#MAGGI

We Love Maggi!

watching your favourite celebrity getting hate for something they did not (and at the same time kind of did) do





aggi is one of those things that make Indian's mouth water. It's a part of pretty much evervone's diet and the national unoffi cially-adopted instant noo dles. If you can't decide what to eat for dinner, if routine food is starting to get boring, 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 cul-

I've known about and absolutely loved Maggi ever since I can remember. I literal ly had a dog named after the instant noodles. There was this one day of the week, this one day of the week (dang, 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 break fast. 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. Then, that fateful day came when Maggi was banned across the entire nation, on the grounds that it had an unhealthy amount of lead in it. There was this news I saw with people burning mounds of Maggi in a bonfire and making kids chant: "Hum Maggi, NAHI KHAYENGE!" (We will, NOT EAT MAGGI!). It was like watching your favourite celebrity getting hate for something they did not (and at the same time kind

were right, but those were some dark days. Of course, we tried replacing it with other Top Ramen. I'll be honest





here, the substitutes were

equally great, sometimes even

yummier, than Maggi, but it's

just... not the same. In conclu

sion, the whole 'Maggi dinner

one day a week' rule gradual-

dissolved. We just left

When the product was re

Maggi and Maggi alts out of

our weekly diet altogether

made, re-tested and finally re

introduced to the market

was hyped. The only thing

remotely feared was whether

or not its taste had changed.

And at least according to what

remembered at that time, it

nadn'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

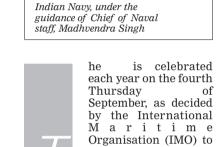
changed from when I was

during the NoMag Era.



"Hum Maggi, NAHI KHAYENGE!" It was like





Commander Madan

Lal Sharma (Retd)

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 OBLIG-ATION, 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 Enforcement and Protection organisations like the Indian Navy and Coast Guard keep the shipping lanes safe and unpolluted. Any disruption in shipping routes adversely affects both energy

coal and bulk food supplies are transported by sea. Modern India's maritime jour-

nev 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 of which around 490 are large foreign going vessels engaged in overseas trade.

Why Maritime Transport Matters

More than 80% of global trade by volume is carried by maritime transport which continues to be the backbone of international commerce. These goods have to be loaded and unloaded in ports. But what keeps these ports open, particularly as ships grow larger and port infrastructure ages? The answer lies in a little-known, but indispensa-

Dredging: Creating Safe Paths beneath the Water

redging is the process of removing sediment and debris from the sea or river bed to ensure that ships can safely enter and exit ports. With time, natural processes like siltation cause sediment to accumulate. reducing water depth in crucial

Older ports were often built

where natural depths sufficed for vessels of their time. However, with the advent of larger cargo ships, deeper approaches and berths became essential. Ports like Mumbai, Kolkata, and Kochi, now require frequent dredging to maintain navigability, while newer ports like JNPT, Ennore (Tamil Nadu), Vizhinjam (Kerala), and the upcoming Wadhawan Port (Maharashtra) benefit from naturally deeper waters, needing only

- maintenance dredging. Dredgers are used for: Deepening ports and harbours so that bigger ships can enter.
- Keeping river mouths open for Creating new land from the
- Restoring beaches after ero-

India had launched an ambitious 'Sethu Samudram' dredging project (similar to Suez Canal), to connect Palk Straits on Eastern coast with Gulf of Mannar on the western coast of the Southern tip of Indian mainland. This would have reduced the distance between East and West coast ports by between 250 to 450 miles, but this project was shelved due to

Types of Dredgers

epending on a variety of factors such as the depth of water, nature of the bottom soil, area to be dredged, where the dredged material is to be dumped etc., there are different types of dredgers that can be used, such as Mechanical dredgers. bucket dredgers, cutter suction dredgers, trailer Hopper Suction dredgers etc. Since I was the Captain of the last one, I will describe, for the layman, how it

Trailer Hopper Suction **Dredger.** This is a special type of ship that sucks up sand, mud, silt, or gravel from the bottom of the sea, river, or harbour to make the water deeper for ships to pass safely. The dredger looks like a regular cargo ship, but instead of carrying goods, it carries the material it digs up (from underwater) in a big 'hop per' (a large storage tank inside the ship). There are 'Vacuum Cleaner type' (dredging) pipes on each side of the ship. These are long pipes with a special nozzle at the end.

This nozzle is lowered to the seabed

"Vacuum Cleaning" the **Seabed.** Powerful dredging pumps on the ship suck up a mixture of water and sand/mud through the pipe. This mixture flows into the hopper. The sand and mud, being heavier, settle at the bottom, and extra water drains out through the tored through modern electronic systems and provide real-time data on the Dredging consoles Carrying Away the Material

while the ship slowly moves along.

be out at sea, onshore for land reclamation, or at a construction site and empties its load. How the Hopper Empties. The dredger has two main ways of emptying the dredged material: Bottom doors in the ship open so that the material falls straight down into the sea. Or it can pump the dredged material ashore through long

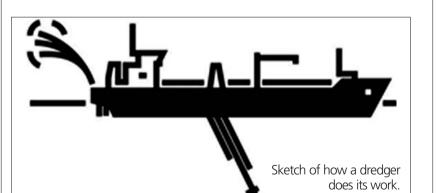
pipelines for projects like making

new beaches, reclaiming land, or

building artificial islands

Once the hopper is full, the ship

sails to a disposal site, which could



and food security of nations as oil,

dredging and de-silting operations not only in Bisalpur but also in all the water bodies that supply drinking water to our parched state.

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

do not start regular dredging and desilting operations in Bisalpur, then in a few decades, its water storage capacity will be drastically reduced.

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

While the Green Tribunal and Supreme court have banned the illegal sand mining in the lake, the Rajasthan Government must take action for legal

The Author briefing project officials about progress of dredging. Dredging and Hydrography: Twin Pillars of Port

redging is deeply interlinked 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

Dredging and Inland Waterways: A New Era for India

■ ndia's vast network of rivers doing enough to capitalise on offers immense potential for the potential of inland waterinland dredging. With the decla-Waterways, including the 1,620 km stretch from Prayagraj to Haldia (NW-1), the role of dredging has expanded inland Regrettably, Rajasthan is not

unnoticed through the pumps

and into the hopper, where they

are later dumped with dredged

material. In this rare case, how

The 'Sleepy Bomb' at Marmugao Port

recall a dramatic incident at L 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 Mumbai harbour! that the suction during dredging operations in shallow waters likely drew in the bomb from the seabed. Such objects usually pass

ever, the bomb had remained

'inland maritime' sector.

Monitoring surveys are con-

ducted during operations to

track progress, and final sur-

veys confirm whether desired

impacting both ship safety and

ways in rivers such as the

promise cost-effective cargo

transport, improved connectivi-

ty, and will boost tourism, open-

ing a new frontier for India's

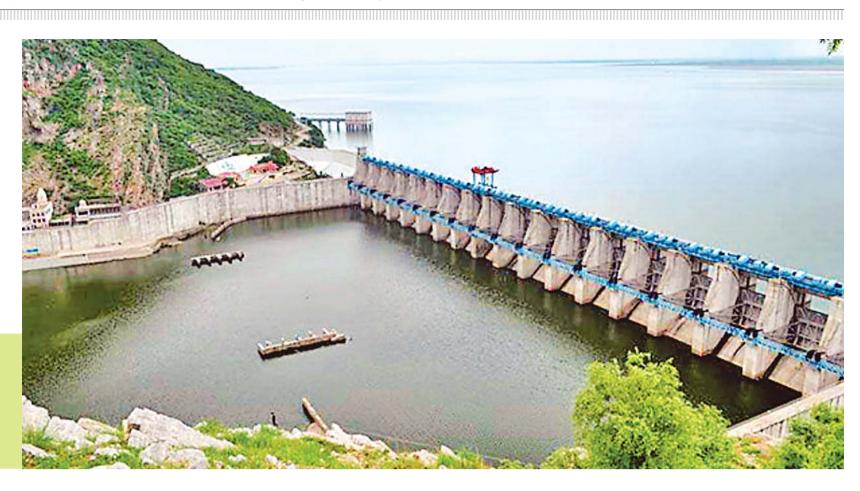
lodged within the dredging pipeline, until the explosion Gold Dredged in Bombay **harbour.** Then, there is the interesting tale of Gold bars being brought up by dredgers in Bombay in 2011. Apparently, these were scattered all over Bombay when the SS Fort Stikine exploded while docked in Victoria Dock 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 hars still lying around in the un-dredged portions of

Supporting National Port Initiatives

ndia'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

UN's Sustainable Development Goals Anniversary

eptember 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 aplanet, 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.



another in Haldia, highlight the hidden perils faced by dredging crews.

#DREDGING



The Palm Jumeirah in Dubai - built with Dredged Material

Turning Waste into Resource: Reusing Dredged Material

odern dredging doesn't IVI just deepen waterways; it unlocks new land. Millions of tons of dredged material (sand silt, gravel, and clay) are now being reused for land reclamation, road construction, and beach nourishment. In several coastal infrastructure projects, especially in the UAE, dredged material has been used to build entire artificial islands like the

n another incident, a rela-⊥ tively new dredger (where, I was the Captain), operating in the Haldia channel, faced a sudden mechanical failure that could have ended in disaster. During active dredging, the 800mm diameter pipeline on the vessel's portside gave way inside the pump room (a very large machinery space in the forward section of the ship). Within moments, the pump room was flooded with dredged

with the help of Port pilot onboard, carefully manoeuvred dredger out from Navigational channel to anchor in a safe position.

Palm Jumeirah in Dubai, which

is amongst the most expensive

such islands for strategic mili-

tary outposts, such as the Fiery

Cross Reef and Subi Reef in the

South China Sea, allegedly to

support their claims of extended

maritime boundaries by assert-

ing sovereignty over new artifi-

material. "It happened so quick-

ly that there was hardly any

time to react. Many critical

machinery and equipment got

submerged. One of the ship's

main engines also became non-

operational, adding to the cri-

sis. With the vessel still in the

busy navigation channel we.

cially created 'land

Some countries even use

real estate in the world.

hese 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

important to not only look at the glamour of international shipping but also 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-

out between 2007 and 2017 conclud-

ed that the Bisalpur Lake is being

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rejoice that the Bisalpur Lake is

filled to the top and water is over-

flowing. The fact is that with each

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

ife 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



trade, protecting infrastructure, and unlocking new opportunities

Lessons for Rajasthan

A Constant Battle

Beneath the Waves

nfortunately, no one in posi U tions 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

be such that encroachments around

the periphery of the lake would

passing year, its capacity to hold building dams and canals and water pipes to distribute the water. The water is getting reduced, even responsibility shifted from the comthough it is full to the brim. munity to the government. It If we do not start regular dredg ing and desilting operations in appears that the Government does not fully realise the importance of Bisalpur, then in a few decades, its regular maintenance dredging of water storage capacity will be drastically reduced. While the Green water bodies. Therefore, we have lakes like Ramgarh Lake drying up. Tribunal and Supreme court have Readers will recall that this lake banned the illegal sand mining in the lake, the Rajasthan Government supplied water to the city of Jaipur for almost a century, and as late as must take action for legal dredging 1982, we hosted the Asian Games and de-silting operations not only Rowing Championships in Bisalpur but also in all the water 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



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 Rajasthan to: (A) Either have its own mini

dredging Fleet and an organisation like the 'Jammu-Kashmir Lake Conservation and Managemen Authority (JKLCMA),' which is undertaking dredging in Dal lake and other water bodies in J&K.

(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.

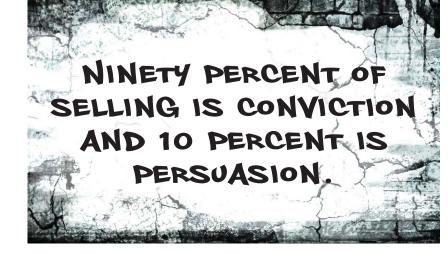
rajeshsharma 1049@gmail.com

By Jerry Scott & Jim Borgman



A Dredger creating an island from dredged material.

THE WALL



BABY BLUES



WREN, ZOE, GRAB MY FEET WHEN WAS THE LAST TIME THOSE AND PULL! FEET WERE WASHED?



By Rick Kirkman & Jerry Scott ZITS



BUT ONE THING TAKE THE WILL NEVER CHANGE. TRASHOUT.

