

NAMING THE SEAS

Vikram Doctor looks at the process by which seas receive names and the associated problems and resolutions

In May 1988, the *Times of India* (ToI) reported on an issue riling readers of *Pakistan Times*, a now defunct newspaper that was then owned by the Pakistani government. This was the name of the Indian Ocean which they felt was unfairly linked to this country simply because "by calling itself India the country seemed to have become heir to the entire history of the subcontinent."

One writer felt that the fairer approach would be to limit the use of India up to August 1947 and after that "what remained outside Pakistan and Bangladesh should be called Bharat." But since the Indian government had not been so obliging, writers felt Pakistan should not go along with this historical and geographic appropriation and should stop using the term "Indian Ocean".

One writer proposed calling it the Indo-Pak Ocean as a fair solution. A more diplomatic correspondent felt this would annoy other countries in the region, but suggested that, because many of these countries were Islamic, the Muslim Ocean was the right term. "All Muslim countries should agree to such a proposition and the matter should be taken up at the Organisation of Islamic Conference," he says.

Pakistan's irritation with the Indian Ocean name goes back even further. In March 1971, ToI reported on a presentation made by Latif Ahmed Sherwani of the Pakistani Institution of International Affairs at a seminar in Georgetown University, Washington DC, on Indian Ocean affairs.

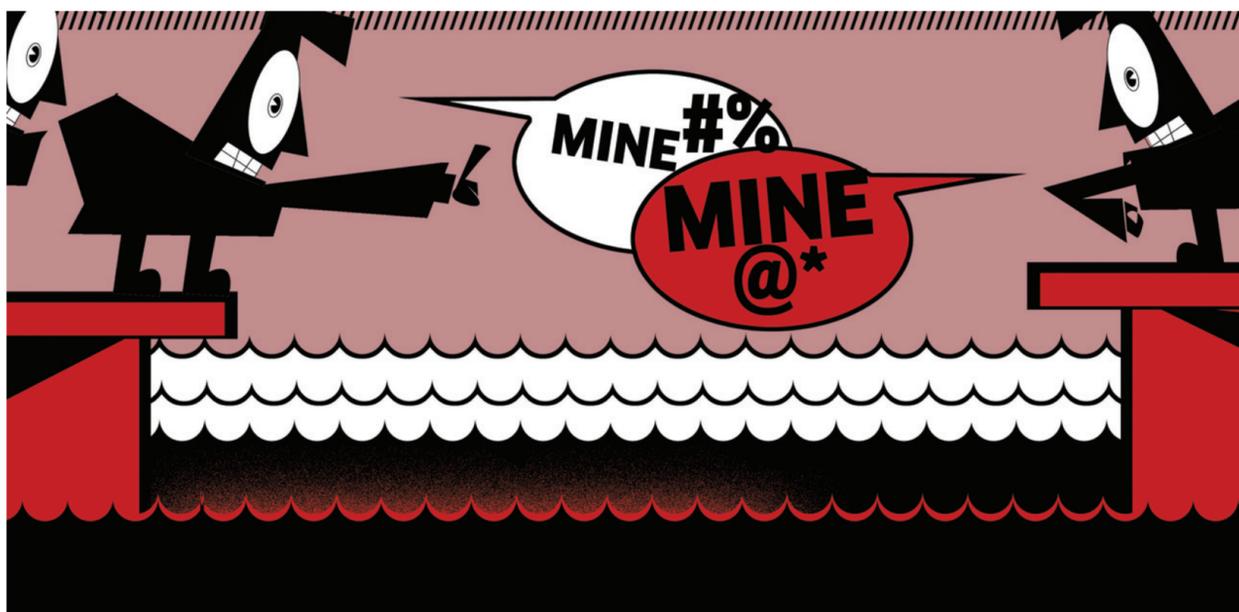
Sherwani pointed out that the Mediterranean wasn't known as the Italian Sea, despite Italy occupying a prominent position in it, just as India did in the Indian Ocean. So in the same way a name should be used that was more respectful of the many countries around the Indian Ocean's rim. He suggested calling it "the eastern ocean or the Afro-Asian ocean."

Even further back though, an objection to 'Indian Ocean' came not from Pakistan, but Indonesia. In July, 1963 ToI reported the startling news that Indonesia's President Sukarno wanted Indonesia's Navy to call the Indian Ocean as the Indonesian Ocean and his Chief of Staff of the Navy Eddy Martadinata had issued an order making the change. Martadinata later became ambassador to Pakistan where he may have enjoyed meeting others peeved about the persistence of 'Indian Ocean.'

CHINA'S POSITION

Matters of sea are important to Indonesia which is a nation of islands. This includes the Natuna Islands, an archipelago of 272 small islands that lie in a part of the sea where they rub up against China. That whole area is generally known as the South China Sea but last week the Indonesian government said that the part near their islands would now be called the North Natuna Sea.

China's response was predictable. "Some



ILLUSTRATIONS: ANIRBAN GUPTA

countries so-called renaming is meaningless," said a Chinese foreign ministry spokesman. Some idea of Chinese views about the region can be seen in a statement made at an international conference in 2015 by Chinese Vice Admiral Yuan Yubai, who stated bluntly, "the South China Sea, as the name indicates, is a sea area that belongs to China."

The Chinese government's position on the sea is inherited from its predecessor, the Republic of China (RoC). In the aftermath of World War II the RoC released the Nine-Dash line, a map with nine dashes encompassing nearly all of the sea between the Chinese mainland and the countries of South-East Asia, all claimed for China.

The six Arab countries who border the Persian Gulf strongly feel that their control of around 70% of the coastline gives them the right to rename it the Arabian Gulf now. Iran refuses to countenance this

After the RoC collapsed and moved to Taiwan, its communist successor continued to maintain the claim (though the RoC in Taiwan has never officially dropped it either).

WIDE GULF

An even more intensely felt maritime dispute in the region has been running for decades over the name for the sea between Korea and Japan. The general convention is to call this the Sea of Japan, but South and North Korea affirm passionately that they always called this the East Sea and that its appropriation by Japan continues the humiliating colonisation of Korea by Japan and atrocities committed during WWII. The Koreans have pleaded in multiple international meetings for at least parity, with both names being recognised, but Japan remains stonily unresponsive, inflaming the matter even more.

Another dispute over maritime naming, in a particularly volatile region, is over the Persian Gulf. The ancient Greeks referred to this as the Sinus Persicus, with Sinus Arabicus (Arabian Gulf) sometimes used for what became more commonly known as the Red Sea. The six Arab countries who border the Persian Gulf strongly feel that their control of around 70% of the coastline gives them the right to rename it the Arabian Gulf now.

Iran refuses to countenance this even

In matters of sea, India is something of an exception. Our name attaches to one of the largest maritime expanses of all, but the country has never seemed too concerned about defending this

though, ironically, it has moved away from the term Persia in most other ways. The term Iran, which derives from Aryan, applies for most of the country, except in matter concerning the Gulf. There is an official National Persian Gulf Day on April 30th, the top Iranian soccer teams play in the Persian Gulf Pro League and airlines found to be using any term other than Persian Gulf on their in-flight information systems are banned from flying in Iranian air-space.

According to a paper by Martin Levinson, following the Islamic Revolution of 1979 there were moves to promote the term Islamic Gulf - which presumably the Pakistani proponents of the Muslim Ocean would have appreciated. This idea disappeared after the start of the inter-Islamic Iran-Iraq war, but apparently was revived by Osama bin-Laden and used as a term to rally Islamic militants.

BUILDING BLOCKS

This underlines the larger dangers of maritime naming disputes. Land based naming disputes are numerous, but they tend

to be settled by the brute principle of physical possession. Laying claim to the open sea is harder and it is partly why opponents try and enlist more solid features like continental shelves, shoals and reefs as a way to buttress their position (China has been accused of actually building islands for this purpose).

The real problems come with the economic benefits which, inconveniently tend to be less easy to pin down. Sea lanes for ships tend to be in the most open waters, submarine oil and gas fields stretch in unpredictable directions and shoals of fish which, as they dwindle through overfishing are increasingly desperately sought after by national fishing fleets, and are the hardest of all to demarcate in national areas.

ACCIDENTAL OWNERSHIP

In all this India is something of an exception. Our name attaches to one of the largest maritime expanses of all, but the country has never seemed too concerned about defending this. Periodically our politicians boast about the blue-water ambitions of

the Indian Navy and the potential of Indian Ocean commerce, but they then go back to land based issues. Coastal issues are literally marginal in India, with fishing communities struggling to receive the same attention paid to farming ones.

This might reflect the fact that our ownership of the Ocean name is somewhat accidental. As with most things involving the predominantly Western developed system of cartography, it was first used by the Greeks tracking the sources of the prized spices and textiles from India. As Martin W.Lewis explains in his essay 'Dividing the Ocean Sea' (1999), the Greeks began the somewhat arbitrary division between sea (thalassa) which meant the Mediterranean for them, and the wider Oceanos, the world of sea that lay at the edge of the world of land.

Travel and trade made them refine this view and from fairly early on the term Indikon pelagos was used for the seas around India. The Roman geographers who built on their knowledge occasionally made a distinction between the waters closer to India and the open sea they knew existed beyond Ceylon, which they called Mare Prosodum or the Green Sea. Other terms were used like Oceanus Orientalis, Ethiopian Ocean (for the parts closer to Africa) and Mare Barbaricum, but probably following the traders who actually sailed the seas, they always came back to Indian Ocean.

BHARATIYA OCEAN?

This persisted through the 16th century as increasing knowledge from the global voyages of explorers like Magellan led to the creation of the first atlases. The Atlantic has received its name from the Greeks, who saw it as the edge of the world, held up by the giant Atlas, but then explorers broke through to the Pacific, after sailing down south and surviving the storms of Cape Horn at the tip of South America, to come to the more peaceful seas to its north.

Explorers going north and south added the Arctic and Antarctic Oceans, although geographers have argued about whether these count or not. Different divisions have given the seven oceans that, in number at least, correspond to the seven seas of ancient Arabic and Indian legend, or four oceans, or even just one - as one geographer pointed out, if you invert the globe and look from the South Pole there is just one vast sea with three great bays that are the Atlantic, Pacific and Indian oceans.

Even in this the Indian connection remains, and oddly the only threat to it might come from ultra-nationalists who believe in elevating the term Bharat over India. They argue that this internal name should be the external one too, ignoring the long global history of the use of India. They might want to consider how imposing this change would delight maritime minded Pakistanis since the chances of getting the world to accept the idea of a Bharatiya Ocean accepted are nil.

राष्ट्रीय इस्पात निगम लिमिटेड
RASHTRIYA ISPAT NIGAM LIMITED
 (A Government of India Enterprise)
VISAKHAPATNAM STEEL PLANT
MARKETING DEPARTMENT : ITD SECTION
 Email: rinlexp@vizagsteel.com Ph: 0891-2518226
Tender No. Mktg/ITD/2017-18/ST/INT 13, Dt. 03.08.2017
Work:e-Tender for sale of Steel Products in export Market
 ♦ Submission of Tender: 11.00Hrs IST on 09.08.2017
 ♦ Contact : Shri V. Kiran Kumar, AGM (Mktg) ITD AGM(Mktg)ITD
 For more details & corrigendums please visit regularly www.vizagsteel.com

WESTERN RAILWAY
CORRIGENDUM
 Western Railway under Ministry of Railways intend to develop its 4 important Railway Stations (Mumbai Central, Bandra Terminus, Borivali and Indore) upto International Standards on Public Private Partnership basis. The date and time of submission of Invitation documents is as under:

Name of Stations	Previous Date and Time for Submission of Invitation Documents	Revised Date and Time for Submission of Invitation Documents
Mumbai Central	08.08.2017 upto 13.00 hrs.	15.09.2017 upto 13.00 hrs.
Bandra Terminus	08.08.2017 upto 13.00 hrs.	29.09.2017 upto 13.00 hrs.
Borivali	08.08.2017 upto 13.00 hrs.	29.09.2017 upto 13.00 hrs.
Indore	08.08.2017 upto 13.00 hrs.	29.09.2017 upto 13.00 hrs.

General Manager (Engineering)
 GLO Building, Opp. Churchgate Railway Station, Mumbai 400 020.
 Phone: +91-22-22030144 Fax. No. 91-22-2202113 Email: cepdwr@gmail.com
 Like us on: Facebook.com/WesternRly follows us on: Twitter.com/WesternRly

pscl PUNJAB STATE TRANSMISSION CORPORATION LIMITED
 Regd Office : PSEB Head Office, The Mall, Patiala, 147001
 Corporate Identity No. U40109PB2010SGC033814 www.pstcl.org
 O/o : Dy. CE/TS (Design), Telefax: 0175-2207774, E-mail : se-trd@pstcl.org
Notice Inviting E-Tender

Enquiry No.	STQ-5076
Description	Supply of 160 MVA 220/66KV Power Transformers
Qty.	6 nos.
Last Date & Time for Downloading of tender	04.09.17 at 10.30 am.
Last Date & Time for receipt of tender	07.09.17 upto 10.30 am.
Last Date & Time for Opening of tender	07.09.17 at 12.30 pm
Cost of specification	2500/-

Detailed NIT/specification may be downloaded from PSTCL e-tendering website www.pstcl.nprocure.com. Corrigendum, if any will not be published in newspapers. As such the website may be visited regularly for updates.
 DPR/Pb.-1611-C Dy. CE/TS (Design), PSTCL, Patiala.

pscl PUNJAB STATE TRANSMISSION CORPORATION LIMITED
 Regd. Office : PSEB Head Office, The Mall, Patiala, 147001
 Corporate Identity No. U40109PB2010SGC033814 www.pstcl.org
 O/o : Dy. CE/TS (Design), Telefax : 0175-2207774, E-mail : se-trd@pstcl.org
Notice Inviting Tender under Vendor Development Policy

Enquiry No.	STQ-5077	STQ-5078	STQ-5079
Description	Supply of 220KV PTs	Supply of 66KV PTs	Supply of 66 KV Line CTS
Qty.	6 nos.	6 nos.	6 nos.
Last Date & Time for Downloading of tender	04.09.17 at 11.00 am	04.09.17 at 11.30am	04.09.17 at 12.00noon
Last Date & Time for receipt of tender	07.09.17 upto 11.00 am	07.09.17 upto 11.30am	07.09.17 upto 12.00 noon
Last Date & Time for Opening of tender	07.09.17 at 11.30 am	07.09.17 at 12.00 noon	07.09.17 at 12.30 pm
Cost of Specification	500/-	500/-	500/-

Detailed NIT/specification may be downloaded from PSTCL website www.pstcl.org. Corrigendum, if any, will not be published in newspapers. As such the website may be visited regularly for updates.
 DPR/Pb. 1612-C Dy. CE/TS (Design), PSTCL, Patiala.

GODFREY PHILLIPS INDIA LIMITED
REGISTERED OFFICE : 'Macropolo Building', Ground Floor, Next to Kala Chowky Post Office, Dr. Babasaheb Ambedkar Road, Lalbaug, Mumbai - 400 033
CORPORATE OFFICE : 49, Community Centre, Friends Colony, New Delhi - 110 025
CIN : L16004MH1936PLC008587
Website : www.godfreyphillips.com ; Email : isc-gpi@modi.com

NOTICE
 Pursuant to Regulation 29(1)(a) read with Regulation 47(1)(a) of the Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015, it is hereby notified that a Meeting of the Board of Directors of the Company will be held on Saturday, the 12th August, 2017 at 4:00 P.M. to, inter-alia, consider, approve and take on record of the Standalone Unaudited Financial Results for the first quarter ended 30th June, 2017.

The information contained in this notice is also available on the Company's Corporate website www.godfreyphillips.com and on the website of the stock exchanges, www.bseindia.com and www.nseindia.com.

For GODFREY PHILLIPS INDIA LIMITED
 Sd/-
 Place : New Delhi (SANJAY GUPTA)
 Dated : 5th August, 2017 COMPANY SECRETARY

FORM A PUBLIC ANNOUNCEMENT
 This Public Announcement replaces the announcement made in this newspaper on page 15 on 04 - August - 2017 & confirms Insolvency Commencement Date for ABG Shipyard Limited as 01 - August - 2017. The last date of submission of claims remains the same.

[Under Regulation 6 of the Insolvency and Bankruptcy Board of India (Insolvency Resolution Process for Corporate Persons) Regulations, 2016]
FOR THE ATTENTION OF THE CREDITORS OF ABG SHIPYARD LIMITED

RELEVANT PARTICULARS	
1 Name of Corporate Debtor	ABG SHIPYARD LIMITED
2 Date of Incorporation of Corporate Debtor	15-March-1985
3 Authority under which Corporate Debtor is Incorporated / Registered	Registrar of Companies-Ahmedabad
4 Corporate Identity Number / Limited Liability Identification Number of Corporate Debtor	CIN: L61200GJ1985PLC007730
5 Address of the Registered Office and Principal Office (If Any) of Corporate Debtor	REGISTERED OFFICE ABG SHIPYARD LTD. Near Magdalla Port, Dumas Road, Surat - 395 007, Gujarat Corporate Office: ABG SHIPYARD LTD. 2nd Floor, Bhupathi Chambers 13, Mathew Road, Mumbai - 400 004
6 Insolvency Commencement Date in Respect of Corporate Debtor	01.08.2017 (As per order of NCLT dated 01.08.2017 in C.P. (I.B) No. 537/NCLT/AHM/2017)
7 Estimated Date of Closure of Insolvency Resolution Process	180 days from the insolvency commencement date, which is 28.1.2018
8 Name, Address, Email Address and the Registration Number of the Interim Resolution Professional	Name: - Sundaresh Bhat Address: -BDO RESTRUCTURING ADVISORY LLP, THE RUBY - LEVEL 9, NW WING, SENAPATI BAPAT MARG, DADAR (WEST), MUMBAI - 400028. Email Id: - irp.abg@bdo.in Reg. No. : -IBBI/PA-001/IP-P00077/2017-18/10162
9 Last Date for Submission of Claims (Within 14 Days from Date of Commencement of CIRP)	16.08.2017

Notice is hereby given that the Hon'ble National Company Law Tribunal, Ahmedabad has ordered the commencement of a corporate insolvency resolution process against the ABG Shipyard Limited on August 01, 2017, via order dated August 01, 2017. The creditors of ABG Shipyard Limited, are hereby called upon to submit a proof of their claims on or before August 16, 2017 to the Interim Resolution Professional at the address mentioned against item 8. The submission of proof of claims is to be made in accordance with Chapter IV of the Insolvency and Bankruptcy Board of India (Insolvency Resolution Process for Corporate Person) Regulations 2016. The proof of claim is to be submitted by way of the following specified forms along with Affidavit and documentary proof in support of claim in Form B - Claim by Operational Creditors except Workmen and Employees, Form C - Claim by Financial Creditors, Form D - Claim by Workmen or an Employee and Form E - Authorised Representative of Workmen and Employees. The above-mentioned forms can be downloaded from the website www.ibbi.gov.in of Insolvency and Bankruptcy Board of India (Insolvency Resolution Process for Corporate Persons) Regulation 2016. The financial creditors shall submit their proof of claims by electronic means only. The operational creditors, including workmen(s) and employee(s), may submit the proof of claims in person, by post or electronic means. The moratorium for prohibiting, inter alia, all types of suits, recovery, action against said corporate debtor under section 14 of the IBC is ordered with effect from August 01, 2017 till completion of the corporate insolvency process or until the Bench approves the resolution plan under sub-section (1) of Section 31 or passes an order for liquidation of corporate debtor under section 33, whichever is earlier. Submission of false or misleading proofs of claim shall attract penalties.

Date: - 04/08/2017 Sd/- Sundaresh Bhat
 Place: - Mumbai Interim Resolution Professional
 IBBI/PA-001/IP-P00077/2017-18/10162

MUNICIPAL CORPORATION OF GREATER MUMBAI
PUBLIC HEALTH DEPARTMENT

Diarrhoea Juandice Typhoid

All Water borne Diseases can be Prevented

1. Strain the drinking water & boil it for at least 20 minutes.
2. Wash hands with soap & water before eating food. Maintain personal hygiene.
3. Eat fresh home cooked food. Consume lot of liquid diet.
4. Avoid street food, do not eat cut fruits or drink juices prepared on roads.
5. Consult doctor immediately if symptoms appear & take complete treatment as per doctors advice.

HELPLINE : 022-24114000

Prevent Water borne Diseases, take care

MCGM-HEALTH-IEC CELL- AUG 2017 PRO/709/ADVT/AUG 2017