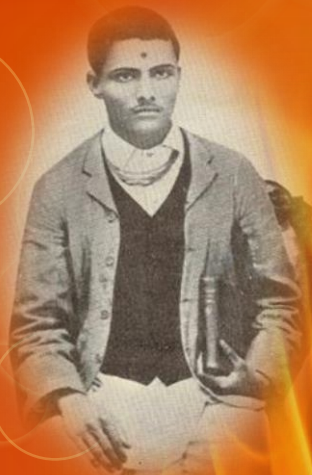


Savarkar: The Great Escape

Part II

Written and Narrated by:
Anurupa Cinar





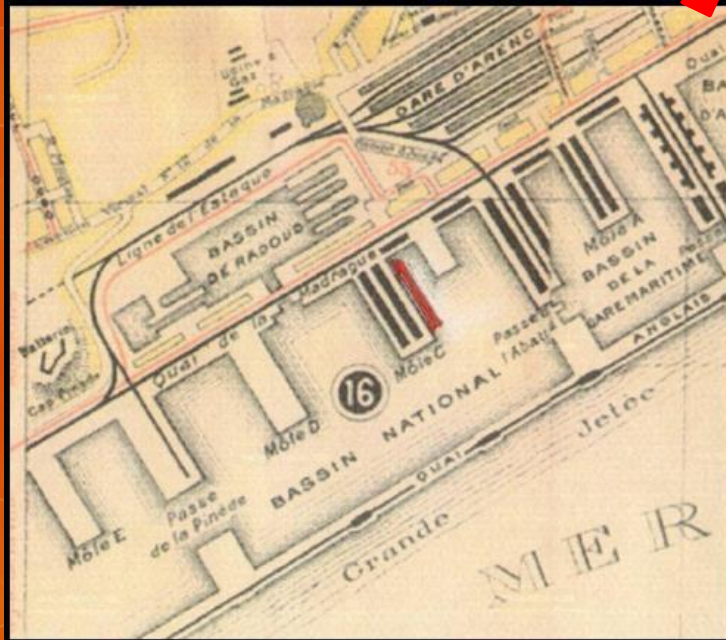
VINAYAK DAMODAR SAVARKAR


(MAY 28, 1883-FEBRUARY 26, 1966)



Mole C, where the SS Morea was docked:

- SS Morea shown in red, alongside the quay.
- red line: tram lines
- black lines: l'Estaque line.
- Bassin de Radoud: dry docks
- thick black bars: sheds.

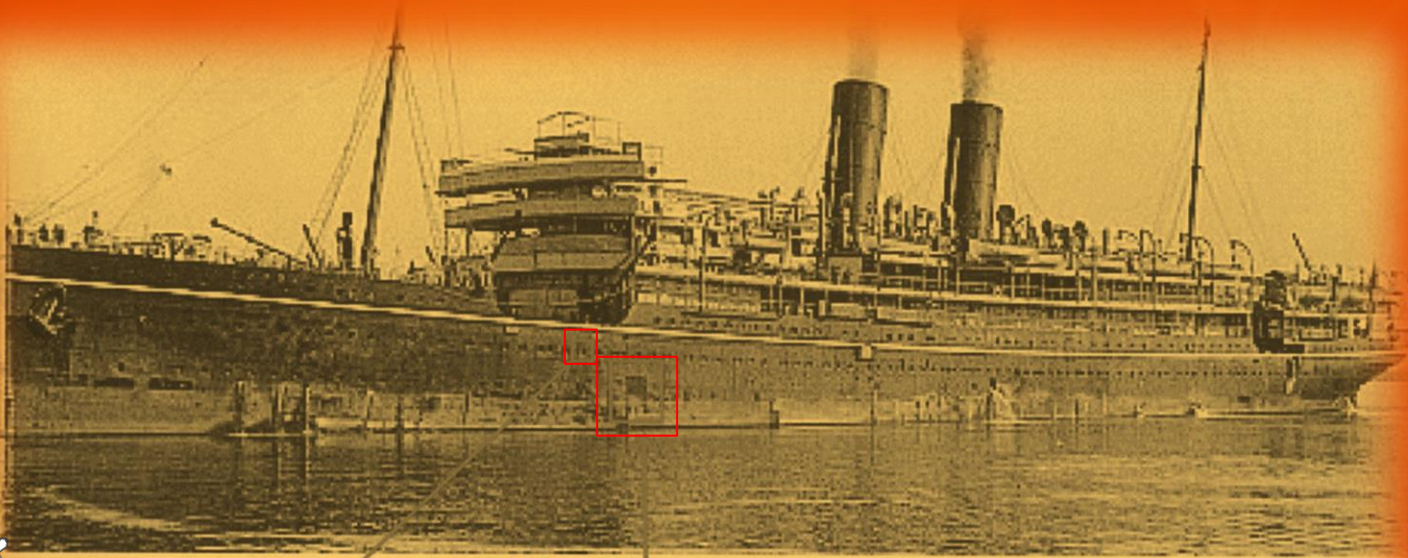


-  The Old harbor is often mistaken as the harbor where the SS Morea was docked.

OLD PLAN OF MARSEILLES HARBOR



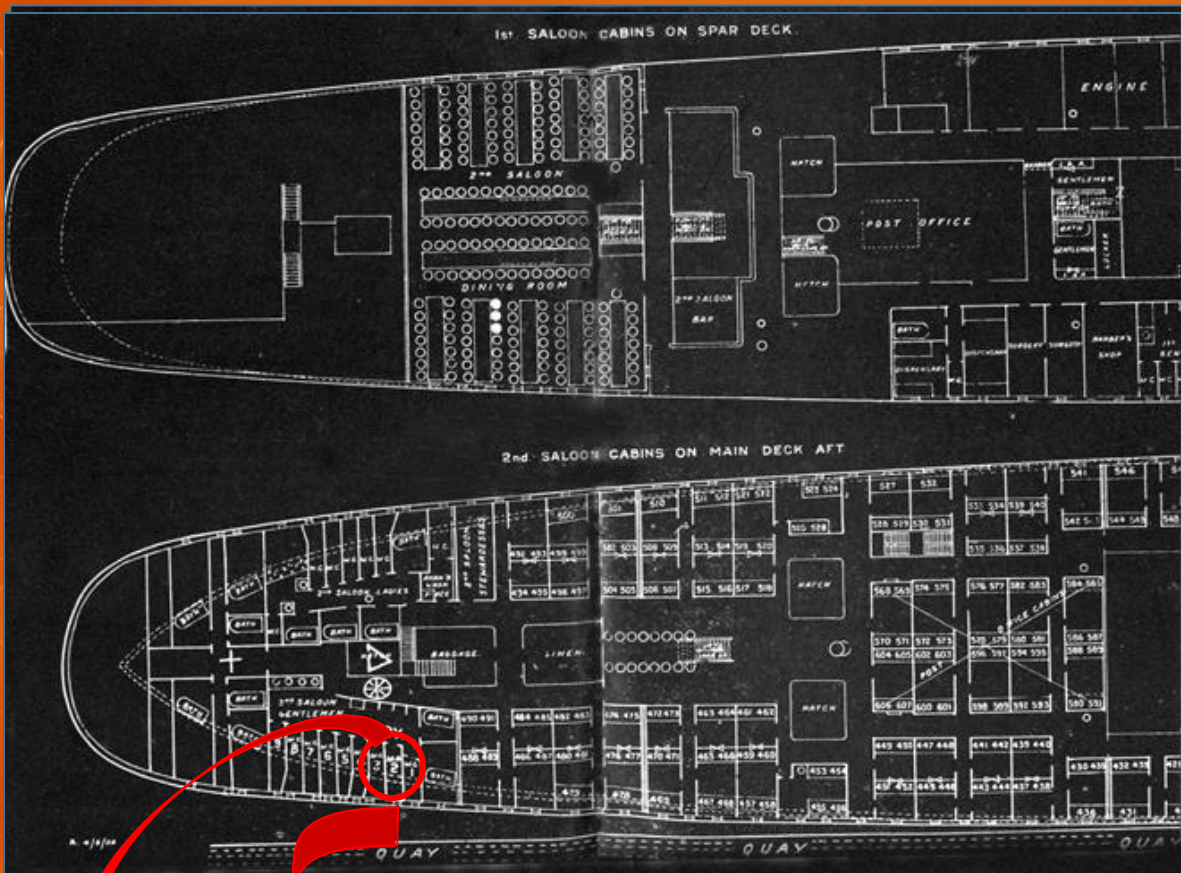
THE COMING SLIDES ARE PLANS OF THE SS MOREA DOCKED AT MOLE C (Plan height 30' above the water, 21' above the quay)



Porthole Savarkar jumped
from

Location of disembarking ramp






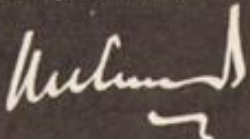


W.C. # 2

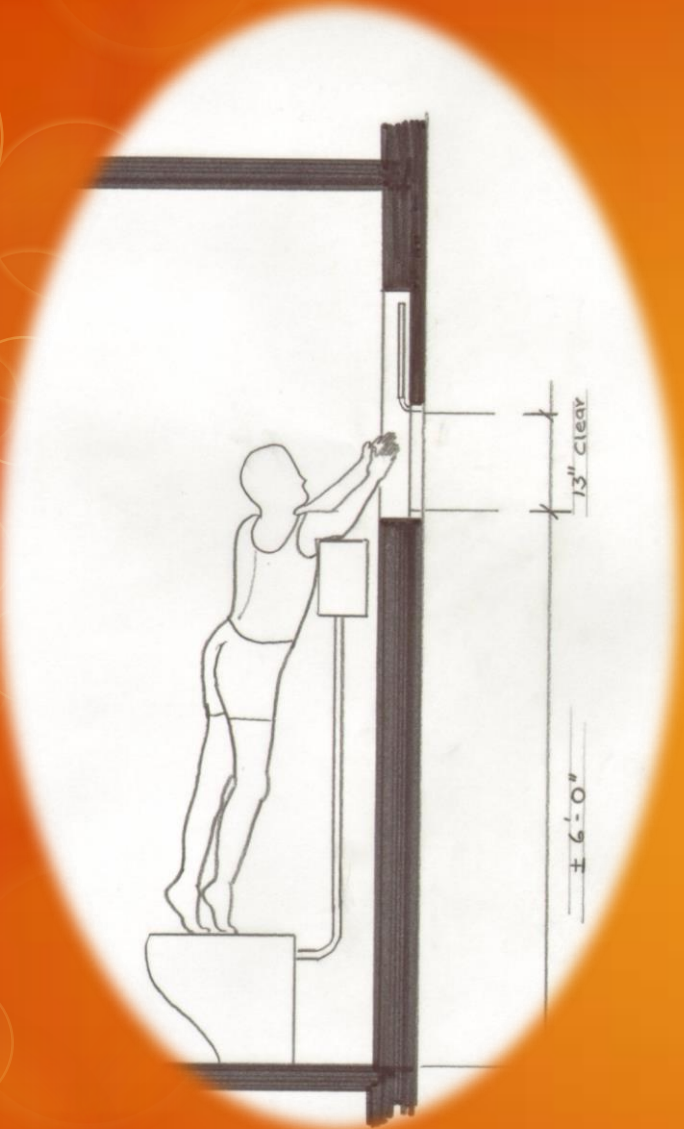
6' -7' distance between SS Morea and the Quay @ the W.C. # 2 from the porthole of which Savarkar escaped.

Notes to Exhibit III. (Plan of the P. & O Company's S. S. "MOREA" received from the Superintendent of that Company.

1. The block shown in blue chalk thus  indicates the cabin occupied by Messrs. Power and Parker and the prisoner V. D. Savarkar.
2. The three small circles marked in red chalk in the second saloon dining room thus  indicate the seats occupied by Messrs. Power and Parker and the prisoner (the last being seated between the former two) during meals.
3. The place marked with a cross in green ink thus  indicates the spot where the head constables had stored their kit boxes.
4. The place marked in green ink thus  indicates the spot from which Inspector Parker observed the head constables coming towards him when he was taking the prisoner to the lavatory on the morning of the 8th July 1910.
5. The block shown in green chalk thus  indicates the water closet (Water closet No. 2) from which the prisoner escaped.
6. The lines in red ink thus  indicate the position of the quay in reference to the ship.
7.  represents the hatch on which the head constables used to pass the night.


Inspector General of Police.





POINTS TO NOTE:

- The porthole must have been set over the flushing cistern—too high to reach easily.
- Standing on the toilet was tricky business; if closed the seat was likely to move, if propped open then likely to fall shut.
- The flushing cistern made it more difficult to reach the porthole, especially without making a noise.
- The porthole was only 13" in diameter—that's just a bit wider than a foot ruler.

SECTION THROUGH THE PORTHOLE OF W.C. # 2, SS MOREA
SAVARKAR'S POSITION 1



POINTS TO NOTE:

- Savarkar must have had tremendous strength in his hands—fingers of steel!
- Gripping the porthole, he had to pull his body upward, scraping his body over the flushing cistern, taking care not to disturb the lid.
- The porthole was too narrow to grip and insert his body through it.
- He had to slide his hands out and brace himself on the outside of the wall.
- Then sque-e-e-eze first one and then the other shoulder out.
- All this while Parker was hovering in and out of the restroom.
- Silence and speed were paramount.

SECTION THROUGH THE PORTHOLE OF W.C. # 2, SS MOREA
SAVARKAR'S POSITION 2

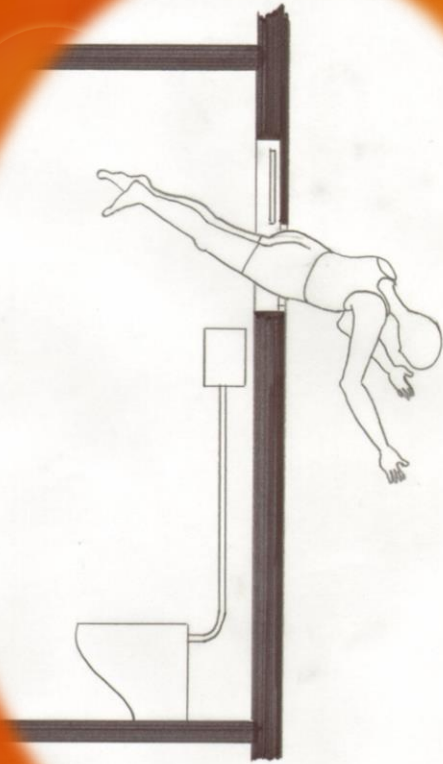


POINTS TO NOTE:

- Savarkar had to turn his body in the downward direction, hands still braced and start wriggling.
- How did the tiny strip of water 30' below look to him?
- Did he wonder if he would fall onto the quay itself rather than the water?
- It was in this position that Amarsingh spotted him.
- Any second he could expect to be caught from this moment on.
- Yet he continued, with aplomb!

SECTION THROUGH THE PORTHOLE OF W.C. # 2, SS MOREA
SAVARKAR'S POSITION 3





POINTS TO NOTE:

- Now Savarkar must have come out so far that perhaps his hands couldn't reach the wall.
- How furiously he must have wriggled and moved his body to get the momentum for the final push out through the porthole—he had to fall out before Amarsingh crashed the door open and grabbed his ankles. He had only seconds.
- Imagine how the water 30' below and the quay must have swayed before his eyes with every swing of his body?
- Would he crash his head on the quay instead of landing in the water?

SECTION THROUGH THE PORTHOLE OF W.C. # 2, SS MOREA
SAVARKAR'S POSITION 4





POINTS TO NOTE:

- Falling out of the porthole, Savarkar's body must have been out of control with the momentum he needed to fling himself out.
- The water and the quay were rushing at him—he had only seconds to get his body under control and suck in the air needed for the dive into the sea.



He had made it!
From this moment he was free
of the British jurisdiction!

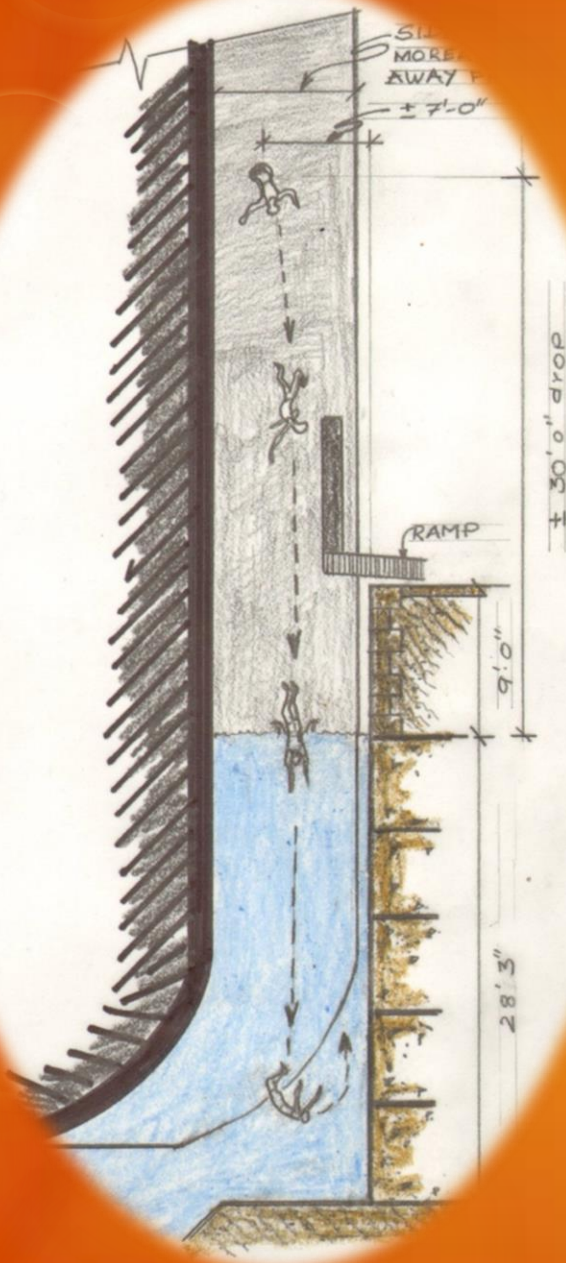
SECTION THROUGH THE PORTHOLE OF W.C. # 2, SS MOREA
SAVARKAR'S POSITION 5



ACUTE DANGERS OF THE JUMP:

- he could have fallen on the quay instead of in the water
- he could have hit his head on the base of the quay wall
- An improper entry into the water (e.g. belly-flop) would have the impact of concrete He had to maneuver his body into a correct position
- he had to suck in enough air and then hold his breath long enough to turn and rise up
- He had to execute the 4' turn radius without bumping into the Quay or the *Morea*? Visibility must have been poor in the narrow depths of the water between the Quay wall and the *Morea*.

SAVARKAR'S DARING JUMP





POINTS TO NOTE:

- Savarkar swims to the far end of the quay.
- First thing: he treads water and touches the wall with his palm. He was now on French soil!
- Now to climb the vertical surface!!
- The 9' wall appears even taller from the water, for Savarkar's head is at the very foot of it.

SAVARKAR CLIMBING THE 9' SHEER QUAY WALL
POSITION 1



POINTS TO NOTE:

- The quay wall is made of dropped concrete blocks—no grooves—below the water level and of smooth dressed stone above it .
- Savarkar had to cling to the groove made by the grouting with his fingers to pull his body weight out of the water—his feet scrabbling against the concrete blocks.



➤ What fingers of steel! What tremendous power in his arms!—to counteract the drag of the water and his body weight like that, especially after the taxing jump and swim!

SAVARKAR CLIMBING THE 9' SHEER QUAY WALL
POSITION 2





POINTS TO NOTE:

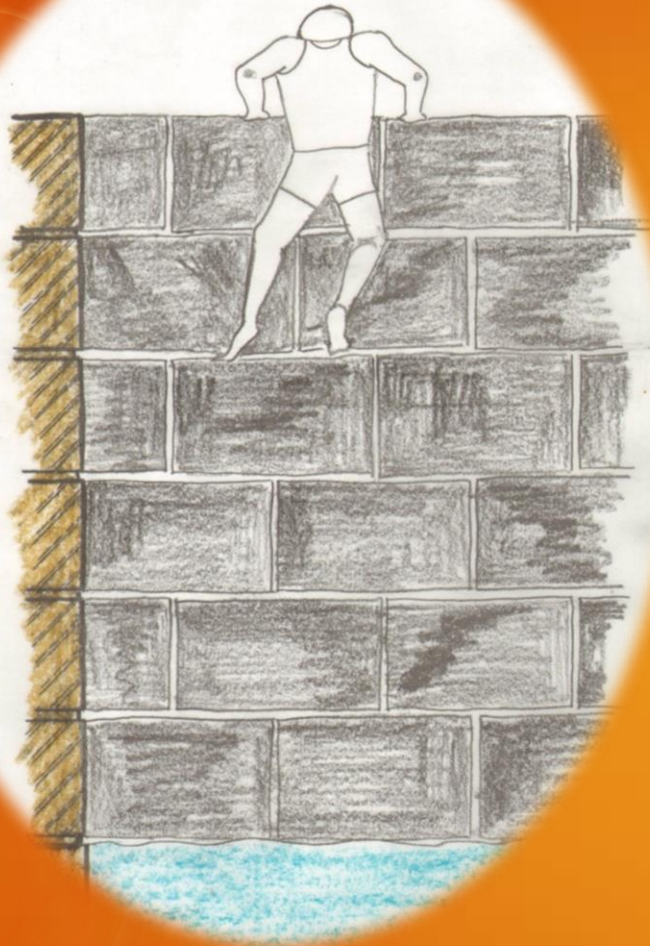
- How did he climb the 9' wall—clinging with only fingers and toes; body hurting and battered from the dive, possibly bruised and bleeding as well from being scraped while coming out of the porthole?
- Once he fell back in, and then he made a second attempt.
- He knew Amarsingh had given alarm, any moment they could take him captive, perhaps they even were waiting for him at the top of the wall. But he didn't falter.

SAVARKAR CLIMBING THE 9' SHEER QUAY WALL
POSITION 3



POINTS TO NOTE:

- At last he reached the top of the wall.
- He gave himself only a moment to catch his breath and then took off running.
- Incredible ... ! Astounding ... !



➤ Who else but Savarkar could have done this successfully?

SAVARKAR CLIMBING THE 9' SHEER QUAY WALL
POSITION 4





And Savarkar was kidnapped back to British jurisdiction!

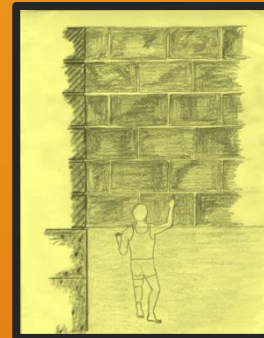
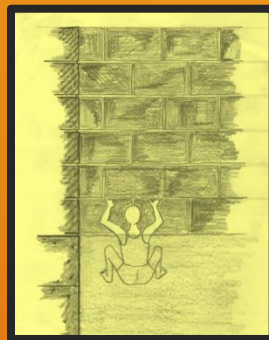
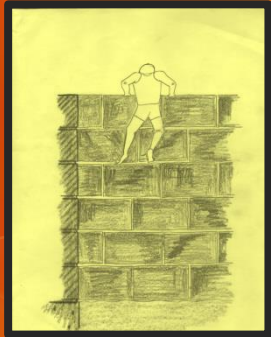
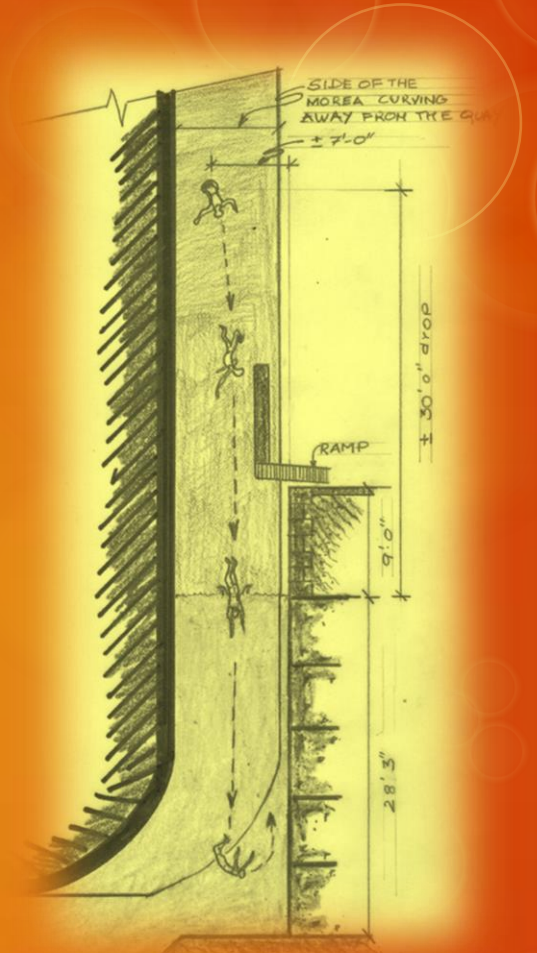
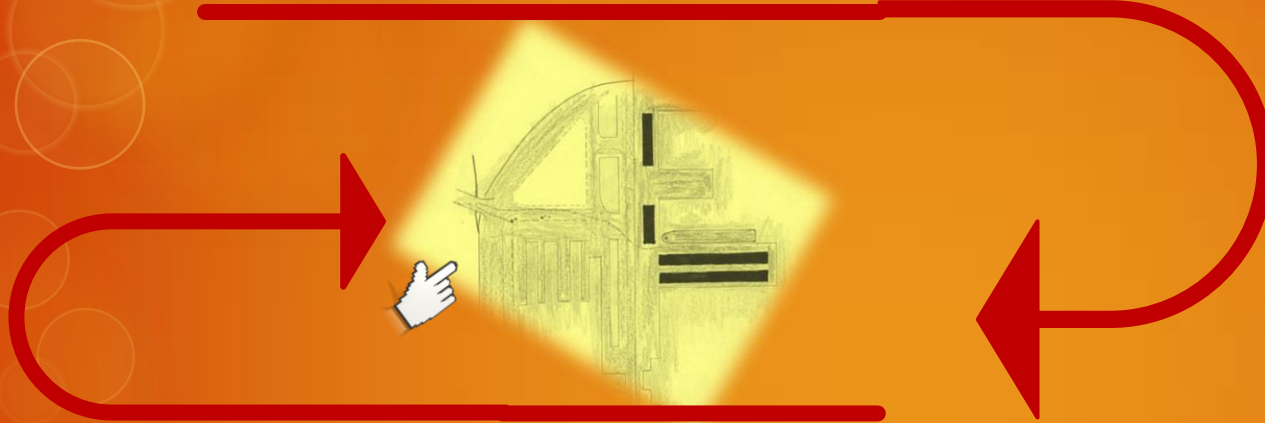
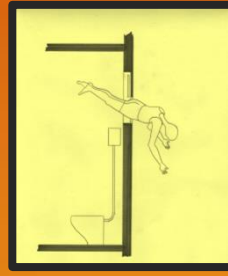
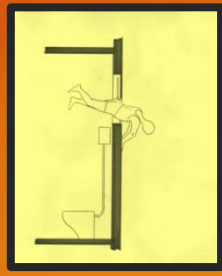
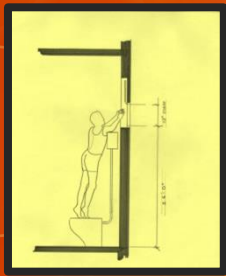
- Savarkar ran swiftly. The guards and Pesquie running behind. The desperate chase was on!
- On the road beyond the end of the dry dock, some dock-workers stopped him, and pointed out to Pesquie running behind.
- Savarkar turned back and went to Pesquie, surrendering himself to French police in French jurisdiction.
- By this time Parker & co. had reached there. Parker convinced Pesquie to take Savarkar back to the Morea.

One constable grabbed Savarkar by his neck, other by the left wrist, and Slavin by the right arm. Pesquie grabbed Savarkar's right wrist.

- At the gangway of the Morea, Power was there (standing safely within his jurisdiction); he took Savarkar into custody. And Pesquie left.

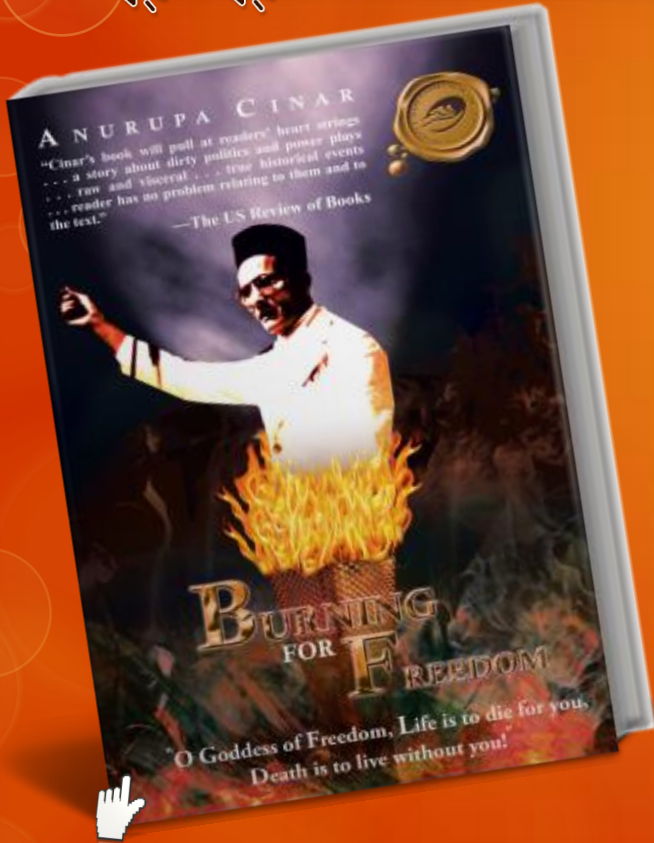
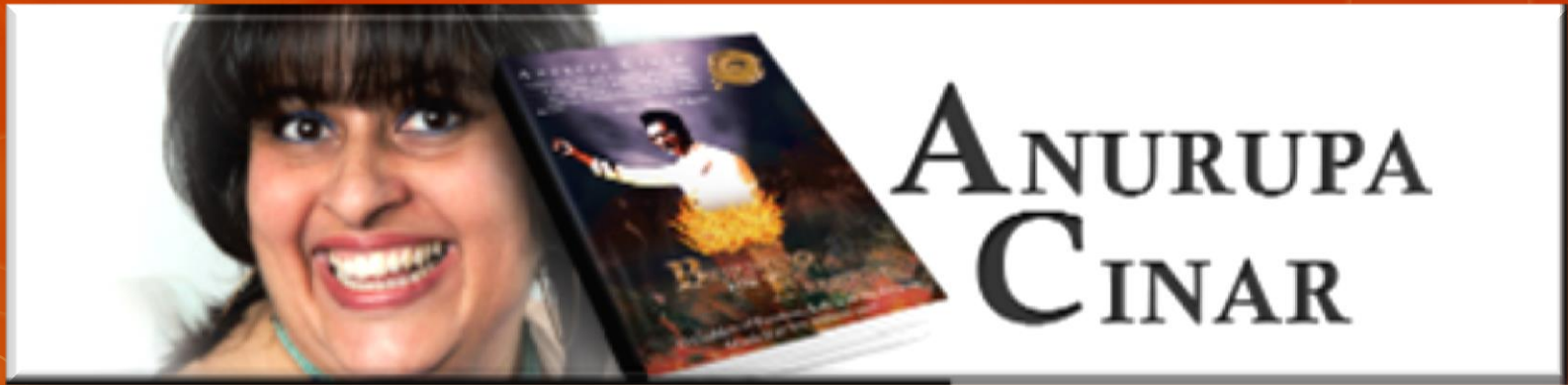
PLAN OF SAVARKAR'S ESCAPE ROUTE





RUN-THROUGH OF SAVARKAR'S ESCAPE





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