

LETTERS TO THE EDITOR

Project for development of Nargol Port in South Gujarat

Dear Editor,

In 2012, a Company called 'Cargo Motors' from Delhi and Ahmedabad surreptitiously started to do an oceanographic survey of the sea around Nargol Port, off the Vadoli River. This survey was done by boats from Umbergaon and not from Nargol Bunder, where there was a more than adequate number of boats for the same purpose. Please note that in 1999, the Gujarat Maritime Board (GMB) wanted to develop a similar port in Umbergaon, where the locals reacted very violently as their coastline and livelihood would have been practically destroyed forever. An Indian Army brave heart named Colonel Savey sacrificed his life at the Umbergaon police headquarters in this matter then, after which then Chief Minister of Gujarat, Mr. Keshubhai Patel, assured one and all that this project was PERMANENTLY shelved.

Now, the present project (as per L&T) entails: filling up 560 hectares of sea with 3 hills off Bhilad and Sarigam, as the rocks from there are of granite grade, and then filling up the top with earth from surrounding landfill. Madam Medha Patkar has already visited this place, but was shown only land acquisition for bringing a road highway (from NH8) and a 2-sided railway (from Sanjan or Umbergaon) to the Port for transport of bulk and container/general cargo discharged and loaded. Of the landfill, 40 acres will be utilised for coal piles, which will be discharged from 150,000 MT bulkers. Another 25 acres will be made into a tank farm (a cluster of 125,000 ltrs each tanks) for crude oil and LPG gas from 150,000 Cu. Mtr. tankers. There

will also be the infrastructural items like 500/600 labourers, 5 or 6 pilots for inward and outward ship movements - with quarters for the lot, plus at least 3 tugs to handle the huge vessels, their crew, provisioning of food, water (at least 500 to 600 M/tonnes daily), and most important, waste water and garbage disposal facilities... coal dust/smoke from vessels all other pollutions notwithstanding.

Now the problem of Archimedes's principle - the amount/weight of water displaced by an object must equally find its place. Where will the water displaced by this landfill go? The answer is simple: The whole Western Coast as well as the Oman Coast (near Masirah Island) will face tidal rips and inundations unforeseen up to today, including and especially the holy heritage Parsi pilgrimage place of Udvada, which H. E. Mr. Narendra Modi claims to protect personally.

Moot question here is: Why does GMB not develop the HALF FINISHED/EXPANDABLE ports such as Hazira, Dehej, Bavnagar, Jafrabad, Veraval, Jamnagar, Navlakhi, Kandla, and especially Pipavav? WHY disturb beautiful beaches like Davier, Nargol, Maroli, Jampore (Daman), Tithal (Valsad), etc.? I have been often to Oahu (Hawaii) and Bondi (Sydney), but Nargol beach is just as beautiful, if not more so.

For your information, Jindal Steel (JSW) was setting up a Rs. 10,000 crore project at Nandgaon (Boisar). As per a report in Mumbai Mirror of Wednesday, September 18, 2014, Mr. Sajjan Jindal's car was surrounded by the Sarpanch and villagers, and he was forced to sign on a plain paper in a hand written note that as the village was averse to this project (and cited Umbergaon

1999) he was gentleman enough to write, sign, and declare that his project was CANCELLED. I hope Cargo Motors is equal to this and goes to the above mentioned ports for their trade, which all happen to be FAR CLOSER to Sanand - the car/truck producing centre - with infrastructure, etc. already in situ. Progress at the cost of ecology is Destruction Of Nature.

If anyone has the foresight and dynamism, Nargol Beach should be developed as a tourist resort, and the Vadoli River confluence seaward should have a small breakwater and a yacht- yard developed inwards with a clubhouse and quarters for yachtsmen to stay luxuriously, and for the fishermen (macchis) to secure their deep-sea fishing dhows during the monsoons. GMB needs to visit Marxamslok (Malta), Gibraltar, Crete, Hargdhaga (Egypt), etc., including the Dubai yacht basin and dry dock called Al Jaddaf, to see the wealth and prosperity engendered there-all.

The above has been written after 51 years in the shipping trade, including the T. S. Dufferin for 2 years as Cadet 1963 to 1965.
Capt. K. R. Mistry

An Open Letter to Nusli Wadia

Dear Mr. Wadia,

It has been reported in the Parsee Press that the Wadias want to take back the management of the 5 Wadia Baugs from BPP.

I think that is a correct idea and should be implemented IMMEDIATELY.

Mr. Wadia, I have lived in Cusrow Baug my entire life (73 years). I want to give my sincere and heartfelt thanks to the Wadia family for building such a lovely colony like Cusrow Baug. I studied for a few years in the Sir Cusrow Wadia School. I