

Strathfield

Sahaja Newsletter

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NOVEMBER 6th '92

MIND BODY AND SPIRIT TIMETABLE

The following people will be at the M.B.S. Festival -- if anyone else would like to volunteer their time please phone Sarita at Croydon.

TUESDAY EVENING SET-UP 17th of November

4.00pm - 7.00pm
Liz Henshaw
Ron Bullivant

Name

WEDNESDAY 18th of November

7.30am - 12.30pm
Joy Whiley
Fiona Middleton
Jillian Patankar

12.00pm - 4.30pm
Aldo
Dawn Woodhouse
Fiona Middleton

4.00pm - 8.00pm
Natalie Lenn
David Morgan
Fiona Middleton
Ron Bullivant

THURSDAY 19th of November

8.30am - 12.30pm
Granya Williams
Pam Jones
Iste Myre
David Withers

12.00pm - 4.30pm
Diana Reeves
Sarita Chavan
Isa Tiralongo
Micheal & Maralyn
David Withers

4.00pm - 8.00pm
Rob Hutchison
David Withers
Ramesh Nanochi
Ron Bullivant

FRIDAY 20th of November

8.30am - 12.30pm
Ariane
Judy Dobbie
Ezme

12.00pm - 4.30pm
Ariane
Alfred Hewitt

4.00pm - 8.00pm
Rob Hutchison
Patrick
Ron Bullivant

Central Coast Ladies

SATURDAY 21st of November

8.30am - 12.30pm
Dawn Woodhouse
Prasad
Toby Patterson
Michele Holmes

12.00pm - 4.30pm
Jenny Watling
Guy Jefferies
Jillian Patankar
Arna Kerr

4.00pm - 8.00pm
Jenny Watling
Chris Kyriacou
Alfred Hewitt
Patrick
Ron Bullivant

SUNDAY 22nd of November

8.30am - 12.30pm
Joe Salomon
Dawn Woodhouse
Izabel Vega
Laxman & Janine

12.00pm - 4.30pm
Charles and Lyn
Kim Varma
Joe & Ione
Ariane

4.00pm - 10.00pm
Chris Kyriacou
Alfred Hewitt
Jillian Patankar
Peter Aerfeldt
Ron Bullivant

A LIVING LEGEND

Rajesh Shah, Executive Director, Mukand Ltd, traces the career of the Indian bureaucrat with international standing and the role of his wife, Nirmaladevi 'mataji' in shaping his career and life.

Most of us would have heard of Sir C P Ramaswamy Iyer who finds a place in India's hall of fame for his visionary statesmanship. Being familiar with the name of this great Indian, a little over 40 years ago, a young lady addressed her husband, then a junior IAS Officer and who also shared the same first initials, as 'Sir C P'. Today, Dr C P Srivastava, recently retired after serving 16 years as secretary-general of the International Maritime Organisation (IMO) one of the 10 UN agencies, light-heartedly remarked when asked about it, 'My wife was the first to have knighted me'. Royalty was to follow suit later.

In 1990, the King of Sweden, honoured him with his country's highest award, the Grand Cross of the Royal Order of the Polar Star, the insignia of which the King himself wears on formal occasions.

On July 9 last year, the Queen of England was pleased to honour Dr

Sir C P Srivastava, the first Indian to be knighted since Independence, has recently completed an ambitious biography of Lal Bahadur Shastri under whom he served as Joint Secretary, Prime Minister's Office. The former secretary-general of the International Maritime Organisation writes on his years with the IMO and the role of the UN body in regulating shipping.



C P Srivastava with one of her country's highest awards, 'Knight Commander of the Most Distinguished Order of St Michael and St George.'

This honorary knighthood from the Queen, the first for an Indian since Independence, is truly a rare distinction shared with only few others like Ronald Reagan.

Cecil Parkinson, secretary of state for transport and host at the reception in London to honour and present Dr C P Srivastava the insignia of the honorary knighthood on behalf of the Queen, in his opening remarks said "I have heard of legends, but this is the first time that I am meeting a living legend." He could not contain his amazement at the fact that Dr C P Srivastava has been honoured with the highest of awards from 31

nations.

Parkinson then went on to describe Dr Srivastava's career, his contribution to the international community, his effectiveness in making the seas safer, "It is difficult enough to make two nations agree on any issue but only you, Dr Srivastava, could have ensured that 134 nations agreed unanimously at one major convention after another.... the IMO, thanks to you, is an outstanding example of true global cooperation between all nations."

To the maritime world, such lavish praise about Dr Srivastava would come as no surprise, but as he has lived mostly outside India for the last 16 years and has never sought publicity for himself, his work and his achievements have not been widely written about in India.

Dr Srivastava was born on July 8, 1920 into a landowning family in Khairabad, near Lucknow, but brought up by his maternal uncle at Unnao as his own parents died when he was only eight. Ancestral wealth predictably disappeared soon and Srivastava's early days were days of hardship. He shone in his academic career from an early age. He won a scholarship and at the Lucknow university stood first class first in his BA and MA examinations, culminating with gold medals in English literature and political science. It came as no surprise to his contemporaries and teachers, that this brilliant student was selected for the newly formulated Indian Foreign Service as well as for the Indian Administrative Service of Independent India.

Srivastava met and married

A WINNING PERFORMANCE

DR G P SRIVASTAVA WRITES ABOUT HIS YEARS WITH THE IMO, HOW WITH A LOW MEMBERSHIP OF 80 STATES, IT ROSE TO 134 AT THE END OF HIS 16-YEAR TENURE.

The objective of the International Maritime Organisation (IMO), UN, is to promote cooperation among all nations of the world for enhancing the safety of world shipping engaged in international trade and for preventing the pollution of the oceans which occurs due to shipping. This objective is sought to be achieved by the development of global rules, regulations and standards for the construction, operation and running of different types of ships - mammoth tankers, chemical carriers, container ships, passenger liners, bulk carriers etc. This is a vast enterprise when one remembers the tonnages engaged in international shipping, more than 600 million deadweight tons. The safety and efficiency of all this shipping is vital for the prosperity of all nations, for the safety of lives of seafarers and for the quality of marine environment...

In the post-war period, shipping continued to be largely the preserve of developed countries. Not surprisingly, the first three secretaries-general of the IMO were Europeans - the first a Dane, the second, a Frenchman and the third a British national. I was the first secretary-general from a developing country.

My main task initially was to secure enhanced membership. About 80 states were members of the IMO when I joined. The organisation was branded as a 'Rich Man's Club' because the developed nations were pre-dominant. I urged developing countries to join the organisation and participate in its activities, specially in the formulation of policies, rules and regulations. I invited their attention to the advantages that would accrue to them if their views and interests were duly taken into account in all of IMO's work. I visited many countries and am happy to be able

to mention that my efforts were richly rewarded. More than 50 new countries, nearly all of them developing countries, joined the IMO. This made the organisation truly global.

My next task was to ensure that with much larger membership and therefore greater acceptability and authority, the organisation enhanced its efficiency and pursued its objectives as laid down in its charter (the IMO's charter is to develop global standards for the safety and efficiency of international shipping and for protection of the marine environment) without getting bogged down by political issues unrelated to maritime affairs. By maintaining personal contact with each and every member state, I managed to convince them that 'politicisation' of the organisation would lead to avoidable division and controversies. This would harm all member states, specially developing coun-

Bathurst Programme

A public programme was held at Bathurst Neighbourhood Centre last Sunday 1st November. Twenty three new people attended together with seven yogis from Sydney.

As a country town Bathurst is a beautiful place surrounded by hills and valleys. The people were very nice and we all had a wonderful time. We are going to have three more programmes each on a Sunday. Anyone willing to attend please let Surender know.

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North Sydney Lunchtime programme

Next Thursday (Nov 12) is the last programme for this series. Any Yogi/s interested to handbill for this last programme? If so contact Sarita at Croydon -- suggest handbilling could be done Nth Sydney /City areas.

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New Programmes

Liverpool area:

Four week introductory workshops are being held at the Moorebank Community Centre (cnr of Nuwarra Rd and Maddecks Ave) on consecutive Tuesdays at 7.30pm from 3/11/92.

The first programme saw 16 new people, all of them looked very keen and enthusiastic - lots of young faces.

For information contact Croydon ashram on 745 2393.

Campbelltown

Two programmes on Wednesdays 4th & 11th November are being held at the meeting room of the Civic Centre at Campbelltown (opposite railway stn) from 7.30pm Subsequent programmes will be held at the Pawar's residence.

It was thundering and pouring heavily from about 6.30pm on 4/11/92. Twenty five people had called in to say that they would be attending the programme. The weather warranted only the brave to endeavour out of the house and we had 17 new people who came wet but stayed late and seemed to have enjoyed the programme with a promise to come back. The quality of seeking was very high.

For information regarding programmes in Campbelltown area please contact Barbara on (046) 252637 or Purima on (046) 266103.

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Nirmala Salve of Nagpur whose parents had been deeply involved in the freedom struggle, and who had been imprisoned several times. Nirmalaji herself was a political activist, had spent time in Gandhiji's ashram and came from the then prevailing cultural milieu of personal sacrifice and service to the nation. On Nirmalaji's advice, he chose to remain in India and opted for the Indian Administrative Service, a decision he has never regretted.

The first 12 years of his career followed a pattern similar to that of any IAS officer today with assignments in New

Delhi and his home state in UP. His seniors soon discovered his exceptional capabilities and in early 1961, he was appointed as the then youngest ever managing director of a public sector company, the fledgling Shipping Corporation of India. With his customary zeal, Srivastava set about creating the foundation of India's largest shipping company and after three years in this assignment, he was summoned to Delhi for an interview with Prime Minister Lal Bahadur Shastri.

Shastriji was immediately impressed by this tall, articulate, young officer who came with such a formidable reputation of integrity and capability and designated him as joint secretary in the PM's Office.

If any one official enjoyed the complete trust and confidence of Shastriji in all matters connected with the running of the government while he was prime minister, it was Srivastava, who accompanied him everywhere and was

tries who needed the assistance of the organisation to build up their maritime capability. I urged them to leave political issues to the UN security council and general assembly. The specialised agencies of the UN (IMO one of them) are independent inter-governmental organisations, not automatically bound by the decisions of the general assembly. I promoted the idea that once a political issue was resolved by the general assembly of the UN, the IMO should voluntarily follow that decision and abide by it. When the question of the Palestinian Liberation Organisation's (PLO) participation in the IMO was raised by Arab states, the matter was settled without any fuss or loss of time. On my advice, member states of the IMO agreed that the PLO should participate in the IMO on the same basis as it participated in the UN, in its capacity as a liberation movement recognised by the League of Arab states.

The problem between Cyprus and Turkey came up several times but was resolved on all such occasions, the method of doing so being supported by both countries. The Iran-Iraq hostilities did not lead to any upheaval in the IMO as both countries agreed to raise no issues in the IMO. There are many other examples of the same kind.

My third task was to promote the development of global rules and regulations for maritime safety and pollution on the basis of consensus among all member states, developed and developing. This was not easy in view of the diversity of interests and widely varying levels of technology and management skills available in different countries. At the same time, it was clear to all that the benefits of new and advancing technology had to be made available to international shipping in order to ensure greater safety of life and ships, the same concern as in the case of civil aviation.

On the basis of a common agreement, as many as 20 new diplomatic treaties incorporating global standards for maritime safety and pollution prevention were developed, adopted and brought into force during the 16 years when I was the secretary-general. They constitute a well-coordinated regime of international maritime law applicable to all shipping engaged in international trade. This was regarded as a great achievement. My next task was to conceive, plan and implement a pragmatic approach to training maritime personnel for the operation and management of shipping industry.

with him when he breathed his last. Although a quarter of a century has elapsed since then, those who were in daily touch with Prime Minister Shastri still recall with admiration Srivastava's dedicated service to Shastriji at a very crucial period of Indian history.

I had the opportunity to elicit Dr Srivastava's recollections about his time in the PMO. "...Shastriji was one of the great men of our time. He was truly Indian. He really knew the pulse of the country and he was one of the gentlest and most humane persons that I have ever come across. ...What I learnt over the two years of being close to him has been invaluable to me in all other assignments that I have taken up in this country and outside."

I ventured to ask him whether his being a workaholic was not

harsh on Nirmalaji and their two daughters. His response was clear. The inspiration to devote oneself to the service of the country came in reality from his wife, "Nirmala has a great vision about the future of our country. There is something unique in her which gave me tremendous strength and encouragement. It was her spirituality, her transparent purity and her patriotism which provided the foundation for my work".

Nirmalaji, a true spiritual teacher, known as 'Mataji' to her tens of thousands of followers all over the world, says this about her husband's achievements "It is not important how much time one spends together with the family, but now deeply one enjoys each other's company. After independence, I could not contribute to the national achievements of my dream

and it was highly gratifying that my husband was very dedicated and sincere about his national duty. I was so proud of his work that I enjoyed treating all his colleagues and subordinates as my own family and gave him a helping hand whenever required." An enviable understanding between husband and wife!

After Shastriji's untimely passing away, Srivastava reassumed the reins of the SCI in 1967. It then had a very small fleet and he worked on the development of Indian shipping and despite financial constraints, catapulted the organisation, mostly from internal resources, into India's largest shipping company. When he left the SCI in 1973, it was the proud owner of a fleet aggregating two million tons with another two million tons on order!

Dr Srivastava with his wife, Nirmalaji, his inspiration.



Dr Srivastava with his wife, Nirmalaji, his inspiration.

IMO, even on the most complex and difficult issues were taken, without a division and without voting. The 'IMO spirit' truly worked. This was specially commanded by a team of UN inspectors who studied the working of the IMO and described it as a model agency.

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itime personnel for the operation and management of today's highly advanced and complex shipping industry. I had, therefore, given full attention not only to the development of shipping tonnage but also the rating of personnel.

Although the tonnage of the SCI was increasing rapidly, every ship was being manned by Indians only. When I began in the SCI, it was a very small enterprise. When I left, it was one of the world's largest. With the preceding background, I conceived a programme of intensive maritime training based on high quality global standards, for the developing countries of Africa, Asia and Latin America, with the financial help of United Nations Development Programme (UNDP) and donor countries in the world. Maritime training experts were appointed; institutions were helped to modernise their syllabi and to build up their training equipment, programmes were developed for training teachers. About 80 institutes in different parts of the world were helped in this way. Some of them were regional institutions such as the Arab Maritime Transport Academy in Alexandria, Egypt and sub-regional academies in Ghana

and Cote d'Ivoire. But this was not enough. The developing countries could train their shipboard personnel at the national/regional institutions referred to above. They were still very deficient in senior technical personnel such as nautical and engineer surveyors, maritime teachers, technical managers of shipping companies, general managers of ports etc. Ministries of shipping in many countries were short of maritime administrators. A number of countries were relying on foreign experts but they were expensive and they did not provide any long-term solution to the problem of developing countries. This was a serious handicap. The problem needed to be solved if the developing countries were to become self-reliant.

Something new had to be attempted. I mustered all courage and proposed the establishment of a new global institution - the World Maritime University, for the training of senior maritime personnel of developing countries. The IMO assembly approved of the proposal unanimously but gave me no money. The assembly authorised me to collect money from the UNDP and developed

The Padma Bhushan from the President of India in 1972 while at the SCI was the first of many national and international honours that followed.

In 1973, India proposed his name for secretary-general of the International Maritime Organisation, then elected by acclamation of the assembly.

In the years to follow, the IMO adopted and implemented 20 major conventions, a record for any UN agency. During the same period, the membership grew from 86 to 134. At each stage of its growth, Srivastava worked towards making the IMO truly a world body, ensuring the growth of shipping in the

country donors as well as all others such as shipowners, seafarers wanting to help.

This was a challenging task and I set about it with determination. The government of Sweden was the first to offer help by agreeing to cover one-third of the budget of the university. The city of Malmö in Sweden agreed to provide premises for the university, free of cost. Formal agreements were negotiated in a matter of weeks. The final approval from the Swedish side was given by the Prime Minister of Sweden, Mr Olaf Palme, at a meeting in Stockholm when I presented the proposal. Without his visionary approach and the magnanimity of the Swedish government and the City of Malmö, there would have been no World Maritime University.

Then I went to the UNDP and addressed its governing council. There was some opposition but eventually approval came through. The then UNDP administrator, Bradford Morse, gave full support. Without Morse there would have been no World Maritime University.

Financial support was secured

developing countries. Harmony, trust, commitment to the ideal of one world, goodwill tempered by realism are what constituted and came to be known as the IMO spirit. Every four years, Srivastava was unanimously elected and re-elected

by all the member states to lead the IMO. He was the seniormost of the secretary-generals of the UN when he retired and it would be difficult to find any other in the UN family who served four successive terms unchallenged.

One of the most successful projects of the UN is the World Maritime University at Malmö, Sweden, conceived and established under the auspices of the IMO by Srivastava who is still its chancellor. Here students from more than 100 countries are shaping their destinies.

In order to understand the depth of feeling that the members of the IMO have towards their former secretary-general, it is best to

and also in global cooperation. They have infused a new sense of urgency and efficiency. Shipowners and seafarers round the world are very happy with this new development. The developing countries are now much more self-reliant.

The World Maritime University of which I am the founder chancellor, is a success story of the United Nations system. It is a glorious example of 170 spirits of global goodwill and cooperation. The developed world is helping the developing world to build up its own maritime expertise in the vital international shipping sector, knowing fully well that the experts will enable developing countries to enhance their role and participation in international shipping. This is resulting in a restructuring of world shipping, not by confrontation but by cooperation.

My biggest satisfaction is that I was able, for four successive terms and a total period of 16 years, to manage the affairs of the IMO, UN's specialised agency for maritime affairs with the full support and goodwill of all member states of the organisation. The

quote a few phrases from the resolution adopted by the IMO's general assembly on his retirement:

"Throughout his tenure, comprising four successive terms and lasting 16 years, Srivastava has rendered exceptionally meritorious services to the organisation with total commitment to its ideals and objectives."

"...Recognising his leadership, integrity, dedicated endeavour and initiative, the assembly expresses its deep appreciation and immense gratitude to Chandrika Prasad Srivastava, for his wife, prudent and efficient management of the International Maritime Organisation, for his invaluable and lasting contribution to the development of the organisation, for his laudable

secret of success for the head of any specialised agency of UN lies in his ability to win the trust and respect of every member state, large or small, developed or developing. The member states must have complete confidence in his sincerity, impartiality, sagacity and dedication. Through their delegation and permanent representatives, they maintain a record of the work of each secretary-general and then make an appraisal. As one delegation told me some years ago, the confidence and respect of a member state must be won by tries and socialist countries because in my view groupism among member states leads to avoidable friction and hampers progress. It was most gratifying that all member states accepted my ideas and implemented them.

I am not suggesting that there were no problems or differences among member states. In any world organisation, problems are bound to arise but they can be resolved if the member states are pragmatic and reasonable, willing to accept the best possible compromises. I recall several intergovernmental conferences at which serious and seemingly

services to all member states and the world maritime community and for his inspiring personal qualities..."

The honorary knighthood from the Queen is the latest of the awards bestowed on Dr Srivastava from 31 nations, including France, the FRG, Egypt and communist countries - something of a record. Yet it is characteristic of the man to always maintain that every honour

given to him by nations of the world and every achievement and recognition attributed to him is an honour for his country.

It is my privilege to have come to know a person like Dr Srivastava. Here is an ideal administrator, an ideal chief executive who made his organisations grow rapidly, profitably; an ideal internationalist with innate Indian wisdom who succeeded in demonstrating

that nations of the world, despite their sharp political differences, can cooperate with one another on specific multilateral issues for the greater good of mankind.

The British secretary of state for transport chose the most apt words when he described Dr C P Srivastava as - "a living legend".

insoluble problems arose and the conferences were in danger of failure. In such situations, it was my duty to intervene and I did.

Member states have stated repeatedly at 170 meetings that they consider this organisation to be one of the best run UN agency. Generously, they have given me a great deal of credit for the IMO's good performance and so many of them have bestowed upon me their highest national awards. I am profoundly grateful to them.

The truth, however, is that member states make an organisation what it is. If the IMO is a good organisation, the credit must go primarily to member states.

I must acknowledge the gratitude which I owe to my country India for proposing my candidature for the position of secretary-general and for giving me every possible support throughout my tenure. On my part, I always endeavoured to function as a true Indian, promoting goodwill and cooperation among all nations of the world.

Dr C P Srivastava



Dr Srivastava with his wife and (in front) his two daughters.



The living legend.