



September 25 marks the anniversary of the United Nations' 2030 Agenda for Sustainable Development, adopted in 2015 by all member states. The agenda introduced 17 Sustainable Development Goals (SDGs), a universal call to action to end poverty, protect the planet, and ensure peace and prosperity for all. This day serves as a reminder for nations to assess their progress, renew commitments, and accelerate actions toward achieving these goals. From climate action and quality education to gender equality and economic growth, the SDGs represent a shared blueprint for a more inclusive, sustainable, and resilient future for the global community.

#MAGGI

We Love Maggi!

"Hum Maggi, NAHI KHAYENGE!" It was like watching your favourite celebrity getting hate for something they did not (and at the same time kind of did) do



Maggi is one of those things that make every Indian's mouth water. It's a part of pretty much everyone's diet and the national unofficially-adopted instant noodles. If you can't decide what to eat for dinner, if routine food is starting to get boring, if you live in the mountains and are sick of canned food, or if you just want a nice snack that's quick and easy to make, Maggi is your way to go. It's a part of our culture by now.



I've known about and absolutely loved Maggi ever since I can remember. Literally had a dog named after the instant noodles. There was this one day of the week, this one day of the week (dang, I don't even remember it) when we were allowed to eat Maggi for dinner. I remember desperately waiting for that day, every other day of every week, and regularly asking my mom why we couldn't eat it every day or, say, for breakfast. Not only was Maggi my favourite food, but it was probably the only food I actually liked. I was extraordinarily fond of Maggi, because my love for it seems to be the only thing my really old friends remember me by.

When the product was re-made, re-tested and finally re-introduced to the market, I was hyped. The only thing I remotely feared was whether or not its taste had changed. And at least according to what I remembered at that time, it hadn't. Therefore, Maggi once again became a normal part of our life. We still buy it every month and eat Maggi every Wednesday. Nothing has changed from when I was four, apart from the number of packets we devour. We even made Maggi 'cupcakes,' by putting Maggi in little cups, waiting for it to solidify and then turning it out. That's a very fond Maggi memory I have.

So, despite the tough times it has had to go through, Maggi is still going strong. Some people are still understandably untrustworthy of it, but for most of us, Maggi is back and we still love our adopted instant noodles. It shall remain in our hearts for a long time to come.



Throwing Up The Sleepy Bomb And Gold And A Future For Living



The Bisalpur Lake is being silted up at the rate of around 21MM per year. Every year, we rejoice that the Bisalpur Lake is filled to the top and water is overflowing. The fact is that with each passing year, its capacity to hold water is getting reduced, even though it is full to the brim. If we do not start regular dredging and desilting operations in Bisalpur, then in a few decades, its water storage capacity will be drastically reduced. While the Green Tribunal and Supreme court have banned the illegal sand mining in the lake, the Rajasthan Government must take action for legal dredging and de-silting operations not only in Bisalpur but also in all the water bodies that supply drinking water to our parched state.



Commander Madan Lal Sharma (Retd)  
Indian Navy, under the guidance of Chief of Naval staff, Madhendra Singh

he is celebrated each year on the fourth Thursday of September, as decided by the International Maritime Organisation (IMO) to which 176 countries are signatories. This year, it will be celebrated on 25 Sep and the theme for the year is "OUR OCEAN, OUR OBLIGATION, OUR OPPORTUNITY." The theme highlights the essential role

the ocean plays in sustaining life, livelihoods and the global economy. The Ocean provides much of the oxygen we breathe, feeds millions of people, regulates the climate and enables more than 80% of global trade through maritime transport. For India, the oceans are vital. They not only enable worldwide trade but more important, give us our monsoon rains, without which we would die of hunger due to famines or die of thirst due to shortage of water.

As the largest sector operating in the ocean space, the shipping industry plays a crucial role in facilitating global commerce and Maritime Enforcement and Protection organisations like the Indian Navy and Coast Guard keep the shipping lanes safe and unpoluted. Any disruption in shipping routes adversely affects both energy

and food security of nations as oil, coal and bulk food supplies are transported by sea.

Modern India's maritime journey with large mechanized ships began on 5 April 1919 when 'S.S. Loyalty,' a steam-propelled vessel of the Scindia Steam Navigation Company Ltd., set sail from Mumbai to London, marking modern India's entry into global maritime trade. Over a century later, it is a reminder of the critical role shipping plays in the global, as well as the Indian, economy. To keep pace with the demands of global commerce, the Indian merchant fleet has since then grown to about 1500 vessels, of which around 490 are large foreign going vessels engaged in overseas trade.



The Author briefing project officials about progress of dredging.

#DREDGING



The Palm Jumeirah in Dubai - built with Dredged Material.

Dredging and Hydrography: Twin Pillars of Port

Dredging is deeply inter-linked with hydrography (the science of surveying and charting water bodies) about which I wrote in the Arbit issue 04 Dec 2024. Every dredging operation begins with a pre-dredging survey to assess

the required depth. Monitoring surveys are conducted during operations to track progress, and final surveys confirm whether desired depths have been achieved, impacting both ship safety and contractor payments.

Dredging and Inland Waterways: A New Era for India

India's vast network of rivers offers immense potential for inland dredging. With the declaration of over 110 National Waterways, including the 1,620 km stretch from Prayagraj to Haldia (NW-1), the role of dredging has expanded inland. Regrettably, Rajasthan is not

doing enough to capitalise on the potential of inland waterways in rivers such as the Chambal. These waterways promise cost-effective cargo transport, improved connectivity, and will boost tourism, opening a new frontier for India's 'inland maritime' sector.

The 'Sleepy Bomb' at Marmugao Port

I recall a dramatic incident at Marmugao Port, Goa, where a dredger undergoing dry-dock repairs was rocked by a massive explosion. The blast was so powerful that it rattled buildings and homes in the vicinity of the port. One of the workers in the area suffered grievous injuries.

An investigation by naval explosive experts revealed the cause, an unexploded bomb dating back to the Second World War. Further inspection uncovered a second bomb lodged inside the dredger's pipeline. The dredger's records indicated that it had previously been deployed on a dredging project inside a naval harbour. Experts believe that the suction during dredging operations in shallow waters likely drew in the bomb from the seabed. Such objects usually pass unnoticed through the pumps and into the hopper, where they are later dumped with dredged material. In this rare case, how-

ever, the bomb had remained lodged within the dredging pipeline until the explosion.

Gold Dredged in Bombay harbour. Then, there is the interesting tale of Gold bars being brought up by dredgers in Bombay in 2011. Apparently, these were scattered all over Bombay when the SS Port Stikine exploded while docked in Victoria Dock on 14 April 1944. She was carrying a large cargo of explosives, cotton and 31 crates of gold bullion worth around a million GBP in 1944. Perhaps, there might be a few gold bars still lying around in the un-dredged portions of Mumbai harbour!

Supporting National Port Initiatives

India's ambitious port-led development programs, 'Sagarmala' and 'Bharatmala,' aim to transform port infrastructure, improve hinterland connectivity, and foster coastal shipping. Dredging is central to their success. Whether it is capital or maintenance dredging for new ports or for older ones, this often-overlooked operation ensures that India's ports remain globally competitive.

Silent Hazards of the Deep: Explosives and Emergencies on Board Dredgers

Life at sea often conjures images of sunsets and calm waters, but for those working on dredgers, danger can come from unexpected places, sometimes from the seabed itself. Two separate incidents, one in Goa and another in Haldia, highlight the hidden perils faced by dredging crews.

A Constant Battle Beneath the Waves

These incidents serve as reminders that dredging is more than just moving silt; it is a constant battle against hidden dangers, from wartime relics resting on the seabed to sudden equipment failures. As India's ports expand and deepen, the men and women aboard dredgers face risks few outside the maritime industry ever see, to ensure that shipping lanes remain safe and navigable.

Honouring Our Maritime Heritage and Looking Forward

On this World Maritime Day, it is important to not only look at the glamour of international shipping but also to recognise the engineering grit beneath the surface. Dredging vessels, Hydrographers, and port engineers together form the silent workforce, keeping India's maritime arteries open. As India pushes forward with new port projects and expands its inland waterways, dredging will remain a cornerstone of coastal and inland eco-



nomi c development, powering trade, protecting infrastructure, and unlocking new opportunities beneath the waves.

Lessons for Rajasthan

Unfortunately, not in positions of power in Rajasthan appears to realise how important 'Dredging' is for our thirsty state. In days gone by, our forefathers stored water in 'Baoris' (stepwells) so that after the monsoons are over, we have enough water for the rest of the year. These 'Baoris' should be kept clean and their sludge and sediment removed from the bottom during the dry season, so that when the rains arrives, the baori could store enough water for the next year. This was done by each village / community as they had a sense of community and civic sense. Because our forefathers had civic sense, in spite of very harsh conditions, they had enough water to survive.

In modern times, we started building dams and canals and water pipes to distribute the water. The responsibility shifted from the community to the government. It appears that the Government does not fully realise the importance of regular maintenance dredging of water bodies. Therefore, we have lakes like Ramgarh Lake drying up. Readers will recall that this lake supplied water to the city of Jaipur for almost a century and as late as 1982, we hosted the Asian Games Rowing Championships in Ramgarh. While much blame is being directed towards encroachers, the fact is that while encroachers may be the primary cause of Ramgarh silting up, the secondary cause is the fact that it was never methodically dredged and de-silted. Therefore, with each passing year, the water area receded, and more and more land along its shores became available for unlawful occupation. If the lake had been regularly dredged, the area under water (i.e. the spread of the water) would be such that encroachments around the periphery of the lake would



have been reduced. A Study carried out between 2007 and 2017 concluded that the Bisalpur Lake is being silted up at the rate of around 21MM per year. Every year, we rejoice that the Bisalpur Lake is filled to the top and water is overflowing. The fact is that with each passing year, its capacity to hold water is getting reduced, even though it is full to the brim.

If we do not start regular dredging and desilting operations in Bisalpur, then in a few decades, its water storage capacity will be drastically reduced. While the Green Tribunal and Supreme court have banned the illegal sand mining in the lake, the Rajasthan Government must take action for legal dredging and desilting operations not only in Bisalpur but also in all the water

bodies that supply drinking water to our parched state. If we do not take action now, there will be many more Ramgarhs in the future. Imaginative dredging can not only protect the environment but also create new land areas and even resorts/ new townships along water bodies.

Unlike many other states which are fortunate to have rivers, Rajasthan has always depended on storage of water in reservoirs. These must be regularly dredged. Therefore, there is a very strong case for the Government of Rajasthan to:-

(A) Either have its own mini dredging Fleet and an organisation like the 'Jammu-Kashmir Lake Conservation and Management Authority (JKLCMA),' which is undertaking dredging in Dal lake and other water bodies in J&K.

Or

(B) have a long term contract with the Dredging Corporation of India to dredge and de-silt our water bodies on a regular basis.

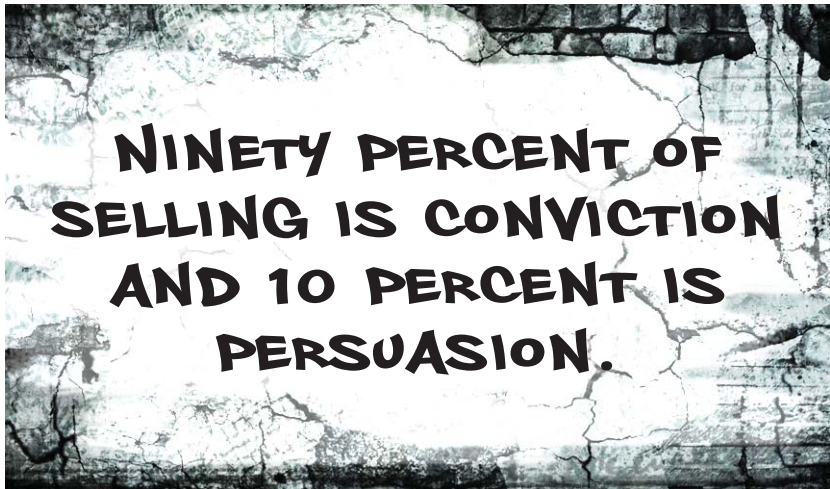
PHED and the Government of Rajasthan should take immediate action, otherwise many of our water bodies will dry up, like Ramgarh did.

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A Dredger creating an island from dredged material.

THE WALL

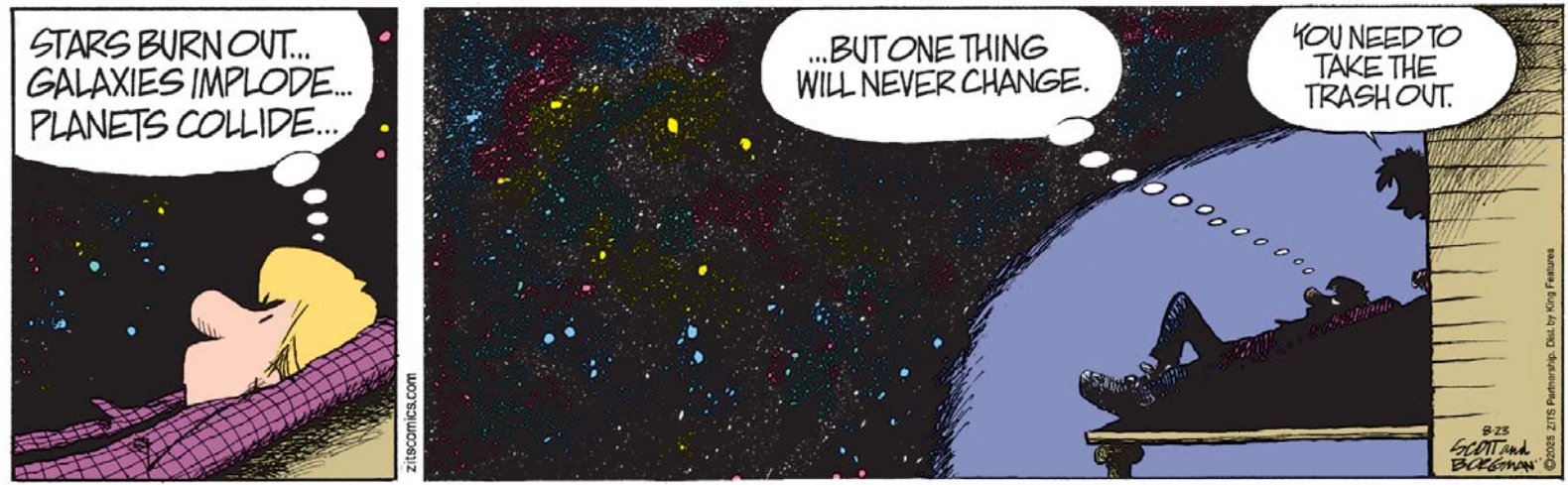


BABY BLUES



By Rick Kirkman & Jerry Scott

ZITS



By Jerry Scott & Jim Borgman