La Ola

INS VIKRANT :
A special report

England & Scotland
Refrendum

MARITIME INSURANCE

SEA PLANE:
Investigating its past and future

EBOLA

NALANDA UNIVERSITY

STORIES & POEM
by IMU Student

18th
ISSUE

Contents

FROM THE EDITOR'S DESK

LaOla feels proud in releasing the eighteenth edition of LaOla. We are extremely sorry for the delay caused in our 18th issue, but I feel extremely happy that my team could do everything in such a short span of time. This edition continues the glory of Indian Maritime University-Vizag Campus and hopes that it'll continue for the coming years. Prof. S C Misra our beloved Director who had the Vision of having an E-magazine in the campus conceptualized this newsletter in the year 2010.

Since then this vision was nurtured by and has successfully released 17 new letters.

My team and I were bestowed upon the job of carrying it forward through the academic year 2014-2015. as the magazine has made considerable movement it will be easy for our team to move for-ward under the guidance of our beloved Director in Charge Dr. U.S. Ramesh and editorial advisor Mrs. Padmasree.

I thank Mrs Padmasree and Dr. U.S. Ramesh for helping La Ola in presenting its eighteenth issue.

This month was like an ocean wave, showing us all of sudden up's and down with the celebration of Onam and Dusshera to the wrath of Hud-Hud.

The new batches of students have joined the campus and in terms of the freshness the fragrance is everywhere. Team La Ola welcomes each and every student. You are going to be groomed by the best of the faculties and above all you will be proud to say that we are students of Indian Maritime University. I would also like to mention that it was because of the new members of LaOla that we could present before you a marvellous 18th issue.

The previous month being October we were reminded of Diwali which reminds, us it was and will always be the victory of good over the bad. LA Ola wishes all its readers a belated happy Diwali, we believe that it is not the occasion but our good wishes for our all readers that are more important. A lot of destruction was caused in Vizag due to the Hudhud cyclone, we pray for fast recovery of a healthy and green Vizag . La Ola being a campus magazine you have an opportunity

To put forth your wonderful ideas and develop the creativity of writing too. Hence use the space of La Ola to exhibit your valuable thought provoking talents. Through this edition of La Ola, we present a wide spectrum of knowledge & information. The present issue has a cover story of "Sea Planes: Investigating its History and Past" from our childhood we have seen seaplanes in movies now being into naval architecture we should have a general insight on fundamentals and future of Seaplanes.

. A comprehensive study on Maritime Insurance and an article for Our young generation, this issue is overflowing with snippets that will make you ask for more.

The La Ola team is committed to give its readers the best of the available talents of this campus.

We thank our beloved Director-in-charge Dr. U.S. Ramesh, former chief editor Swastik Pattnaik and the University for having faith in us to carry forward the work for La Ola. La Ola is on Facebook too, follow us there.

Enjoy Reading!!

Tarun Tripathi

SEAPLANES
INVESTIGATING ITS PAST AND PRESENT

BY- SUKANT KUMAR

Aviation in itself is not inherently dangerous, but aviation comprising unpredictable sea surely makes it complicated. Interestingly, Seaplane rose to the glory in the aviation field surpassing all the challenges in the world war era. Emerging in early 1900s, it acquired a dominant space in aviation sector with multipurpose applications ranging from bomber to commercial passenger flights. With the advancement of landplanes and airfields and some inherent disadvantages with seaplane, it lost its market in military and commercial aviation sector till the mid of 20th century. But in the recent years, there is a visible sign of re-emergence of seaplanes largely due to its amphibious look.

WHAT ARE SEAPLANES?

Seaplanes are a powered fixed-wing aircraft having the ability to take-off, alight and operate on water. These are very similar to landplane but differ in its landing and operational principle in water. Seaplane aircrafts are categorised into 3 types- Floatplanes, Flying Boats and Amphibious aircraft.

FLOATPLANES:

Floatplanes basically are small and conventional landplanes mounted on floats (pontoons) in place of their landing gear wheels. Floats serve the purpose of alighting and taking off from water along with providing necessary buoyancy. The fuselage of a floatplane always remains above the water surface. Floatplanes are limited to operate in sea of wave height less than 0.31m.

FLYING BOATS

The fuselage of this kind of seaplane acts like a ship's hull providing necessary buoyancy and provides volume for crew, passengers and cargo. It is termed as flying boat as it floats on the water surface just like a boat when at rest or low speeds. It does have small floats fitted on wingtips to stabilize the hull from rolling motion whilst in the water. These need to be either aerodynamically faired or retractable during flight to avoid excessive drag penalties. It can operate in higher sea state than floatplanes.

Image: RC Powers

AMPHIBIANS:

When the conventional seaplanes (Flying boats and Floatplanes) are fitted with retractable wheels, then these aircrafts are called amphibians. These are able to take off and alight both from land and water. The additional capability is brought through the landing gear being operable both in water and on land airfields. The main wheels of amphibious flying boats retract into the sides of the hull above the waterline while those of amphibious floats retract upward into the floats themselves. Nowadays light amphibians of floatplane design dominates the overall seaplane production as any aircraft can be converted into amphibians by just attaching amphibious floats.

HISTORY: RISE AND FALL OF SEAPLANES

The origin of seaplane concept goes well behind 20th century but it is only an Austrian Wilhelm Kress who is credited with building the first seaplane *Drachenflieger* in 1898. Another Frenchman Henri Fabre successfully flew the first successful powered seaplane in 1910 which inspired other aviators to create better designs of seaplanes.

The introduction of World War-I fuelled the need for naval aviation supremacy which provided base for developing seaplanes to meet the requirement of small fighter aircraft. In the consequent years, commercial airlines commenced both passenger and freight service with flying boats. Military applications included transport, anti-ship/submarine patrol, bomber, spying and search & rescue roles.

operation of large, long-range seaplanes. In case of engine failure, its landing was seen safe in water.

Seaplanes held an important and permanent role in aviation world for many years. However, it had some inherent disadvantages in its dual operation on water and in air. The aerodynamic drag of the floats/hull-fuselage was significantly greater than that of the conventional landplane fuselage. Therefore the cruising speeds and aerodynamic cruising efficiency tended to be lower than that of comparable landplanes. Furthermore, the ever-present danger of colliding with submerged objects, subsequent hull rupture and possible sinking, and the difficulties in transferring passengers to and from a moored flying boat, posed ever-present operational problems. Subsequently, with the development of highly efficient landplanes, large runways and sophisticated airports seaplanes lost their space as a viable means for economical transportation of passengers and freight over long distances. In military, long distance (turboprop) landplanes and helicopters gradually replaced the seaplanes.

MODERN USES OF SEAPLANES

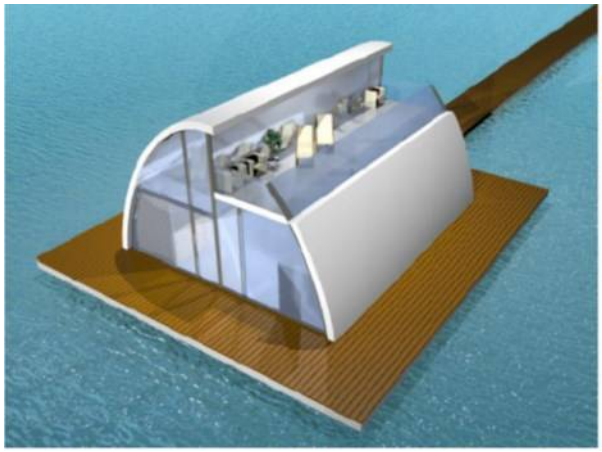
The technology behind seaplane has not taken a major shift yet. Jet propulsion was tried by Beriev but it failed. But some incremental development led the revival of seaplanes towards more commercial and multipurpose uses in 1960s.

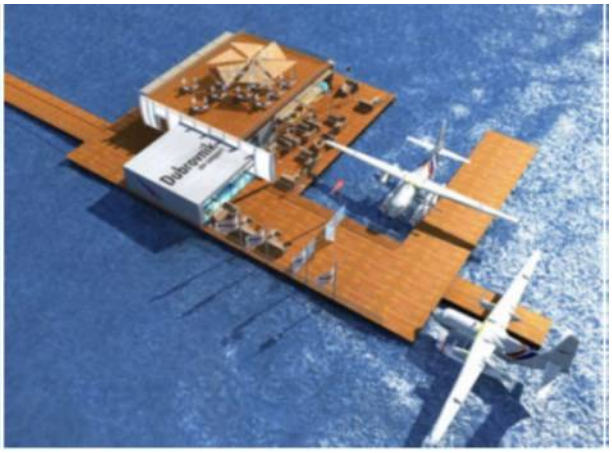
Currently, many of the modern civilian aircraft have a floatplane variant, usually for light duty transportation to lakes and other remote areas. Recently developed smaller seaplane industry targeted the low-volume passenger transportation market, essentially for Short Island and inland waterway transfers as well as leisure/fun activities. Sightseeing tourism is helping seaplane market to flourish.

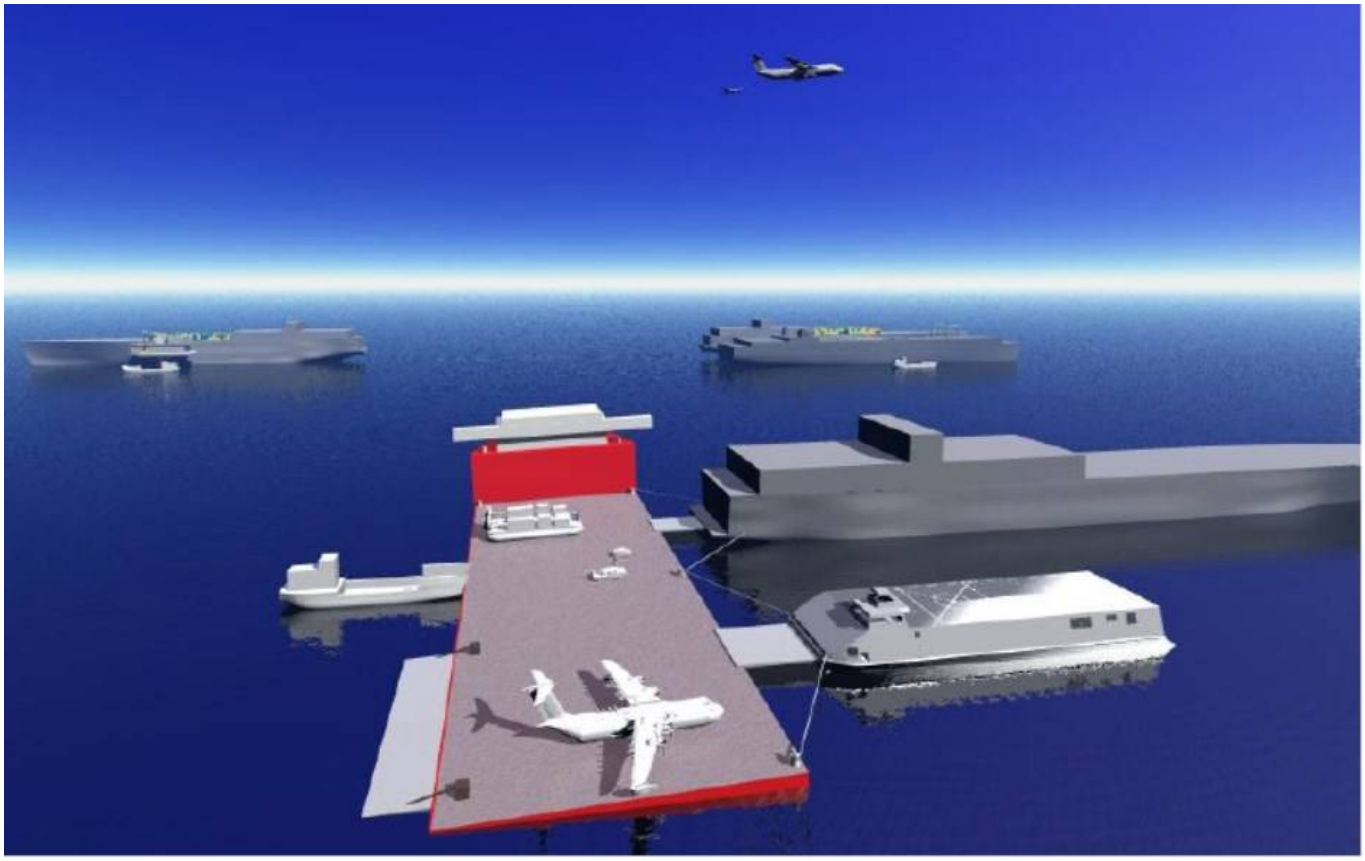
Moreover, concept of seaport is being perceived from where regular flights of seaplanes would connect seaport to seaport or seaport to airport. There is already some scheduled. seaplane flights are operating in some countries like USA, Canada and Maldives, but with little or no infrastructure at landing sights at harbours. A future seaplane traffic would need low cost seaport with required facilities.

Special markets of seaplanes include firefighting and SAR operations mainly for government organizations and military.

In 2004, A Centre for Innovation in Ship Design (CISD), Carderock was tasked by the Office of Naval Research (ONR), USA to investigate the use of seaplanes in supporting an offshore Sea Base. Advanced amphibious assault vehicles would be the key element of this programme which will serve in military missions.







Canadair CL-214 (Canadian) introduced in 1969 was a flying boat amphibious aircraft exclusively developed for fire fighting. It has now been developed into more efficient Bombardier-415 which is the only aircraft designed and build for aerial fire fighting. It serves significantly to detect and suppress forest fires. The latest version Bombardier-415MP (introduced in 2004) claims to be capable of Search and Rescue (SAR) utility transport, law enforcement and environmental control missions. Less expensive amphibious float “Fire Boss” (USA) serves the same purpose with less water payload.

Shin Meiwa PS-1A and US-1A (Japanese) developed in 1960s were designed for anti-submarine warfare (ASW) and air-sea rescue (SAR) work respectively. The developed version Shin Meiwa US-2 (introduced in 2007) has excellent rough water capabilities making it able to operate search and rescue up to sea state 5. It has short take off feature as well. India is all set to buy 15 aircrafts of this type from Japan to assist Indian Navy.

Similarly, Beriev is producing range of amphibians having multipurpose roles which include fire fighting, SAR, air ambulance, maritime patrol, environmental monitoring and passenger transportation.

All the recent indications suggest that industry is keen towards seaplanes and trying to explore its maximum potential using latest technologies. But, it is still to be seen whether it could challenge the market of landplanes.

FALL OF A HERO: INS VIKRANT

She was born in a distant land. She was born at a time when most of the countries in the world were still under the subjugation of the Britishers. She was built under the name ***Hercules*** for the British Royal Navy during World War II. She was supposed to be one of those ships of the powerful Royal Navy under the "HMS" name sailing through the English Channel. But destiny had other plans. Her glorious history was written in a far-off place, in the land of the Vedas, the land of Temples, India. She, in 1971 during the Liberation War of Bangladesh, was said to control the seas and eventually turned the tide in India's favour. She was ***INS Vikrant.***

INS Vikrant was laid down on 12 November 1943 by ***Vickers-Armstrong*** on the River Tyne. She was launched on 22 September 1945 primarily for serving the Royal Navy in the World War. But with the end of World War II, her construction was suspended in May 1946. The ship was then kept in a state of preservation by the British admiralty until she was acquired by India in early 1957. Vikrant became India's first aircraft carrier and went on to write a glorious chapter in the history of the Indian navy in the 1971 Liberation War of Bangladesh and subsequently, gave a new lease of life to the carrier concept which was under a cloud the world over. Once, when the ship was berthed at Bandar Abbas, the Shah of Iran flew the officers to Teheran for a special concert. In West Asia, where the only aircraft carrier people had seen were from the United States, they were surprised to see that an Asian navy, that is, the Indian Navy could also fight a three-dimensional war.

The first Commanding Officer of this carrier, that joined the Bombay unit of the Indian Navy, on November 3 1961, was Captain Pritam Singh. Her best years were to come a decade later. She played a crucial role in enforcing the naval blockade on East Pakistan during the Indo-Pak war of 1971. In spite of a crack in its boiler, she played a pivotal role in the war and was considered such a prized catch by the Pakistanis that they sent their submarine PNS Ghazi all the way to the Bay of Bengal to drop mines outside Visakhapatnam harbour and sink the aircraft carrier off the harbour. What followed in the news was the sinking of PNS Ghazi off the Visakhapatnam harbour, the actual cause still unknown. INS Vikrant performed at its best in the War. When INS Vikrant reached the Madras Dockyard after the War, 1100 crew members were received by a huge applause amidst cheers. A special feast was organized on banana leaves. Such was the performance of the ship in the liberation of Bangladesh that it earned 2 Mahavir Chakras and 12 Vir Chakras. Aptly, "Vikrant" means "courageous".

INS Vikrant was a Majestic-class light carrier. Her displacement was roughly around 20,000 tons. Her length was a standard 213 metres. Her propulsion system was said to be advanced in those days with 2 Parsons geared steam turbines of 40,000 hp (30 MW) and 4 Admiralty three-drum boilers. At full speed, she was able to cover 43 km an hour, (23 knots/hr). Her range was roughly around 12,000 nautical miles (22,000 km). She boasted of sixteen 40 mm Bofors anti-aircraft guns at most of the time during her tenure as India's only aircraft carrier. INS Vikrant operated a variety of aircrafts.

First came the British single-seat jet fighter **Hawker Sea Hawk.** They were very much effective but were replaced by newer and better equipped Harriers. The most lethal were the short take-off, vertical-landing/vertical take-off, and reconnaissance and attack aircraft jet fighter developed by Hawker Siddeley Harrier**, British Aerospace Sea Harrier**. Their short take-off was a huge boon to the aircraft carrier in raiding at a short notice. Indigenously developed by Hindustan Aeronautics Limited, the single-engine, light utility helicopter **HAL Chetak** was also used. A few British license-built version of the American Sikorsky S-61 helicopter **Westland WS-61 Sea King** were also deployed. The last aircraft was the **Breguet Alizé** which was a French carrier-based anti-submarine warfare aircraft.

INS Vikrant's modernization took place between 1979 and 3rd January 1982. 1989, she received a 'ski jump' for more efficient use of her Sea Harriers. By the early 1990s she was effectively out of service because of her poor condition. Even following major overhauls she was rarely put to sea. INS Vikrant was decommissioned on 31st Jan 1997, after 36 years of glorious service under the Indian ensign. From 2001, INS Vikrant was made into a museum off the Mumbai port. She was made open to the public by the Indian Navy. But in the month of April, 2010, Maharashtra government expressed its inability in maintaining the museum. In 2012, the museum was closed after she was deemed unsafe for public visits.

Finally, Supreme Court ordered to scrap the long-cherished aircraft carrier after a bitter tussle. Public-interest litigation was filed by Kiran Paigankar, founder of the "Save Vikrant Committee". But on 14 August 2014, the Supreme Court dismissed the PIL and it gave way for the scrapping of the ship. INS Vikrant's 52-year voyage came to an end on a Friday, 21st of November, 2014 when workers at the Darukhana ship-breaking yard in Mazgaon docks in Mumbai began scrapping down the warship amidst opposition from various Non-Governmental Organisations and Political Parties. While you are reading this, it's getting scrapped off and will soon, the most famous Warship of India, be history.

INSURANCE COVER

Marine insurance covers the loss or damage of ships, cargo, terminals, and any transport or cargo by which property is transferred, acquired, or held between the points of origin and final destination. A ship is insured against various risks by the Owner with different insurance policies. Insurance claims will be handled by the owner. In order that the Company can prosecute a claim accurately and successfully, the Master must send full details and documentation relating to any accidents or incidents resulting in damage to the ship property, cargo or personal injury. Reference is to be made to the Nautical Institute publication, "The Mariner's Role in Collecting Evidence."

The handling of a claim can be a complex and lengthy process. It is therefore important that any documentation and correspondence on board concerning claims is filed carefully and is handed over during change of command.

It should be noted that insurance premiums amount to a very large proportion of the ship's running costs. Whilst the owner insures his ship against certain risks and may present a claim which will recuperate at least part of his losses, the effect of submitting many claims will have the effect of increasing the insurance premiums for the next year. It is therefore in everyone's interest to ensure that risks are not taken, that the ship operates safely and that accidents and incidents are avoided.

Hull & Machinery

This insurance covers the ship and her machinery against damage and/or loss up to an agreed value of the ship and is usually valid for one year between renewals. This policy is contracted through a broker between the Owner and various underwriters, each one being listed at the end of the policy on a "slip" along with a share of risk he has undertaken shown as a percentage. The underwriter who has accepted the highest percentage of risk is known as the lead underwriter.

In cases of hull and machinery damage, the Company on receipt of information will discuss with owners and will decide whether or not a claim is worth pursuing. A major factor in the decision is the amount of deductible in question.

If it is decided that a claim will be made, then the Company will advise the H&M underwriters via their insurance broker. The underwriters will then in turn instruct a surveyor to attend the ship in order to ascertain the nature, cause and extent of damage. Wherever possible a representative from the Company will also attend the vessel and work in close association with the surveyor. Where the claim is expected to be very large, such as, in a major casualty, the surveyor appointed is likely to be a Salvage Association surveyor.

On the successful completion of the claim, the underwriters will pay the owners for the cost of repairs less the agreed deductible. Repairs may be delayed until an agreement has been made with the underwriters concerning the value of the claim in question.

Protection & Indemnity Claims

A claim is initiated by the Company in accordance with the rules and regulations upon receipt of all relevant information and documentation from the vessel. Depending upon the nature of the claim, the services of a surveyor or correspondent may be employed.

It is important to note that Owners must first pay the costs of any claim themselves and will only recuperate their loss, minus any deductible, once a claim has been compiled and accepted by the Club. It must be stressed that in order for the Owners to bring about a successful claim, every aspect of the incident must be correctly and fully documented.

Cargo Claims

When a cargo loss or damage is discovered by the cargo owner, he will immediately inform his insurer and arrange a survey report. If the cargo owner's underwriter considers that the claim is worth pursuing against the ship owner he will then make a written claim accordingly. The ship owner will then in turn attempt to recuperate his losses on his P&I insurance.

It is worth noting that in many cases the ship's staffs are not aware of a potential cargo claim until the information comes back to them from the Company. This may be due to the fact that no damage was indeed noted at the time of the cargo operation and the ship was not advised. However there have been some cases where cargo damage has been seen by the ship's staff but as no person from the shore has made any protest, the damage is not communicated to the Company.

It may be many months before the Owner is advised of a claim against him and to try and mitigate the losses after such a time is almost impossible. It is therefore very important that if cargo damage is discovered, or even suspected, the Master must advise the management company by completing the cargo damage report who in turn will arrange for a P&I correspondent to attend. This may cost the Company survey fees but will be considerably less than the cost to the owner or the P&I Club for a damaged cargo claim.

Cash On Board (COB) Insurance

Managed vessels are normally insured against the loss or theft of (or damage to) Company funds carried on board. In the event of a loss or theft, the Master must:

1. Notify the relevant Ships office.
2. Advise local police (when in port).
3. Obtain a police statement regarding the incident (when in port).
4. Obtain supporting statements from relevant crew members and/or any witnesses.

Make a record in the Deck Log Book (submit to Ships office with Incident Report)

The Master should maintain a record of company funds held on board in the vessel's safe. Appropriate safety measures should be taken. Masters are reminded that only Company funds are covered and under no circumstances should other funds be retained in the ships safe.

Deductibles

Whilst insurance be it Hull and Machinery or Protection and Indemnity, exists to cover the Owner against losses, the Owner must agree to paying a proportion of the eventual claim. This is called a deductible. It is therefore important that every reasonable precaution is taken to avoid any damage or losses which may lead to an eventual claim by being vigilant and employing correct working practices and procedures.

Seaworthiness

The vessel must be in a seaworthy condition at all times including the beginning of every voyage and at the start of each stage of the voyage. To be seaworthy a ship must be:-

1. properly crewed, fuelled, provisioned,
2. have all equipment in working order,
3. be equipped with up-to-date and corrected navigational charts,
4. be structurally and mechanically sound, and

have all certificates valid for the duration of the voyage.

The ship must also be fit and safe in all respects to receive the cargo and be ready to encounter any ordinary perils such as weather and high seas that can be expected for the voyage. Failure to maintain your ship in seaworthy condition not only places the crew, the ship, cargo and environment in possible danger but may affect the insurance of the vessel in the event of a casualty.

Seaworthiness is also an important matter concerning the legal protection of the carrier under the Hague-Visby Rules. If the carrier can prove that due diligence was exercised to make the vessel seaworthy at the beginning of the voyage then the carrier can be protected against cargo damage or loss as a result of certain perils and acts that occur during the voyage. However, should it be proved that the vessel was unseaworthy at the start of the voyage, then the carrier loses this protection and may become liable for all losses.

Institute Time Clauses

These clauses are named standard clauses which are attached to the H&M policy to form the terms and conditions of the contract. Whilst these clauses are made by the Institute of London Underwriters, they are generally used in a similar form throughout other insurance markets. Not all of these clauses will necessarily apply to the vessel insured and indeed additional clauses may be drawn up. However, in general, H&M insurance will cover damage or loss to the ship caused by;

- Perils of the sea, rivers, lakes or other navigable waters
- Fire and/or explosion
- Piracy/violent theft from persons outside vessel
- General Average (e.g. jettison of cargo)
- Contact with jetty, pier or other shore installation
- Earthquakes, volcanic eruption or lightning
- Defects of machinery
- Negligence of Master and/or Crew
- Barratry by Master and/or Crew
- Collision (usually 3/4ths liability)
- Heavy Weather
- Stranding

International Navigating Conditions

The H&M policy assumes that the vessel trades within certain limits of navigation. These are called the International Navigating Conditions. A vessel maybe allowed to sail beyond these limits, it is therefore important that the Master acquaints himself with the limits laid down in the International Navigating Conditions and advises the Company who must first advise the underwriters that a breach of limits is required.

The underwriters will then discuss the added risk and impose an additional premium on the Owners for breaching the limits. If the underwriters are not advised and the ship does breach the limits, the vessel's H&M policy is void. The geographical areas and the dates on which the limits apply are shown in the Warranty Limit Table. If the Master has any doubt concerning such limits he must contact the Company.

If the vessel is ordered to an area where a breach of International Navigating Conditions will occur, it is important for the Master to report this to the relevant management office as soon as possible stating the expected date and time of entering the excluded area. This enables the Company to ensure that proper action is taken to extend the vessel's cover for breach of the same.

Next Issue to feature –

- Types of losses
- Protection & Indemnity Associations

EBOLA

Ebola virus disease (EVD) is formerly known as Ebola haemorrhagic fever.

BACKGROUND

Ebola virus disease (EVD**) first appeared in 1976** in 2 simultaneous outbreaks, one in Nzara, Sudan, and the other in Yambuku, Democratic Republic of Congo. The current outbreak in West Africa, (**first cases notified in March 2014**), is the **largest** and most complex **Ebola outbreak.** There have been more cases and deaths in this outbreak than all others combined. The most severely affected countries, Guinea, Sierra Leone and Liberia have very weak health systems, lacking human and infrastructural resources, having only recently emerged from long periods of conflict and instability. On August 8, the **WHO** Director-General declared this outbreak a **Public Health Emergency of International Concern.**

Transmission

The virus family Filoviridae includes 3 genera: Cuevavirus, Marburgvirus, and Ebola virus.It is thought that fruit bats of the Pteropodidae family are natural Ebola virus hosts. Ebola spreads through **secretions of body fluids** of infected animals such as chimpanzees, which is then transmitted through human-to-human transmission via direct contact with the blood, secretions, organs or other bodily fluids of infected people, and with surfaces and materials (e.g. bedding, clothing) contaminated with these fluids. **Burial ceremonies** in which mourners have direct contact with the body of the deceased person can also play a role in the transmission of Ebola.Health-care workers have frequently been infected while treating patients with suspected or confirmed EVD.

Symptoms of Ebola virus disease

The incubation period, that is, the time interval from infection with the virus to onset of symptoms is 2 to 21 days. First symptoms are the *sudden onset of fever fatigue, muscle pain, headache and sore throat.* This is followed by *vomiting, diarrhoea, rash, symptoms of impaired kidney and liver function*, and in some cases, both internal and external bleeding (e.g. oozing from the gums, blood in the stools).

Diagnosis

serum neutralization test
reverse transcriptase polymerase chain reaction (RT-PCR) assay
electron microscopy
antibody-capture enzyme-linked immunosorbent assay (ELISA)

Treatment and vaccines

Supportive care-rehydration with oral or intravenous fluids- and treatment of specific symptoms, improves survival :-

Reducing the risk of wildlife-to-human transmission from contact with infected fruit bats or monkeys/apes and the consumption of their raw meat

Reducing the risk of human-to-human : Gloves and appropriate personal protective equipment should be worn when taking care of ill patients at home. Regular hand washing is required after visiting patients in hospital, as well as after taking care of patients at home.

EBOLA VIRUS
PART 2

There is as **yet no proven treatment** available for EVD. No licensed vaccines are available yet, but **2 potential vaccines are undergoing** human safety testing. There are two candidates for host cell entry proteins

The **first** is the host-encoded **Niemann–Pick C1 (NPC1),** a cholesterol transporter protein. Hence, NPC1 was shown to be critical to entry of this filovirus, because it mediates infection by binding directly to viral GP.

The **second** candidate is **TIM-1 (aka HAVCR1).** TIM-1 was shown to bind to the receptor binding domain of the EBOV glycoprotein, to increase the receptivity of Vero cells

Ebola in Literature

Richard Preston's 1995 best-selling book, *The Hot Zone*, dramatized the Ebola outbreak in Reston, Virgina.

William Close's 1995 *Ebola: A Documentary Novel of Its First Explosion* and 2002 *Ebola: Through the Eyes of the People* focused on individuals' reactions to the 1976 Ebola outbreak in Zaire.

NALANDA UNIVERSITY

Nalan –lotus (symbol of knowledge)

Da – to give

Nalanda University was established in 5th century A.D. by Samrat Kumar Gupta.

When Nalanda university was established in 5th first Chinese traveller, Fa-Hien visited the place but did not write any history about it. After that in the 7th century during the reign of Harshawardhan, the second Chinese traveler Huen-Tsang visited this University. He stayed as a student and faculty member for many years and wrote a diary on this University. According to him Nalanda was a flourishing university of the period. It was spread in the area which was 10.5 km long 5 km wide.

The gatekeeper on the main gate used to be a very knowledgeable so called Pandit. The students wishing to study in Nalanda shall be first tested and interrogated by the gatekeeper and then only they were admitted into the curriculum. Only 2 or 3 out of 10 were able to get into the university. If the guards at the doors were so knowledgeable, you can imagine the brilliance of the teachers of the University. Thousands of students from all over Asia migrated to this place in search of knowledge. At that time facilities for 10000 students and 1500 teachers were provided in the campus. Evidence of an octagonal well, community kitchen and a dining area was found. Proofs of personal locker system, effective drainage were also found. In each monastery building, there was a temple .In these impressive lecture halls, three layers of construction are clearly visible indicating the three distinct periods of rulers: Ashoka Harsh Wardhan and the Pala kings.

The work of the university reminds you the golden period of India in the field of art, architecture, literature and learning. Logic, Grammer, Medicine, Philosophy, Religion and everything were taught here. To study or to have studied in Nalanda was a matter of great prestige. Thus it was very excellent University of the era.

What has been excavated to date is only a small part of the entire site but much of the ruins are beneath existing villages and are unlikely to be revealed. The present site is well-maintained and is very pleasant to visit. Across the street is the small museum with some excellent Buddhist statues and about a Kilometer away is a temple dedicated to Huan Tsang. Nearby is the International Centre for Buddhist Studies and the Nava Nalanda Mahivihara, set up for the research of Buddhism.

Hence Nalanda has served as an auspicious and precious centre for knowledge to the world. It can't be imagined that if that university had still been there, the development in the field of science and technology would have been tremendous.

SCOTTISH INDEPENDENCE REFERENDUM OF 2014

In the last decade of the 13th century, a Scottish knight rose to fame. The reason: He wanted complete independence for Scotland from England. But he failed. Sir William Wallace failed and was executed in the year 1305, exactly 8 years after he started the resistance. Scotland couldn't get her independence.

Scotland has long had its own legal and educational systems and a culture that goes deeper than kilts and bag pipers. And the Scots have had more than their share of political power in Westminster, with close to a dozen prime minister coming from north of the River Tweed. Scots helped England run the empire when Britain ruled a quarter of the Globe. The ties run deep. For three centuries Scots have fought alongside the English, in wars ranging from Africa, India, and Afghanistan to trying to put down American independence. In the epic struggle of World War I the Germans called them "Ladies from Hell" because they came out of the trenches wearing kilts. In World War II, the skirl of bag pipes was heard wherever British troops were engaged.

Circa 2014. There was no killings. No resistance. Just a Vote. Either a "Yes" or a "No". But you see, times had changed. It wasn't only about independence. It was also about Citizenship, Democracy, Economy, Energy, Defense, International Relations and many others. The prospect of breaking up the UK, the world's sixth-largest economy and a permanent member of the UN Security Council, prompted citizens and allies alike to question what would be left. The Scottish Independence Referendum of 2014 was held on 18th September, a Thursday. The "No" side won, with 55.3% voting against independence. There was a turnout of 84.6% which from past records show, is unusually high for Scottish elections. So, no independence for Scotland, again. But this time the UK government believed that Scotland is better off in the UK and the UK is better off with Scotland in it. And the Scottish agreed.

Almost everyone was allowed to vote. Most of the people over the age of 16 who live in Scotland were eligible to vote. On the eve of the referendum, the battle for Scotland had all the trappings of a normal election campaign: "Yes Scotland'' and "No, Thanks'' posters in windows, buttons on jackets, leaflets on street corners and campaign cars cruising the streets blasting out Scottish songs and "Children of the Revolution".

As with other UK elections, to get a vote you had to register in advance. Unlike other UK elections, 16 and 17 year olds were able to vote in the referendum. The referendum question was: "Should Scotland be an independent country?" and voters were asked to choose yes or no. Constitutional arrangements are the responsibility of the UK Parliament. However, powers were transferred to allow the Scottish Parliament to legislate for the referendum. This happened in the Referendum Agreement, which was signed by English Prime Minister David Cameron and Scottish First Minister Alex Salmond on October 15

Now, you must be thinking why all this happened. Why to break United Kingdom that was formed way back in 1707. This was primarily because Scottish National Party who campaigned for Scotland to be independent, won a majority at the last Scottish Parliament election. For obvious reasons, they were anticipating an independence. But contrary to their expectation, Scotland remained a part of the UK because more people voted No. 55.3% voted No and 44.7% voted Yes.

Following the Victory, English Prime Minister James Cameroon was elated. In his speech regarding the victory, he said, "The people of Scotland have spoken. It is a clear result. They have kept our country of 4 nations together. Like millions of other people, I am delighted. As I said during the campaign, it would have broken my heart to see our United Kingdom come to an end."

"So now it is time for our United Kingdom to come together, and to move forward. A vital part of that will be a balanced settlement – fair to people in Scotland and importantly to everyone in England, Wales and Northern Ireland as well", the British Prime Minister added.

Scotland will remain as part of the United Kingdom, with its own Parliament. The UK and Scottish governments will continue to make the changes to the powers of the Scottish Parliament that were agreed in the Scotland Act 2012. On 19th September, Prime Minister David Cameron announced that Lord Smith of Kelvin has agreed to oversee the process to take forward the devolution commitments on further powers for the Scottish Parliament by the three pro-union parties.

So, what are those commitments that Lord Smith has agreed to oversee? What are the next powers to be devolved? Let's take a look at them.

As laid out in the Scotland Act 2012, further devolution of financial powers to the Scottish Parliament will come into effect from April 2015 and April 2016. The next powers to be devolved are:

1. Stamp duty land tax and landfill tax

From April 2015, Scottish government legislation will replace stamp duty land tax and landfill tax in Scotland with the Land and Buildings Transaction Tax and Scottish Landfill Tax Revenue. Scotland will become responsible for the collection of the new taxes.

2. Extending borrowing powers

From April 2015, current borrowing powers of up to £500 million will be extended and a new Scottish cash reserve will be created to help manage the new tax receipts.

3. New capital borrowing power

From April 2015, there will be a new £2.2 billion capital borrowing power for the Scottish Parliament, with a limited version of the power in place from April 2013 to allow the Scottish government to fund £100 million of pre-payments for the Forth Road Crossing.

4. Scottish rate of income tax

A new Scottish rate of income tax will come into force in April 2016. This means the Scottish Parliament will set a new Scottish rate – with no upper or lower limit - which will apply equally to all of the reduced main UK income tax rates.

Now, let's see what a "Yes" vote could have done in the coming years. The most obvious thing that could have happened is: A "Yes" vote would have led to months of negotiations between Scotland and the British government over the messy details of independence, which would have taken effect on March 24, 2016, the anniversary of the date in 1707 that Scotland decided to unite with Britain. It could have been a reasonable, small country like Denmark — prosperous without bothering any of its neighbors. But those are in theories now. Decisions have been made.

Now it will be up to Cameron to keep his promises of more devolution to the Scottish parliament, and for Salmond to heal the wounds of a sometimes bitter division.

So, in the overall sense, you can say that Scotland deciding to be a part of United Kingdom under a common flag was a wise one in many contexts. The people will get the benefits of being a part of the mighty 307 years Kingdom. Having said that, Scotland could have experienced something unique. A new nation. A new identity. A new monetary system. Overall, a birth of a new nation.

May be to majority of the people in the British Isles to the North of England, The Loch Ness Monster appeared to be a "Yes" vote.

Campuzzz life

- The campus celebrated Onam with full joy and devotion. The student's society (IMUVSS) organised events like tug of war, Sag race, Spoon race and Eating competition which had joint participation of IMU Faculty and students.
- The campus enjoyed the Dusshera celebrations with the Ravana being prepared by the joint efforts of all students. The Ravana was burned by our Acting Director Dr. U.S. Ramesh. The Dusshera once again proved that it is the dharma that wins over adharma.
- The campus was jolted by the wrath of Hud-Hud. It's being said that the wind's had reached a speed of 250km/h. By god's grace no one was injured in campus. But the student's got to see the devastating effects. The E-block has now become a complete nightmare and the top floor class-rooms are now completely abandoned. The college had to declare an emergency holiday.

- The college was visited by Prof Subramanym, who was the ex-director of the Indian Metrological Department. He spoke about the science behind Cyclones and told the campus why Hud-Hud was so destroying.
- Prof S.C. Misra delivered a lecture on Philosophy of Marine Structure's. That was attended by all students and faculty of IMU. Students and faculty found the lecture very helping and hopes soon Misra Sir would be back with a new lecture.
- The College student society (IMUVSS) kicks back with the Badminton and table Tennis tournaments being organised in the campus.

Much to do about nothing

Everyone falls in love, doesn't matter what stage is it of his life. Some call it infatuation, others take it to be eternal love; depending on the kind of maturity they possess. And once one is in love, he falls asleep dreaming of the one that makes him smile and wake up smiling about the one he dreamt of. Love is timeless. It's the memories of yesterday, the happiness of today and the promise of tomorrow. But my case is a bit bizarre.

I had just entered in my teenage as I moved into a new academic year. Though there were many faces every year, but that year that one face was special to me. It was a girl, on whom my eyes were struck. It was not that she was the most beautiful girl I had ever met or seen. But something was new in me.

I wanted to talk to her, to be a friend of her. But my ego and arrogance stopped me from extending my hand and asked me to let her notice me. I wanted her to approach me. And to add to my hard luck she was also egoistic (as judged by me at that time). And what harm was there if she was egoistic. She had every right to be. But one thing was for sure she was very simple and true hearted.

Her simplicity and beauty had started bringing in changes in me, but now conflicts had started within me. My arrogance was compelling me to pretend as if I was the best so that she would notice me.
Now you would be willing to know who I was. A prodigy, an extraordinary student or what?

The matter of the fact was that I was the son of a teacher in the same school. I was proud to be the son of a teacher. His hand was always there on me. I used to feel as if I was above all in the school.

But it was not so. I didn't have any identity of my own. The whole school knew me as the son of a teacher not as a bright student of the school. But I was too immature to understand that at that juncture of time. I had the perception that to be a great champion you must believe you are the best, if you are not, pretend you are.

I still remember the day when my arrogance and ego led me to misbehave with a senior of mine who came to our class for playing the role of a teacher on the occasion of teacher's day. I was behaving as if he is a student of mine, while the fact was that he was a student of my dad. To me he was merely a student of my dad, so I supposed that he should treat me differently, but to my added misery he called my dad and I was severely scolded and that day dad made me realise that I was not an exception . That day my ego was taught a good lesson.
Today also if a send a message to someone over social media, the first question which I come across is "Oh, you are the son of that teacher?" Now I realise that I have been living on my dad's identity since my childhood.

The time passed as I can't stop it from passing neither could my arrogance stop it. She had become friends with almost everyone but I was still a nonentity for her. It was completely my fault that she was still a stranger to me. Then I decided to approach her, but by that time she had made a wrong impression of mine. For her I was a different kind of guy, a guy who was full of attitude. She started considering me out of her league.

It was my eighth class of study, when I accidently collided with her, that day she made me realize my status. She humiliated me and I was deeply hurt. What she said I can't recall, but all I can say is that she showed me the mirror in which I could see my selfishness and stubbornness quite conspicuously.

That day I thought for the whole day that was she the same girl with whom I wanted to be a friend?

This question kept me haunting me for a few days, until an incident gave me the answer.

It was a fine summer day. We were given an assignment in Hindi. And to be frank on my part though I was a bright student I didn't like to write Hindi at all. For me it was a herculean task. But that fine afternoon was the last day of submission of that assignment, but it had slipped out of my mind. So my so called pride was at stake. Though I had two hours for submission of the assignment, it was impossible for me to complete the assignment in those two hours as I had to write those assignments in the class itself during the lectures of other teachers. The news that my assignment was incomplete spread into the whole class like conflagration. Everyone was happy that today I was going to be punished for the first time. I was busy in thinking for a nice excuse when she came to me and asked if she could help me. For a moment I thought I was dreaming, and didn't want to come out of it. I nodded as was unable to speak. She took my notebook and completed my assignments in her good handwriting (was good enough for me). That day I and my ego realised that she was a very kind hearted girl. I decided that given a chance she could be a good friend of mine.

To be continued…

LOST ...

Found myself in a land
completely covered by golden sand
sky-scrappers conquered the world
best of facilities installed
industry smoking its cigarette in air
without thinking about anyone's care.

But, something was peculiar...
a scene...not very familiar
all around was dull,
and had brought in an abominable lull
further I walked to find what was lost ...
ahead was a dark scene - dreadful and horrifying
left my heart pounding as if everyone was crying.

Alas ! we finally had to pay the heavy cost
frost of mountains completely lost
the sun turned into an asterisk and
put the earth at risk
green life supporters perished
our lives finished.
Saw something beside the dried river
that made me shiver
present in millions
were human and animal skeletons.

Couldn't move an inch, completely terrified
all of a sudden woke up and realized...
Everyone as in equal share
in making true this night mare !!!!

How we know we're causing global warming

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