

# NAVY NEWS

ABC Certified

June 2023



## AUGMENTING PN FLEET... PN SHIPS SHAHJAHAN & TIPPU SULTAN PASSAGE TO PAKISTAN







# CHIEF OF THE NAVAL STAFF MESSAGE ON THE OCCASION OF WORLD HYDROGRAPHY DAY

World Hydrography Day (WHD) is observed on June 21<sup>st</sup> each year to raise awareness about the importance of hydrography and its contribution to the safety, efficiency and sustainability of maritime navigation and related activities. Every year a specific theme related to contribution of hydrography in the maritime domain is articulated by the International Hydrographic Organisation (IHO). Theme of WHD for this year is 'Hydrography Underpinning the digital twin of the ocean'.

The theme aims to highlight that hydrography (the science of measuring and mapping the physical features of bodies of water) is elemental in developing and maintaining a digital representation of the ocean. A digital twin of the ocean aims to model the ocean's multiple components, provide understanding of the past as well as present to make informed predictions about its future behaviour.

WHD serves as an opportunity to highlight the significance of hydrographic services in various areas, including safe navigation, maritime security, environmental

protection, disaster prevention & response and marine resource exploration. Since the oceans and seas are rich in natural resources including fish stocks, minerals and hydrocarbons the hydrographic data is crucial for all these activities which reflect the contribution of hydrographers in world's economy.

As per United Nations Convention on Law of the Sea (UNCLOS), Pakistan like other coastal states is responsible for hydrographic surveys and production of nautical charts/ maps of its waters to provide accurate nautical information to the mariners. In order to discharge national/ international hydrographic obligations with appropriately vested authority, Pakistan Navy approached the GoP for re-designating Pakistan Navy Hydrographic Department (PNHD) as National Hydrographic Office (NHO) and Hydrographer Pakistan Navy (HPN) as Hydrographer of Pakistan (HOP). The Govt on 29 Jul 22, has approved the same and issued gazette notification, thereby aligning our national and international obligations as well as strengthening Pakistan's voice at the regional and international hydrographic forums.

Besides conduct of regular surveys and updating nautical publications, an important undertaking by NHO has been the preparation of Electronic Navigational Charts (ENCs) of our area for easy access and wider use of seafarers. With this, NHO is also facilitating local fishermen by providing them access to electronically available information on navigational hazards, such as ghost fishing nets, significantly improving their safety, protection of their fishing nets and boosting their fish catch.

Pakistan Navy celebrates WHD every year to acknowledge the work of hydrographers who are contributing significantly towards our national economy. On this day, Pakistan Navy reiterates its commitment towards continued support to ensure safe navigation of mariners to support sustainable economic activities in the maritime sector. I urge all maritime stakeholders to join us in our efforts of raising awareness and advancing hydrographic activities viz-a-viz safety of navigation and stimulating national economy through enhanced maritime trade and exploration.

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# 119TH MIDSHIPMEN & 27TH SSC COURSE COMMISSIONING PARADE





Commissioning Parade of 119<sup>th</sup> Midshipmen and 27<sup>th</sup> Short Service Commission was held at Pakistan Naval Academy Karachi. Chairman Joint Chiefs of Staff Committee General Sahir Shamshad Mirza graced the ceremony as Chief Guest. Upon arrival at Naval Academy, the Chief Guest was received by Chief of the Naval Staff Admiral Muhammad Amjad Khan Niazi.

The commissioning contingent comprised of 96 Midshipmen from Pakistan, 17 from Kingdom of Bahrain and 01 from Kingdom of Saudi Arabia 33 Pakistani officers of Short Service Commission Course.







While addressing at the occasion, the Chief Guest congratulated the newly commissioned officers for successful completion of their training. CJCS advised the officers and urged them to holdfast faith, loyalty, courage and character in their personality which are the hallmark attributes of a true leader. He further guided the young officers to serve the country with dedication while protecting the motherland with devotion and highest level of responsibility. Towards the end of the speech, CJCS expressed his satisfaction

for extending quality training to officers from friendly countries and wished them to prove worthy of their mettle in and serve as Pakistan's Ambassadors to enhance bonds of endearment and affinity.

Later, Chief Guest gave away awards to the distinction holders. The prestigious Quaid-i-Azam Gold Medal was awarded to Lt Badar Ali for best all-round performance throughout the training. Midshipman Muhammad Mustafa clinched the coveted Sword of Honour for overall best performance. Midshipman







Abdur Rehman Dar won the Academy's Dirk. Officer Cadet Sanaulah Safeer was awarded Chairman Joint Chiefs of Staff Committee Gold Medal. Officer Cadet Abdul Rahman Jaza S Alharthi from Kingdom of Saudi Arabia was awarded Chief of the Naval Staff Gold Medal, while Commandant Gold Medal was awarded to Officer Cadet Muhammad Soman Hussain. The Proficiency Banner was awarded to the Maintop Squadron.

Commodore Muhammad Khalid during his welcome address highlighted the main features of academic and professional training afforded to cadets at the Academy.

The Commissioning Ceremony was attended by senior civil and military officials and parents of cadets. ❖❖

Earlier, the Commandant Pakistan Naval Academy

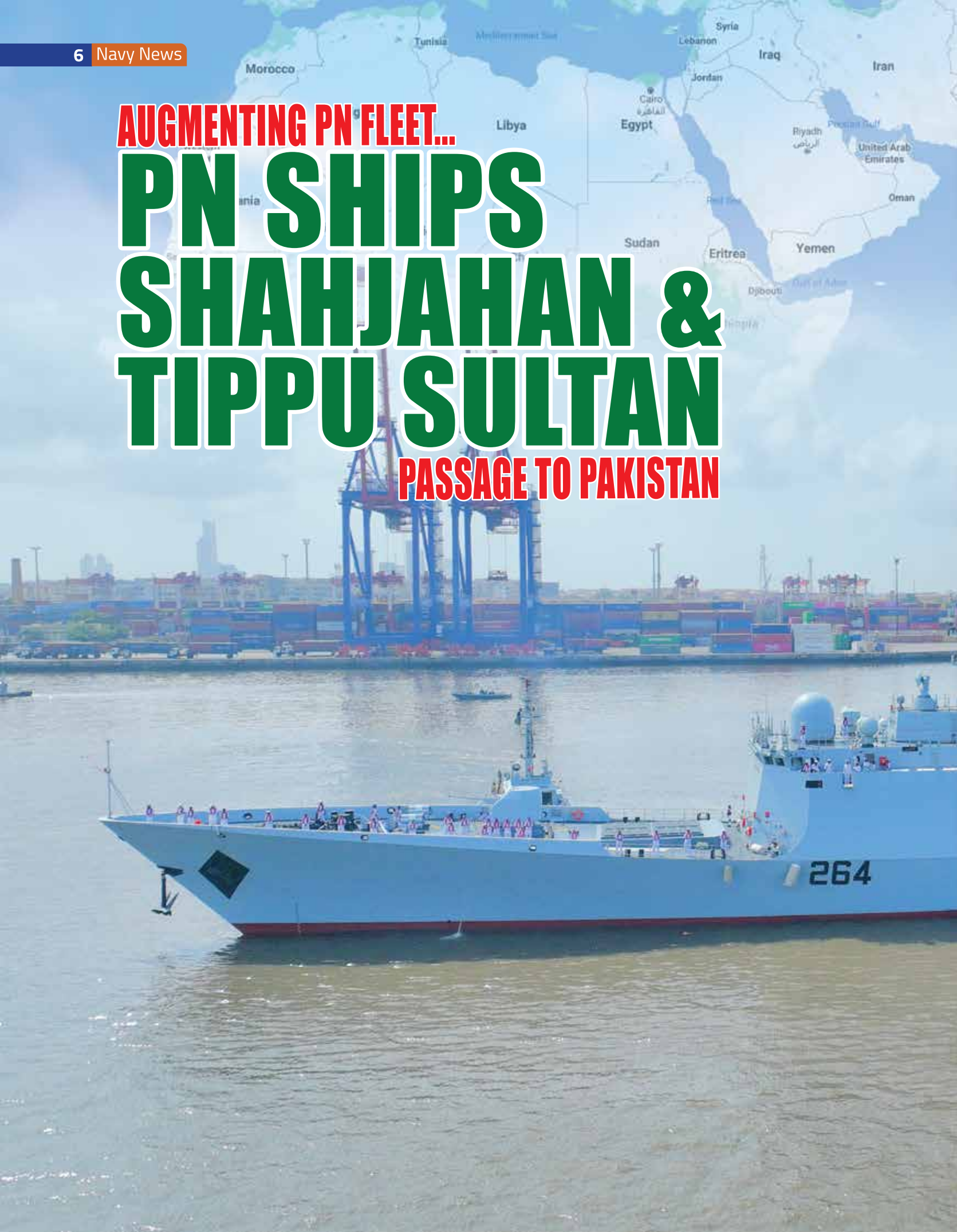




**AUGMENTING PN<sup>g</sup> FLEET...**

# **PN SHIPS SHAHJAHAN & TIPPU SULTAN**

**PASSAGE TO PAKISTAN**







**N**ewly commissioned Pakistan Navy Ships SHAHJAHAN & TIPPU SULTAN has arrived Karachi. PNS SHAHJAHAN was commissioned on 10 May 23 in a graceful ceremony held at Shanghai, China which was attended by Chief of the Naval Staff Admiral Muhammad Amjad Khan Niazi as Chief Guest. During her maiden voyage to Pakistan, PNS

SHAHJAHAN visited Malaysia and participated in Langkawi International Maritime and Aerospace Exhibition (LIMA) along with other 30 participating countries. During the stay at Langkawai, ship was visited by various dignitaries, delegates and locals. Later, PNS SHAHJAHAN also visited Colombo, Sri Lanka. The visit was aimed at strengthening bilateral





ties, enhancing interoperability and exploring new vistas of cooperation between the two navies. Upon arrival at Colombo, Pakistan Navy Ship was warmly welcomed by officials of Sri Lankan Navy. At Colombo, Sri Lankan Minister of Environment, Chief of Sri Lankan Navy and notables from local community visited PN Ship. During meetings with Sri Lankan Navy officials, Commanding Officer discussed matters of mutual interest and conveyed well wishes from Chief of the Naval Staff for the people of Sri Lanka in general and host navy in particular. The port visit concluded with a joint maritime







exercise between PNS SHAHJAHAN and SLNS PRAKRAMBAHU. Upon reaching Pakistani waters, Commander Pakistan Fleet Vice Admiral Muhammad Faisal Abbasi boarded the ship to extend welcome upon completion of maiden voyage. He congratulated the crew for successful trials and commissioning of the ship. On arrival at Karachi, a reception ceremony was held at PN Dockyard, which was attended by families of crew, Officers and Sailors. ❖❖





# Pakistan Navy observes **WORLD OCEANS DAY 2023**





**P**akistan Navy celebrated World Oceans Day to focus the maintenance and development of the oceans and coastal areas. Oceans are very important for mankind as these are major source of sustenance of life on earth and act as lungs to our planet as they provide more than 50% of the oxygen produced on this planet. They are also major absorbers of greenhouse gases and carbon dioxide.

World Oceans Day is observed globally on 8 June to draw focus towards the impact of human activities on the health of our oceans and sustained utilization of ocean's resources. This year's theme for World Oceans Day is 'Planet Oceans: Tides are Changing' which aims to highlight the challenges involved in preserving

the health of oceans and measures to maintain an ecological balance.

To signify the importance of preserving the oceans, Pakistan Navy has undertaken various initiatives which include beach cleaning drives, mangroves plantation campaigns, employment of Debris Collection Barges in harbor, banning use of destructive fishing nets, tackling oil pollution at sea and coordinating with industrial community to reduce waste dumping into the sea. A number of events including harbour and beach cleaning at Karachi and Gwadar were held to highlight the spirit of the day and demonstrate seriousness about sustainable use of oceans. An active and forthcoming participation by all stake holders can significantly contribute in preserving the marine

ecosystem. Concurrently, National Institute of Maritime Affairs (NIMA) also arranged a number of activities including seminar and panel discussions focusing on Ocean Resources and Blue Economy.

**Chief of the Naval Staff Admiral Muhammad Amjad Khan Niazi in his message of the day, re-affirmed PN resolve and commitment to save our oceans from further degradation and reverse the damage done so far. He highlighted that there is a dire need to review and conform to ways that would help protect and preserve oceans which are the ultimate source of supporting life on our planet. ❖❖**





# PAKISTAN NAVY

celebrates

## World Environment Day 2023







**P**akistan Navy celebrated World Environment Day to underscore the significance and to emphasize on taking suitable measures to protect the marine ecosystem.

World Environment Day is observed globally on 5 June to raise awareness on significance of healthy and green environment. It aims to promote healthy measures for improving quality of life. This year's theme for World Environment Day is 'Solutions to Plastic Pollution', which aims

to bring focus on importance of pollution caused by plastic material and promote its responsible use to protect environment.

To show firm resolve and create awareness, Pakistan Navy organised various lectures, harbour cleaning campaign at Karachi and awareness walk at Manora Beach to highlight the importance of preserving environment. Additionally, PN has launched various initiatives to conserve environment ranging from collection of solid waste from harbour, establishment of

reedbed plants in all areas under its jurisdiction and extensive tree/mangrove plantation campaigns.

**Chief of the Naval Staff, Admiral Muhammad Amjad Khan Niazi in his message on World Environment Day reaffirmed PN resolve and commitment to make every effort for improving the quality of our environment. He urged the industrial community to embrace best practices and principles to synergize efforts towards practical 'Solutions to Plastic Pollution'. ❖ ❖**





# PNS TIPPU SULTAN PARTICIPATES IN MULTINATIONAL EXERCISE KOMODO-23 AT INDONESIA

**P**akistan Navy Ship TIPPU SULTAN visited port Makassar, Indonesia for participation in Multinational Exercise KOMODO-23. The visit of PN Ship was aimed at strengthening bilateral ties, enhancing interoperability and exploring new vistas of cooperation between Pakistan and Indonesian Navy. Upon arrival at Makassar, the ship was warmly welcomed by officials from Indonesian Navy.

During meetings with Indonesian officials, matters of mutual interest, bilateral naval collaboration and PN contribution to regional peace and maritime security were discussed. Commanding Officer of PN ship conveyed well wishes from Chief of the Naval Staff Admiral Muhammad Amjad Khan Niazi for the people of Indonesia in general and host navy in particular.

Later, PNS TIPPU SULTAN participated in International Fleet Review at Makassar which was

witnessed by Commander of Indonesian National Armed Forces. Concurrently, Ship's officers and crew participated in various conferences, seminars, knowledge sharing sessions and social welfare activities. Upon completion of harbour activities, ship participated in Search and Rescue (SAR) and Maritime Interdiction Operations Exercise at sea along with the ships of Australia, Brunei, China, Italy, Japan, Malaysia, Philippines, Russia, Singapore, Thailand, US and Vietnam.

Visit of PNS TIPPU SULTAN to Indonesia contributed significantly towards promoting naval collaboration between various maritime nations to improve interoperability while strengthening bilateral associations and existing bonds of friendship with Indonesia. ⊗ ⊗







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## REAR ADMIRALS PROMOTION TO VICE ADMIRAL RANK



**VICE ADMIRAL ABDUL SAMAD**

Vice Admiral Abdul Samad was commissioned in Operations branch of Pakistan Navy in 1990. During his illustrious career, the Flag Officer has served on various Command and Staff appointments. His Command appointments include Commanding Officer of PN Submarine and Commander of Submarines Squadron. His major Staff appointment was Deputy Chief

of Naval Staff (Training & Evaluation) at Naval Headquarters. The Admiral is a graduate of Pakistan Navy War College Lahore and National Defence University Islamabad. Vice Admiral Abdul Samad is presently serving as Cdr NSFC. In recognition of his meritorious services, the Flag Officer has been awarded Hilal-i-Imtiaz (Military).



**VICE ADMIRAL ABID HAMEED**

Vice Admiral Abid Hameed was commissioned in Marine Engineering branch of Pakistan Navy in 1988. During his illustrious service career, the Admiral has held diversified Command & Staff appointments. His Command appointments include Managing Director PN Dockyard and Commander Logistics. His salient Field and Staff appointments include General Manager Ship Rebuild & Construction at PN

Dockyard, and Assistant Chief of Naval Staff Projects, Works and Maintenance at Naval Headquarters. The Admiral is a graduate of Pakistan Navy War College Lahore, National Defence University Islamabad. Presently, Vice Admiral Abid Hameed is appointed as Deputy Chief of Naval Staff (Material) at Naval Headquarters. In recognition of his illustrious career, the Admiral has been awarded Hilal-i-Imtiaz (Military).





## VICE ADMIRAL RAJA RAB NAWAZ

Vice Admiral Raja Rab Nawaz was commissioned in Operations Branch of Pakistan Navy in 1991. The Admiral's distinguished service career includes wide range of Command and Staff appointments. His Command appointments include Commanding Officer of PN Destroyer, Commander West and Flag Officer Sea Training. His salient Staff appointments include Chief Staff Officer to Commander Pakistan Fleet, Assistant Chief of Naval Staff (Plans) and

Deputy Chief of Naval Staff (Welfare & Housing). The Admiral is a graduate of Pakistan Navy War College Lahore, National Defence University Islamabad. Presently, Vice Admiral Raja Rab Nawaz is appointed as Commander Coast. In recognition of his meritorious services, the Flag Officer has been awarded Hilal-Imtiaz (Military).



## VICE ADMIRAL MUHAMMAD FAISAL ABBASI

Vice Admiral Muhammad Faisal Abbasi was commissioned in Operations Branch of Pakistan Navy in 1991. The Admiral's distinguished service career includes wide range of Command and Staff appointments. His Command appointments include Commanding Officer of PN Ships, Commander of 25th Destroyer Squadron and Flag Officer Sea Training. His salient Staff appointments include Assistant Chief of Naval Staff (Operations), Director General Naval

Intelligence and Deputy Chief of Naval Staff (Operations). The Admiral is a graduate of Pakistan Navy War College Lahore, Naval Staff College USA and National Defence University Islamabad. Vice Admiral Muhammad Faisal Abbasi is presently appointed as Commander Pakistan Fleet. In recognition of his meritorious services, the Flag Officer has been awarded Hilal-i-Imtiaz (Military).





## MoU BETWEEN NIMA & PAKISTAN HOUSE

By signing the MoU, the two parties agreed to establish a formal mechanism of collaboration and cooperation for new initiatives, i.e., establishing Green Ship Recycling Industry in Pakistan. The agreement aims to improve the research and academic activities between the two institutions and promote quality research. The agreement will not only foster bilateral collaboration but will also help in synergizing joint activities related to the maritime affairs of Pakistan.

## WORLD ENVIRONMENT DAY 2023

a Seminar to mark the celebrations on World Environment Day 2023

National Institute of Maritime Affairs (NIMA) organized a Seminar to mark the celebrations on World Environment Day 2023 on June 5, 2023 on the theme "Solutions to Combat Marine Plastic Pollution in Pakistan." Senator Sherry Rehman, Federal Minister for Climate Change, graced the occasion as a Chief Guest.

While addressing the audience, the Minister highlighted the escalating issue of plastic pollution in the country. She shared staggering facts and figures on plastic pollution, while also giving an insight into the initiatives on the government level. Source reduction, circular economy, and effective incorporation of the 7 Rs (Rethink, Refuse, Reduce, Repurpose, Reuse, Repair,

and Recycle) of plastic waste management were encouraged by the Minister. She called for practical actions to beat plastic pollution. She urged to move beyond slogans, inculcate a culture of new habits, and reduce the gap between saying and doing.

Ms. Farzana Altaf Shah, DG Pakistan Environmental Protection Agency called for a systematic change in the behavior of production and consumption. She emphasized on increased ethical and moral responsibilities that stem from our cultural and religious values regarding preserving the environment. While welcoming the guests, Vice Admiral (Retd) Asif Khaliq, Rector Bahria University, in his remarks, called for governments and other

stakeholders for effective implementation of policies and frameworks related to reducing and managing plastic pollution in Pakistan.

Prof. Dr. Tariq Mehmood of NIO, Dr. Zafar Iqbal Shams of Karachi University, Mr. Abid Ali from WWF-Pakistan, and Ms. Zainab Naeem from SDPI shared their perspectives on the origins of pollution, challenges in mitigation, along with a review of regulations, offering a roadmap for Pakistan.

The event was well-attended by subject matter specialists, government officials, representatives of think tanks, faculty members, students, and key maritime stakeholders. At the end, the moderator Director NIMA, Cdre (Retd) Bilal Abdul Nasir thanked the guest speakers and participants for their interest and appreciated the team NIMA Islamabad for making this event rewarding and successful.





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# WORLD FOOD SAFETY DAY

**P**akistan Navy observes World Food Safety Day on theme "Food Standards Save Lives". In this regard, the importance of this day was highlighted with respect to management of food-borne risks, contributing to food security, human health, economic prosperity and agricultural production.

A number of activities were organized by Pakistan Navy to inculcate sense of responsibility among all personnel to preserve our environment. In this regard special lecture, Awareness walks

were organized. Panaflexes/ brochures with the subject themes were displayed on the occasion at

prominent places in units as well as in residential areas. ❖❖





# NAVAL LENS INTERNATIONAL FEATURED NEWS



## HISAR CLASS OPV

### Turkish Navy's First Hisar-Class OPV Is Ready For Launch

Developed as a variant of the MİLGEM-class corvettes, the Hisar class OPV has been redesigned with a different main propulsion system and a different structural and general layout concept, allowing it to be built in a shorter time and at a lower cost. The primary



missions of the OPVs to be built are intelligence, surveillance, and reconnaissance (ISR), search and rescue (SAR), counterterrorism, maritime interdiction operations (MIO), and maritime special operations. Other missions include naval air operations, electronic and acoustic warfare, land bombardment, defense against asymmetric threats, maritime traffic protection, and support and training for amphibious operations.

## HI-TECH USV UNDER- GOES SEA TRIALS AHEAD OF DELIVERY TO U.S.



This latest USV, X107T – the seventh X-class to leave SEA-KIT's production facility in the East of England, boasts several enhancements and technology developments. These include a new winch system, developed by SEA-KIT to integrate with the company's proprietary G-SAVI virtual helm station, that will enable deployment of large, towed arrays and sensors down to 3,000 metres. The company has also further developed G-SAVI, taking the technology another step towards becoming a fully classed autopilot system whilst continuing to advance its situational awareness suite.

**Courtesy:**

[www.navalnews.com](http://www.navalnews.com)



# US NAVCENT MEDICAL TEAM VISITS PAKISTAN

**M**edical professionals met to share ideas and best practices in treating patients in mass casualty, tactical combat care and public health emergencies. ❖❖







## CHIEF OF THE NAVAL STAFF ADDRESSES PARTICIPANTS OF PN STAFF COURSE



**C**hief of the Naval Staff, Admiral Muhammad Amjad Khan Niazi addressed the course participants of 52nd Pakistan Navy Staff Course at Pakistan Navy War College (PNWC), Lahore. Upon arrival at PNWC, the Naval Chief was received by Commandant PN War College Rear Admiral Javaid Iqbal.

While addressing the course members, the Naval Chief delineated upon major challenges of the current era and technological changes occurring at breathtaking pace. Accordingly he stressed upon the need to tailor our training regime to meet the challenges

and incorporate modern education and training tools to improve the quality of our Human Resource which is the backbone of the Navy. The Naval Chief advised the officers to focus on developing their leadership skills and constant personal improvement specifically underscoring the importance of ethics and values as enshrined in Islam.

Earlier in the day, a panel of course members presented a Research paper on "Professional Military Education: Analysis and Way Forward". Chief of the Naval Staff lauded the research work and appreciated efforts of Pakistan

Navy War College in honing skills of officers to meet diverse and multifarious challenges. The Naval Chief also inaugurated a state-of-the-art War Gaming Simulator at the college indigenously developed by Pakistan's Maritime Technological Complex. The development of simulator is aimed at promoting professional skills to simultaneously validate war gaming solutions in high intensity conflict environment.

Course include officers from Tri-Services of Pakistan and also from friendly countries. ❖❖





## TETE A TETE WITH VICE ADMIRAL (R) SAIYED TAUQUIR HUSSAIN NAQVI

Source: PN History & Archives Centre

### Memories of early years and those persons or events which you think had a lasting impact on the development of your personality?

My father was part of the first training crew of our Military Academy from 1948 to 1950. I am amongst the lucky few who had the opportunity to see the nursery of officers training in the Pakistan Army develop in its formative years. I remember Brigadier Ingle the first Commandant and more so the Battalion Subedar Major Duffield, who pioneered the standards and style of Drill on the Parade Ground that are followed in the Army ever since.



I joined the Navy because I was motivated to do so by reading books about the sea by R L Stevenson and other authors. A strong desire to see the world was also a factor. I was fortunate

to have liberal parents and my father despite having spent a lifetime in the Army, was OK with my choice of the Navy as a livelihood. I am glad I made that choice – because it has been a wonderful life. Our term 60 Alpha was the first term of officers trained in Pakistan. It was also the first Term that had 'Intermediate' as the minimum qualification for entry. We were a Term

of 13, forming part of the 27<sup>th</sup> PMA Long Course, on return to Karachi we joined BABUR the PN Cruiser that had been assigned its new role as 'Naval Academy'.



In retrospect, I can say our term was very lucky because we had more officers and instructors teaching us than the total number of cadets. The one who probably influenced our lives, particularly mine, the most was then Lieutenant Bazl Ahmed Khan.

I would classify him as the best officer that I have come across. It was the way he groomed us, the way he taught us - how naval officers behave and what naval officers are expected to do; apart from his brilliant teaching of navigation, his influence on



our character- building was fantastic. The other person who had an enormous impact on my personality was a person called Chief Petty Officer Siraj. He used to be our sailing instructor and he was an outstanding man. A third person who made an impression during my formative years was Instructor Lieutenant I R Farouqi PN who used to teach us International Relations, and Islamic history; I always admired his ability to generate a liberal and free discussion amongst cadets, and his influence helped in channelizing my reading habit.

In October 1966, I joined the Diving



School at HIMALAYA, marking my entry into the SSG(N). Admiral T. K Khan was a role model for all in the SSG N he was the only officer in the Navy who had qualified for the American UDT. At IQBAL, as EXO and senior watchkeeper, I was exposed to Admiral T K Khan and Admiral Y H Malik and learned so much from them as they were morally and professionally sound.

**Sir, in retrospect, how do you view the transformation of the fleet from a purely RN-origin force to a heterogeneous fleet comprising RN, USN, and Chinese platforms?**

As you know, my basic training was on British ships. My first exposure to an American ship was on DACCA. I was an under-training watchkeeper and assistant navigator I did not find it difficult to adjust. But when I think back the surface Navy in Pakistan had not taken one step that the underwater people and aviation people had taken. Whereby in the submarine service every person is

required to complete a qualification book to qualify as a submariner. On becoming COMDESRON 25, I tried but the results were not what I had hoped they would be. Whether it can be done now can best be determined by those who are running the Navy today. My belief is that to be a professional, you have to read about that profession and apply that book knowledge to achieve perfection in practical professional practices. In the past our emphasis in maintenance has been mostly on the visible mechanical part, it has not been so much on the efficiency of weapons

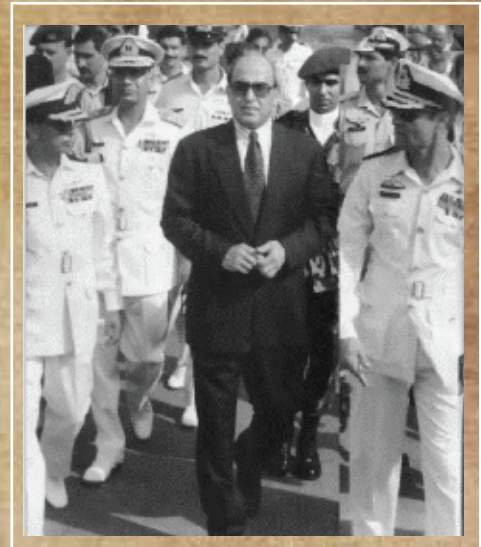
and systems, possibly because these do not have as high a visibility as the mechanical aspects do.

Sir, you were the first non-technical branch officer to be assigned as COMLOG, how was that experience and what were your major contributions in that role?

As COMLOG the task of implementing this change was my responsibility. To start with, massive civil works had to be done in the Dockyard. This was because submarine sections of 350 tons had to be moved from the jetty to the dock. The dock had to be refurbished. In complicated projects like the submarine Project; there are not so obvious conditions in the contract that have significant financial implications. Prominent amongst such factors are guarantees of the equipment and all

guarantees are time limited. So to have the guarantees working, you have to have your Civil Works finished on time. I realized this and one of the things that I did was, I made my CMES as a part of my commanding officers' meeting. When I had my commanding officer's meeting, the CMES was there. This allowed him to integrate completely with the dockyard and the construction.

I was very lucky that this happened on my watch and enabled the AGOSTA-90B project to move on time. In the past, we always lagged in the timely completion of civil works. During my days as COMLOG the work and projects in the dockyard were at their peak – they were doing some work on missile craft production and most importantly



work had also begun on the modernization of Type 21, One important realization during my stint as COMLOG was that there is no such thing as a “technical branch”. They are engineers, constructors, Armament / Ordnance, and electrical people. That was one of the things that strengthened me because I was neutral. For me when someone said something; it was the information or the problem that was relevant, not the branch. Another aspect that I would like to be on record is that the branch that I found most extraordinarily efficient was the Armament Branch. They have great pride of performance in them; they don't have a 'No' in their dictionary. Be it arranging the 'Water Sports Gala' or conducting missile firings, they did it immaculately. They are fantastic. At least my experience with them was outstanding.

**Post retirement from the service in 1996, you are on record to have turned around the heavily debt-ridden PNSC, what challenges did you face and which model did you pursue for this phenomenal growth?**

When I joined PNSC and did my first presentation to the Cabinet



PNSC was running at a loss of 658 Million Rupees and had no money to even pay the salaries of its employees despite having mortgaged several ships to banks. Amongst the many decisions that I took was that I would work with the existing PNSC team and not resort to getting Naval Officer unless that was unavoidable. Most complications of finance and labour laws and corporate laws were taken care of by Shaikh Aslam Sahib an outstanding corporate lawyer and a chartered accountant who had worked with me while I was MD Bahria.



Among my initial priorities was the requirement to upgrade the IT environment at PNSC, Rear Admiral Anis-ur-Rehman as one of the Executive Directors did a wonderful job and got installed an excellent IT System at PNSC. The IT system was chosen via international tenders. He selected personnel and employed them. That was one of the great strengthening factors.

Then we analyzed every voyage that the PNSC had made till then. We found that since the inception of PNSC, no voyage to the United States had made a profit, so I immediately stopped voyages to the United States. The second thing I discovered was that PNSC was running on the old big shipping company concept. This meant that every ship left every port on a pre-determined date irrespective of how much cargo it had embarked. Here the primary consideration was scheduling

and not the amount of cargo embarked. I discontinued this and directed that PNSC ships will go where the cargo was. I was told, "Sir this is called tramping". The term "tramping" has a derogatory connotation to it in pristine shipping circles. I said whatever it may be called is not important, we will do this because this will help us make profits. At that time three containerships had been bought and none of them were making a profit. Each ship was causing Rs One Billion loss every year. So, I went to the board; took their permission, and sold all those ships. This way the Rs One billion loss annually was immediately stopped. I must also mention that when I took over it was quite evident that the Government was not interested in running the PNSC as a debt-ridden company. This became clear to me at the very start because when I delivered a presentation to the cabinet, President General Pervaiz Musharaf told me to save PNSC if I could or he would shut it. There was, therefore, no question of any financial help from the Government. The onus of keeping PNSC alive or shutting it down was now on me. I did not want to be responsible for shutting down the only shipping company in the country. We started looking for ways to meet the challenge. We saw that our refineries were importing large volumes of crude oil regularly. We appreciated the commercial potential of this reality. We concluded that a long-term relationship with the refineries to transport crude would not only help us make reasonable profits but it could give us a financial instrument that could help us raise money. Alhamdulillah, with the grace of Allah Almighty, since 2000 till today PNSC is in profit. I left it at 3 Billion per year. Recently, I have learned through Admiral Jawad the

current Chairman that it has risen to 24 Billion in just nine months of the year. I am thankful to Allah for all this.

**Considering both the positives and the negatives, how in your opinion has the Pakistan Navy transformed since you entered the service in 1960?**

This is a very important and pertinent question. I strongly believe that every coming generation is better than the previous one. So, as far as I am concerned, the Navy of today is far better than the Navy I served in. It is better in all respects, i.e. technology, knowledge, expertise, etc. Today's generation is much better and more professional than I was. As regards leadership qualities, I feel besides a very high level of integrity and a sense of responsibility, truthfulness, being fair and firm and having concern for men under your command, and respect for your seniors are also important leadership qualities. These are found in most leaders across the spectrum. The style may differ but the principles do not change.

**Sir, what message would you like to disseminate to today's generation and how would you like to be remembered by the rank and file? If you were to relive your life would you like to choose the same profession?**

Honestly, I do not feel significant enough to be remembered. I had a small role in life and I tried my best and would like to be remembered as an honest person. Moreover, I do not have a moment of regret for having chosen to be in the Navy (Alhamdulillah). It has been a great life. At the age of 80, I can still enjoy living; what else would one want in life? ❖❖



# PN RECKONER

## EVENTS IN JUNE

Source: PN History & Archives Centre

- Jun 02, 1949:** Oil tanker EMPIRE TAJ purchased from the British Ministry of Transport and commissioned as HMPS ATTOCK to serve as a harbour oiler.
- Jun 1953:** HMPS JHELMUM and HMPS ZULFIQUAR participated in the Coronation ceremony of Queen Elizabeth II and Fleet Review at Spithead, Portsmouth, UK.
- Jun 1954:** First Action Speed Tactical Teacher set up at HMPS HIMALAYA.
- Jun 15, 1961:** Commissioning of first Floating Dock (FD-1).
- Jun 01, 1964:** TENCH class submarine, former USS DIABLO 479, acquired from the USA and commissioned as PNS GHAZI (S-130), marking the inception of submarine service in Pakistan Navy.
- Jun 1971:** Alpha Company of proposed Marine Battalion raised for coastal defence and riverine operation in East Pakistan.
- Jun 01, 1973:** The first refit of a submarine in Pakistan commenced at PN Dockyard. PNS HANGOR (S-131) docked in FD-1.
- Jun 20, 1974:** Fourth pair of Shanghai Class Fast Patrol Boats PNS BANNU (P-154) and SAHIWAL (P-160) commissioned and inducted into PATRON 10 Squadron.
- Jun 29, 1987:** Rolling out ceremony marking the completion of the first major repair/refit (V3) of Atlantic LRMR aircraft in Pakistan held at PNS MEHRAN.
- Jun 01, 1989:** Silver Jubilee celebrations of PN Submarine Service held at Karachi.
- Jun 04, 1991:** Groundbreaking and Foundation Stone laying of "New NHQ Complex" performed at Sector E-9 site in Islamabad.
- Jun 06, 1994:** The first Patrol Craft constructed indigenously at PN Dockyard, commissioned as PNS LARKANA (P-157).
- Jun 07, 1994:** PNS NIGRAAN commissioned as base for Naval Provost at Karachi.
- Jun 08, 1996:** PNS PUNJAB was commissioned at Lahore as a depot unit for PN Central Command.
- Jun 03, 2010:** PCB Fabrication Facility inaugurated at NPEC Karachi.
- Jun 16, 2011:** 4<sup>th</sup> F-22P Frigate Design PNS ASLAT was launched at Karachi Shipyard & Engineering Works.
- Jun 16, 2011:** PNS BABUR (F-182) undertook Rescue Ops "Umeed-e-Nau", safely rescuing & evacuating the crew members including Indian Nationals of MV SUEZ in Arabian Sea.
- Jun 12, 2014:** Second Fast Attack Craft (Missile) indigenously constructed by KSEW, commissioned as PNS DEHSHAT (1014).



# WHITHER NOAH'S ARK?



Rear Admiral Javaid Iqbal

**R**ecent migrant boat disaster off Greece involving hundreds of lives onboard begs to awaken human conscience, if ever there was one. If we can't build a Noah's Ark to save illegal migrants at sea, let us atleast build a Guantanamo like detention centre in every maritime nation to rescue, restrain and hold such "heinous criminals" until deported.

Centuries ago Noah single-handedly built an ark and saved humanity. Today its descendants still struggle to find a literally water-tight solution that focuses on the last mile segment of an international humanitarian crisis of deadly proportions - deaths at sea

in derelict unsafe vessels.

Yes, it's migrants' fault. These "heinous criminals" shouldn't have left their 'home-lands' to illegally enter into another country and "steal" their resources. Yes, they should have been sane enough to refuse passage in a derelict unsafe creaking rust-tub crammed beyond its capacity. Alas, if wishes were horses, beggars would ride! No one leaves home unless the risk of dying during journey appears lesser than the risk of continuing to live on back home.

Also let us not enter into the great debate regarding State's responsibility. Yes, a State of origin

should be able to provide well for its citizens. Yes, a transiting State should crackdown on the human-smuggling international networks that exploit human insecurities. Yes, a maritime State should exercise effective Port State Control to deny operation of derelict unsafe rust-tub like small boats from its shores. Yes, an adjoining maritime State should effectively patrol its waters to disrupt such human-smuggling attempts through seas of its jurisdiction. Yes, a destination State should build effective programme to deny entry of such illegal immigrants in hordes lest they become a burden on its population. A State should do





all this, and more. More so the States that are on the originating end of the problem bear greatest responsibility for preventing such migrants from leaving.

But what about the poor souls who have been eventually trapped in this vicious circle facing a certain death at sea? It's not a question of emotional blackmail of States who can rescue migrants at sea but a question of coordinating emergency responses to save lives. It is more of a case of a human's right to live and a human's responsibility to save lives.

Saving lives at sea from shipwrecks has been an ancient concern. Noah did it then by building an ark. And lately when Titanic sank in its full doom in 1912, the world scrambled to put together an International Convention for Safety of Life at Sea also short-titled SOLAS convention. And then we have International Convention of Maritime Search

and Rescue as well as a focused legislation by the name of Migrant Smuggling Protocol to the UN Transnational Organized Crimes Convention (UNOTC). All these international legislations focus on sacrosanct subject of the safety of life at sea. Thus in disasters like the current one at hand, it is the States from whose shores such derelict unsafe boats are allowed to leave for sea and States in whose vicinity these boats transit come under greater focus. The question of right to visit board and search a vessel/boat/flag flying another flag in international waters is very clear in international maritime law, and when human lives are at stake, the States have all the legal wherewithal to board such vessels for early rescue. However persistent maritime disasters point towards a deviant practice which needs to be looked in by international community.

We must remember that illegal

migrants are victims of an international mafia which exploits their economic fears and lands them on derelict unsafe ships. States enforce laws for unsafe joyrides in entertainment parks; why not do same at sea which is universal jurisdiction as far as Search and Rescue is concerned. Search & Rescue is an international obligation and a Mariner's first duty at sea; so why do we tolerate criminal delay or neglect?

Finally, I leave a Hobson's Choice for the reader. The world by and large made and accepted a Guantanamo Bay to restrain dangerous individuals until their cases are decided. Why not make a similar facility to retain such illegal migrants until their cases are decided and they are either given asylum or deported? You Think or else They Swim, that's only if They are lucky!.. ❖❖



# BE A DRIVER OF HOPE



Cdre Ovais Hyder

**W**e all live by hope, we all hope one day our efforts will bear fruit. Parents yearn for long years in the hope that their children are able to live a better and successful life than themselves. Patients go to doctor because he/she hopes that the doctor will be able to cure. Successful doctors capitalize on 'hope' as a value addition to the treatment. Contrarily, doctors unaware of the art of building hope are seldom as successful.

## HOPE AND MEN IN UNIFORM

It is generally said that men in uniform need three basic things to perform; these include roti (food), chhuti (leave) and Tankhwah (pay) but intelligent commanders always

add driving of 'motivation and morale' as the fourth, to accrue success. Undoubtedly, these are inescapable force multipliers. While motivation generally refers to an individual's internal drive, morale refers to a body of men, imbued with high spirit to perform. However, in the absence of hope, both are impossible to be attained. People instilled with hope tend to have high motivation/morale with a higher self-esteem to perform.

Hope generates the feel good effect and a will to perform in an individual/group. In general, difference between the bosses rebuking every then and now and those able to drive hope in their

men about themselves and the task at hand is self evident. A hopeless team is a team that has already lost. A team full of hope is a potentially winning team. It is said that 'they can, because they think they can'. Therefore, it is the development and belief in this 'can do' thinking/culture into an individual/organization that forms the basis of a winning culture. Hope is like a fragrance and serves to ease the seemingly difficult environment. Presence of hope in the environment results in an enhanced individual output, whereas as a synergized effect, it has the potential to yield disproportionate organizational output.



## HOW HOPE IS BUILT

At lower levels, hope is built by replacing negative words with encouraging / positive words, use of appropriately worded positive sentences, promising/positive body language and capitalizing on individuals' strengths. It enables people to believe in themselves and their abilities for a positive outcome.

There is a Chinese proverb which implies 'don't give fish to a person, teach him how to fish'. The biggest favour that one can do to another person is to enable him to perform. Hope and encouragement plays a pivotal role in enabling/ activating an individual to perform. People would like to discuss, consult and be with a person who is a repository of hope. Whether a person displays it or not but a glimpse of hope enlightens and energizes every human being from inside. It serves as a catalyst, inspires confidence and renews commitment.

## LEADERSHIP AND HOPE

Leadership and hope go hand in hand. Leadership at any level without a hope could be management, supervision or administration but not leadership. On a larger canvas, great leaders are always known for driving people, usually in the hope of freedom, collective betterment or a prosperous life or a combination thereof. Quaid-e Azam's scrupulous character, fearless personality and relentless efforts enlightened hope for creation of a separate state for Muslims of the subcontinent; Nelson Mandela

through his resilient pursuit of rights for the black became an icon of hope for freedom and collective betterment. A true leader is always credible and never relies on false hope. Hope emanating from credible leaders overtime becomes contagious with a domino effect to permeate in different segments of society and eventually in the surrounding environment turning the leader himself into an icon of hope for the large masses.

**A GOOD POLICY IS A POLICY THAT OPENS NEW VISTAS/ AVENUES OF OPPORTUNITIES AND OPTIONS. WHEN VIEWED FROM THIS ANGLE, HOPE IS THE BEST POLICY**

## HOPE AS A WIN-WIN POLICY

A good policy is a policy that opens new vistas/avenues of opportunities and options. When viewed from this angle, hope is the best policy. It develops required level of energy and nourishes will to strive with patience for sustained efforts over a period of time. Thus longer the period of sustained endeavors, brighter the prospects and larger the number of possible opportunities. Consequent to building of hope, even if the desired outcome of the endeavors is not achieved, level of competence/experience gained will never be the same as was before the efforts, thus still adding to the probability of success for the next

round. Moreover, it is generally said that 'you give others what you have'. Drivers of hope and hope givers enable others and in turn themselves become indefatigable individuals.

## HOPE AND FIFTH GENERATION WAR

Fifth generation warfare is woven around spreading hopelessness, despair and despondency amongst the societies and masses through carefully articulated and systematic media/propaganda campaigns. It is basically aimed at taking away hope and inducing fear amongst the target masses with respect to their future. It is obvious that the societies hopeful about their future tend to flourish and those induced with fear are bound to doom. Hope and fear are both futuristic but opposite in nature and therefore cannot live together. When hope is triggered, fear is gradually driven out. Hope enables a person while fear disables. In an organization, an environment of hope is also invariably filled with encouragement, trust and commitment, thus vying for higher organizational standards. Conversely, an environment void of hope will have mutual distrust, inefficiency and will remain typically engulfed in routine matters with a self centered hierarchy.

## HOPE - AN INESCAPABLE VIRTUE

A question worth pondering here is; are there any better options or alternates than kindling / rekindling of hope? Viewing the things while taking a 'realistic approach', 'being pragmatic' or



'being natural' in one's approach may perhaps appear in one's mind. However, these approaches are guarded in nature and cautiously extrapolate the current scenario to envisage the future. However, hope is fundamentally futuristic in nature and tends to ride on positive thinking. It clearly rejects pessimism and is more about optimism.

Allah SWT has created human beings with different personality shades; some people are very eloquent and expressive others are not; some are extrovert by nature while others are introvert. Similarly some are very deliberate and mature in their responses while others tend to react in a somewhat hasty/impulsive manner. Some tend to be empathetic while others don't hesitate bulldozing any way. Some are able to see beyond the horizon while others remain engulfed in petty matters and struggle to see the writing on the wall. In short, the truth is that the complete variety of shades can never be fully comprehended. Nevertheless, each of the above categories has one thing in common, in that everyone is driven by hope. Everyone needs hope to strive.

### HOPE - POINTS TO PONDER

It is extremely important to point out here that hope without clarity of thought, sincerity of purpose and earnest endeavors could be a mere delusion. A hopeful discourse does not at all implies painting of a rosy picture in one's mind by overlooking the challenges/ground realities, but it means a knack of positive thinking leading

to a plausible course that paves the way for possible success while taking a realistic stock of the opportunities as well as challenges. Practically speaking, being hopeful means making/presence of earnest efforts while looking forward for a positive/favorable outcome.

It is also important to distinguish use between hope and expectation.

Expectation is somewhat inflexible, passive and could very well be one sided in nature .i.e. the outcome is dependent on the situation or the other person whereas hope is so much more positive than expectation. It is said; 'hope for the best but prepare for the worst'. While we are looking for positive outcome we are also making our bid / creating conditions to make it happen. Being somewhat fixated in nature, unfilled expectation may tend to induce anguish and bitterness. However hope generates a feel good, positive and soothing effect and has a potential to transform.

In successful organizations top level managers are forward looking and full of hope about the future. These managers tend to de centralize control and focus on the larger strategic canvas relevant to their organizational interests. Conversely, in low performing organizations usually managers' internal fears transcend their hopes. These managers find it difficult to drive hope in their staff and instead of focusing on superior/viable solutions of the challenges; they tend to resort to micromanagement leaving aside

their own task of policy formulation and its execution.

### ISLAMIC PERSPECTIVE

Islam lays great emphasis on building hope. Important Qur'anic verses and ahadees, pointing to

لا تقنطوا من رحمۃ اللہ تبر: اور اللہ کی رحمت سے ناامید نہ ہوں (سورۃ الزمر 39:53)  
 اچھی بات کہہ کر مدد ہے (صحیح مسلم # 2329)  
 جیسا گمان کرو گے ویسا نتیجہ (صحیح مسلم # 2877 سیف البنت، ابوالدرداء، # 3113 المائز احمد 3/315)  
 لوگوں کو اچھی خبر دو

developing positive thinking and hope are as follow:

We pray in the hope that it will be granted.....pray without a strong hope/believe is a mere ritual / formality.

### CONCLUSION

There cannot be a bigger disfavor than depriving someone of hope. As hope and positive thinking go hand in hand, similarly, hopelessness and negative thinking are also inseparable. Therefore it is rightly said that 'ONCE YOU CHOOSE HOPE... ANYTHING IS POSSIBLE'. Developing countries will find themselves short of material resources, however, they are invariable rich in human resources....to an individual hope serves as a value addition that can make up for the shortage of resources.

In our daily lives a person may not necessarily be able produce the desired outcome/results, but if he is able to genuinely radiate hope, he leaves a positive impression. It is not necessarily possible that one's help is always able to make the difference. ❖❖