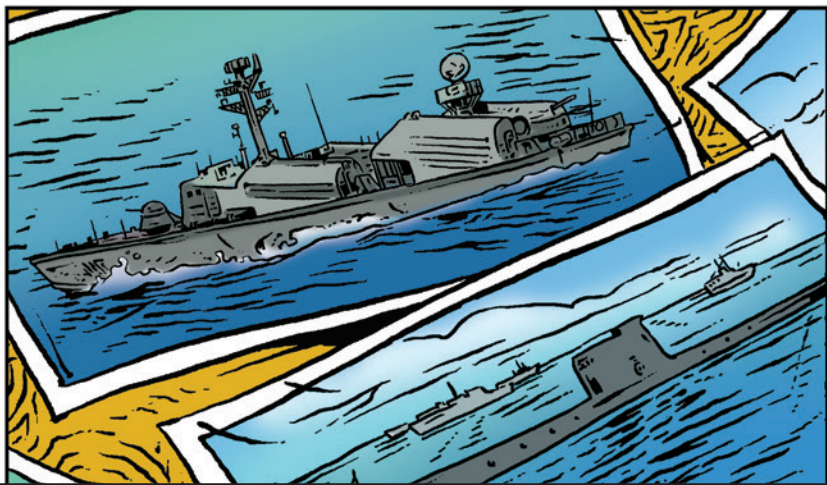


THE NAVY WAS DIRECTED TO PLAY A DEFENSIVE ROLE AND NOT UNDERTAKE OFFENSIVE OPERATIONS AT SEA. THIS GREATLY RESTRICTED THE NAVY'S ROLE IN THE WAR.

THE INDIAN FLEET WAS LED BY THE MIGHTY FLAGSHIP INS MYSORE. DURING THE WAR, NAVAL AIRCRAFT AND SHIPS ENSURED THE SAFETY OF INDIAN TRADE, COASTLINES AND OUR ISLANDS. THE NAVY'S SEAHAWK AND ALIZE AIRCRAFT ALSO UNDERTOOK OPERATIONS ALONG WITH THE AIR FORCE FROM MANY FRONT LINE BASES.

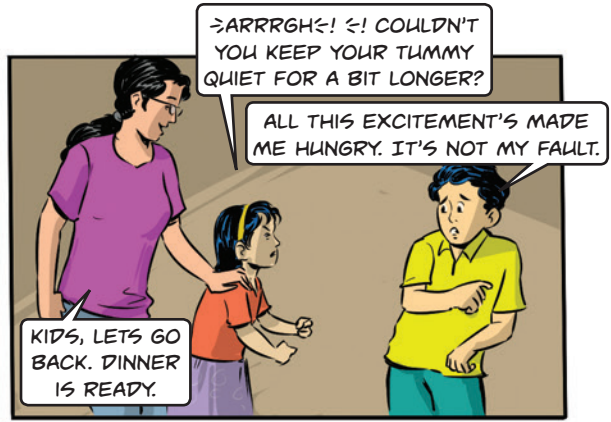
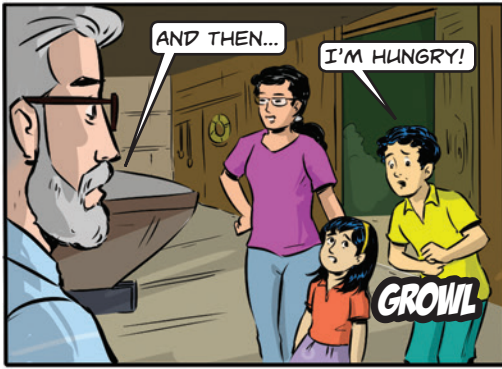
AFTER THE 1965 WAR, THE NEED OF THE HOUR WAS TO STRENGTHEN AND BUILD THE NAVY'S CAPABILITIES.

WHILE INDIA WAS TAKING THE FIRST STEPS IN BUILDING A MODERN NAVY, WE ALSO PROCURED SUBMARINES, FRIGATES, AND MISSILE BOATS FROM THE USSR*. ALL OF THIS WOULD PROVE INSTRUMENTAL IN THE 1971 INDO-PAK WAR.



ALTHOUGH NEWLY INDEPENDENT INDIA BOUGHT ITS NAVAL SHIPS FROM OTHER COUNTRIES, THE INDIAN NAVY STRESSED, IN PARALLEL, ON INDIGENOUS PRODUCTION AND SHIPBUILDING. IN 1960, INS AJAY, A PATROL CRAFT, BECAME THE FIRST INDIGENOUSLY BUILT WARSHIP

* THE USSR, OR THE UNION OF SOVIET SOCIALIST REPUBLICS, WAS A STATE IN NORTHERN EUROPE AND ASIA, BETWEEN 1922 AND 1991. AFTER IT DISSOLVED, 15 COUNTRIES EMERGED FROM IT, RUSSIA BEING THE LARGEST



SOMETIME LATER—

DADA, I CAN'T STOP THINKING ABOUT HOW CHALLENGING THE EARLY YEARS MUST HAVE BEEN FOR THE INDIAN NAVY.

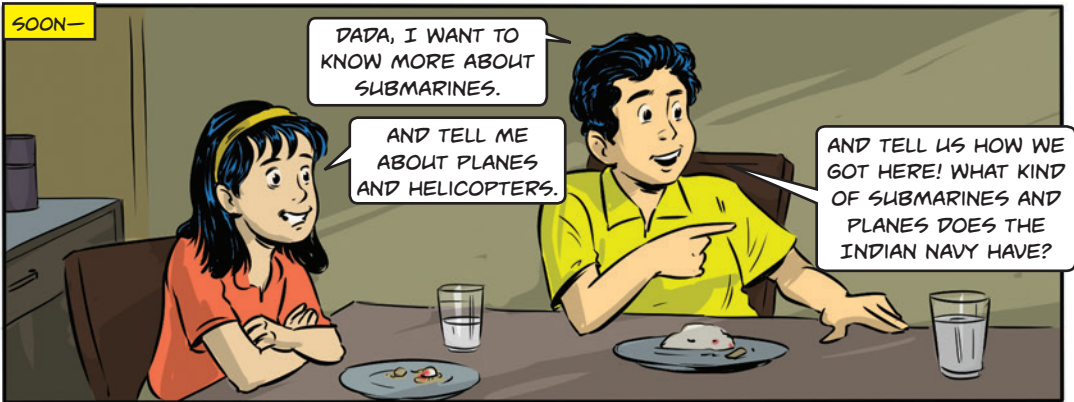


THEY WERE, DEAR. BUT WHERE THERE IS A WILL, THERE IS A WAY.

THAT'S WHAT OUR BRAVE ARMED FORCES DO, KIDS. THEY ALWAYS FIND A WAY.



SOON—



HAHAHA! SLOW DOWN, KIDS. I'LL TELL YOU EVERYTHING.

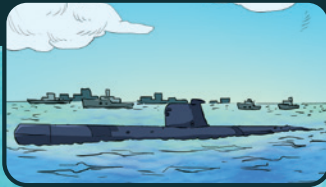


Submarines: Pride runs Deep



Operating a submarine is both an art and a science. While a submarine is a potent 'force multiplier', it operates in the underwater medium which is constantly rife with danger. Only the most courageous, skilled and disciplined men can thrive in a confined steel tube submerged below the waves for days on end. The Indian Navy holds the proud distinction of having developed a very competent and professional submarine arm in the last 50 years.

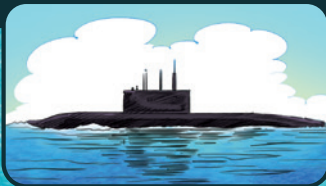
In 1967, INS Kalvari, a Russian 'Foxtrot' class submarine was commissioned. Between 1967 and 1974, seven more submarines were commissioned from Russia. These would be in the Kalvari Class and Vela Class.



India's first submarine base, INS Virbahu, was commissioned in Visakhapatnam in 1971. Another submarine base, INS Vajrabahu was commissioned at Mumbai in 1996. Because submarine warfare requires a lot of technical know-how, the Indian Navy trains and produces world class submariners. The first Submarine Training establishment was INS Satavahana, also in Visakhapatnam.



Between 1986 and 2000, the Indian Navy acquired eight Sindughosh Class or Kilo Class submarines. These are extremely silent and highly automated boats with advanced weapons, including missiles.



The Shishumar Class of submarines is of deep significance to India's maritime history. Two of the four boats were built in Germany and commissioned in 1986. The other two were built in the Mazagon Docks in Mumbai, India, and commissioned in 1992 and 1994, respectively. These were the first two submarines built in India.



Continuing the Make in India story, in the last decade, the Mazagon Docks started building Scorpène-class submarines designed in France. Of the five ships, three were commissioned between 2017 and 2021, with one under trials and another in construction.



Between 1988 and 1991, India operated INS Chakra, a nuclear attack submarine, leased from Russia for three years. This was the first nuclear submarine to operate under the Indian Naval ensign. Another nuclear attack submarine, also named INS Chakra, was leased from the Russians in 2012 for ten years. This submarine is still in operation.



INS Arihant, the first nuclear powered ballistic missile submarine to be built in India, was commissioned in 2016. India became the first country outside of the five permanent members of the UN Security Council to build a nuclear submarine. We expect to build more of these in the future.



● Aircraft: Taking Wings above the Waters



Flying over the sea is not for the faint hearted. Taking off and landing on a small moving, rolling and pitching deck, often during dark nights, requires extreme skill, precision and nerves of steel. The complexities of flying over the sea include the absence of visual references, having to learn to fly predominantly by instruments and a lack of 'diversionary' airfields or decks where one may need to land in an emergency. The Indian Navy holds the proud distinction of having developed a formidable Naval Air arm with daredevil pilots, savvy tacticians, highly qualified technicians, support crew, as well as Aircraft Carriers and Air Stations which are unmatched in the region. Most medium and large ships of the Indian Navy are equipped with decks for helicopter operations.

NAVAL AVIATION: FROM PAST TO PRESENT

Fighters

Starting with the induction of Vampires and Seahawks in the early 1950s and 1960s, which was followed by the Sea Harriers, fighter aircraft have since provided a potent strike capability and protection to the fleet from enemy air attack. Since 2009, the Navy operates the powerful MIG 29K fighters (aka Black Panthers) from INS Vikramaditya and Hawks for pilot training. The indigenously developed Tejas jets by HAL are planned to be operated from future aircraft carriers.



Maritime Reconnaissance Aircraft

Maritime Reconnaissance aircraft provide vital intelligence on the presence or absence of enemy combatants in an area. The Indian Navy entered the era of naval aviation in 1953 with the induction of ten amphibian Sealand aircraft from Ireland and commissioning of the first Naval Air Station, INAS Garuda at Kochi. Since then, it operated Alizes in the 1960s, Super Constellations & Ilyushin 38s from the 1970s, the Tupolev 142 'Bears' in the late 1980s, and currently operates the Dornier 228s and Boeing P8I MR aircraft. Many of these aircraft have excellent modern equipment for anti-submarine and anti-ship warfare.



Helicopters

Given the versatility of helicopters and their ability to operate from ships and bases, they are used by the Navy for myriad roles such as Anti Submarine Warfare, Air Support, Search-and-Rescue, Anti-Ship warfare, surveillance, and reconnaissance. The Indian Navy began operating helicopters since 1969 and has acquired mastery over 'helo' operations. The helicopters that are currently in the Navy are the Sea King 42 (delivered between 1988 and 1992 and manufactured in England), the Kamov 25, 28 and 31 (manufactured in Russia), the UH3H (manufactured in USA), the Dhruv and the Chetaks (both manufactured in India). MH-60R ASW Helicopters are expected to join the fleet soon.

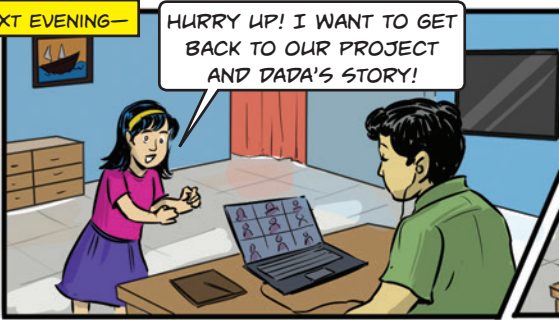


Remotely Piloted Aircraft

Remotely Piloted Aircraft or Drones provide extended range and duration of surveillance and detection capabilities without endangering the pilots. The Navy operates Heron and Searcher Mk-II UAVs, based on the coast but they have the capability of being controlled from ships to increase their range of surveillance. A few of the highly capable MQ 9B Sea Guardian High Altitude Long Endurance (HALE) Drones have also been added to the Drone Fleet and more are in the pipeline.



NEXT EVENING—

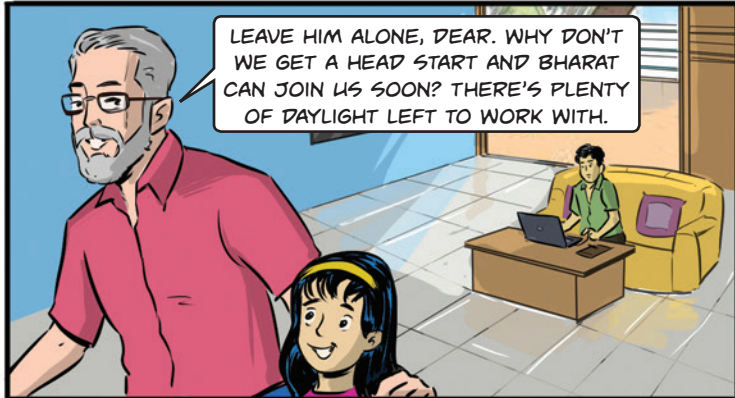


HURRY UP! I WANT TO GET BACK TO OUR PROJECT AND DADA'S STORY!

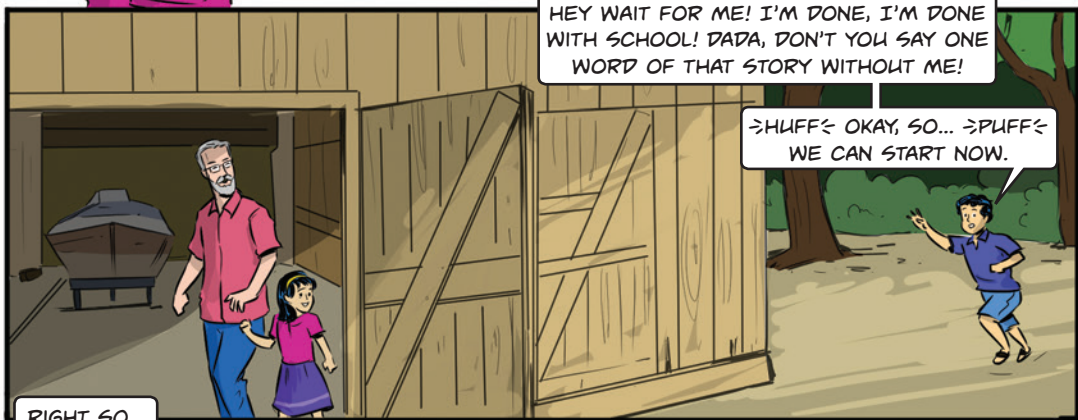
GO AWAY, SAGARIKA! I'LL BE IN TROUBLE IF THE TEACHER SEES YOU. SHOO!



A MINUTE LATER—

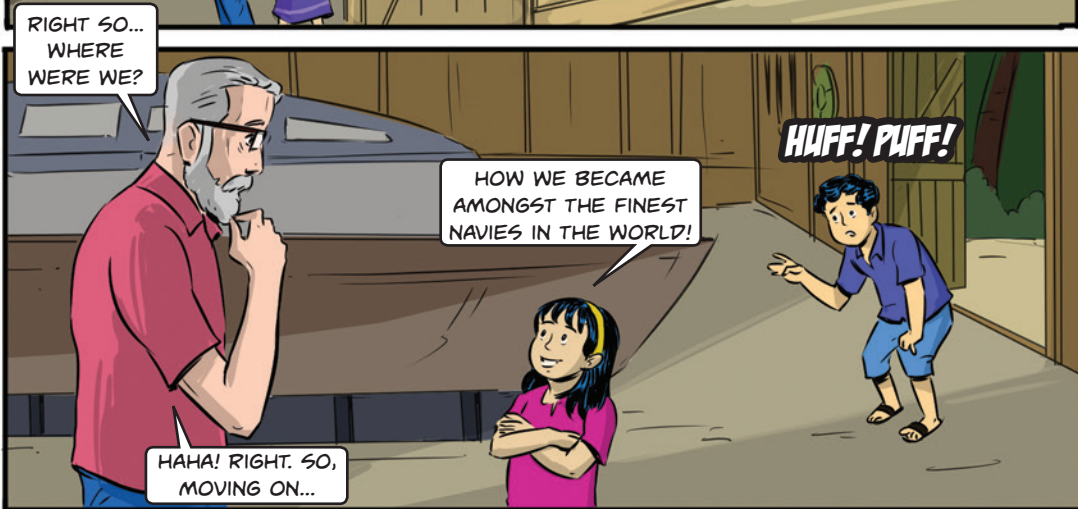


LEAVE HIM ALONE, DEAR. WHY DON'T WE GET A HEAD START AND BHARAT CAN JOIN US SOON? THERE'S PLENTY OF DAYLIGHT LEFT TO WORK WITH.



HEY WAIT FOR ME! I'M DONE, I'M DONE WITH SCHOOL! DADA, DON'T YOU SAY ONE WORD OF THAT STORY WITHOUT ME!

➤HUFF< OKAY, SO... ➤PUFF< WE CAN START NOW.



RIGHT SO... WHERE WERE WE?

HOW WE BECAME AMONGST THE FINEST NAVIES IN THE WORLD!

HUFF! PUFF!

HAHA! RIGHT. SO, MOVING ON...

WHEN THE BRITISH LEFT INDIA, THE COUNTRY WAS DIVIDED INTO THREE MAJOR PARTS: INDIA, EAST PAKISTAN AND WEST PAKISTAN.

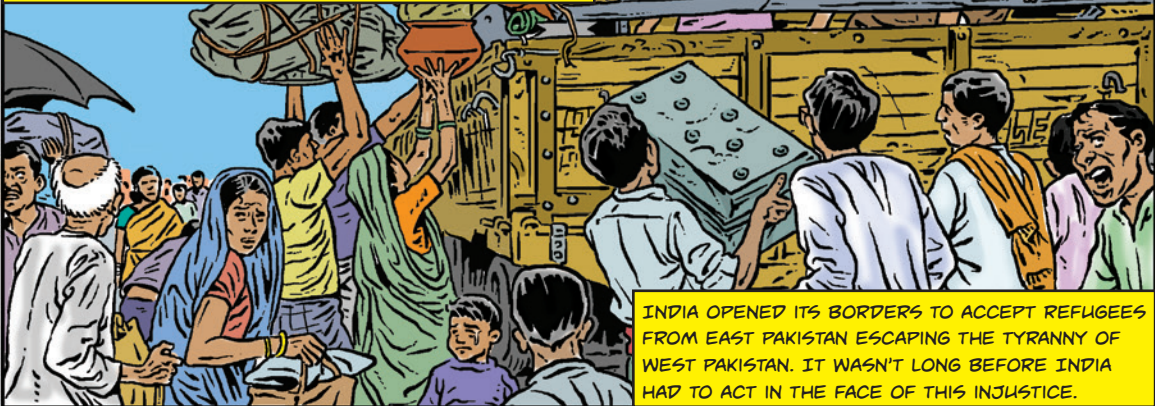


THE DESIRE FOR INDEPENDENCE GREW IN EAST PAKISTAN AND PEOPLE TOOK TO THE STREETS, PROTESTING AGAINST THE DOMINANT WEST PAKISTAN.



WEST PAKISTAN RESPONDED BRUTALLY. THEY STARTED A GENOCIDE OF BENGALI NATIONALISTS FROM EAST PAKISTAN.

THERE WERE MANY ISSUES PLAGUING EAST PAKISTAN—POVERTY, NEGLECT, GOVERNMENTAL APATHY FROM THE WEST AND MOST OF ALL LANGUAGE. YOU SEE, IN EAST PAKISTAN MOST PEOPLE SPOKE BENGALI, WHILE PAKISTAN'S NATIONAL LANGUAGE WAS MANDATED TO BE URDU.



INDIA OPENED ITS BORDERS TO ACCEPT REFUGEES FROM EAST PAKISTAN ESCAPING THE TYRANNY OF WEST PAKISTAN. IT WASN'T LONG BEFORE INDIA HAD TO ACT IN THE FACE OF THIS INJUSTICE.

TENSIONS WERE RISING. ON 3 DECEMBER 1971, THE PAKISTANI AIR FORCE ATTACKED 11 INDIAN AIRFIELDS.

THIS MARKED THE START OF THE 1971 WAR.

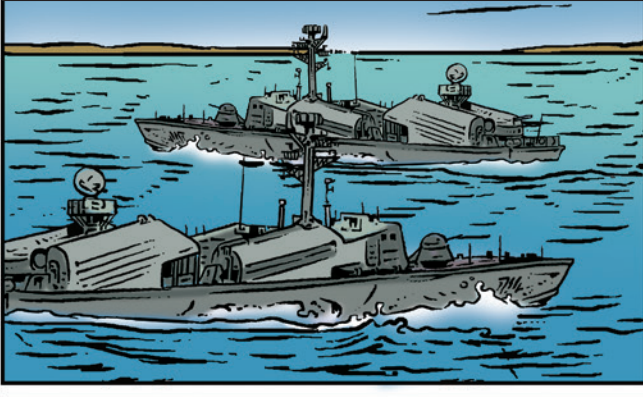


THE ARMY, NAVY AND AIR FORCE WERE IMMEDIATELY ENGAGED IN THE WAR.

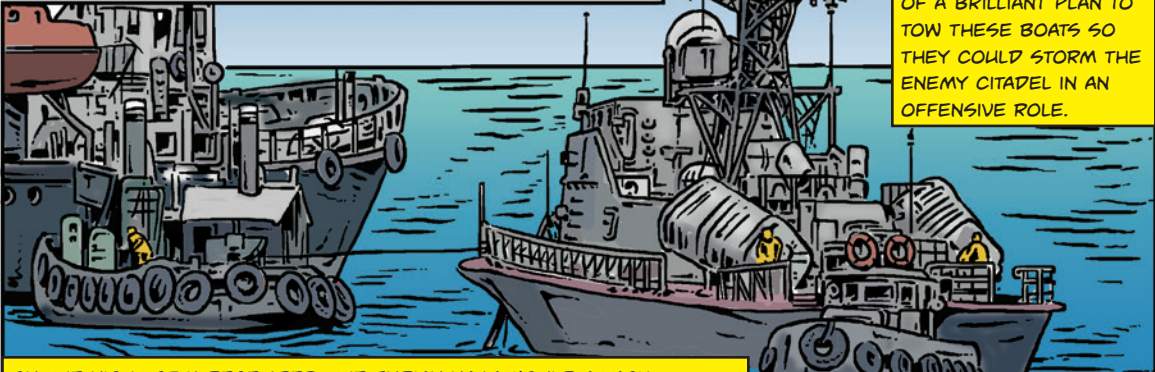


UNLIKE IN 1965, THE NAVY WAS GIVEN THE GO AHEAD TO CONDUCT OFFENSIVE OPERATIONS. THIS WOULD BE THE INDIAN NAVY'S FINEST HOUR.

INDIA HAD PROCURED EIGHT MISSILE BOATS FROM RUSSIA, THE FIRST EVER MISSILE PLATFORMS ACQUIRED BY US. TILL THEN, SHIPS RELIED ON THEIR GUNS FOR ATTACK. THE INDIAN ARMED FORCES HAD ENTERED THE MISSILE AGE!



SAILORS HAD BEEN ALSO SENT TO RUSSIA TO TRAIN ON THESE SHIPS. THIS EXERCISE HAD BROUGHT THESE MEN CLOSE AND THEY HAD FORMED A LONG LASTING BOND.



WHILE THESE SHIPS WERE MEANT FOR COASTAL DEFENCE, BECAUSE OF THEIR LIMITED ENDURANCE, THE NAVY'S PLANNERS AND TACTICIANS CONCEIVED OF A BRILLIANT PLAN TO TOW THESE BOATS SO THEY COULD STORM THE ENEMY CITADEL IN AN OFFENSIVE ROLE.

ON THE NIGHT OF 4 DECEMBER, THE INDIAN NAVY WOULD ATTACK BETWEEN DUSK AND DAWN UNDER COVER OF THE NIGHT TO SURPRISE THE ENEMY. THE ATTACK, CODENAMED OPERATION TRIDENT, WAS UNDERWAY.

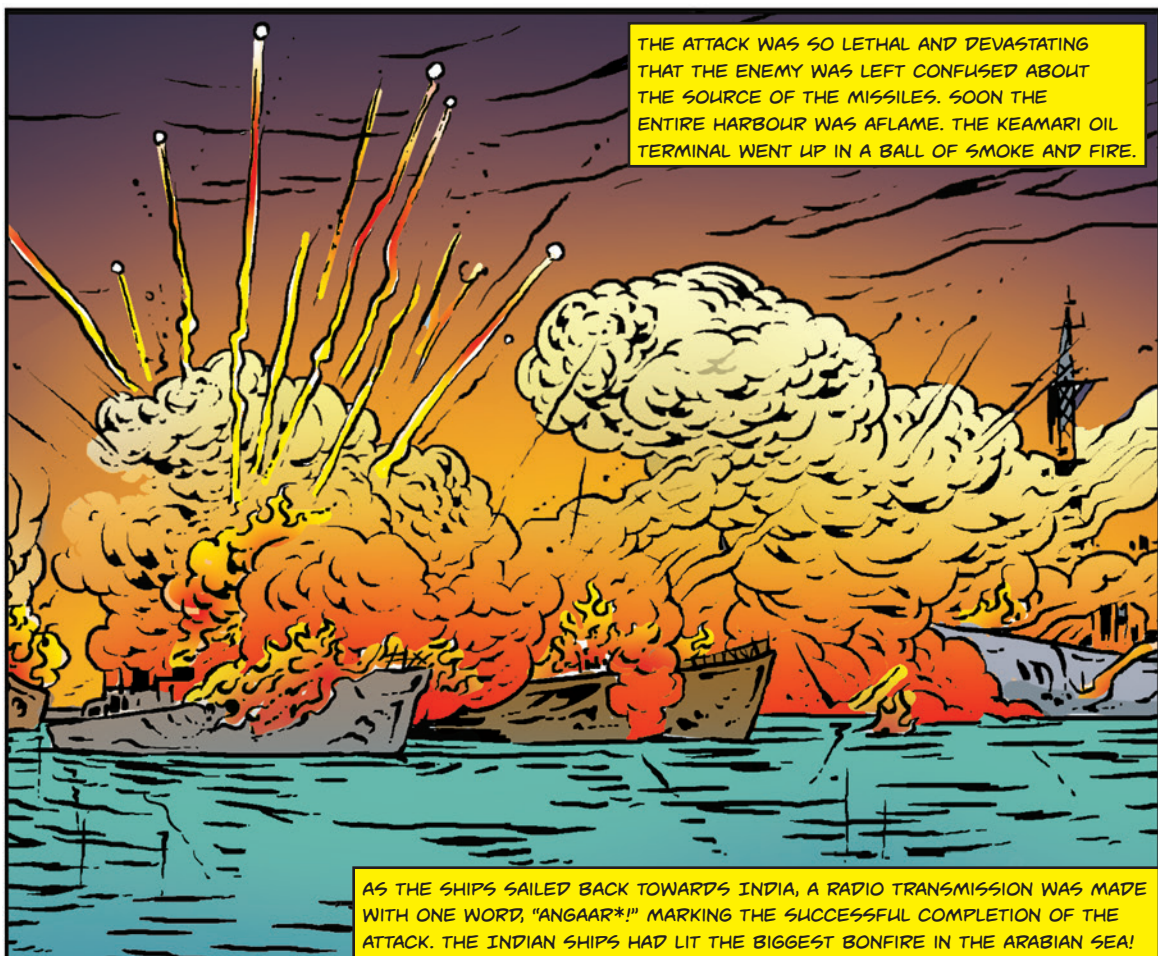


THREE MISSILE BOATS, IN SHIPS NIPAT, NIRGHAT AND VEER ACCOMPANIED BY TWO PETYA CLASS SHIPS KILTAN AND KATCHALL, APPROACHED THE PAKISTAN COAST STEALTHILY. OFF KARACHI, THE MISSILE BOATS UNLEASHED THEIR DEADLY MISSILES AND PULVERIZED THE ENEMY.

INS NIRGHAT FIRST SANK PNS KHYBER, A PAKISTANI DESTROYER. THEREAFTER, THE MISSILE BOATS SANK A MINSWEEPER PNS MUHAFIZ AND THE MERCHANT VESSEL VENUS CHALLENGER, THAT WAS DELIVERING AMMUNITION TO KARACHI.



THE TASK FORCE THEN MOVED TOWARDS THE MAIN TARGET OF THE OPERATION—THE KARACHI HARBOUR.



THE ATTACK WAS SO LETHAL AND DEVASTATING THAT THE ENEMY WAS LEFT CONFUSED ABOUT THE SOURCE OF THE MISSILES. SOON THE ENTIRE HARBOUR WAS AFLAME. THE KEAMARI OIL TERMINAL WENT UP IN A BALL OF SMOKE AND FIRE.

AS THE SHIPS SAILED BACK TOWARDS INDIA, A RADIO TRANSMISSION WAS MADE WITH ONE WORD, "ANGAAR*!" MARKING THE SUCCESSFUL COMPLETION OF THE ATTACK. THE INDIAN SHIPS HAD LIT THE BIGGEST BONFIRE IN THE ARABIAN SEA!

SOON AFTER OPERATION TRIDENT, A SIMILAR ATTACK, OPERATION PYTHON, WAS CONDUCTED ON 8 DECEMBER. INS VINASH, A FOURTH MISSILE BOAT, SUPPORTED BY IN SHIPS TRISHUL AND TALWAR, LAUNCHED A DEADLY ATTACK ON THE KARACHI HARBOUR.

SS HARMATTAN WAS SUNK AND THE PAKISTANI SHIP PNS DACCA, ALONG WITH SS GULF STAR WERE SEVERELY DAMAGED. THE KEAMARI OIL FIELD IN PAKISTAN WAS AGAIN SET ABLAZE AND THIS DEALT A DECISIVE BLOW TO THE PAKISTAN NAVY'S PLANS. AFTER 8 DECEMBER THE PAKISTANI SHIPS STAYED INSIDE HARBOUR AND REFUSED TO BE DRAWN INTO A FIGHT.

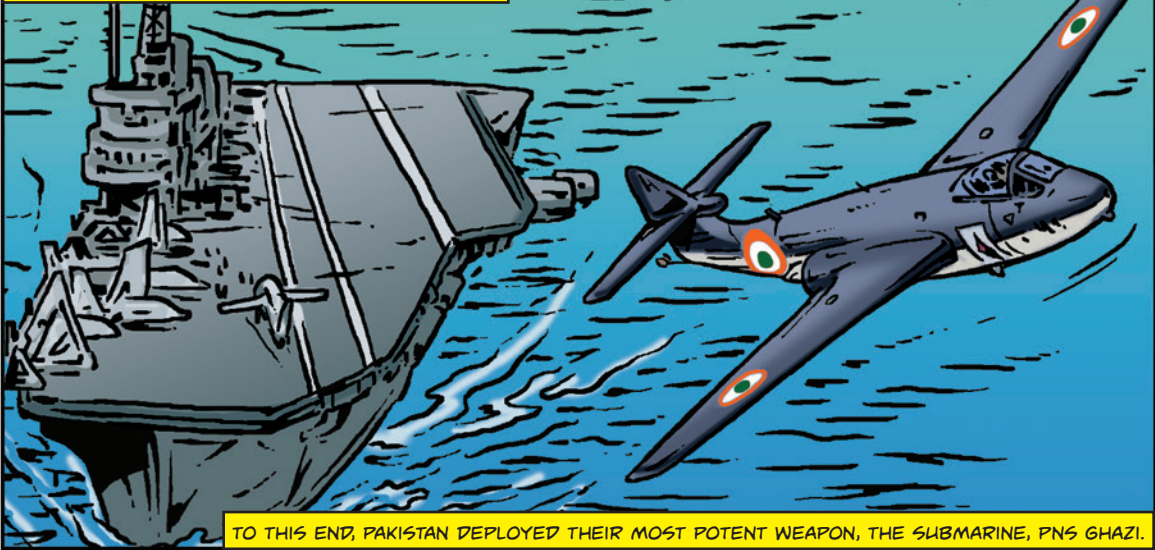


THE FLAGSHIP INS MYSORE, ALONG WITH IN SHIPS TRISHUL, TALWAR, KHUKRI, KUTHAR, KIRPAN, BETWA, KADMATT, RANJIT, DEEPAK, SAGARDEER, VIJETA, AND VINASH, STARTED TO AGGRESSIVELY PATROL THE MAKRAN COAST. THE WESTERN FLEET ESTABLISHED TOTAL DOMINANCE OVER THE NORTHERN ARABIAN SEA. ONE MEMORABLE INSTANCE WAS WHEN THE WESTERN FLEET, INTERCEPTED THE PAKISTANI MERCHANT VESSEL MADHUMATI. TRYING TO SLIP THROUGH THE INDIAN NAVY, THE VESSEL, WHICH WAS SMUGGLING CONTRABAND FOR THE PAKISTANIS, HAD MASQUERADED HERSELF AS A NEUTRAL VESSEL REGISTERED IN MANILA. THE SHIP WAS APPREHENDED, BOARDED AND LATER HANDED OVER TO BANGLADESH AFTER THE WAR.

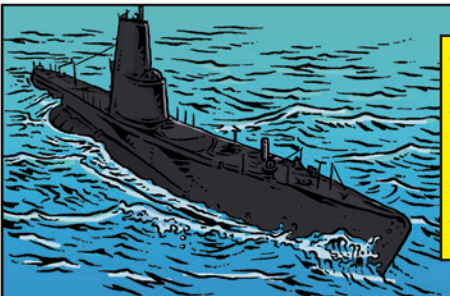


* ANGAAR IS THE HINDI WORD FOR A SMOULDERING FIRE

THE EASTERN FLEET, ALONG WITH INS VIKRANT, INDIA'S AIRCRAFT CARRIER, WAS DEPLOYED NEAR THE ANDAMAN ISLANDS BEFORE WAR BROKE OUT. ITS EMBARKED AIRCRAFT, SEA HAWK AND ALIZE COULD DEBILITATE THE ENEMY'S STRONGHOLD IN EAST PAKISTAN. SHE COULD ATTACK COASTAL TOWNS LIKE CHITTAGONG AND DESTROY ENEMY GUNBOATS AND CARGO SHIPS. INS VIKRANT WAS TOO BIG A THREAT FOR THE PAKISTAN NAVY. SINKING VIKRANT WAS A PRIORITY.



TO THIS END, PAKISTAN DEPLOYED THEIR MOST POTENT WEAPON, THE SUBMARINE, PNS GHAZI.



GHAZI HAD ALREADY COVERTLY SAILED OUT OF KARACHI ON 14 NOVEMBER. ITS PLAN WAS TO SEEK AND DESTROY VIKRANT AND LAY MINES IN THE BAY OF BENGAL.



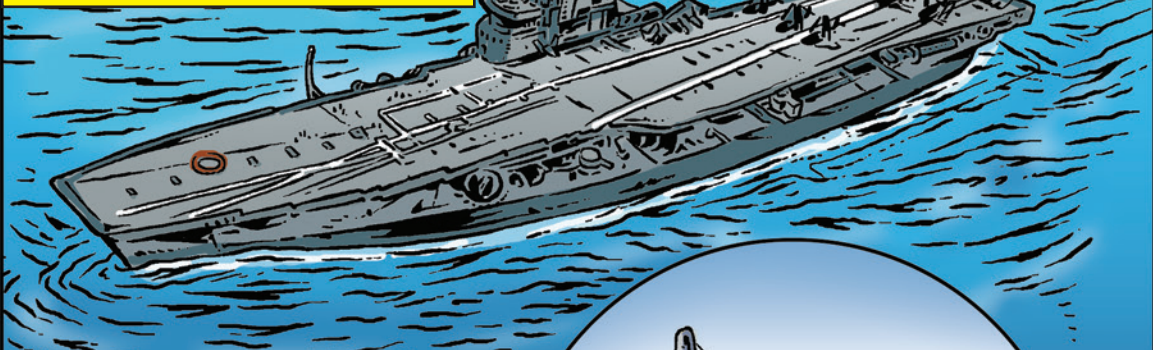
THE INDIAN NAVY LEARNED OF THIS AND WORKED OUT A DECEPTION PLAN CONSISTING OF FALSE RADIO MESSAGES, CLEVER DEPLOYMENT PATTERNS, EXAGGERATED FOOD DEMANDS, AND A DISINFORMATION CAMPAIGN THAT MADE IT SEEM AS IF VIKRANT WAS IN VISAKHAPATNAM. THE PLOT WORKED. THE PAKISTAN NAVY INSTRUCTED PNS GHAZI TO MOVE AND PATROL OFF THE VISAKHAPATNAM COAST.

AT MIDNIGHT BETWEEN 3 AND 4 DECEMBER, INS RAJPUT SPOTTED A DISTURBANCE IN THE WATER AND USED A CLEVER COMBINATION OF DECEPTION, OPERATIONAL MANOEUVRE, CLOSE COAST ANTI-SUBMARINE WARFARE AND URGENT ROCKET ATTACK THAT LED GHAZI TO ITS DOOM.

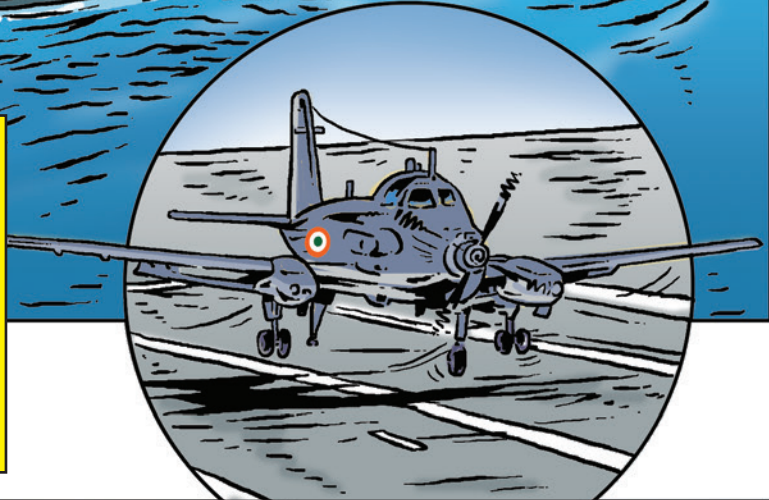


SOON AFTER, THERE WAS A LOUD EXPLOSION HEARD FOR MILES AROUND. PNS GHAZI SANK OFF THE COAST OF VISAKHAPATNAM. THE EASTERN FLEET HAD DRAWN FIRST BLOOD.

UP NORTH FROM 5 DECEMBER ONWARDS, THE EASTERN FLEET, WHICH HAD BEEN FORMED EARLIER THAT YEAR, SUCCESSFULLY CUT OFF THE SEA ROUTE BETWEEN EAST AND WEST PAKISTAN. THIS BLOCKED THEIR SUPPLY CHAIN AND HALTED ALL CONTRABAND, LIKE ARMS AND AMMUNITION, FROM ENTERING EAST PAKISTAN.



WITH INS VIKRANT'S AIRCRAFT INDIA WAS ABLE TO COMPLETELY CRIPPLE PAKISTANI MARITIME FORCES AND INFRASTRUCTURE. THE SEAHAWK AND ALIZE AIRCRAFT, IN 93 SORTIES, COMPLETELY DESTROYED THE PORTS, HARBOURS, AIRFIELDS, AMMUNITION DUMPS, GUNBOATS, ARMED MERCHANT SHIPS AND PAKISTANI TROOPS. IN ALL, 56,914 TONNES OF SHIPPING, 11 SHIPS, THREE PNS GUNBOATS AND 50 IMPROVISED SHIPPING BOATS WERE SUNK.



THERE WAS CONSTANT BOMBARDMENT OF STRATEGICALLY IMPORTANT PLACES IN EAST PAKISTAN, SUCH AS, COX'S BAZAR, CHITTAGONG, KHULNA, CHALNA, MONGLA, BARISAL, DO HAZARI, CHIRINGA AND BAKARGANJ.



WITH COMPLETE DOMINANCE OF THE BAY OF BENGAL BY THE EASTERN FLEET CONSISTING OF IN SHIPS, VIKRANT, BRAHMAPUTRA, BEAS, KAMORTA, KAVARATTI, RAJPUT AND OTHERS, ALL ESCAPE ROUTES VIA THE SEA FOR PAKISTAN'S SOLDIERS STATIONED IN THE EAST, WERE COMPLETELY CHOKED.



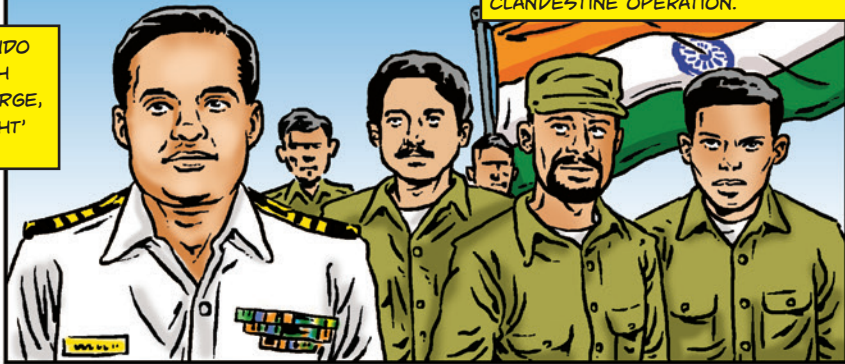
MEANWHILE IN A DIFFERENT SETTING A UNIQUE NAVAL MISSION WAS UNDERWAY. BETWEEN MAY AND DECEMBER OF 1971, MORE THAN THREE MILLION REFUGEES HAD POURED IN FROM EAST PAKISTAN TO WEST BENGAL AND THE NORTH EASTERN STATES. MANY OF THE YOUTH IN THESE REFUGEE CAMPS WERE FROM THE MUKTI BAHINI AND MUKTI JODHAS, BANGLADESH'S GUERRILLA FREEDOM FIGHTERS.

ELSEWHERE IN FRANCE, EIGHT SAILORS OF BENGALI ORIGIN BORNE ON THE PAKISTANI SUBMARINE, PNS MANGRO, DEFECTED AND SOUGHT ASYLUM WITH INDIAN AUTHORITIES. THEY WERE KEEN TO JOIN THE LIBERATION STRUGGLE FOR BANGLADESH.

AN AUDACIOUS PLAN WAS HATCHED AT NAVAL HEADQUARTERS BY ADMIRAL SM NANDA, THE NAVY CHIEF AND CAPTAIN MK ROY, THE DIRECTOR OF NAVAL INTELLIGENCE, TO UNDERTAKE A TRULY AMBITIOUS CLANDESTINE OPERATION.

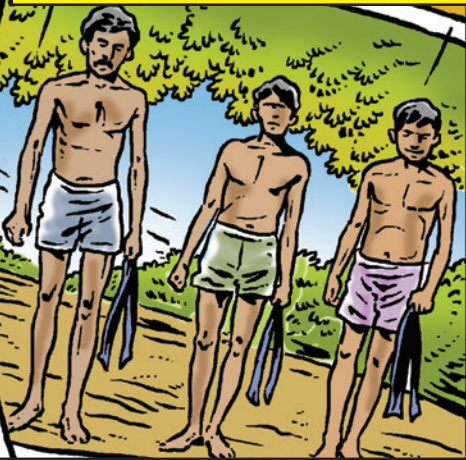
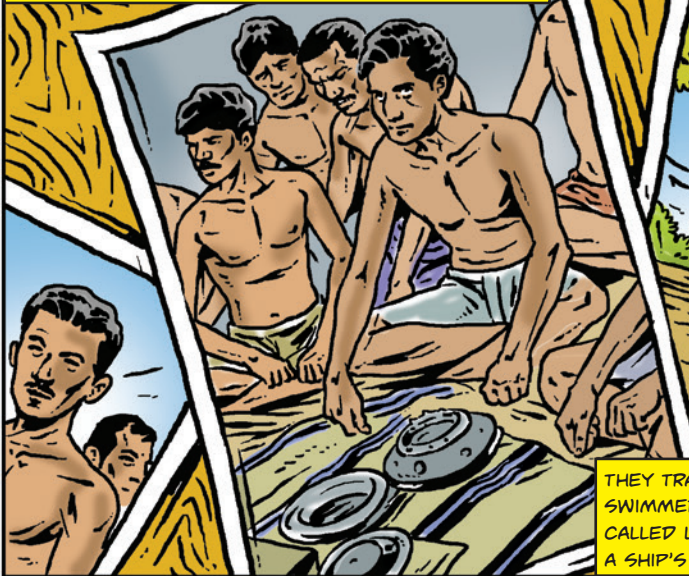
THEY FORMED NAVAL COMMANDO OPERATIONS (X)*, A TEAM WITH CDR** MN SAMANT AS IN-CHARGE, ALONG WITH THE 'MANGRO EIGHT' AND OTHER MUKTI JODHAS.

THE TEAM WAS TRAINED BY LT CDR*** GEORGE MARTIS, LIEUTENANTS VIJAI KAPIL AND SAMIR DAS AND SIX NAVAL DIVING INSTRUCTORS.



THE AIM WAS TO FORM A BATTALION SIZED TEAM OF DIVERS WHO COULD TARGET MERCHANT SHIPPING AND HARBOURS, SABOTAGING THE PAKISTANI WAR EFFORT.

THE TEAM IDENTIFIED RECRUITS FROM ALL OVER THE CAMPS IN WEST BENGAL, TRAINING THEM IN HARSH CONDITIONS FOR MONTHS.



THEY TRAINED OVER 400 YOUTH TO BECOME COMBAT SWIMMERS, ARMED WITH MAGNETISED TIME BOMBS, CALLED LIMPET MINES. THESE MINES WERE STUCK ON A SHIP'S SIDE AND 30 MINUTES LATER THEY EXPLODED.

* FOR MORE ON THIS EPISODE, REFER TO, OPERATION X: THE UNTOLD STORY OF INDIA'S COVERT NAVAL WAR IN EAST PAKISTAN, BY COMMANDER MNR SAMANT AND SANDEEP LUNNITHAN

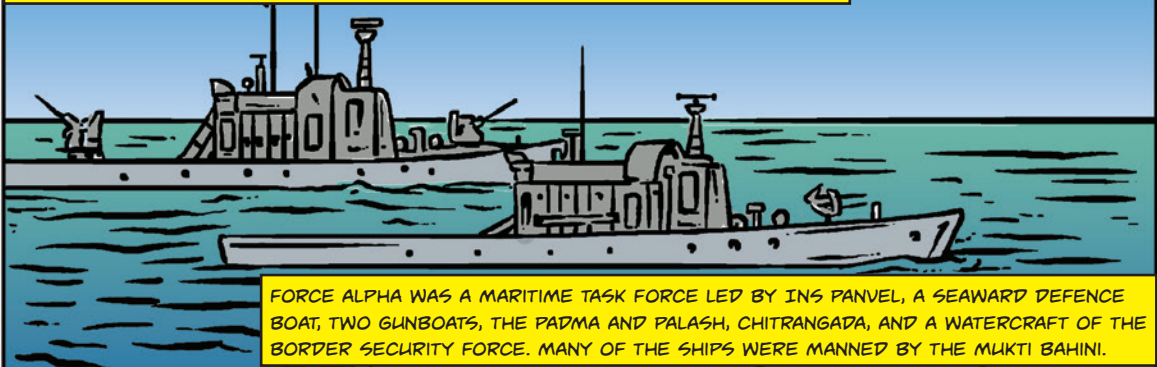
** COMMANDER
*** LIEUTENANT COMMANDER

ON THE NIGHT OF 15 AUGUST 1971, 176 COMBAT SWIMMERS STRUCK FOUR PORTS SIMULTANEOUSLY IN OPERATION JACKPOT. THEY SUCCESSFULLY SANK 44,500 TONNES OF SHIPPING, THE SINGLE LARGEST ATTACK OF NAVAL SABOTAGE SINCE THE SECOND WORLD WAR.



THEY FOLLOWED OPERATION JACKPOT WITH MORE ATTACKS AND BY THE TIME WAR WAS DECLARED IN DECEMBER, THE NAVAL COMMANDO OPERATIONS (X) HAD DESTROYED OVER 1,00,000 TONNES OF SHIPPING. THIS IS A TRULY INSPIRING STORY OF COVERT ACTION, GUERRILLA WARFARE AND NAVAL INNOVATION.

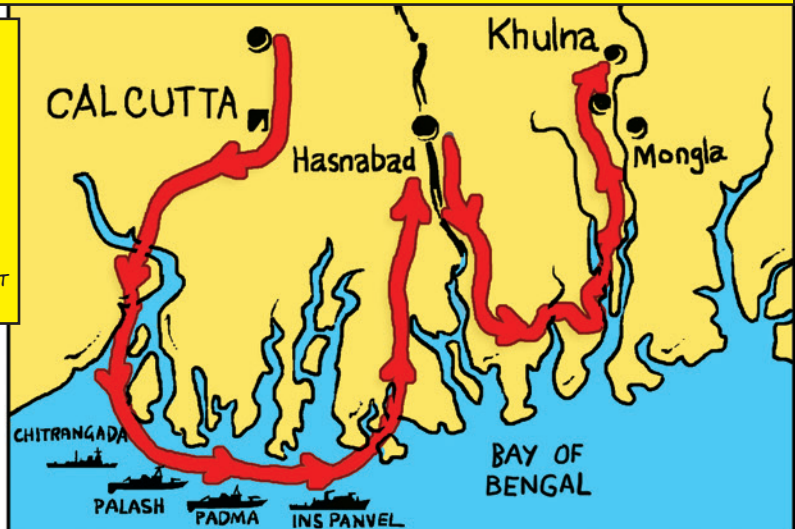
WHEN THE WAR BEGAN, COMMANDER MNR SAMANT WAS TASKED WITH THE LEADERSHIP OF FORCE ALPHA, A COMBINED FORCE OF INDIANS AND BANGLADESHIS.



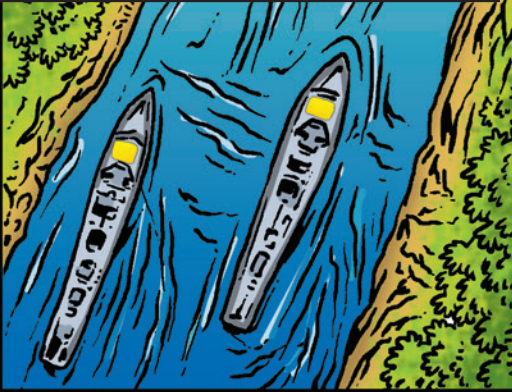
FORCE ALPHA WAS A MARITIME TASK FORCE LED BY INS PANVEL, A SEAWARD DEFENCE BOAT, TWO GUNBOATS, THE PADMA AND PALASH, CHITRANGADA, AND A WATERCRAFT OF THE BORDER SECURITY FORCE. MANY OF THE SHIPS WERE MANNED BY THE MUKTI BAHINI.

THEIR TASK WAS TO GO UP THE PUSSUR RIVER AND ITS TRIBUTARY, THE RUPSHA, AND CARRY OUT A GUNBOAT ATTACK ON THE CHALNA-MONGLA PORT COMPLEX. THE COMPLEX WAS ONE OF PAKISTAN'S LARGEST ACCESS POINTS TO THE SEA AND THEIR DESTRUCTION WOULD CRIPPLE THE PAKISTANI EFFORT, THAT WAS VERY DEPENDENT ON THESE RIVER HARBOURS.

TROOPS OF THE INDIAN ARMY WERE ALSO BATTLING THEIR PAKISTANI COUNTERPARTS FOR CONTROL OF THE PORT COMPLEXES, AND AN ATTACK FROM THE SEA WOULD PROVIDE GREAT TACTICAL ADVANTAGE.



ON 7 DECEMBER, THE FORCE DEPARTED FROM THE INDIAN SIDE. IT MADE ITS WAY THROUGH EXTREMELY HOSTILE CONDITIONS, FIRING FROM PAKISTANI TROOPS, THE LACK OF PRECISE NAVIGATION CHARTS, AND THE NARROW, COMPLICATED WATERWAYS OF THE SUNDERBANS.



AROUND MIDNIGHT BETWEEN 8 AND 9 DECEMBER, FORCE ALPHA SPOTTED TWO MERCHANT SHIPS, MV BAQIR AND MV ANVAR BAKSH. THEY WERE TRYING TO FLEE THE WARZONE, CARRYING PAKISTANI MILITARY MEN, WEAPONS AND AMMUNITIONS. THIS WAS URGENTLY RELAYED TO THE EASTERN FLEET, LEADING TO THEIR CAPTURE BY INS RAJPUT.

ON 10 DECEMBER, FORCE ALPHA ENTERED MONGLA AND CAPTURED IT FAIRLY EASILY. THE PAKISTANI FORCES HAD FLED AND THE AREA WAS UNDER MUKTI BAHINI CONTROL. THEY THEN TURNED THEIR ATTENTION TO KHULNA, 30 KMS UPSTREAM.



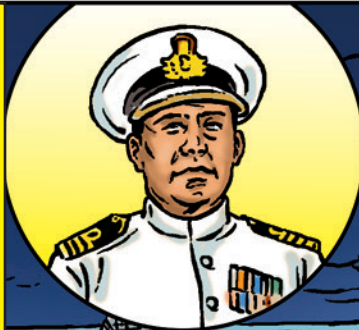
AS THEY CARRIED ON WITH THE JOURNEY, FORCE ALPHA WAS UNFORTUNATELY TARGETTED BY IAF AIRCRAFT WHICH DID NOT RECOGNISE THE YELLOW FLAGS IDENTIFYING THE SHIPS. TWO OF THE PATROL BOATS, MV PADMA AND MV PALASH WERE DESTROYED. INS PANVEL TOOK EVASIVE ACTION AND MANAGED TO AVOID EXTENSIVE DAMAGE. IT THEN TURNED AROUND TO RESCUE 14 CREW MEMBERS OF THE PALASH AND PADMA WHO WERE BEING FIRED UPON BY PAKISTANI SNIPERS.

INS PANVEL THEN UNLEASHED HER FIREPOWER. FOR OVER AN HOUR, THE SHIP'S GUNS SHOOK THE TOWN OF KHULNA, DESTROYING THE SHIPYARD, AND MANY GOVERNMENT BUILDINGS IN THE AREA. KHULNA WAS FREED OF PAKISTAN AND THE BANGLADESH FLAG FLEW OVER THE TOWN.

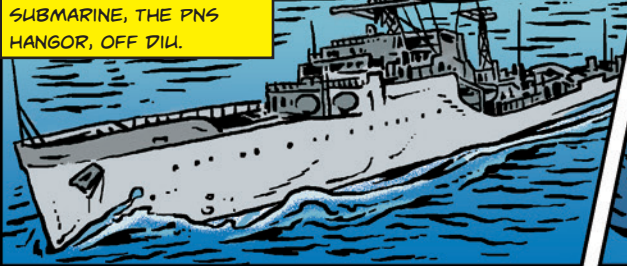


11 MEMBERS OF FORCE ALPHA LAID DOWN THEIR LIVES IN THE ACTION. SEVERAL OTHERS WERE MISSING OR CAPTURED DURING THE SKIRMISHES. HOWEVER, INS PANVEL AND FORCE ALPHA WILL ALWAYS BE REMEMBERED AS A SMALL TASKFORCE THAT TRULY MADE A GREAT IMPACT IN THE WAR. CDR SAMANT WAS AWARDED A MAHA VIR CHAKRA. THE FORCE ALPHA TEAM WAS ALSO AWARDED WITH TWO MORE MAHA VIR CHAKRAS, FIVE VIR CHAKRAS, TWO NAO SENNA MEDAL GALLANTRY AND TWO MENTION IN DISPATCHES.

AMONG THE EXPLOITS OF THE BLAZING GLORY OF THE INDIAN NAVY IN 1971, THERE WERE SOMBRE MOMENTS AS WELL. THE WAR GAVE RISE TO HEROES LIKE CAPTAIN MAHENDRA NATH MULLA. ON 9 DECEMBER, INS KHUKRI AND KIRPAN WERE ASKED TO HUNT AND ATTACK AN ENEMY SUBMARINE, THE PNS HANGOR, OFF DIL.



HOWEVER, KHUKRI'S SONAR COULD ONLY DETECT TARGETS UP TO 2.75 KMS, WHILE THE ENEMY SUBMARINE COULD FIRE FROM ABOUT SIX KILOMETRES. DESPITE THE DISADVANTAGE THE SHIPS KEPT SEARCHING FOR PNS HANGOR. BUT LUCK WAS NOT ON THEIR SIDE. KHUKRI WAS HIT TWICE BY TORPEDOES AND SOON STARTED SINKING.



CAPTAIN MULLA REALISED THEY WERE RUNNING OUT OF TIME AND HE BEGAN DIRECTING THOSE HE COULD TO ABANDON THE SHIP AND GET TO SAFETY.

CAPTAIN, YOU MUST COME TO SAFETY WITH US.

TAKE MY LIFE VEST. GO ON, SAVE YOURSELF. DON'T WORRY ABOUT ME.



AS THE SHIP SANK, HE REMAINED BRAVE, UNFAZED TILL THE VERY END. THE LAST MEMORY SAILORS HAVE OF CAPTAIN MULLA IS OF HIM HANDING HIS LIFE VEST TO A FELLOW SAILOR AND SAVING AS MANY MORE PEOPLE AS HE COULD.

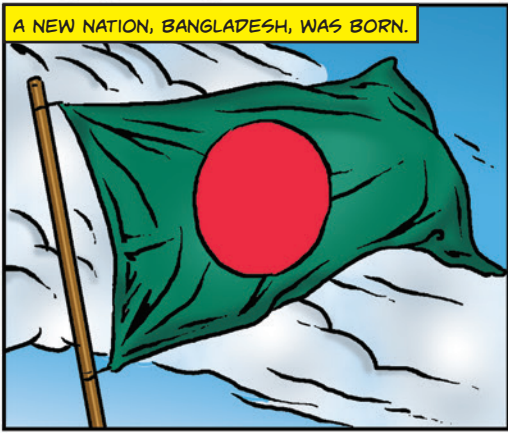
CAPTAIN MULLA STAYED ON THE BRIDGE AND IN THE FINEST TRADITIONS OF THE NAVY, HE WENT DOWN WITH THE SHIP.



CAPTAIN MULLA WAS POSTHUMOUSLY HONOURED WITH THE MAHA VIR CHAKRA—ONE OF INDIA'S HIGHEST MILITARY DECORATIONS.



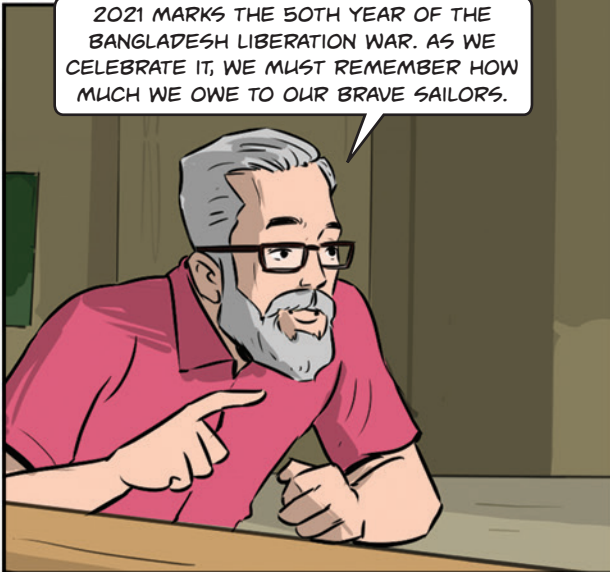
FINALLY, ON 16 DECEMBER 1971, THE WAR ENDED AS PAKISTAN WAS FORCED TO SURRENDER. MORE THAN 90,000 PAKISTANI TROOPS WERE TAKEN PRISONER IN THE LARGEST SURRENDER SINCE THE SECOND WORLD WAR.



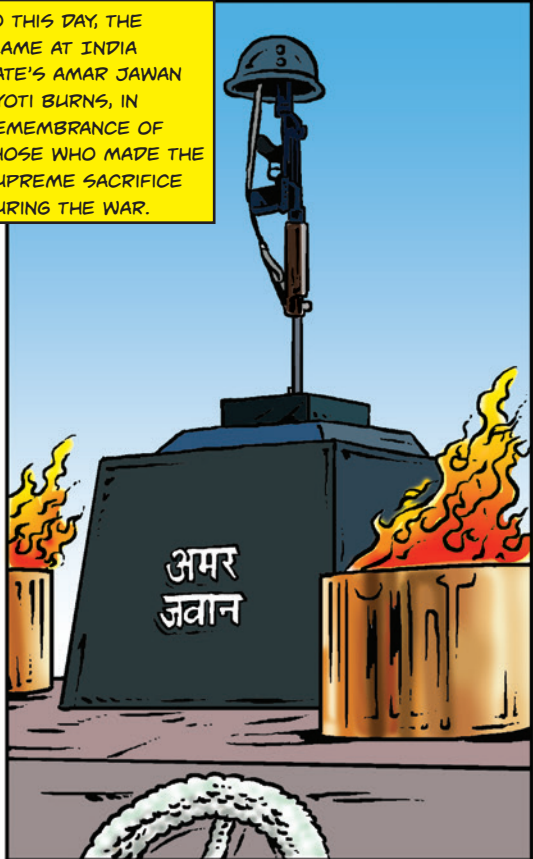
A NEW NATION, BANGLADESH, WAS BORN.

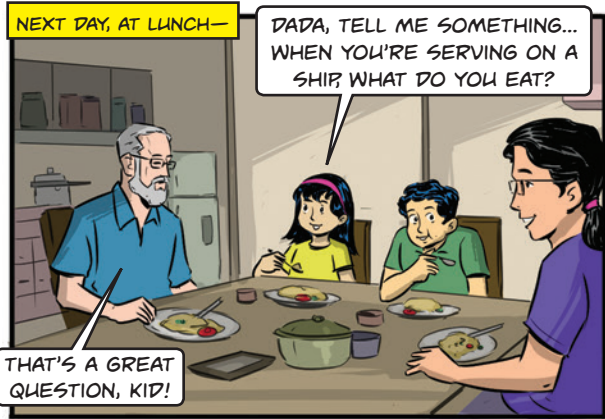
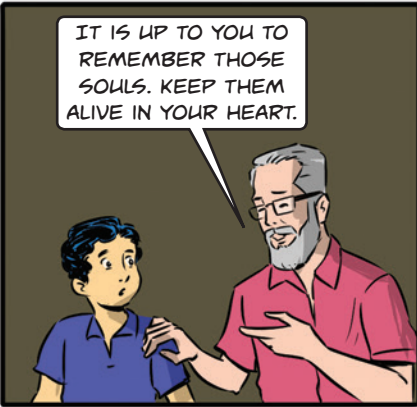
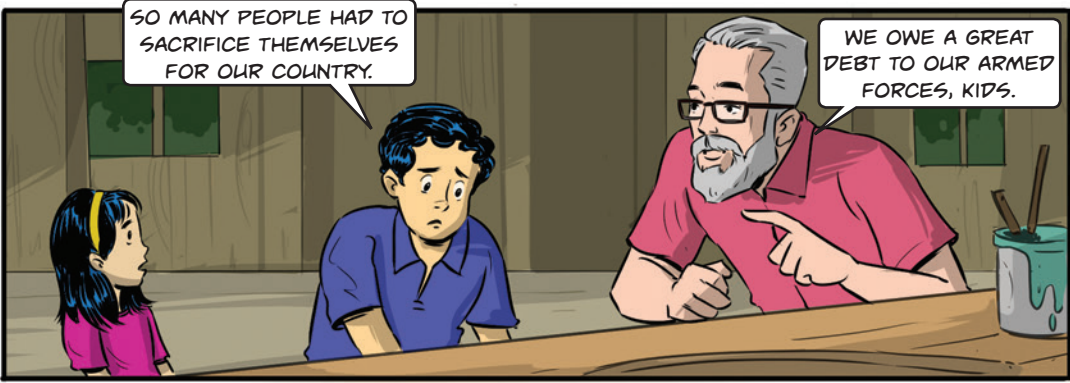
WHILE THE ARMY MOVED QUICKLY TO CAPTURE DHAKA, THE AIR FORCE WRESTED CONTROL OF THE SKIES, AND THE NAVY REIGNED OVER THE SEAS. THIS WAS THE FIRST LARGE-SCALE TRI-SERVICE JOINT CAMPAIGN OF INDIA'S ARMED FORCES, ENSURING THE TOTAL SURRENDER OF THE ENEMY.

TO THIS DAY, THE FLAME AT INDIA GATE'S AMAR JAWAN JYOTI BURNS, IN REMEMBRANCE OF THOSE WHO MADE THE SUPREME SACRIFICE DURING THE WAR.



2021 MARKS THE 50TH YEAR OF THE BANGLADESH LIBERATION WAR. AS WE CELEBRATE IT, WE MUST REMEMBER HOW MUCH WE OWE TO OUR BRAVE SAILORS.





• Food on INS Vikramaditya



On board an aircraft carrier like INS Vikramaditya, you have to cater to over 1,800 individuals. They come from all over India and they all have different tastes. While the Indian Navy cannot account for individual tastes, there are attempts made to have a diverse menu so that people from each state can have a taste of home every now and then.

Over 5,500 meals are prepared on INS Vikramaditya's kitchens, called galleys, everyday. The menu is known as the 'bill of fare'.

Almost 15,000 litres of milk, 25,000 kg fresh and 20,000 kg of dry rations are consumed on a monthly basis.

Each day 5,000 slices of bread, 3,500 eggs and over 5,000 chapatis are consumed!

Food consumption alone reduces the weight of INS Vikramaditya by 2.5 to 3.5 tonnes every day!

Sundays are special on board the INS Vikramaditya. There is a special meal that is either pre-plated or a buffet. The theme for this is changed each week to keep the excitement going!

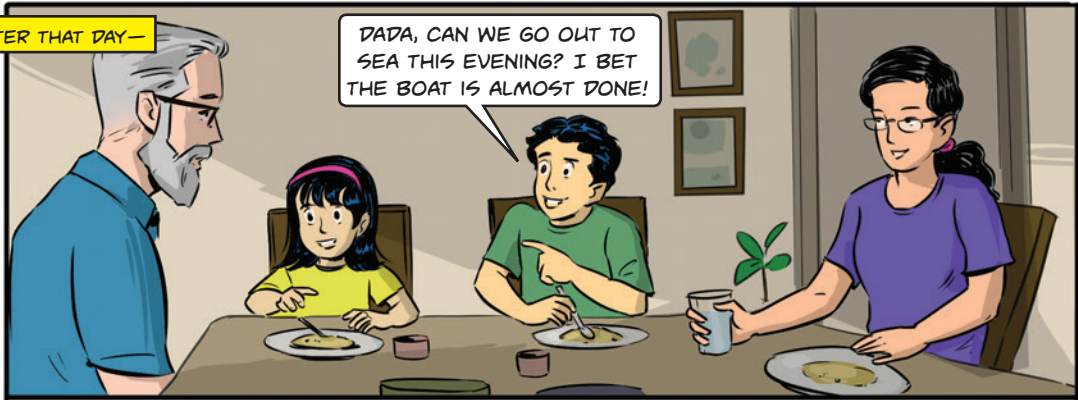
There are 14 room-sized refrigerators that keep rations fresh for over two months.

There are five meals prepared each day: breakfast, lunch, dinner and tea and snacks twice a day (this is called 'standeasy' on board)

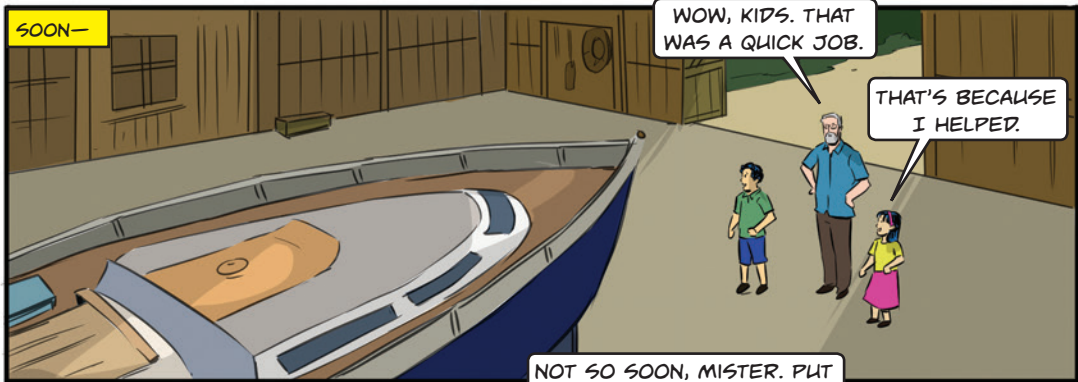
In a typical week, each meal will be themed to a state. For example, if the theme is Madhya Pradesh, you might expect Veg Bhopali for lunch; or kanda poha for breakfast if the theme is Maharashtra.



LATER THAT DAY—



DADA, CAN WE GO OUT TO SEA THIS EVENING? I BET THE BOAT IS ALMOST DONE!



SOON—

WOW, KIDS. THAT WAS A QUICK JOB.

THAT'S BECAUSE I HELPED.



LET'S GO SAILING!!

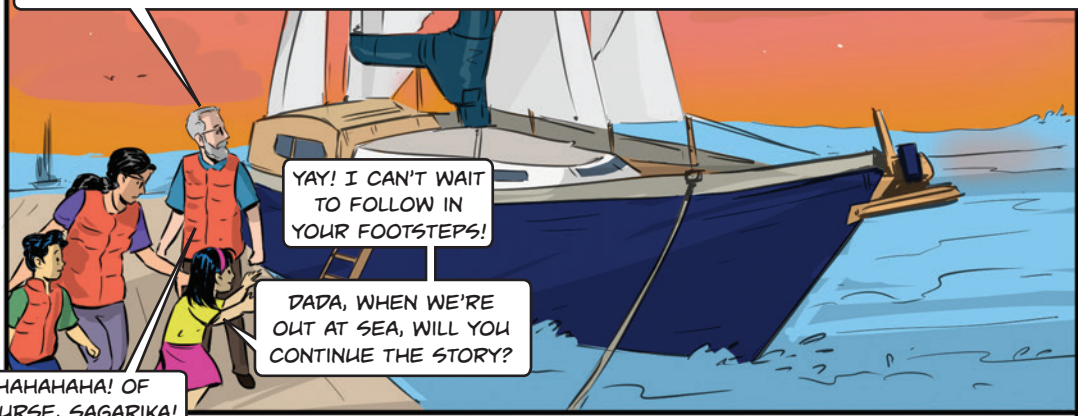
NOT SO SOON, MISTER. PUT ON YOUR LIFE JACKET! ALL OF YOU. SAGARIKA, COME HERE, LET ME HELP YOU.

MOM, I CAN WEAR MY OWN JACKET. WHEN I JOIN THE NAVY, I WILL HAVE TO WEAR IT ON MY OWN, WON'T I?

YOU ALSO WANT TO JOIN THE NAVY?!

OF COURSE, SHE DOES, BHARAT! AND WHY SHOULDN'T SHE?

YOU SEE, WOMEN HAVE BEEN IN THE INDIAN NAVY SINCE 1992. BEFORE THAT, WOMEN WERE AN INTEGRAL PART OF THE MEDICAL UNITS. TODAY, WOMEN CAN JOIN AS PILOTS, AIR TRAFFIC CONTROLLERS, OBSERVERS, LAWYERS, LOGISTICIANS, EDUCATORS, NAVAL ARCHITECTS, AND MORE!

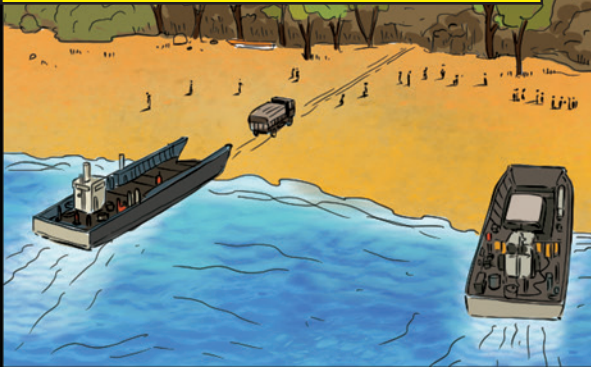


YAY! I CAN'T WAIT TO FOLLOW IN YOUR FOOTSTEPS!

DADA, WHEN WE'RE OUT AT SEA, WILL YOU CONTINUE THE STORY?

HAHAHAHA! OF COURSE, SAGARIKA!

IN THE 1980S, SRI LANKA WAS TORN IN THE CONFLICT BETWEEN THE SRI LANKAN GOVERNMENT AND THE LIBERATION TIGERS OF TAMIL EELAM (LTTE). IN 1987, THE INDIAN NAVY PARTICIPATED IN OPERATION PAWAN AS PART OF THE GOVERNMENT INITIATIVE TO DEPLOY IPKF* TO BRING PEACE IN SRI LANKA.



THE INDIAN NAVY PERFORMED VARIOUS TASKS DURING OPERATION PAWAN, INCLUDING PROVIDING OPERATIONAL AND LOGISTIC SUPPORT FOR THE FORCES ON LAND, MAINTAINING ROUND-THE-CLOCK SHIP AND AIR PATROLS ALONG SRI LANKA'S WATERS AND TRANSPORTING REFUGEES, MANY OF WHOM HAD TO BE GIVEN MEDICAL ATTENTION AT SEA.



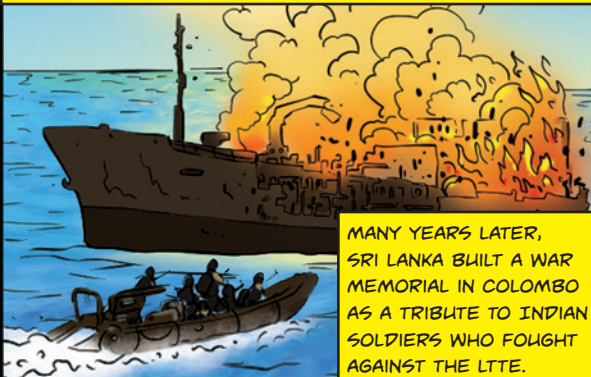
THE INDIAN NAVY ALSO AFFECTED A 'CORDON MILITAIRE', PATROLLING THE SRI LANKAN SEAS TO CUT THE LTTE SUPPLY AND COMMUNICATION ROUTES. WE ALSO UNDERTOOK AMPHIBIOUS OPERATIONS TO LAND ARMY MEN AND MATERIAL AGAINST ALL ODDS IN HOSTILE WATERS.

AROUND THE SAME TIME, THE INDIAN NAVY OFFICIALLY FORMED THE INDIAN MARINE SPECIAL FORCES (IMSF). THIS ELITE FORCE WOULD LATER COME TO BE KNOWN AS THE MARINE COMMANDOS OR MARCOS. THESE MARINE COMMANDOS ARE NOT JUST DEADLY AGENTS OF WAR BUT ALSO ACT AS KEEPERS OF PEACE. THE MARCOS HAVE BEEN CALLED UPON FOR EVERYTHING—FROM FIGHTING TERRORISTS TO NABBING PIRATES.



A NOTABLE MISSION DURING OPERATION PAWAN WAS WHEN THE MARCOS SWAM AROUND 12 KM TO DESTROY THE JAFFNA JETTY WHERE THERE WAS HEAVY LTTE PRESENCE. THIS WAS A PIVOTAL MOMENT IN THE HISTORY OF SRI LANKA'S CONFLICT.

ON 6 JANUARY 1993, THE INDIAN NAVY SPOTTED A SUSPICIOUS SHIP OFF THE COAST OF CHENNAI. ON MAKING CONTACT, IT WAS FOUND THAT THE SHIP WAS CARRYING ARMS FOR THE LTTE. AFTER BEING SURROUNDED, THE SHIP EXPLODED, TAKING TEN PEOPLE DOWN WITH IT. AMONGST THEM WAS KITTU, A TOP LEADER OF THE LTTE.



MANY YEARS LATER, SRI LANKA BUILT A WAR MEMORIAL IN COLOMBO AS A TRIBUTE TO INDIAN SOLDIERS WHO FOUGHT AGAINST THE LTTE.

MARCOS HAVE BEEN A PART OF SOME OF INDIA'S MOST IMPORTANT PEACE KEEPING MISSIONS. SINCE 1995, MARCOS HAVE BEEN STATIONED AT THE WULAR LAKE AND THE JHELLUM RIVER IN KASHMIR. MARCOS IN THE REGION HAVE OFTEN ENGAGED IN COMBAT WITH MILITANTS AND HAVE SEEN TO IT THAT TERRORISM AND MILITANCY HAVE BEEN CHECKED. THE MARCOS STATIONED IN KASHMIR WERE ALSO USED IN THE KARGIL WAR.

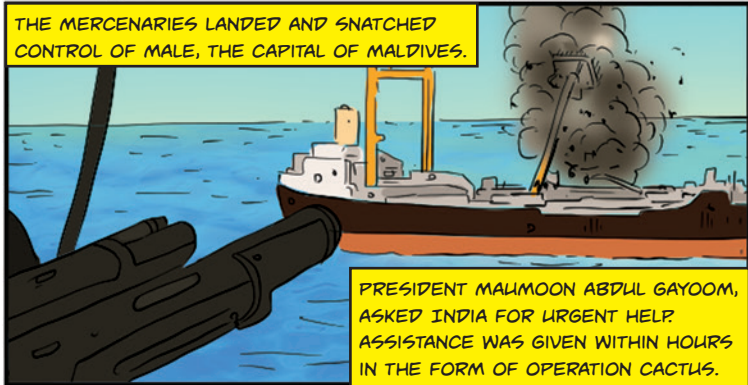


AS THE NET SECURITY PROVIDER IN THE INDIAN OCEAN REGION, THE INDIAN NAVY HAS PLAYED A MAJOR ROLE IN KEEPING THIS REGION SECURE. JUST OVER 600 KMS FROM THE COAST OF KERALA, LIES THE ISLAND NATION OF THE MALDIVES.

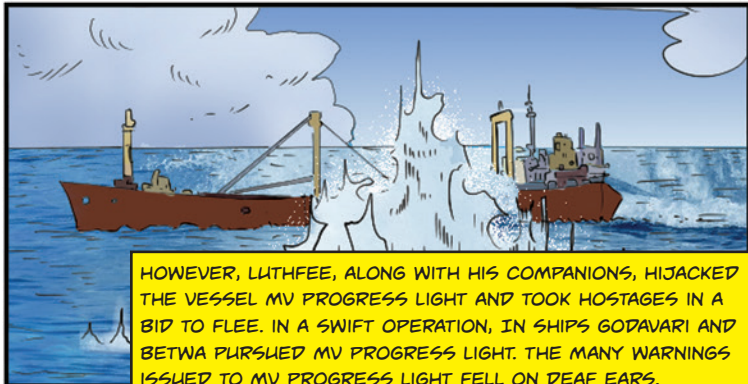
MALDIVES

IN 1988, HUNDREDS OF MERCENARIES, LED BY A RENEGADE, ABDULLA LUTHFEE, ATTEMPTED A COUP THERE.

THE MERCENARIES LANDED AND SNATCHED CONTROL OF MALE, THE CAPITAL OF MALDIVES.



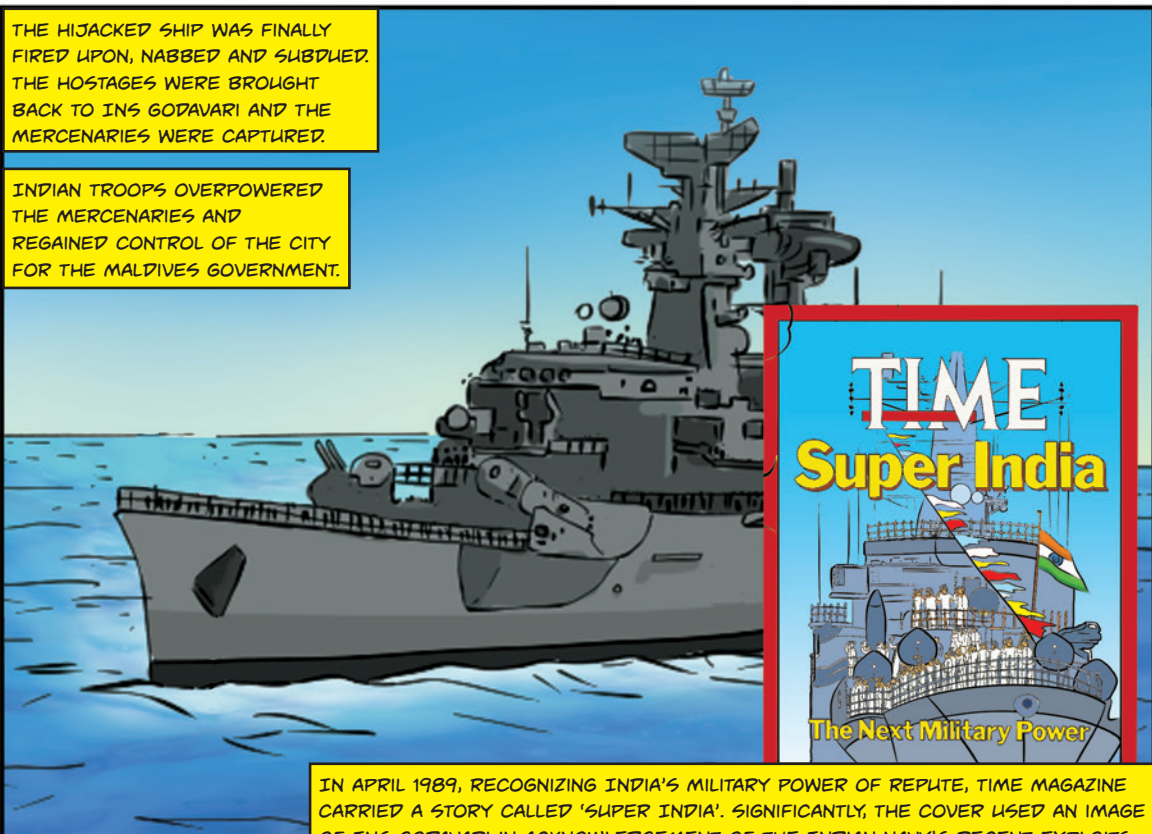
PRESIDENT MAUMOON ABDUL GAYOOM, ASKED INDIA FOR URGENT HELP. ASSISTANCE WAS GIVEN WITHIN HOURS IN THE FORM OF OPERATION CACTUS.



HOWEVER, LUTHFEE, ALONG WITH HIS COMPANIONS, HIJACKED THE VESSEL MV PROGRESS LIGHT AND TOOK HOSTAGES IN A BID TO FLEE. IN A SWIFT OPERATION, IN SHIPS GODAVARI AND BETWA PURSUED MV PROGRESS LIGHT. THE MANY WARNINGS ISSUED TO MV PROGRESS LIGHT FELL ON DEAF EARS.

THE HIJACKED SHIP WAS FINALLY FIRED UPON, NABBED AND SUBDUED. THE HOSTAGES WERE BROUGHT BACK TO INS GODAVARI AND THE MERCENARIES WERE CAPTURED.

INDIAN TROOPS OVERPOWERED THE MERCENARIES AND REGAINED CONTROL OF THE CITY FOR THE MALDIVES GOVERNMENT.

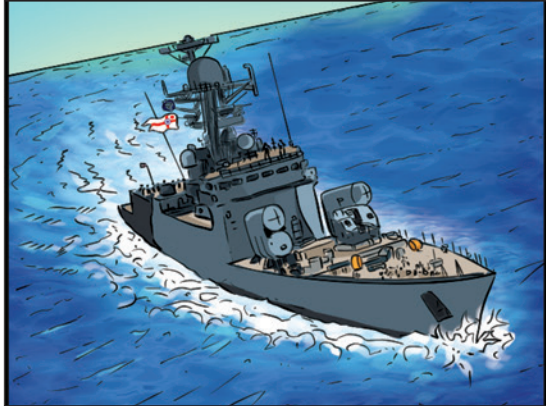


IN APRIL 1989, RECOGNIZING INDIA'S MILITARY POWER OF REPUTE, TIME MAGAZINE CARRIED A STORY CALLED 'SUPER INDIA'. SIGNIFICANTLY, THE COVER USED AN IMAGE OF INS GODAVARI IN ACKNOWLEDGEMENT OF THE INDIAN NAVY'S RECENT EXPLOITS.

IN THE EARLY 1990S, SOMALIA WAS FACING A CIVIL WAR. THE COUNTRY WAS PLAGUED WITH ARMED FACTIONS FIGHTING ONE ANOTHER.

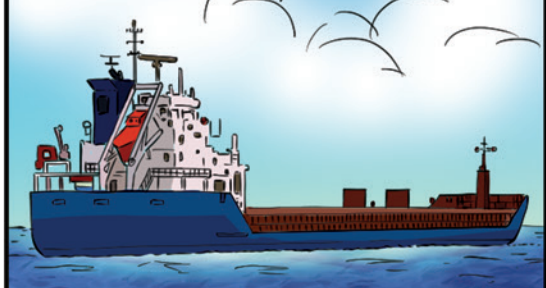
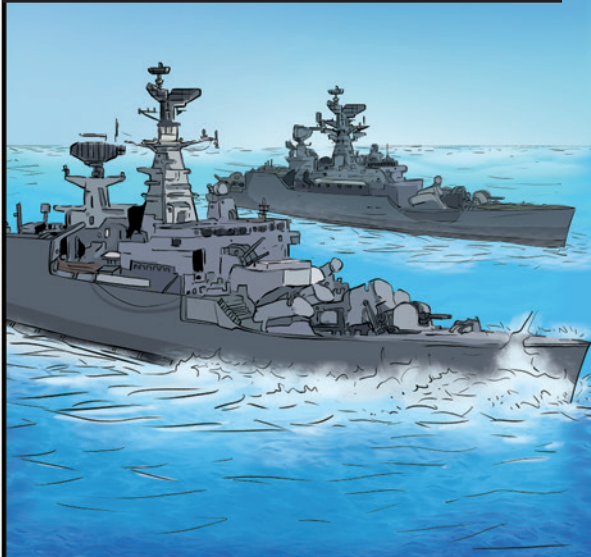


AGRICULTURE IN SOMALIA WAS DESTROYED AND THE PEOPLE WERE STARVING. SOON, COUNTRIES FROM ALL OVER THE WORLD STARTED SENDING FOOD SUPPLIES. HOWEVER, THESE FOOD SUPPLIES WERE ALSO HIJACKED BY LOCAL WARLORDS AND DIDN'T REACH THE PEOPLE WHO NEEDED IT THE MOST. IN 1992, INDIA JOINED THE UNITED NATIONS LED TASK FORCE CALLED OPERATION RESTORE HOPE. INDIA SENT IN SHIPS KUTHAR, DEEPAK AND CHEETAH, FOR OPERATION MUFFET. DURING THE OPERATION, THE INDIAN NAVY TOOK PART IN SEARCH-AND-RESCUE AND HUMANITARIAN ASSISTANCE OPERATIONS. THIS WAS THE FIRST TIME THE INDIAN NAVY JOINED A UNITED NATIONS HUMANITARIAN RELIEF OPERATION.

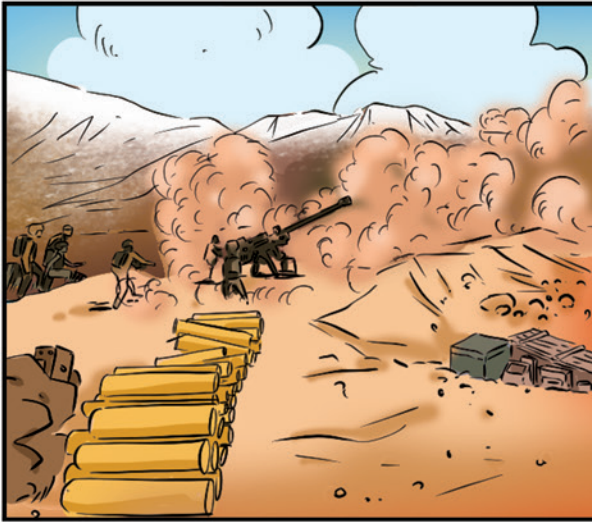


BY DECEMBER 1994, INDIAN ARMY TROOPS HAD SERVED IN SOMALIA WITH DISTINCTION AND THEIR TENURE OF DUTY WAS COMPLETED. AN INDIAN ARMY BATTALION WAS STATIONED IN KISMAYO, A PORT TOWN. THEY HAD BEEN SURROUNDED ON ALL SIDES BY HOSTILE TROOPS AND NEEDED IMMEDIATE EXTRACTION. THE INDIAN NAVY LAUNCHED OPERATION SHIELD, SENDING TWO FRIGATES, IN SHIPS GANGA AND GODAVARI AND ONE TANKER, SHAKTI FOR EXTRACTION.

AS THE EXTRACTION OPERATION STARTED, MILITIAS OF WARRING CLANS ENCIRCLED THE PORT. THE INDIAN NAVY'S SEA KING HELICOPTERS WERE FLOWN OVER THE TOWN IN FORMATION, WHILE THE SHIPS' GUNS WERE TRAINED ON THE TOWN TO INTIMIDATE THE CLANSMEN. THE HELICOPTERS CONTINUED TO PROVIDE COVER, WHILE EQUIPMENT WAS TRANSPORTED TO THE SHIPS. THE CONTROL OF KISMAYO WAS HANDED OVER TO LOCAL SOMALIS AND 203 SOLDIERS WERE EXTRACTED TO THE CAPITAL, MOGADISHU, WITHOUT A SHOT BEING FIRED.



THE TASK FORCE THEN ARRIVED IN MOGADISHU ON DECEMBER 10, WHERE THE SITUATION WAS TENSE WITH SHELLING AND SPORADIC FIRING. THE TASK FORCE REMAINED THERE, IN AN OPERATION CALLED BOLSTER, TILL 23 DECEMBER. AFTER ALL THE CHARTERED SHIPS AND FLIGHTS CARRYING INDIAN ARMED FORCES AND EQUIPMENT WERE SUCCESSFULLY EXTRACTED, THE TASK FORCE SET SAIL FOR MUMBAI, SUCCESSFULLY COMPLETING THE MISSION.



IN 1999, PAKISTANI INTRUDERS CROSSED THE LINE OF CONTROL IN KASHMIR AND THIS TRIGGERED THE KARGIL WAR. WHILE THE ARMY AND THE AIR FORCE TOOK CENTRE-STAGE IN KARGIL, THE NAVY PLAYED A CRUCIAL ROLE DURING THE WAR.

THE WAR MAY HAVE TAKEN PLACE IN THE HIGH ALTITUDES OF THE KARGIL DISTRICT BUT THE TREMORS WERE FELT THROUGHOUT THE NATION.

THE INDIAN NAVY LAUNCHED OPERATION TALWAR AND ALL ELEMENTS OF THE NAVAL FORCE WERE PRESSED INTO ACTION. THE FIRST TASK WAS TO FIND OUT THE POSITIONS OF THE PAKISTAN NAVY ASSETS AND THE SECOND WAS TO ENSURE THAT OUR OWN HIGH VALUE ASSETS IN THE SEA, AS WELL AS COASTAL AREAS WERE WELL PROTECTED. BOTH THE EASTERN AND WESTERN FLEET WERE DEPLOYED.

BESIDES SHIPS, AMPHIBIOUS CRAFT AND SUBMARINES WERE ALSO DEPLOYED FOR STRATEGIC POSTURING. FURTHER, DORNIER AIRCRAFT, WERE USED TO DETECT PAKISTANI RADAR EMISSIONS AND NAVAL HYDROGRAPHERS WERE ALSO USED BY THE ARMY'S ARTILLERY AS SPOTTERS, TO ENSURE CORRECT AND TARGETED FIRING. THE INDIAN NAVY ALSO IMPOUNDED THE NORTH KOREAN MERCHANT SHIP MV KU WOL SAN, OFF THE KANDLA PORT WHICH WAS DELIVERING NUCLEAR AND MISSILE CONTRABAND TO PAKISTAN. AS INDIA THREATENED TO CUT OFF PAKISTAN'S FUEL SUPPLY FROM THE SEA, PAKISTAN WAS LEFT WITH MERELY SIX DAYS OF FUEL FOR OPERATIONAL SUSTENANCE.

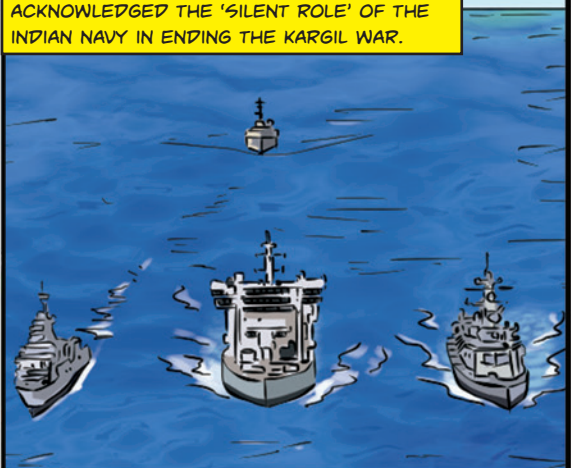


WITH THE DEPLOYMENT OF BATTLE GROUPS, INCLUDING FRIGATES, DESTROYERS AND SUBMARINES THE INDIAN NAVY WAS JUST "MINUTES AWAY" FROM ATTACKING KARACHI. IN NO UNCERTAIN TERMS, THE NAVY SHOWED PAKISTAN THAT IF THEY TRIED ANY FURTHER ADVENTURISM, WE WOULD OPEN UP ANOTHER FRONT IN THE MARITIME DOMAIN. PAKISTAN WAS CRIPPLED BY THE RELENTLESS RETALIATION BY THE INDIAN ARMED FORCES AND WERE UNDER IMMENSE INTERNATIONAL PRESSURE. THE NAVY'S ACTIONS WERE SO IMPACTFUL THAT PAKISTAN'S NAVY WAS KEPT BOTTLED UP INSIDE THE KARACHI PORT.

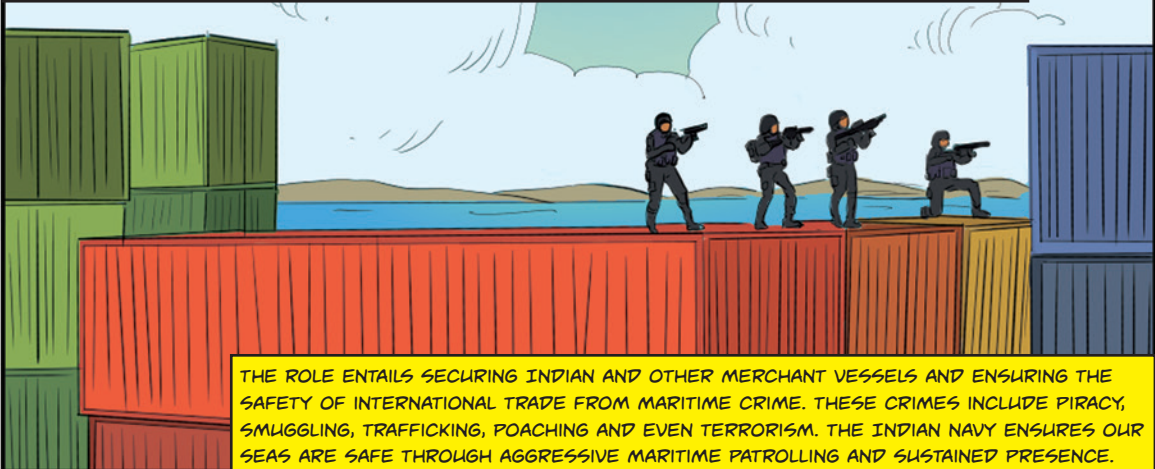


FINALLY INDIA EMERGED VICTORIOUS AND PAKISTAN WITHDREW ON 26 JULY 1999. THIS IS CELEBRATED TODAY AS KARGIL VIJAY DIWAS.

SHORTLY AFTER THE WAR, THE KARGIL COMMITTEE REPORT WAS PUBLISHED AND IT ACKNOWLEDGED THE 'SILENT ROLE' OF THE INDIAN NAVY IN ENDING THE KARGIL WAR.



THE SCOURGE OF CRIME, PIRACY AND TERRORISM PLAGUE THE OCEANS. ONE OF THE MOST IMPORTANT ROLES OF THE INDIAN NAVY IS THE 'CONSTABULARY ROLE', THAT IS, TO ENSURE GOOD ORDER AT SEA.



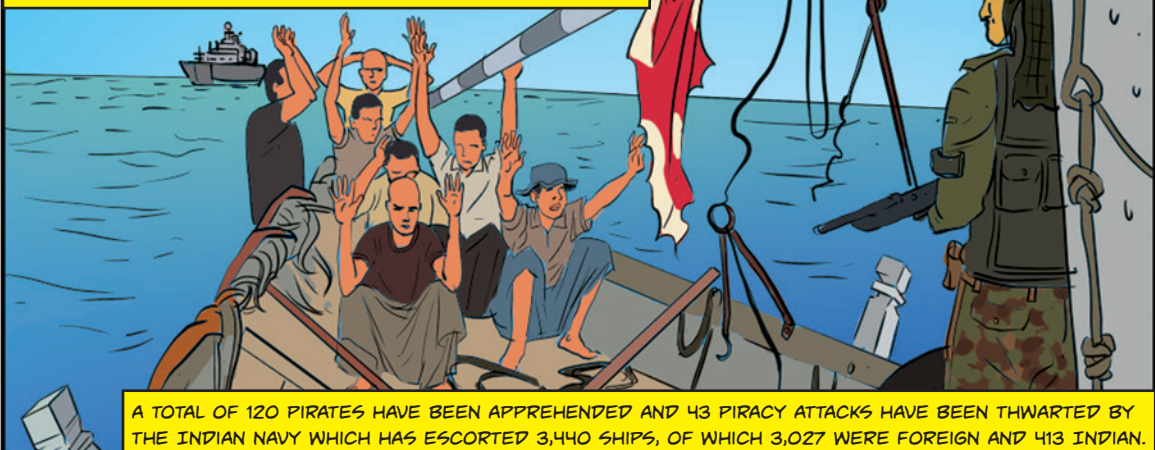
THE ROLE ENTAILS SECURING INDIAN AND OTHER MERCHANT VESSELS AND ENSURING THE SAFETY OF INTERNATIONAL TRADE FROM MARITIME CRIME. THESE CRIMES INCLUDE PIRACY, SMUGGLING, TRAFFICKING, POACHING AND EVEN TERRORISM. THE INDIAN NAVY ENSURES OUR SEAS ARE SAFE THROUGH AGGRESSIVE MARITIME PATROLLING AND SUSTAINED PRESENCE.

A LARGE AMOUNT OF INDIA'S OVERSEAS TRADE PASSES THROUGH THE WESTERN ARABIAN SEA, SPECIFICALLY, THE GULF OF ADEN AND THE HORN OF AFRICA REGION, WHERE PIRACY HAS EMERGED AS A MAJOR THREAT TO MERCHANT VESSELS. THE INDIAN NAVY HAS HAD AT LEAST ONE SHIP DEPLOYED IN THE GULF OF ADEN SINCE OCTOBER 2008. SINCE THEN, 73 INDIAN NAVY SHIPS HAVE PATROLLED IN THE REGION 24X7. INDIA HAS CO-ORDINATED THE PATROLLING OF THE REGION WITH MANY OTHER NATIONS—OVER A THIRD OF INTERNATIONAL NAVIES ARE INVOLVED IN ANTI-PIRACY MISSIONS.



FOR SOME TIME PIRACY SPREAD TO THE EASTERN ARABIAN SEA. OVER THE YEARS THE INDIAN NAVY TOOK STRONG ACTION TO ENSURE THAT THE 'HOT SPOT' WAS PUSHED FAR AWAY FROM INDIA'S WEST COAST.

THE INDIAN NAVY HAS UNDERTAKEN JOINT SURVEILLANCE AND PATROLLING ACTIVITIES WITH MALDIVES, SEYCHELLES, MAURITIUS, BANGLADESH, SRI LANKA, MYANMAR, THAILAND AND INDONESIA.



A TOTAL OF 120 PIRATES HAVE BEEN APPREHENDED AND 43 PIRACY ATTACKS HAVE BEEN THWARTED BY THE INDIAN NAVY WHICH HAS ESCORTED 3,440 SHIPS, OF WHICH 3,027 WERE FOREIGN AND 413 INDIAN.



DADA, ALL YOUR STORIES OF THE NAVY ARE ABOUT FIGHTING AND CONFLICT. BUT I AM SURE THE NAVY DOES OTHER THINGS TOO!

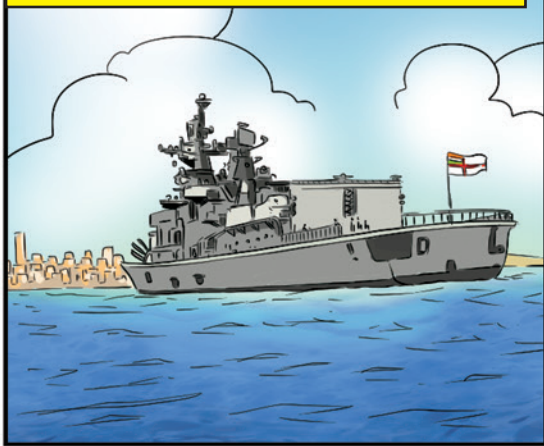
YOU ARE RIGHT. WE AREN'T ALWAYS FIGHTING, SAGARIKA. YOU SEE, THE NAVY DOES DEFEND OUR COUNTRY WHEN THE NEED ARISES BUT WE ARE ALSO INVOLVED IN MANY OTHER ACTIVITIES.

THERE WERE TIMES WHEN THE INDIAN NAVY HAD TO HELP IN RELIEF AND HUMANITARIAN OPERATIONS AROUND THE WORLD. NOT ONLY TO HELP ANOTHER COUNTRY BUT TO OFFER SUCCOUR TO INDIAN CITIZENS.



WHEN THE LEBANON WAR BROKE OUT IN 2006, MANY INDIANS FOUND THEMSELVES STRANDED IN A WAR-TORN COUNTRY.

IN SHIPS MUMBAI, BRAHMAPUTRA, BETWA AND SHAKTI WERE USED TO EVACUATE THOUSANDS OF INDIANS WITH THE LAUNCH OF OPERATION SUKOON.

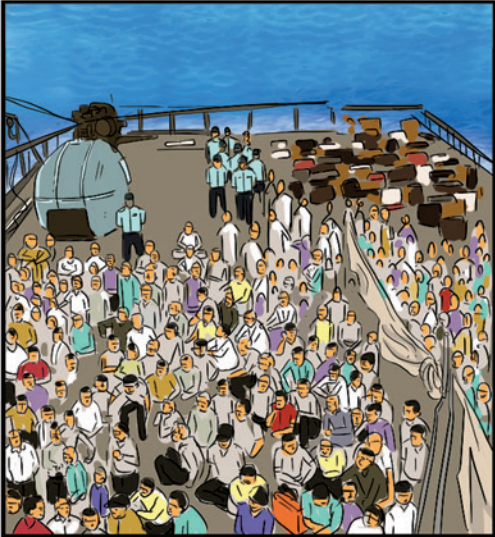


INDIANS IN LEBANON MAINLY WORKED AS NURSES, CARETAKERS AND MANUAL LABOURERS WITH LITTLE MEANS TO PROTECT THEMSELVES.



THE OPERATION WOULD BRING BACK NOT ONLY INDIANS BUT ALSO SRI LANKANS, NEPESE NATIONALS AND LEBANESE WITH INDIAN SPOUSES.

ONCE ON BOARD THE SHIPS, IT WAS REALISED THAT THERE WASN'T ENOUGH SPACE TO ACCOMMODATE EVERYONE. WITH TYPICAL LARGE HEARTEDNESS, THE SAILORS GAVE UP THEIR OWN BEDS TO MAKE SURE EACH PERSON HAD A PLACE TO REST. SPECIAL AMENITIES WERE ALSO CREATED ON BOARD TO MAKE PASSENGERS COMFORTABLE.



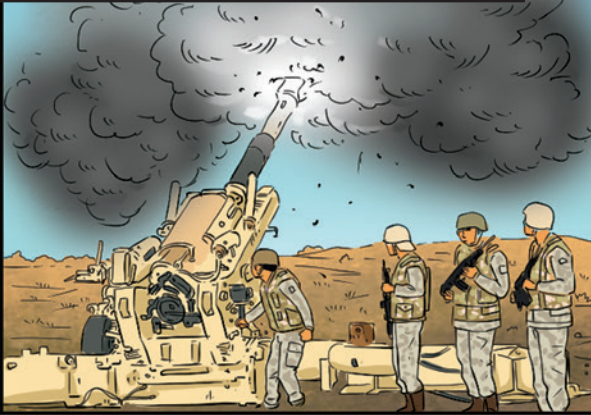
A SIMILAR EVACUATION WAS WARRANTED DURING THE LIBYAN CIVIL WAR IN 2011. THE DESTRUCTION OF AIRPORTS AND RUNWAYS MADE EVACUATION BY PLANES IMPOSSIBLE. LARGE NUMBERS OF INDIANS WERE STRANDED IN LIBYA.



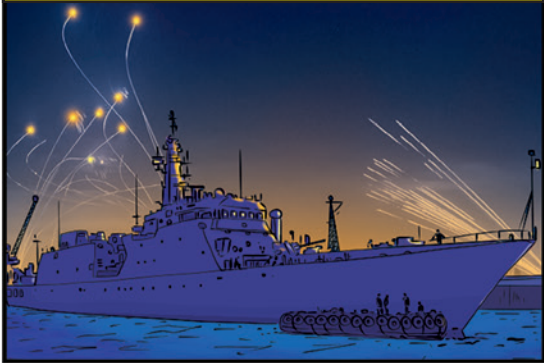
UNDER OPERATION SAFE HOMECOMING, IN SHIPS MYSORE, ADITYA AND JALASHWA SET SAIL TO LIBYA TO CARRY OUT EVACUATIONS. THE INDIAN NAVY BROUGHT HOME EVERY ONE OF THE INDIANS LOOKING FOR A WAY OUT OF LIBYA.



IN 2015, THERE WAS A CRISIS IN YEMEN. THE COUNTRY IMMEDIATELY TURNED INTO A NO-FLY ZONE AND FOREIGN NATIONALS FROM ALL OVER THE WORLD FOUND THEMSELVES UNABLE TO LEAVE.



INDIA WAS QUICK TO RESPOND AND LAUNCHED OPERATION RAHAT. INS SUMITRA WAS DEPLOYED WITH ALACRITY. THE SHIP HAD TO BRAVE HOSTILE CONDITIONS, GUNFIRE FROM SHORE AND EXTENSIVE SHELLING. IN SHIPS MUMBAI AND TARKASH FOLLOWED SWIFTLY AND JOINED THE OPERATION.



USING BOATS, HELICOPTERS AND ALL OTHER MEANS, BECAUSE OF THE INABILITY TO DOCK ALONGSIDE, THE SHIPS COULD EVACUATE ALL INDIAN CITIZENS AND OTHERS AS WELL.



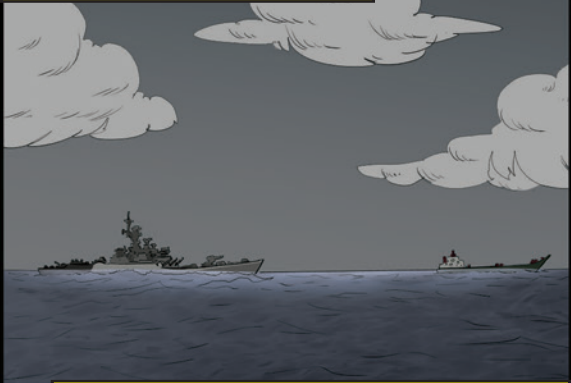
INDIA'S RESCUE EFFORTS WERE SO EFFICIENT THAT 26 OTHER NATIONS, INCLUDING THE UNITED STATES, REQUESTED INDIAN ASSISTANCE TO BRING BACK THEIR CITIZENS. OVER THE DAYS, MORE THAN 4,640 OVERSEAS INDIANS WERE EVACUATED ALONG WITH 960 FOREIGN NATIONALS FROM MORE THAN 41 COUNTRIES.



THE INDIAN NAVY IS VERY COMFORTABLE IN ITS OPERATIONAL TERRAIN, THE DEEP BLUE WATERS, BUT SOMETIMES, THE UNPREDICTABILITY OF THE OCEANS BECOMES THE ENEMY... LIKE THE 2004 TSUNAMI. RESULTING FROM AN UNDERSEA EARTHQUAKE, MASSIVE OCEAN WAVES WREAKED HAVOC ON THE COUNTRIES OF THE INDIAN OCEAN ON 26 DECEMBER.



THE INDIAN NAVY IMMEDIATELY LAUNCHED ITS RESCUE OPERATIONS.



IT DEPLOYED SHIPS, AIRCRAFT AND HELICOPTERS TO LAUNCH A SEARCH-AND-RESCUE OPERATION ALL ALONG THE INDIAN COAST, RESCUING THOUSANDS.

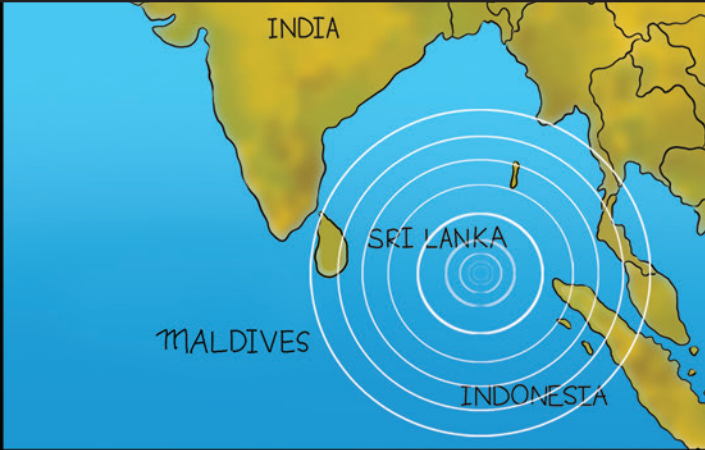
THIS WAS FOLLOWED BY RELIEF AND REHABILITATION AND THE INDIAN NAVY WAS ALSO RESPONSIBLE FOR CLEARING PORTS AND DOCKS OF DEBRIS, SO THAT NORMAL WATERWAY FUNCTIONING COULD RESUME AT THE EARLIEST.



THE INDIAN NAVY SIMULTANEOUSLY DISPATCHED 19 OF ITS SHIPS FOR RELIEF OPERATIONS IN SRI LANKA, INDONESIA AND MALDIVES. IN ALL, THE INDIAN NAVY DEPLOYED 32 SHIPS, 29 AIRCRAFT AND OVER 5,500 PERSONNEL. THIS WAS THE INDIAN NAVY'S LARGEST EVER OUTREACH PROGRAMME FOR DISASTER RELIEF



AND THE STORY DOESN'T END THERE. FOR MONTHS AFTER THE INDIAN NAVY REMAINED IN THE REGION, HELPING REBUILD DESTROYED PROPERTY AND ASSETS, REHABILITATING THOUSANDS OF PEOPLE AND ENSURING THE REGION WAS ABLE TO QUICKLY RECOVER FROM THE DEVASTATION.



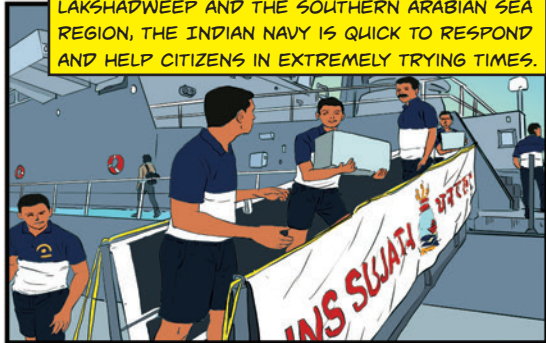
THE INDIAN NAVY'S COMMITMENT TO SWIFTLY PROVIDE AID ACROSS THE WORLD CONTINUES TO THIS DAY. THIS INCLUDES HUMANITARIAN AID, DISASTER RELIEF, SEARCH AND RESCUE, DIVING ASSISTANCE, SALVAGE OPERATIONS, PROVIDING RELIEF MATERIAL, FIRST AID AND HELP IN COASTAL AREAS. THE NAVY HAS OFFERED HUMANITARIAN ASSISTANCE AND DISASTER RELIEF IN COUNTRIES SUCH AS BANGLADESH, SRI LANKA, MYANMAR, YEMEN, INDONESIA, MOZAMBIQUE, MADAGASCAR, CAMBODIA, VIETNAM AND MANY MORE.

* THIS IMAGE SHOWS THE SRI LANKAN PRESIDENT PERSONALLY COMPLEMENTING THE INDIAN NAVY DURING THE 2004 TSUNAMI RELIEF WORK

WHILE HELPING OUT THE WORLD THE INDIAN NAVY DOESN'T IGNORE THOSE WITHIN OUR BORDERS. WHENEVER A NATURAL DISASTER STRIKES COASTAL OR OTHER AREAS IN INDIA, THE NAVY IS QUICKLY ON THE SCENE.



WHETHER IT BE SEVERE FLOODS, LIKE THAT IN MUMBAI IN 2005, OR TERRIBLE CYCLONES LIKE HUDHUD THAT RAVAGED THE EAST COAST OF INDIA, INCLUDING VISAKHAPATNAM, IN 2014 AND CYCLONE OCKHI IN 2017 THAT STRUCK LAKSHADWEEP AND THE SOUTHERN ARABIAN SEA REGION, THE INDIAN NAVY IS QUICK TO RESPOND AND HELP CITIZENS IN EXTREMELY TRYING TIMES.



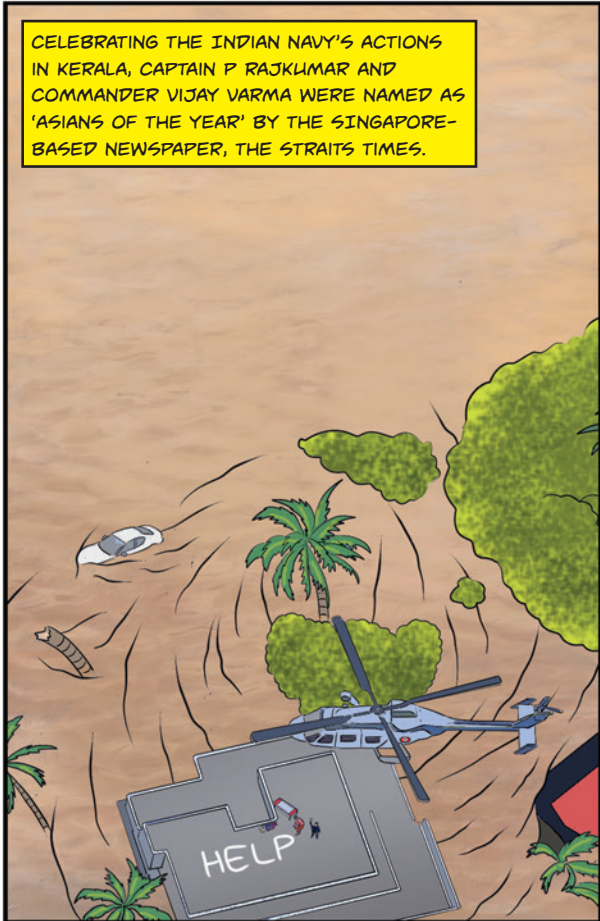
ONE OF MANY NOTABLE OPERATIONS WAS IN 2018, WHEN HEAVY RAINS CAUSED MASSIVE FLOODS TO OVERWHELM SEVERAL PARTS OF KERALA. OPERATION MADAD WAS QUICKLY PUT INTO ACTION BY THE INDIAN NAVY, RESCUING AND ASSISTING THE PEOPLE IN THE FLOOD AFFECTED AREAS.

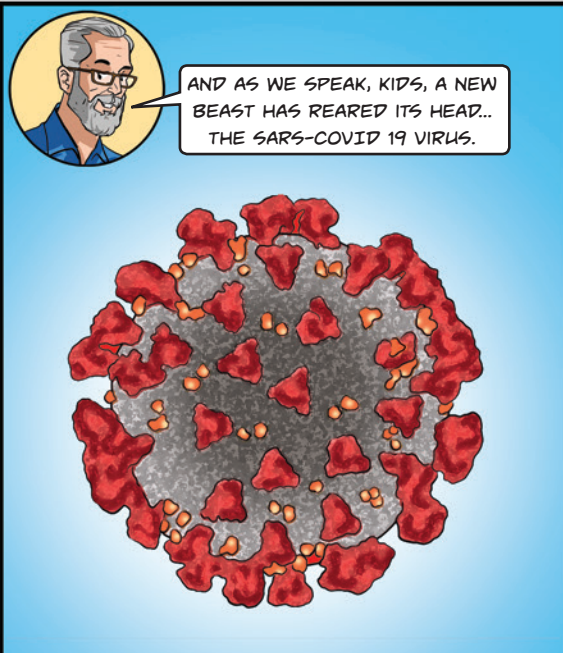


OTHER THAN SEARCH-AND-RESCUE OPERATIONS, MEDICAL AND SUPPORT CAMPS WERE ALSO SET UP TO HELP REHABILITATE PEOPLE AFFECTED BY THE FLOODS.

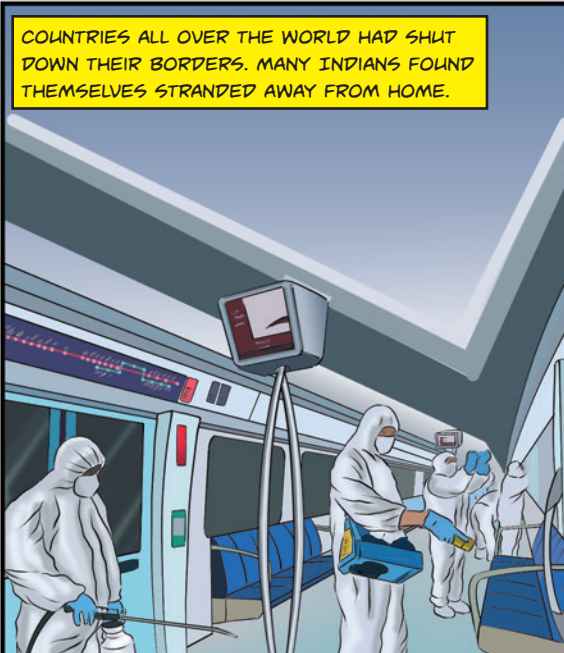


CELEBRATING THE INDIAN NAVY'S ACTIONS IN KERALA, CAPTAIN P RAJKUMAR AND COMMANDER VIJAY VARMA WERE NAMED AS 'ASIANS OF THE YEAR' BY THE SINGAPORE-BASED NEWSPAPER, THE STRAITS TIMES.





AND AS WE SPEAK, KIDS, A NEW BEAST HAS REARED ITS HEAD.. THE SARS-COVID 19 VIRUS.

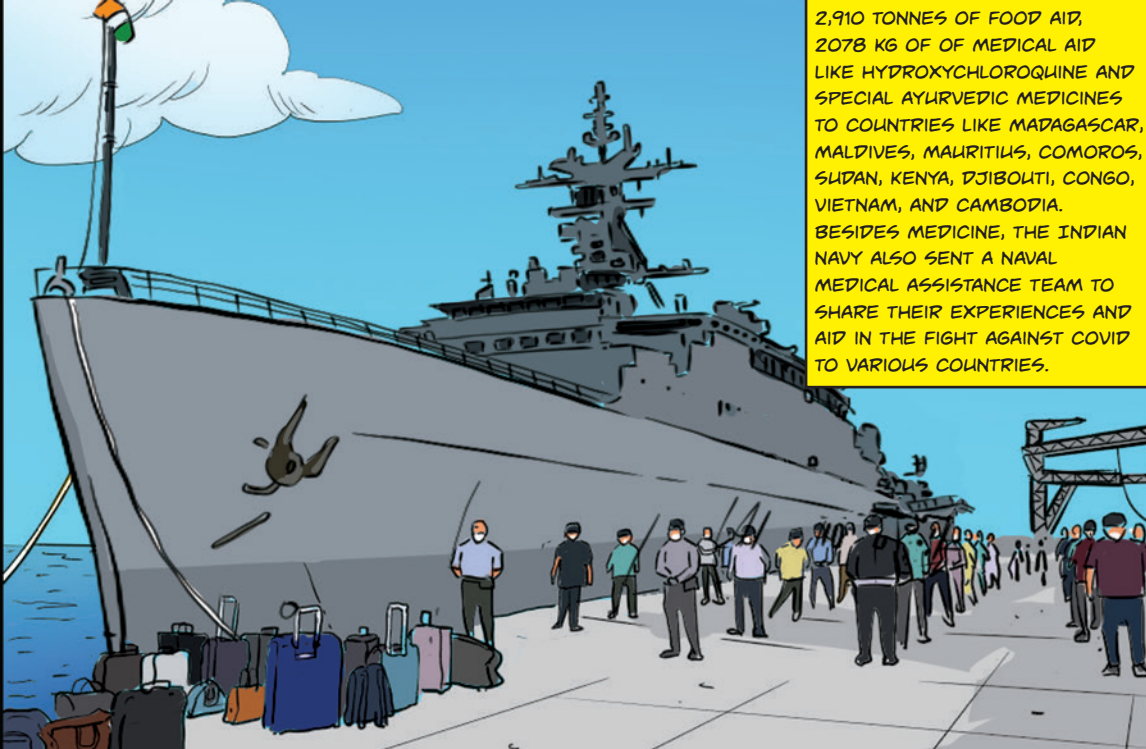


COUNTRIES ALL OVER THE WORLD HAD SHUT DOWN THEIR BORDERS. MANY INDIANS FOUND THEMSELVES STRANDED AWAY FROM HOME.

TO BRING INDIANS BACK HOME, MISSION VANDE BHARAT WAS LAUNCHED BY THE INDIAN GOVERNMENT.

UNDER VANDE BHARAT THE INDIAN NAVY EMBARKED ON OPERATION SAMUDRA SETU. THROUGH THIS, INDIA BROUGHT NEARLY 4,000 INDIAN CITIZENS, TRAVERSING 23,000 KILOMETRES BY SEA OVER 55 DAYS. IN SHIPS JALASHWA, AIRAVAT, SHARDUL AND MAGAR FOLLOWED ALL COVID PROTOCOLS, BRINGING PASSENGERS BACK SAFELY.

INDIA ALSO LAUNCHED MISSION SAGAR IN MAY 2020, DELIVERING FOOD, MEDICINE AND VACCINES. THROUGH THE FOUR PHASES OF THE MISSION, INDIA DELIVERED 2,910 TONNES OF FOOD AID, 2078 KG OF OF MEDICAL AID LIKE HYDROXYCHLOROQUINE AND SPECIAL AYURVEDIC MEDICINES TO COUNTRIES LIKE MADAGASCAR, MALDIVES, MAURITIUS, COMOROS, SUDAN, KENYA, DJIBOUTI, CONGO, VIETNAM, AND CAMBODIA. BESIDES MEDICINE, THE INDIAN NAVY ALSO SENT A NAVAL MEDICAL ASSISTANCE TEAM TO SHARE THEIR EXPERIENCES AND AID IN THE FIGHT AGAINST COVID TO VARIOUS COUNTRIES.



THE NAVY HAS ALSO BEEN USING ITS BASES ACROSS INDIA TO DISTRIBUTE COVID-19 VACCINES.

IN 2021, WE EXPERIENCED THE WORST OF THE COVID-19 PANDEMIC IN THE SECOND WAVE. WHILE THE COUNTRY'S HEALTH SYSTEMS WERE GASPING FOR OXYGEN, THE INDIAN NAVY WAS QUICK TO THE TASK. LAUNCHING OPERATION SAMUDRA SETU 2 TO MEET THE MEDICAL OXYGEN DEMAND ACROSS INDIA.



NINE INDIAN NAVY WARSHIPS FROM ALL THREE NAVAL COMMANDS WERE DEPLOYED TO DELIVER 910 TONNES OF MEDICAL OXYGEN, MORE THAN 12,000 OXYGEN CYLINDERS AND LARGE AMOUNTS OF MEDICAL SUPPLIES FROM COUNTRIES ACROSS THE INDIAN OCEAN REGION. NAVAL SHIPS ALSO DELIVERED OXYGEN AND MEDICAL EQUIPMENT TO OUR ISLAND TERRITORIES IN LAKSHADWEEP, ANDAMAN AND NICOBAR ISLANDS.

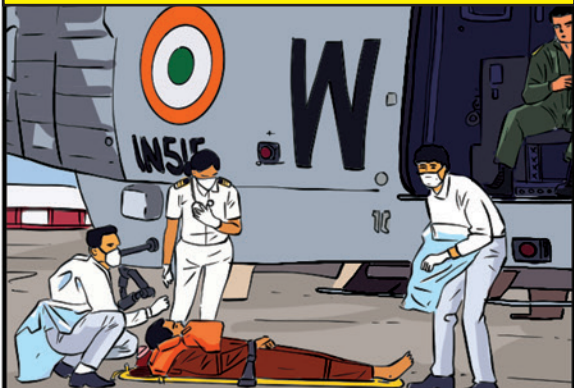
FURTHER, THE INDIAN NAVY IS ALSO REACHING OUT TO THE GENERAL PUBLIC IN THIS TIME OF NATIONAL NEED. BESIDES SUPPORTING MOVEMENT OF ESSENTIAL SUPPLIES, PROVIDING OXYGEN TO HOSPITALS, SETTING UP COMMUNITY KITCHENS, AND OTHER HELP, OVER 560 BEDS IN NAVAL HOSPITALS WERE MADE AVAILABLE FOR CIVILIAN USE. MORE THAN 200 PERSONNEL HAVE ALSO BEEN DEPUTED FROM THE INDIAN NAVY TO ADMINISTER RELIEF AT VARIOUS COVID HOSPITALS ACROSS THE COUNTRY.



FROM 17 TO 25 MAY, THE INDIAN NAVY LED ONE OF THE BIGGEST SEARCH-AND-RESCUE OPERATIONS DESPITE CHALLENGING CIRCUMSTANCES, TORRID SEAS AND EXTREMELY UNFAVOURABLE WEATHER CONDITIONS. THIS MAMMOTH SAR OPERATION INVOLVED NINE IN SHIPS, MANY SMALL INTERMEDIATE SUPPORT VESSELS NINE NAVAL AIRCRAFT AND THE INDIAN COAST GUARD. THE TOTAL AREA SEARCHED IN THIS EFFORT WAS APPROXIMATELY 10,000 SQUARE NAUTICAL MILES.

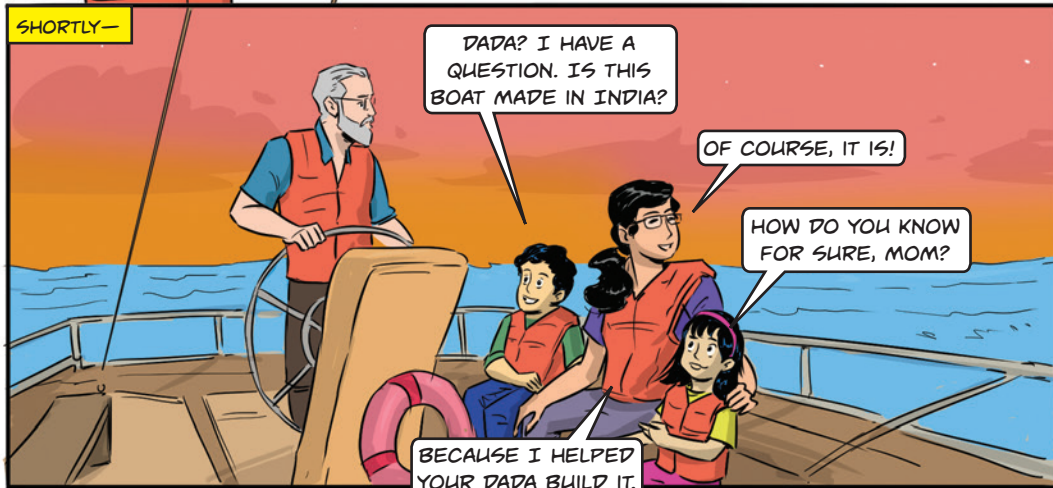
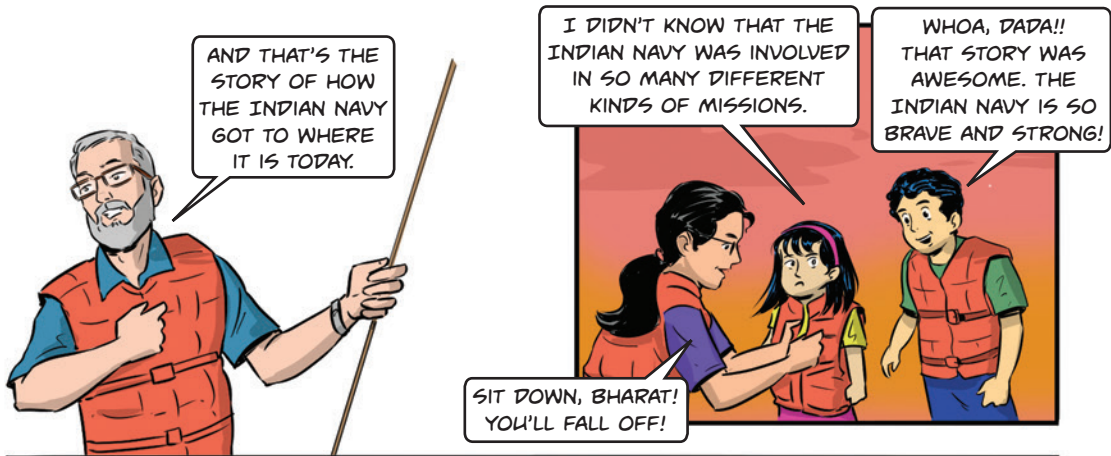


AS THE COVID CRISIS RAGED, THE WESTERN COAST OF INDIA WAS BATTERED BY THE SUPER CYCLONE TALKTAE. THE NAVY WAS ONCE AGAIN PRESSED INTO ACTION.

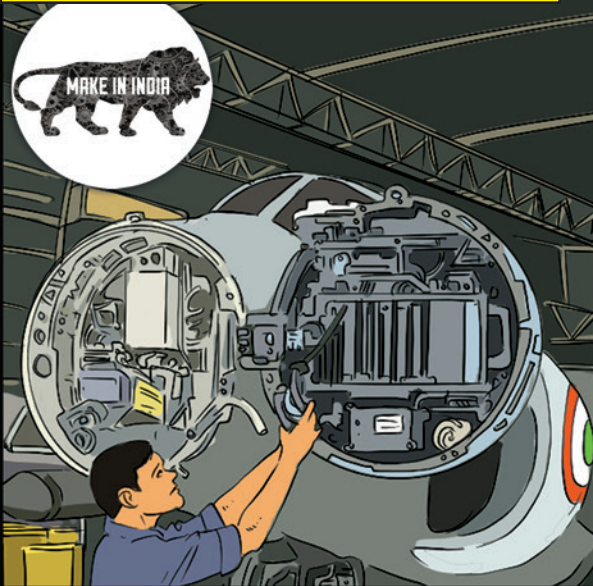


THE FLEXIBILITY OF THE INDIAN NAVY WAS TRULY ON SHOW IN THE MONTH BETWEEN 25 APRIL AND 25 MAY. FIRST, SHIPS OF THE FLEET TOOK PART IN EXERCISE VARUNA WITH THE FRENCH NAVY IN THE GULF OF OMAN, THEREAFTER VISITED BAHRAIN, DOHA AND KUWAIT TO LOAD OXYGEN AND OTHER SUPPLIES, RETURNED TO INDIA AROUND 10 MAY TO DISEMBARK THE CARGO AND WERE INVOLVED FROM 17 MAY TO 25 MAY FOR TALKTAE SAR MISSION.

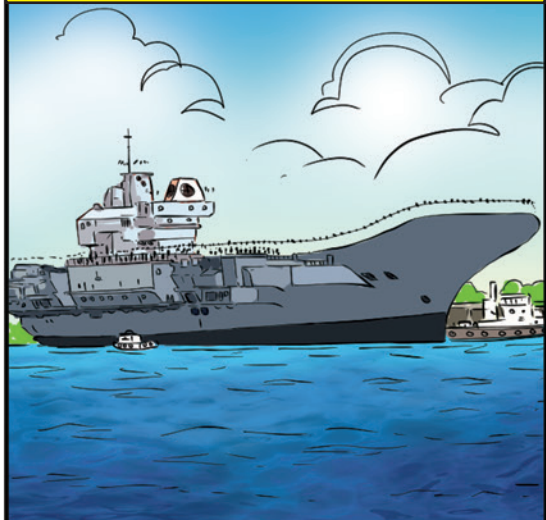




TODAY, MOST OF OUR SHIPS ARE MADE IN INDIA. FROM THE 1960S TILL NOW, WE HAVE PROGRESSED AT A TREMENDOUS PACE, WITH DARSHAK, NILGIRI, GODAVARI, BRAHMAPUTRA AND KHUKRI CLASS SHIPS WHICH WERE FOLLOWED BY THE MORE ADVANCED DELHI CLASS DESTROYERS, SHIVALIK CLASS STEALTH FRIGATES, KOLKATA CLASS DESTROYERS AND KAMORTA CLASS ANTI-SUBMARINE WARFARE CORVETTES.



WE ARE ALSO BUILDING CONVENTIONAL AS WELL AS NUCLEAR SUBMARINES IN INDIA. AS OF TODAY, MANY OF THE 132 SHIPS IN THE INDIAN NAVY HAVE BEEN MADE IN INDIA AND THERE ARE 49 SHIPS AND SUBMARINES UNDER CONSTRUCTION IN VARIOUS INDIAN SHIPYARDS.



IN A CROWNING GLORY, INDIA LAUNCHED OUR FIRST INDIGENOUSLY BUILT AIRCRAFT CARRIER, THE INS VIKRANT IN 2013. ALSO, A SECOND AIRCRAFT CARRIER IS IN THE DESIGN STAGE.

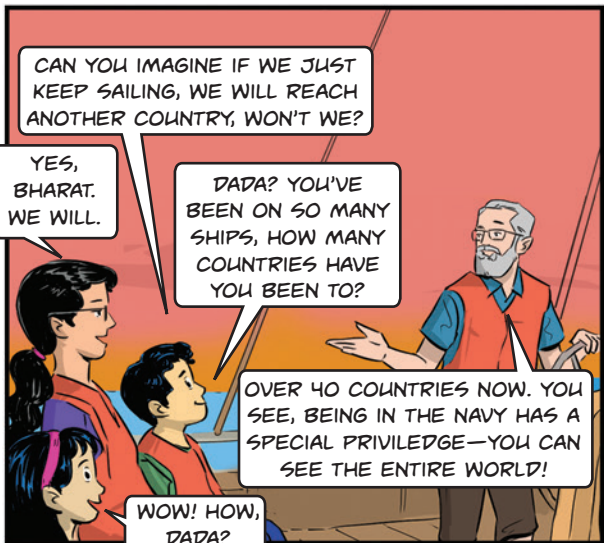
BUT IT ISN'T JUST THE SHIPS THAT WE ARE NOW MAKING IN INDIA. THE TECHNOLOGY THAT DRIVES THE NAVY IS ALSO BEING DEVELOPED INDIGENOUSLY. THIS IS THANKS TO OUR SCIENTISTS IN UNIFORM, WHO SERVE AS PART OF VARIOUS DIRECTORATES AND UNITS IN THE NAVY.



WITH THE HELP OF INDIAN SCIENTISTS AND INDUSTRY, THE INDIAN NAVY HAS BEEN ABLE TO INDIGENISE MAJOR SYSTEMS SUCH AS SONARS, SATELLITE COMMUNICATION, MEDIUM RANGE GUNS, ROCKET LAUNCHERS INTERNAL SYSTEMS INTEGRATION, AND EVEN SOME MISSILES.



SINCE INDEPENDENCE, INDIA'S NAVAL POWER HAS GROWN MANIFOLD AND WE ARE WELL AND TRULY PIONEERS OF INDIA'S SELF RELIANCE STORY—THE ATMANIRBHAR BHARAT ABHIYAAN.



CAN YOU IMAGINE IF WE JUST KEEP SAILING, WE WILL REACH ANOTHER COUNTRY, WON'T WE?

YES, BHARAT. WE WILL.

DADA? YOU'VE BEEN ON SO MANY SHIPS, HOW MANY COUNTRIES HAVE YOU BEEN TO?

OVER 40 COUNTRIES NOW. YOU SEE, BEING IN THE NAVY HAS A SPECIAL PRIVILEGE—YOU CAN SEE THE ENTIRE WORLD!

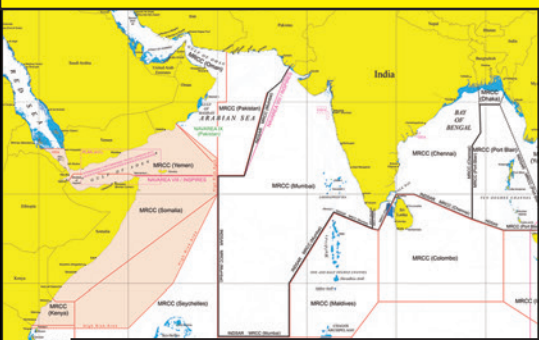
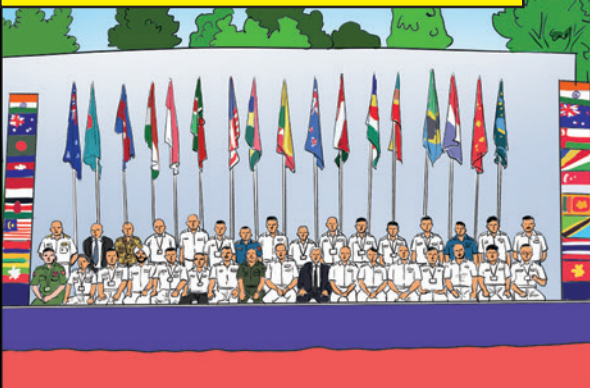
WOW! HOW, DADA?

EVERY SHIP OF THE INDIAN NAVY IS RECOGNISED AS SOVEREIGN TERRITORY OF INDIA, SO EVERYTIME A SHIP TRAVELS TO A FOREIGN PORT, NAVAL PERSONNEL CAN VISIT WITHOUT A PASSPORT!



ONE OF THE OBJECTIVES OF THE INDIAN NAVY IS TO FLY THE INDIAN FLAG ACROSS THE WORLD. THIS LEADS TO THE STRENGTHENING OF TIES WITH FRIENDLY COUNTRIES, STRENGTHENING POLITICAL RELATIONS AND GOODWILL, CONNECTING WITH INDIAN DIASPORA, PROMOTING REGIONAL AND GLOBAL STABILITY AND PORTRAYING INDIA'S STRENGTH AND DEFENCE CAPABILITIES ACROSS THE WORLD.

THE INDIAN NAVY OFTEN INTERACTS WITH FRIENDLY NAVIES TO ENHANCE MUTUAL UNDERSTANDING, COORDINATION AND COOPERATION. THIS INCLUDES SYMPOSIUMS, COOPERATION PLATFORMS, MEETINGS AND INITIATIVES BETWEEN FRIENDLY COUNTRIES.

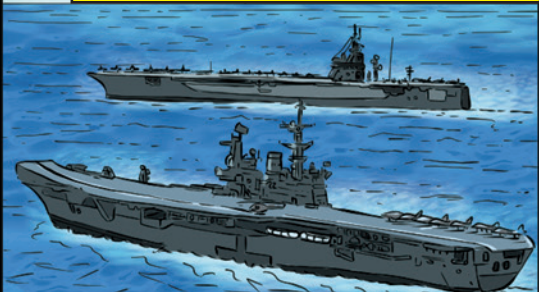


ONE OF THE KEY AREAS IN WHICH THE INDIAN NAVY HELPS FOREIGN COUNTRIES IS THROUGH HYDROGRAPHY, THE BRANCH OF APPLIED SCIENCES WHICH DEALS WITH CREATING MAPS AND NAVIGATIONAL CHARTS OF WATER BODIES. THROUGH THE NAVAL HYDROGRAPHY BRANCH, THE NAVY MAKES MEASUREMENTS AND DESCRIPTIONS OF THE PHYSICAL FEATURES UNDER WATER. THIS IS PRIMARILY DONE FOR SAFE NAVIGATION AND ALL OTHER MARITIME ACTIVITY. THE INDIAN NAVY HAS TRADITIONALLY OFFERED ITS SERVICES TO OTHER NATIONS.

THE INDIAN NAVY REGULARLY EXERCISES WITH MANY FOREIGN NAVIES TO PROJECT OUR CAPABILITIES, HONE OPERATIONAL SKILLS, IMBIBE BEST PRACTICES AND PROCEDURES, AND ENABLE DOCTRINAL LEARNING.



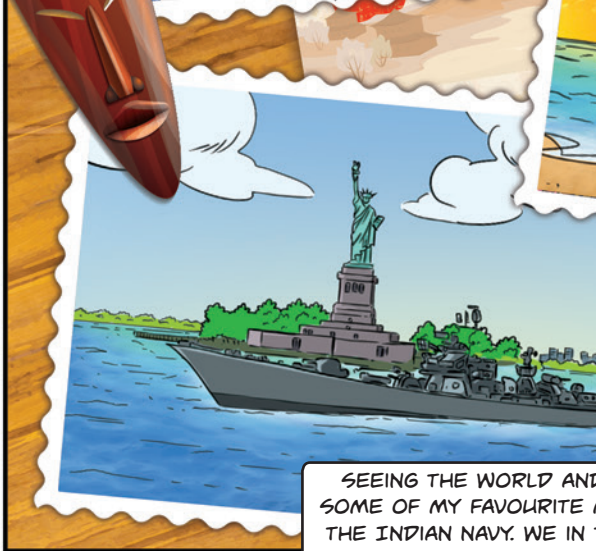
THESE EXERCISES FOSTER GOODWILL AND ENHANCE RELATIONS WITH OTHER PARTICIPATING NATIONS.



THE INDIAN NAVY ALSO PARTICIPATES AND HOSTS INTERNATIONAL FLEET REVIEWS, WHERE SHIPS ARE GATHERED AND PARADED FOR A HEAD OF STATE—IN OUR CASE, THE PRESIDENT OF INDIA.

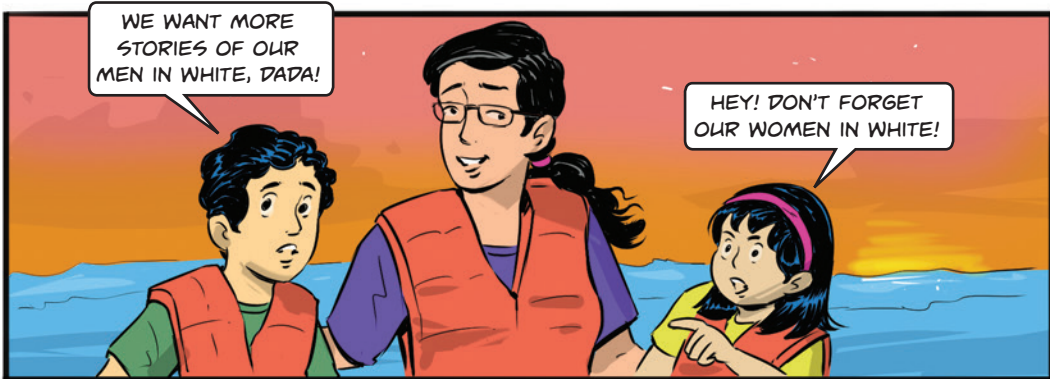
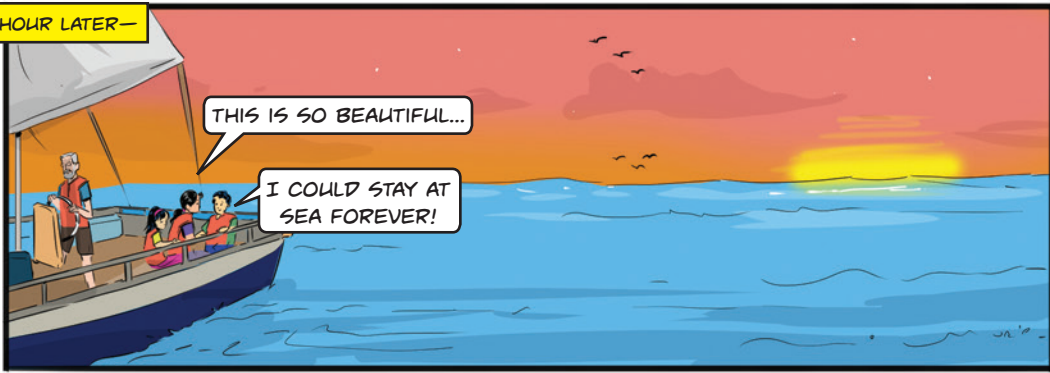


THE INDIAN NAVY ALSO OFFERS A LARGE NUMBER OF FOREIGN PERSONNEL A VARIETY OF PROFESSIONAL COURSES. BUT ONE OF THE MOST EXCITING THINGS ABOUT WORKING IN THE INDIAN NAVY IS THAT OUR PERSONNEL ALSO TRAVEL THE WORLD TAKING PART IN THESE EXCHANGES. INDIAN NAVAL PERSONNEL ARE SENT TO VARIOUS COUNTRIES FOR TRAINING, GAINING OPERATIONAL EXPERIENCE, SHARING AND DEVELOPING SKILL SETS AND STRENGTHENING MARITIME DIPLOMACY.



SEEING THE WORLD AND MEETING ITS PEOPLE ARE SOME OF MY FAVOURITE MEMORIES FROM MY DAYS IN THE INDIAN NAVY. WE IN THE INDIAN NAVY ARE TRULY LUCKY TO BE ABLE TO EXPERIENCE THE ENTIRE PLANET!

AN HOUR LATER—



THE SEVEN DEPLOYMENTS:

- 1 **MALDEP:** An IN Ship is permanently sailing off the Strait of Malacca.
- 2 **NORDEP:** Patrolling of the North Bay of Bengal, in waters north of the Andaman Islands
- 3 **ANDEP:** Patrolling between North Andamans and South Nicobar
- 4 **GULFDEP:** Patrolling the North Arabian Sea and the approach to Strait of Hormuz
- 5 **POGDEP:** Anti-piracy patrolling off the Gulf of Aden
- 6 **CENDEP:** Patrolling in waters in the south of India, off the coasts of Maldives and Sri Lanka
- 7 **IODEP:** Patrolling in the South Indian Ocean, off Mauritius and Seychelles



The Indian Navy stands constant vigil in these seven deployments across the Indian Ocean region, ensuring that our maritime and security interests are always safe and protected.

SAILORS ENTRIES IN THE INDIAN NAVY



Ser	Age (Years)	Entry	Branch	Educational Qualification
1.	17-20	Artificer Apprentice (AA)	Electrical/ Mech/ Hull Artificer/ Air Mechanician	10+2 qualified with Physics and Mathematics and one subject out of Chemistry/ Biology/ Computers with min 60% marks.
		Senior Secondary Recruit (SSR)	Seaman/ Communication/ Electrical/ Medical/ Naval Aviation/ Logistics (Material)/ Logistics (Financial & Administration) / Engineering	10+2 qualified with Physics and Mathematics and one subject out of Chemistry/ Biology/ Computers
		Matric Recruit (MR)	Logistics (Chef) Logistics (Steward) Hygienist	Matric
2.	17-21	Sports (SSR)	As allotted from SSR Branches	Qualified 10+2
		Sports (MR)	Logistics (Chef) Logistics (Steward)	Matric
3.	17-22	Direct Entry (Sports)	Seaman (Acting Petty Officer)	Qualified 10+2
4.	17-25	Matric Recruit (MR)	Musician	Matric

- (a) Create your own account on www.joinindiannavy.gov.in and receive automatic updates suited to you as and when applications are invited.
 (b) For Eligibility Criteria, educational qualifications and other details for each Entry, candidates are advised to visit www.joinindiannavy.gov.in and read the contents of the 'Entry Specific Advertisement' in Employment News and various National Dailies.
 (c) The above information is a broad guideline and is subject to change as per the induction requirement of the Indian Navy.

THE NAVY GIVES ME CONFIDENCE. COURAGE. CAREER.

For career opportunities visit www.joinindiannavy.gov.in



The Naval Journey Of India

Book II

• TACKING TO THE BLUE WATERS •

From a modest flotilla of a few motley coastal craft at independence to the formidable multi-dimensional blue water force today, 'Tacking to the Blue Waters' captures the essence of the Indian Navy's Journey through the history of Modern India. The title is a play of words on two nautical terms. 'Tacking' is sailors' speak for shaping course to sail with the wind while 'Blue Waters' refers to the great oceanic space that surrounds our country on three sides and beyond.

Together they represent the Navy's *raison d'être*... to project power across the seas.

The Navy acts at once as the defender of our coasts, the protector of our national security and interests, the saviour in times of need, the representative of our people and Government in foreign lands and one of the most important innovators and contributors to our country's technology and infrastructure.

The role and history of our Navy is vast. The Indian Navy has fought our wars, participated in humanitarian aid and relief missions, protected our nation's interests and been our flag bearer across the world.

Join Commodore Sagar, his grandson Bharat and granddaughter Sagarika as they sail into another historical voyage. This time, travel with them through the history of the Indian Navy-the wars fought by our men and women in white, the missions we have undertaken across the world to aid, help and rescue people in distress and learn how the Indian Navy grew into the formidable force it is today.

Śaṃ noḥ Varuṇaḥ!

