



National Align Your Teeth Day

ational Align Your Teeth Day, celebrated on August 11, highlights the importance of healthy, properly aligned teeth and encourages people to learn about orthodontic care. The day raises awareness about how straight teeth can improve oral hygiene, boost confidence, and support better overall dental health. It reminds individuals to schedule regular dental checkups and explore treatment options, such as braces or clear aligners, if needed. Good alignment can reduce the risk of tooth decay, gum disease, and jaw problems by making teeth easier to clean. Observing this day promotes healthy smiles, informed dental decisions, and lifelong habits that contribute to improved well-being.

#ARCHAEOLOGY

An Iron Age Hoard

The researchers are fascinated by the bronze boar's head in the hoard. Experts think it is "similar to a modern-day flagpole"



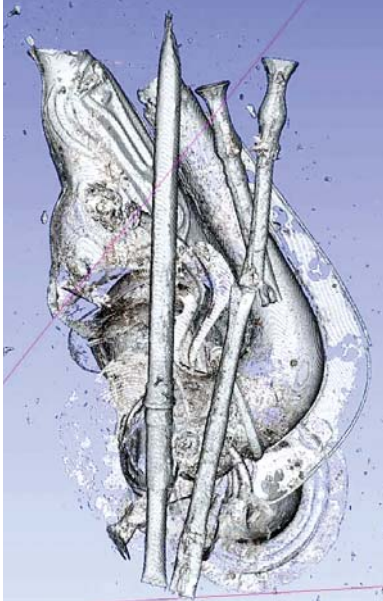
A near-complete carnyx, a Celtic battle trumpet with an animal-shaped head, has been discovered in west Norfolk as part of a hoard of Iron Age objects. It's one of only three carnyxes known from Britain and among the most complete ever found in Europe. These bronze instruments were used by Celtic tribes to rally warriors in battle and were so striking that the Romans frequently depicted them as war trophies.

The hoard was found during a routine archaeological excavation in summer 2025, ahead of residential development. Alongside the carnyx, archaeologists recovered a sheet-bronze boar's head from a military standard, five shield bosses, and an unidentified iron object. The items were carefully lifted in a block of soil for scanning before conservation experts at Norfolk Museums Service removed each piece for examination.

The objects are fragile and need extensive stabilisation before detailed research can begin. Historic England, the National Museum of Scotland, and Norfolk Museums Service are coordinating the conservation and research effort. A coroner was expected to determine the hoard's legal status in early 2026, which will inform where the objects are permanently housed. Experts have described it as hugely significant for understanding ancient British culture, with particular connections to Norfolk's Iron Age past and the story of Boudicca and the Iceni people.

The trove is "a once-in-a-lifetime, once-in-a-career find," Mark Hinman, the CEO of Pre-Construct Archaeology, tells the Guardian's Esther Addley. "I've been doing archaeology for over 40 years, and I've never seen anything like this."

After glimpsing the metals in the dirt, researchers cut out the surrounding block of soil. They then performed noninvasive imaging, like X-ray and



CT scans, to get an idea of what the hoard contained, as per a statement from Pre-Construct Archaeology. Then, the block was moved to a lab, where conservation experts from the Norfolk Museums Service carefully excavated each fragile object from the soil.

Conservator Jonathan Carr tells BBC Two's "Digging for Britain" that the Thorford artifacts are made "from extremely thin sheets of metal, which have become extremely brittle after 2,000 years in the ground." Still, Carr's extraction revealed "the most complete carnyx ever found, with the pipe, mouth-piece and bell all uniquely intact," he adds.



Crowded Port.



Lt Col Anil Bhat VSM (Retd)

With a coastline of 7,500 kms, India has a history of seafaring dating to five thousand years at least. The world's first tidal dock is believed to have been built at Lothal, near the present-day Mangrol harbour on the Gujarat coast, around 2300 BCE during the Indus valley civilization.

The Rig Veda, written around 1700 BCE, credits Varuna with knowledge of the ocean routes and describes naval expeditions, with reference to *Plava*, the side wings of a vessel which give stability to the ship sailing in stormy waters and *Matsya yantra*, a compass used for navigation in the 4th and 5th century AD. The earliest known reference of an organization devoted to ships and sailing in ancient India is from the Mauryan Empire, 4th century BCE.

Emperor Chandragupta Maurya's Prime Minister Kautilya's *Arthashastra* has a chapter on the state department of waterways under *navadhyaksha*, Sanskrit for Superintendent of ships (Chapter XXVIII in Book II, 'The Duties of



A naval ship made in the ancient tradition of no nails used.

Government Superintendents" of the Arthashastra of Kautilya). The term, *nava dvipantara gamanam*, Sanskrit for sailing to other lands by ships, is mentioned in this book in addition to appearing in the Buddhist text, *Baudhayana Dharmasastra* using the term, *samudrasamyanam* (Sanskrit for sea voyage). Sea lanes between India and littoral countries in the Indian Ocean theatre were the trade routes for many centuries. It was through these that Indian culture also spread widely and influenced.

While the Maurya, Satavahana, Chola, Vijayanagara, Kalinga, Marath and Mughal empires had powerful navies, it was the Cholas who did very well in foreign trade and maritime activity, extending their influence overseas to China and Southeast Asia.

It was under the reigns of Raja Raja Chola and his son, Rajendra Chola (between 985 and 1044), that the Cholas launched naval campaigns, subdued many kingdoms and expanded their empire to South-East Asia by occupying the region which included Myanmar, Malaya, Sumatra etc., and even sent ambassadors to countries as far off as China.

To counter Portuguese attempts at extracting trading privileges, *Manavikraman*, known as the Samoothiri Raja of Kozhikode, began a naval build-up and appointed Mohammed Kunjali as Marakkar (admiral) of his fleet.

Over the next century, the Samoothiri Rajas successfully repelled various attempts by the Portuguese to overthrow their rule, with each side enlisting various allies over time.

After four generations of Kunjali Marakkars having served the Samoothiri Rajas, differences between Mohammed Ali, Marakkar IV, and his masters increased, culminating with his self-declaration as the "Lord of the Indian seas." The Samoothiris then collaborated with the Portuguese to defeat Mohammed Ali in 1600.

Later, they allied with the Dutch East India Company to defeat the Portuguese. The Maratha Empire, established by Chhatrapati Shivaji in 1674, had since its inception a naval force, consisting of ships with cannons mounted on them. The 'Pal' was a three-masted Maratha man-of-war with guns fitted on the broadsides. The Maratha chief of Satara appointed Kanhoji Angre as the Darya-Saranga, who rose to dominate the Western coast of India from Mumbai to Fargoria (now Vengurla, in Maharashtra).

While over a long period Bombay Marine was involved in combat against the Marathas, the Sidis had participated in the Anglo-Burmese Wars, it was only as late as in 1928 that the British sanctioned commissioned Indian officers for this force.

Following the outbreak of World War I, when mines were detected off the coasts of Bombay and Aden, the Royal Indian Marine became part of a fleet of minesweepers, patrol vessels and troop carriers and was involved in patrolling, ferrying troops and war stores from India to Iraq, Egypt and East Africa. It was only ten years after WW I, in 1928, that the Royal Indian Marine got its first Indian commissioned officer, Sub Lieutenant D.N. Mukherji who joined as an engineer.

In 1934, the Royal Indian Marine became the Royal Indian Navy



Navy Ship.

and raised a force named Honourable East India Company's Marine, which received its first fighting ships on 5 September 1612.

This force protected merchant shipping off the Gulf of Cambay and the rivers Tapi and Narmada. Its ships also helped map the coastlines of India, Persia and Arabia. By 1686, with most of English commerce moving to Bombay, the force was renamed the *Bombay Marine*. Since its inception, the British recruited Indians in this force only as lascars.

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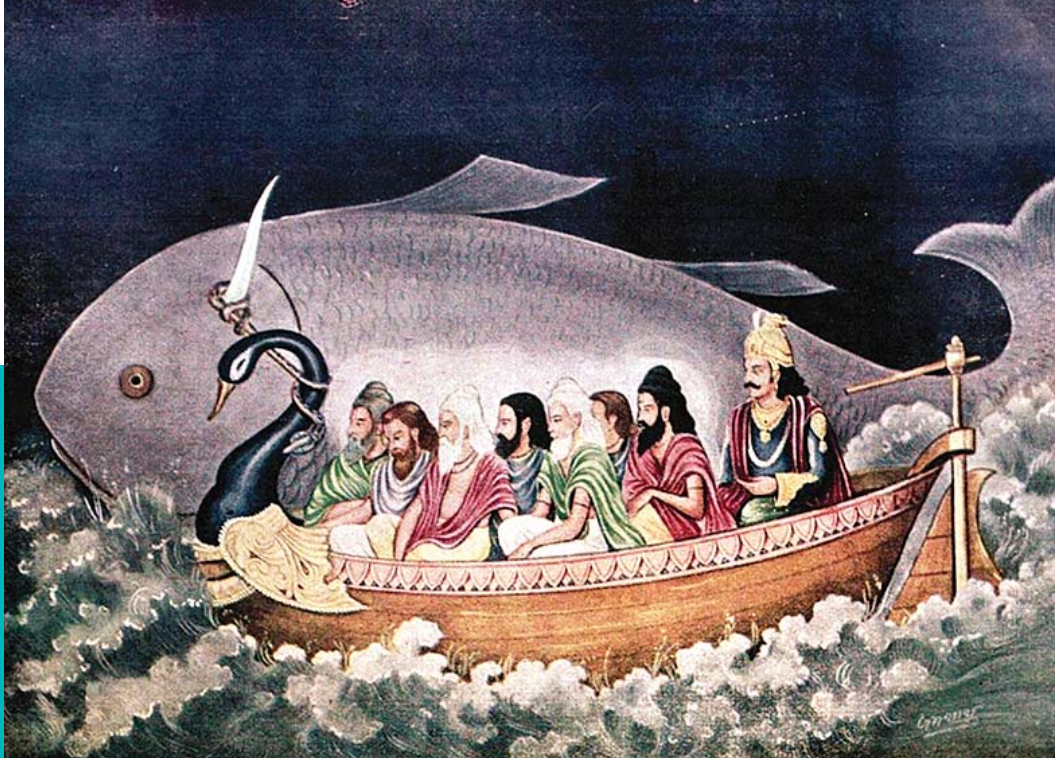
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Ships in the Rig Veda.

From Rig Veda To Indian Navy

On 29 November 1721, a joint attempt by the Portuguese Viceroy Francisco José de Sampaio e Castro and the British General Robert Cowan, with a combined fleet of 6,000 soldiers in four Man-of-war besides other ships led by Captain Thomas Mathews of the Bombay Marine against Angre's fleet, failed miserably. Aided by Maratha naval commanders Mendhaji Bhatkar and Mainak Bhandari, Angre continued to harass and plunder the European ships until his death in 1729.



#HISTORY



A Chola era ship.

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Britain was hoping to recover it from its colonies. However, Mahatma Gandhi's efforts at rallying Indians against the British, while resulting in exposing their hypocrisy, the Salt March and Gandhi telling Indians not to buy British goods converted India from being a country that was profitable for the British to a country that was a loss and would cost them highly.

British historians P.J. Cain and A.G. Hopkins described the hopeless situation of the British in India as follows: "By the end of the war, there was a loss of purpose at the very centre of the imperial system. The gentlemanly administrators who managed the Raj no longer had the heart to devise new moves against increasing odds, not least because after 1938, the majority of the Indian Civil Service were themselves Indian.... Widespread discontent in the army was followed in 1946 by a mutiny in the navy."

It was then Wavell, the unfortunate messenger, who reported to London that India had become ungovernable (which finally led to the independence of India)."

On 18th February 1946, Indian sailors of Royal Indian Navy on board ship and shore establish-

ments at Bombay harbour went on strike and organised a mutiny. The whole mutiny, involving 78 ships, 20 shore establishments and 20,000 sailors, was sparked off owing poor pay and food as well as racist behaviour by Royal Navy personnel towards Indian sailors, and disciplinary measures taken against the sailors who demonstrated national-ist sympathy.

This mutiny was indeed a rude shock and it reached almost 2.5 million strong Indian Army, highly reputed after WWII, so that its effect would be uncontrollable. It was time for the British to make a quick exit.

With Independence came the bloody partition of India and Pakistan. The division of naval assets amounted to 32 ships for India and 16 for Pakistan. The new Indian government, over the next couple of decades, proved to be quite "sea-blind." The first involvement of Indian Navy came in 1961 when India annexed Goa.

The Portuguese Navy's four frigates were deployed in the waters off Goa, Daman and Diu, along with several patrol boats, of which only one saw action against Indian Navy ships and was destroyed while the other ships having fled before the commencement of hostilities. Parts of the Portuguese ship Alfonso destroyed by Indian frigates INS Betwa and INS Beas are on display at the Naval Museum in Mumbai, while the remainder was sold as scrap.

During the India-Pakistan war of 1965, while Indian Navy was kept out of the loop of planning, its then Chief Admiral BS Soman who toured with the Army as an observer in the Western Sector of operations. On 07 September 1965, a flotilla of the Pakistani Navy carried out a small-scale bombardment of Dwarka on the Gujarat coast and a radar station there. Codenamed Operation Dwarka by Pakistan navy, it failed to disable the radar station. The only casualty of the bombardment was a cow.



A painting showing King Rajaraja Chola.

24 years after Independence, in 1971, when Pakistan perpetrated its third war against India, then Prime Minister Indira Gandhi and Naval Chief Admiral SM Nanda were all set to put India Navy into action. The Indian Navy played a significant role in bombing Karachi harbour. On 04 December 1971, it launched Operation Trident during which missile boats INS Nirghat and INS Nipat the minesweeper PNS Muhafiz and destroyer PNS Khyber.

The destroyer PNS Shahjahan was irreparably damaged. The operation was so successful that the Pakistani Navy raised a false alarm about sighting an Indian missile boat on December 6. Pakistan Air Force (PAF) planes attacked the supposed Indian ship and damaged the vessel before it was identified as being another Pakistani Navy ship, PNS Zulfiqar, which suffered numerous casualties and damage as a result of this "friendly fire." On 08 December during Operation Python, INS Veer severely damaged Pakistani frigate PNS Dacca and the oil storage depot of Karachi was set ablaze.

On the western front in the Arabian Sea, operations ceased after the Karachi port became unusable due to the sinking of Panamanian vessel Gulf Star. An Indian frigate, INS Khukri, was sunk by submarine PNS Hangor. On the eastern front, the submarine PNS Ghazi was sunk outside Vishakhapatnam

harbour. Indian naval aircraft, Sea Hawks and Alizés, from the aircraft carrier INS Vikrant, were instrumental in sinking many gunboats and merchant navy vessels in the Bay of Bengal.

The successful blockade of East Pakistan by the Indian Navy proved to be a vital factor in the Pakistani surrender. Pakistan lost 14 warships and gunboats and 9 merchant vessels including one US ammunition ship. Indian Navy's only loss was INS Khukri, the Captain of which, Mahendra Nath Mulla, in the best of Naval traditions, went down with the ship after giving his life-jacket to a sailor and ordering all hands off the deck. When the US, in sympathy with Pakistan, sent its 7th Fleet into the Arabian Sea. Admiral Nanda's instructions to captains of all IN ships were: "If they come too close, invite them on board for a drink."

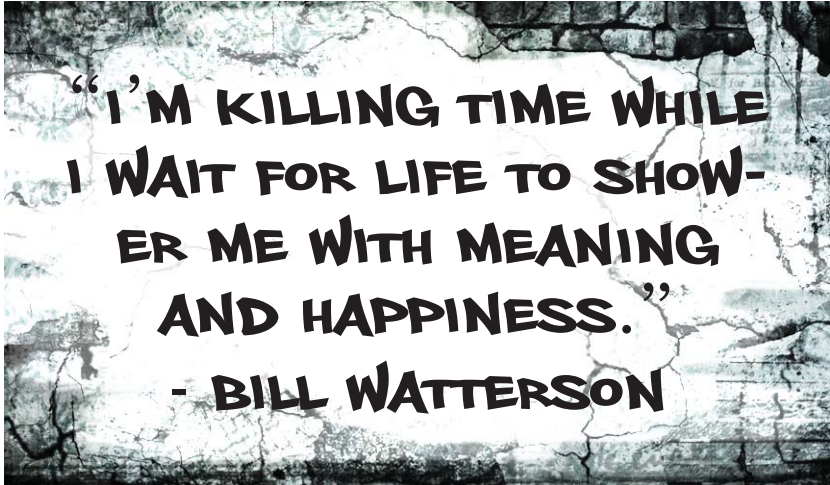
Post-1971, Indian Navy took part in IPKF operations in Sri Lanka, assisted counter-terrorism operations in Jammu and Kashmir, has been part of UN peacekeeping missions, undertook commendable large-scale disaster relief, effective anti-piracy operations, cooperated and exercised with many foreign navies, assisted Maldives in restoration of government rule, and most important, kept the most vital of sea lanes of communications of the Indian Ocean safe and trouble-free.

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Ancient coir stitched ship.

THE WALL



BABY BLUES



By Rick Kirkman & Jerry Scott

ZITS



By Jerry Scott & Jim Borgman