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समुद्री विमान संग्रहालय का उद्घाटन

विशाखापत्तनम, (भाषा): राष्ट्रपति रामनाथ कोविन्द ने आज यहां नौसेना के समुद्री विमान संग्रहालय का उद्घाटन किया जिसमें लगभग तीन दशक तक नौसेना में सेवा देने वाले समुद्री गश्ती विमान तुपोलेव-142 एम को रखा गया है। प्रसिद्ध बीच रोड स्थित संग्रहालय में टोही एवं पनडुब्बी रोधी विमान आकर्षण का केंद्र होगा जिसे इस साल मार्च में सेवामुक्त कर दिया गया था। इस संबंध में एक अधिकारी ने बताया कि चार इंजनों और आठ प्रोपेलरों वाला टीयू-142 सेवा में रहने के दौरान विश्व में सर्वाधिक मजबूत विमान था। सोवियत युग के इस विमान का इतिहास दुर्घटना रहित रहा। इसने करगिल



● तीन दशक तक नौसेना में सेवा देने वाले समुद्री गश्ती विमान तुपोलेव-142 एम भी हैं नौसेना के इस संग्रहालय में

युद्ध सहित कई अभियानों में महत्वपूर्ण योगदान दिया। अधिकारी ने बताया कि आंध्र प्रदेश सरकार

प्रेजिडेंशियल कलर प्रदान करेंगे जो इस साल अपनी स्वर्ण जयंती मना रही है।

ने संग्रहालय परियोजना के लिए चार महीने से अधिक समय में 10 करोड़ रुपये खर्च किए। उन्होंने बताया कि संग्रहालय की देखभाल विशाखापत्तनम शहरी विकास प्राधिकरण करेगा। संग्रहालय के उद्घाटन अवसर पर राज्यपाल ईएसएल नरसिम्हन, मुख्यमंत्री एन चंद्रबाबू नायडू, नागरिक उड्डयन मंत्री पी अशोक गजपति राजू और नौसेना प्रमुख एडमिरल सुशील लांबा उपस्थित थे। सशस्त्र बलों के सर्वोच्च कमांडर कोविन्द कल यहां कमान मुख्यालय का दौरा करेंगे और नौसेना की पनडुब्बी इकाई को

THE HINDU

Underwater reinforcements

By C. Uday Bhaskar

On the 50th anniversary of the Navy's submarine arm, a wake-up call on acquiring dedicated rescue vessel

Chief of the Naval Staff Admiral Sunil Lanba provided the appropriate context for the 50th anniversary of the Indian Navy's submarine arm, which falls on December 8, when he indicated that the steadily shrinking force levels of the 'boats' would be augmented in a significant manner over the next two decades.

Acquisition plan

Admiral Lanba detailed an ambitious acquisition plan for the Indian Navy that includes six diesel electric Scorpene-class submarines; three SSBNs (nuclear-propelled submarines equipped with a nuclear-tipped ballistic missile) to follow INS Arihant; and six SSNs (nuclear-propelled submarines) used in an attack role. When all these boats are operationally inducted, India will have a very credible underwater capability with a judicious mix of conventional and nuclear-propelled submarines.

India acquired its first submarine, the INS Kalvari, on December 8, 1967, six years after the Navy acquired its first aircraft carrier in 1961. In the intervening decades, the nation and its Navy have graduated to designing and indigenously building SSBNs — the INS Arihant. Concurrently, the Navy is also invested in building conventional boats in India through partnership programmes with foreign suppliers. For the record, India is the first country in the world to move straight to designing and building an SSBN, without moving up the scale from conventional boats and then SSNs.

This level of professional accomplishment in the underwater domain has been realised against many odds and much of this has been possible due to the dedication and rigorous professionalism of the human resource that lies at the core of the submarine arm, from its formative years to where it is now poised. Thus it is appropriate that the President's Colours will be presented to the dolphin arm on Friday in Visakhapatnam.

Submariners the world over are aware that they have chosen what may be the most hazardous and high-risk military specialisation and have internalised the 'iron-coffin' syndrome. This is the unstated anxiety of the stoic submarine captain every time a boat dives that if it is unable to surface, the closure is the iron-coffin at the bottom of the sea. To prepare for such an exigency, every submarine-operating navy also invests in a deep submergence rescue vessel (DSRV) or has access to the same with navies that have such a capability.

Accidents and tragic incidents do occur and the Navy's submarine arm has the ignominy of losing a boat in harbour. The most recent accident is that of the Argentine Navy's submarine, the San Juan, first reported 'missing' on November 15 and now deemed to have been lost with 44 crew members on board, including a lady officer. Sadly, the Argentine Navy did not have a dedicated DSRV and there is considerable speculation if this tragic loss of lives could have been averted had there not been such an inventory void.

It merits notice that the Navy does not have a dedicated DSRV even as it enters its 51st year and this void will be filled only later in 2018. The long-delayed DSRV acquisition symbolises much of the systemic ineptitude that characterises the Indian military machine and its many inadequacies.

Why the delay?

Without sounding like the bad fairy at the party, the inability of the Indian higher defence management ecosystem (from the Cabinet Committee on Security downwards) has resulted in denying the Navy's submarine arm a critical rescue capability for decades and had a worst-case exigency ever occurred, the price paid would have been very high.

This complacency in decision-making and fecklessness in critical policy formulation have adversely impacted the growth of the Indian military profile in many ways. The submarine trajectory is illustrative. Indigenous submarine-building capability got off to an encouraging start in the mid 1980s with the West Germany yard, HDW. Two boats were acquired from abroad and two were to be built at Mazagon Dock, Mumbai, as the foundation for an indigenous submarine programme.

However, allegations of financial impropriety in the HDW deal led to then Prime Minister Rajiv Gandhi peremptorily cancelling the whole programme – and the indigenous submarine programme was set back by three decades. Insulating core national security interests from the vagaries of mercurial political/electoral compulsions is a matter that warrants the most serious and urgent deliberation by legislators. Alas, this kind of legislative commitment and nurturing the integrity of decision-making remains an institutional void.

Anniversaries have their own ceremonial symbolism and sanctity and the 50th milestone is to be cherished, but the substantive policy-related issues should not be glossed over. An objective review of lessons learnt for the CCS' consideration in relation to the Indian submarine story is called for. On a personal note, a hat-tip to the intrepid submariners who shaped my formative years.

India clarifies on UAV crash as China protests 'violation of airspace'

New Delhi says the UAV was on a regular training mission and crossed over the LAC in the Sikkim Sector after developing a glitch.

An unmanned aerial vehicle (UAV) of the Indian Army that crashed into the Chinese side of the border was on a regular training mission and lost contact with ground control due to technical problem, the Ministry of Defence said in New Delhi. In a statement, it also claimed that "as per standard protocol, the Indian border security personnel immediately alerted their Chinese counterparts to locate the UAV".

The Indian clarification came in the wake of China's defence ministry accusing India of violating its airspace. "The Indian move violated China's territorial sovereignty. We strongly express our dissatisfaction and opposition," deputy director of the Chinese Army's western theatre combat bureau Zhang Shuil, said in a statement.

In response, the Indian side said, "An Indian UAV which was on a regular training mission inside the Indian territory lost contact with the ground control due to some technical problem and crossed over the LAC [Line of Actual Control] in the Sikkim Sector."

The MoD said the Chinese side reverted with the location details of the UAV. The exact cause of the incident is under investigation.

An MOD spokesperson said, "The matter is being dealt with in accordance with the established protocols through institutional mechanisms to deal with situations along the India- China border areas."

PTI adds:

China's protest

Earlier, Chinese foreign ministry spokesman Geng Shuang told a media briefing in Beijing that "an Indian UAV invaded China's airspace and crashed in the Sikkim section of the China-India border". He said the Chinese border troops had taken a "professional and responsible attitude" to verify the device.

"I want to point out that the Sikkim section of the China India border has been delimited," he said, in an apparent reference to the 1890 China-British Treaty.

Mr. Geng did not spell out when the incident took place.

"The action of the Indian side violated China's sovereignty and it is not conducive to the peace and tranquillity of the border area and China is dissatisfied with this and lodged solemn representation with the Indian side," Mr. Geng said.

In a diplomatic protest to India, "China asked the Indian side to stop the activities of the devices near the border and work with China to maintain peace and tranquillity of the border areas", he said.

Mr. Geng refused to not confirm if the incident took place near Doklam, where the two countries were locked in a 73-day-long border standoff that ended on August 28.

North Korea issues war warning

Accuses U.S., South Korea of 'confrontational warmongering'

Two American B-1B heavy bombers joined large-scale combat drills over South Korea on Thursday amid warnings from North Korea that the exercises and the U.S. threats have made the outbreak of war "an established fact". The annual U.S.-South Korean "Vigilant Ace" exercises feature 230 aircraft, including a range of the U.S. military's most advanced stealth warplanes, and come a week after North Korea tested its most powerful intercontinental ballistic missile to date which it says can reach the mainland U.S.

A spokesman for the North's Foreign Ministry blamed the drills and "confrontational warmongering" by U.S. officials for making war inevitable.

"We do not wish for a war but..."

"The remaining question now is: when will the war break out?" the spokesman said late on Wednesday in a statement carried by North Korea's official KCNA news agency. "We do not wish for a war but shall not hide from it."

China, North Korea's neighbour and lone major ally, again urged calm and said war was not the answer.

"We hope all relevant parties can maintain calm and restraint and take steps to alleviate tensions and not provoke each other," Chinese Foreign Ministry spokesman Geng Shuang said in a statement. "The outbreak of war is not in any side's interest. The ones that will suffer the most are ordinary people."

Tensions on the Korean peninsula have risen markedly in recent months after North Korea's latest missile and nuclear tests, conducted in defiance of UN Security Council resolutions and international condemnation. On Wednesday, a U.S. B-1B bomber flew from the Pacific U.S.-administered territory of Guam to join the exercises, which will run until Friday.

MAIL TODAY

Flights re-routed due to missile tests

Singapore Airlines have announced that they are rerouting flights over the Sea of Japan in the wake of North Korea's recent missile tests. The airline joins several others who have overseen their routines for flights through the area as Kim Jong-un has increased the number of missile tests carried out.

As North Korea does not announce when or where their missile tests will take place, several companies deem it too high a risk to fly through the area. Singapore Airlines, Lufthansa and Air France now all avoid North Korean airspace, the BBC reports. A Lufthansa representative also told the BBC that they take decisions on whether to fly over the Sea of Japan on a day to day basis.

This comes after the latest missile test on November 29 was witnessed by crew on a passenger plane travelling from San Francisco to Hong Kong. Staff on the Cathay Pacific flight witnessed the suspected re-entry of the ICBM missile test while flying over Japan.

The November 29 nuclear rocket test proved to have been North Korea's most powerful so far, an ICBM that may be able to target the eastern seaboard of the United States. The missile did not travel far in terms of distance and landed off the coast of Japan. On Wednesday, a North Korean spokesman said, "We will make the US dearly pay the consequences with our mighty nuclear force."