



MARITIME REVIEW

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Warship Design and Construction Parameters





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Contents

📌 Feature Story

The Warship: Design and Construction Parameters 7



7

👤 Profiles

Remembering VADM Mariano J. Dumancas, Jr. 10



10

🔍 Chairman's Page

Shipbuilding Issues 2016 12



14

📅 Maritime Events

Maritime Events Calendar 14

🏛️ Maritime Law

Philippine Vulnerabilities in its Rift with China 15



15

⚠️ Maritime Safety

The 2nd Annual Ferry and Safety Conference 2016 18



19

⚙️ Shipbuilding

The Port Authority of Aalesund's New "Swiss Army Knife" 19



21

🚩 National Affairs

Continuing Uncertainties 21

👁️ Maritime Security

The Philippine Navy should start acquiring submarines, no matter how low tech. Is this a good start, or what? 25



25

🌿 Marine Environment

Marine Turtles and the Philippine Forest Turtle 26



2



PACIFIC COAST CITIES

The Future of the Philippines

The Answer To Metro Manila

Pacific Coast Cities Aims To Build The Next Manila



A Nationwide Problem



The Masterplanned Solution



Development Strategy

The Pacific Coast Cities

The Pacific Coast Cities Project is comprised of 8 beautifully master-planned cities:



Shipping Port

A major feature in this project is the development of the Dingalan Bay Seaport. This is considered a national flagship project that will transform the Philippines into a global shipping center.



Agro-Industrial

As a model of agriculture, the agro-industrial city will be a place where food production becomes an art. All farming will be fully mechanized and automated in close relationship with its corresponding industries.



Workers

The Workers City will encompass the sources of primary livelihood from industrial estates nearby to service modern agro-based industries and other related light industries.



University

The university city of Pacific Coast will be home to both new schools and old universities relocating from Metro Manila, with schools that have a special interest in the study of natural sciences and resources indigenous to the surrounding area.



Olympic

The area zoned for the Olympic City will be suited to host large sporting and water sports related events both nationally and internationally



Government

The Government City will be the center of all institutions and agencies related to governance. This includes both national and urban governance of the new metropolis.



Resort

As a resort community, the Pacific Coast City offers unparalleled Pacific Ocean views which sharpen one's fascination with emerald blues and sparkling stretches of sand.



Ecumenical

The Pacific Coast City will also include a dedicated site for religious communities and an ecumenical center.

UP Periscope: In this issue -- and more

By Capt. Winston G. Arpon PN (Ret)

BY CAPT. WINSTON G. ARPON PN (RET)

IN THIS ISSUE.....

Hot and Fresh. Just in case you haven't heard, this is true: for every MR, an MBF. For every Maritime Review, there is a Maritime Breakfast Forum, a Maritime Lunch Forum occasionally, depending on the calendar or gastronomic preference of the MBF host. The first copies of the Review in the hands of the attendees of the Forum, hot off the press or fresh off the boat, as in the case of our last issue when both MR 16-2 and attendees to MBF 110 were on the same boat from the Manila Yacht Club to Kamaya Point, Mariveles, courtesy of the host, the Maritime Academy of Asia and the Pacific and its genial Vice Admiral Eduardo Mar Santos AFP (Ret).

This one, MR 16-3, should be in the hands of the attendees of MBF 112; yes, hot off the press but not fresh off the boat, in spite of the fact that the host is the Philippine Navy.



Questions, Questions. Will the Philippines follow in the wake of Japan in the '50s as well as in the late '50s thru the 90s in leveraging shipbuilding as a major engine of growth of the Philippine national economy?

If and when the government finally decides to do so - avail of the capability of local shipyards to build naval surface combatant ships for the Philippine Navy in lieu of engaging foreign shipyards - what must the local shipyards and shipbuilding ancillary industries know firsthand to be adequately prepared for such decision?

No, Victoria, these questions do not come from the same source nor from the same article in this issue. The first one, Commodore Carlos L. Agustin AFP (Ret), asks in our regular feature, Chairman's Page, where the ML chair dwells on "Maritime Issues 2016." The second, Captain Tomas D. Baino PN (Ret) asks in his introduction to this issue's cover story, where the naval architect and former commander of the Naval Shipbuilding Facility of the Naval Sea Systems Command of the Philippine Navy writes on "The Warship: Design and Construction Parameters."



Another Question. It's a question simpler than Commodore Agustin's or Captain Baino's: What do you think?

Through this feature which could be a regular one in future Reviews if/when we obtain positive feedback, we ask our readers what they think about the Philippine Navy having a submarine, even as low-tech as the caricature shown on the page. And to help them along with their thoughts and feedback, Commodore Carlos Agustin shares his experience on the subject while he was in active naval service.



Certain Uncertainties. He was upbeat the last time Up Periscope had its sight on General Fidel V. Ramos AFP (Ret), former President three Dutertes ago – and of course, Chairman Emeritus of the Maritime League. And for good reason. MR 16-2 was published in February, the month of EDSA and naturally, the photo that came with Word from FVR came with a photo of his victory - his patented jump we called **LEDSA, Lundag EDSA**.

Hardly upbeat in this issue, he is certain about continuing uncertainties throughout the world, dissecting them in two parts: one, military dangers and economic risks; two, environmental calamities, military threats and other risks. In his conclusion, however, he offers some silver lining. Using his oft-quoted catchphrase, "**Kaya Natin Ito!**" FVR asserts that the Philippines, its very technically proficient young professionals in particular, could play a major role in fighting mankind's enemies in the 21st century.

Bureau of Coast Guard and Transportation under the Department of Commerce and Police. **August 6, 1967.** The Philippine Congress enacted Republic Act 5173 creating the Philippine Coast Guard as a major unit of the Philippine Navy. **February 12, 2010.** The Philippine Coast Guard was created as a separate service with the approval of Republic Act 9993. Three milestone dates in PCG history, the transition between the latter two dates, the subject of the article of Rear Admiral William M Melad

PCG, Remembering VADM Mariano J. Dumanças Jr.

VAdm Dumanças passed away the other month. RAdm Melad remembers him and his “statesmanship and professionalism” as FOIC of the Philippine Navy that “clinched the deal” for the separation of PCG from the Philippine Navy, of course, along with so many others, notably the President and Commander-in-Chief, Fidel V. Ramos.



AND MORE.....

The 3rd edition of Marine Philippines 2016, Shipbuild Philippines 2016, Offshore Philippines 2016 will be held on June 6-8 at the SMX Convention Center (see ad in this issue).

Booth 200 flanked by the booth of the Philippine Navy and the Philippine Coast Guard will be occupied by an exhibitor with this company profile:

A non-profit organization established in 1990, The Maritime League advances, in tandem with government agencies concerned, the interests of the Philippine maritime community: the shipping sector and allied industries; maritime education and training institutions; merchant mariners; and, other major stakeholders in the maritime component of the country’s development. It produces The Maritime Review, a magazine that covers matters on these interests.

Allied with it, is The Maritime Forum, whose membership comprise some members of The Maritime League, and selected representatives from the public and the private sector of the maritime community. The Forum conducts regular monthly conferences for discussion and reporting on issues, concerns and other matters relevant to the Philippine maritime community.

Yes, Victoria, that’s us!

Perchance you’re one of our readers with an eagle eye and notice the change in date of the 1st Maritime League Golf Tournament (see Save the Date in this issue), that is not a typo error. Indeed, the date has been changed to October 14 from October 21.

And yes, Victoria the Maritime Review has gotten itself a Business Manager. Her name: Dorcas Apud. Dorcas isn’t a typo error either.



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The Warship: Design and Construction Parameters

By Capt. Tomas D. Baino PN (Ret.), Naval Architect, PRC Reg. 222
with Capt. Winston G. Arpon PN (Ret)



The suggestion has been heard quite often from the local shipbuilding community that the Philippine government should avail of the capability of local shipyards to build naval surface combatant ships for the Philippine Navy in lieu of engaging foreign shipyards. If and when the government finally decides to do so, what must the local shipyards and shipbuilding ancillary industries know firsthand to be adequately prepared for such decision?

During the Shipbuilding and Maritime Exhibition /Symposium in June last year at the SMX Convention Center, Mall of Asia, Pasay City which was attended by representatives from these industries, MARINA requested this author for a presentation on some parameters for the design and construction of a warship ostensibly for the purpose of developing awareness and knowledge and prepare them to undertake shipbuilding projects for the Navy in the future.

The warship, an intricate system operating in a very complex environment made hostile by man in the words of British Navy Admiral of the Fleet Lord Chatfield, "must be built to fight and must be able to take some level of blows as well as to receive them". It must be able to sail to an area at sea in order to exert her influence and show the sovereign power of a nation. A warship must therefore be designed for the effective control of the maritime sea lanes, exerting her influence to certain areas at sea and denying expected hostile forces the use and access of those areas.

The modern warship is first and foremost a weapons platform that must perform the role of fighting with sufficient seaworthiness to endure the

climatic conditions prevailing in the area of operation.

Design and Selection Considerations

The design of a warship follows a rigorous set sequence of events:

First Stage - Naval Staff Requirement.

Prepared by naval staff concerned, the requirements cover the following.

- **Intelligence** – Identifying the possible threat weapons, composition of the probable adversary, strength, strategy and tactics, climatic condition, prevailing sea condition, etc.;
- **Personnel** – Manning requirements, strength, budget, types of training, ratings needed, etc.;
- **Operations** – Operational requirements stated in broad terms, such as ratings, location of operating base, composition of forces, force mix, weapons on anti-air, anti-surface and anti-submarine, layered defense, offense, independent patrol or as a part of a larger task group, tidal flows, sea current and depth, the likelihood of severe swell or cross seas, distance to the nearest natural shelter and suitable anchorage, patrol area in square miles, prevailing sea condition, climatic extreme, etc.;
- **Logistics** – Identifying in broad terms the integrated logistic support requirements such as budget for the training, logistic support to sustain operation, fuel, lube oil, dry-docking, spare parts, ammunition, ordnance, and other quartermaster items, etc.;
- **Plans & Programs** – Specifications on the number and strength of

platform needed, future growth and integration of the platform to the fleet, doctrine development, etc.;

- **Budget** – Capital Outlay needed to procure, support and maintain the ship from the budgetary requirements for the next 15 years (midlife refit) and 30 years (disposal stage). Etc.;
- **Ships and Yards** – Drydocking

About the Author

He attended training at Blomh and Voss, a German Shipbuilder in Hamburg, Germany building Frigates and Destroyers of Meko (Modular Construction) Design. Thereafter, he acquired further training and experience ship survivability and seakeeping analysis at the Hydrodynamics Laboratory of the United Kingdom Defense Evaluation Research agency (DERA) in Southampton and Hasslar United Kingdom of Great Britain under the sponsorship of UK Ministry of Defense, and Electronic Warfare training STN Atlas of Bremen, Germany and INDRA in Madrid, Spain.

As Commander of the Naval Shipbuilding Facility of the Naval Sea Systems Command of the Philippine Navy, he worked with the Technical Assistance Team (TAT) of the Navy Division, Joint US Military Advisory Group Technician and Engineers from Pearl Harbor Shipyard and Calderock Small Combat Craft in Virginia USA. During his tenure, the Naval Shipyard undertook the co-production of 21 units of 78 Aluminum Hull patrol gunboats – presently the workhorse of the PN in internal defense - from Halter Marine of New Orleans, USA: the first 12 units built in USA, the second by AG&P in Batangas and the last one built in the Naval Shipyard in Cavite City. Other of his projects include the Patrol Craft Escort (PCE) retrofit program and the re-engine project of the three PN capital ships.

requirements, berthing, shore power, refuelling, ship husbandry, sustainment, propulsion, economy of operation, survivability, operating profile, etc.;

- **Combat System/Communication** – Sensors and combat system requirements, ordnance, repair and maintenance, suppression of signature threshold, electronic warfare capability, weapon, etc.; and,
- **Civil Military Operation** – military operation other than War (MOOTW) search and rescue, disaster relief response, etc.

Second Stage – Formulation of the design concept.

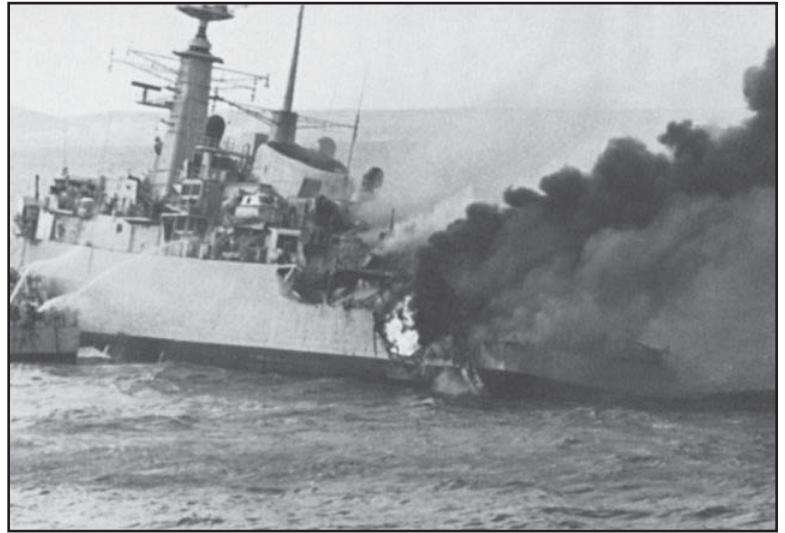
Stated in broad terms of worthiness at sea and in battle, the design concept is formulated on the basis of a long list of factors that include but not limited to these: the characteristics of expected threat; effect of successful attack to the warship; susceptibility of the warship to various signature threshold; vulnerability elimination; recoverability; survivability; speed and power and economy of operation; maintainability; offensive and defensive capability in anti-surface, anti-air and anti-submarine weaponry; electronic warfare capability (electronic surveillance measures and countermeasures); ship system and sub-system reliability; detailed combat system capabilities tabulation and effectiveness; capability to defeat coordinated multiple attacking threats; life cycle cost; operating profile. Items that are known as the *Circular of Requirements*.

Third Stage – Formulation of the technical specifications and final blueprint.

At this stage, the shipyard designer and technician in hull, propulsion, weapons engineer, electronics engineer, logistician, and others formulate the preliminary and final technical specification and prepare the blueprint for building the warship, covering these: hull and superstructure; propulsion; auxiliaries; outfitting; sensors; weapons; habitability; navigation and electronics; communications; life-saving equipment; integrated logistic support

COEIAS

An acronym for **Combined Operational Effectiveness and Investment Appraisal Study**, it is an important parameter in warship design - the comparative evaluation and matching of capabilities of variety of sensors, weapons, speed and power, compartmentation, protection of the crew and vital equipment and the capability and capacity to defeat the incoming threat in terms of target acquisition, reduction of ship signature threshold matched against threat from the surface submarine and air. **COEIAS** encompasses the evaluation and assessment of the best option on the desired or requisite operational effectiveness versus cost implications to operate and maintain the overall systems for the next 30 years.



HMS Ardent hit by Exocet Anti-Ship Missile from Argentine Air Force, May 21, 1982. Photo credit: www.ausairpower.net



HMS Sheffield hit by Exocet Anti-Ship Missile from Argentine Air Force, April 2, 1982



USS Stark hit by two Exocet missiles from Iraqi Sky Hawk in May 17, 1987. Photo credit: <http://www.defraudingamerica.com/>

Survivability

Recent conflict at sea such as in the Falkland war in 1982 and the Gulf war in 1991 have recorded that modern warships, in spite of sophisticated sensors and active/offensive weapon system can still be badly hit and damaged.

Vividly grim pictures of the aftermath of recent conflicts at sea, the Falkland War in 1982 and the Gulf War in 1992 demonstrating the importance of ship design to withstand damage, must remain fresh in the minds of two of the powerful navies of the world:

...whether it is a parameter or not but certainly applicable in the design and construction of a warship as it is in many, if not all, that we do – Doing It “Right First Time.”

- MS Antelope hit by Exocet Anti-Ship Missile from Argentine Air Force, April 2, 1982;
- HMS Coventry hit by bombs from Argentine Air Force, May 25, 1982;
- HMS Ardent hit by Exocet Anti-Ship Missile from Argentine Air Force, May 21, 1982;
- HMS Sheffield hit by Exocet Anti-Ship Missile from Argentine Air Force, April 2, 1982;
- USS Cole hit by explosives from the Al-Qaeda terrorist October 12, 2000;
- USS Robert listing to port after being hit by mines at the Persian Gulf on 14 April 1988;
- USS Stark hit by two Exocet missiles from Iraqi Sky Hawk in May 17, 1987.

Current and future operational scenarios point to destructiveness in the modern conflict at sea, given the advancing technology in sensors and guided weapons system. Survivability of a warship would depend on the reduction of susceptibility to being hit by minimizing the so-called ship signature, the elements such as acoustics, emissions, etc. that the enemy use to track and inflict extreme damage to the warship.

These are some techniques of ship

design to enhance ship survivability:

- **Concentration** – systems and sub-system components should be co-located in the smallest possible space and volume to reduce the chance of being hit and damage;
- **Duplication** – system and sub-system are installed in parallel arrangement for the reason of availability reliability and maintainability of some critical equipment;
- **Separation** – duplication of some critical equipment, sub-systems which can provide similar function should be separated from each other.
- **Protection** – provisions to resist the spread of damaged to critical areas which are vital to ship operation., to include watertight compartmentation;
- **Zoning** – vital services are grouped

to each zones and should have own independent fire fighting unit, smoke control, armor protection, ventilation system, etc.

- **Reduction of ship signature threshold** – is the means to avoid being hit by ordnance or guided weapon towards attraction to excessive signature threshold of the ship.

Life Cycle Cost

The pre-determination cost of a warship is a must, to establish the budgetary requirements needed by the navy throughout the life cycle of the warship – build, maintain, operate, sustain, retrofit-/mid-life refit all the way to its disposal. This will provide good overview, a good measure of the magnitude and budget implication to the fleet.

And on a final note, whether it is a parameter or not but certainly applicable in the design and construction of a warship as it is in many, if not all, that we do – Doing It “Right First Time.” Otherwise, the warship that was built to be an asset to the fleet becomes a liability, a veritable white elephant the fleet can and ought to do without. ⚓



Remembering VADM Mariano J. Dumancas, Jr.

by RADM William M Melad PCG



The idea of giving credit where credit is due on the separation of the Coast Guard from the Navy came about when I got the suggestion last year that we should award VAdm. Mariano J. Dumancas Jr. (FOIC, PN1990-93) with a citation for exactly agreeing to help achieve that result in 1992.

I missed to include that idea in our 2015 Coast Guard Day program, and regretted this so, especially when I learned about the demise of the former FOIC, PN on 2 April, 2016.

Coast Guard separation?

Yes, indeed. Who would have thought that this man had something to do with that? Ask Commo. Chuck Agustin, the PCG Commandant (1990-1993) who orchestrated it all.

In late July, 1992, barely a month after President Fidel V. Ramos assumed his Presidency, in a private audience at Malacañang, Agustin told President Ramos, “Mr. President, I believe that the Coast Guard should separate from the Navy.”

“What made you think that?” asked the President.

“After all these years, the PCG has not really progressed. It has no future under the Navy,” replied the PCG Commandant.

The President thought a bit, and asked, “What makes you think you can do it when a PD signed by President Marcos failed to cause the separation to be made?” Ramos was referring to Presidential Decree 601 dated 9 December, 1975 that revised RA 5173 and placed the PCG directly under the Secretary of National Defense. Agustin replied, “RAdm. Ogbinar had the wrong

strategy, Mr. President.”

“So what strategy could work? What is your plan?”

Agustin: “Simple Sir; convince the Navy first.”

The President had no hesitation, as he immediately understood not only the failure of PD 601 but also the idea of alienating affected crucial players by not involving them in decision making, from his long years dealing with organizations and bureaucrats. After all, he had been known as “Mr. CSW” in the entire government in reference to many returned letters and studies asking the cabinet members and bureaucrats to do “Completed Staff Work.” He replied, “That would work. If you can do it, I will not oppose your plan.”

Thus, the next step would be to convince the Navy. Agustin’s idea was simple: present a proposal they had previously been working on in light of the controversial relationship between the PCG and MARINA, spawned by a letter initiated by the MARINA Administrator, Capt. Victorino A. Basco in 1984 to ask the President to transfer all the maritime administration functions of the PCG to MARINA, which the Secretary of Transportation and Communications, Sec. Jose P. Dans, fully supported, only to back down upon receiving a strong letter from the PCG Commandant, Commo Brillante C. Ochoco (CPCG 1981-86).

“Let us review, update and finalize that study, and use it for this effort,” Commo. Agustin asked of his PCG staff. He designated the PCG Chief of Staff, Capt. Juan A. De Leon Jr. PN (GSC) to be on top of that group. Commo Agustin and I recall some of those who had significant contributions in that study paper even before that task

at hand. They are: LCdr. Normando D. Naval (CGTC), LCdr. Amable C. Tolentino, Cdr. Victor S. Villacorta, LT. Damian L. Carlos, LCdr. Roberto V. Garcia, Cdr. Sesinando G. Perez, and Cdr. Lucio T. Ibanez.

I was Chief, Production Branch of O/CG2 at that time and was tasked with reviewing the paper, but of course much of it had been edited by no less than Commo. Agustin himself. Our office was also tasked to prepare the visual aids. At that time, there was no Power Point yet and the common visual aids were transparencies and carousel slides. Commo. Agustin, however, wanted a more “high-tech” presentation, and so we made a Storyboard which was the forerunner of today’s Power Point. It included some animations, which at that time could not be contained in the floppy discs, so we had to carry the computer’s CPU to every presentation.

We were ready within a week or two, whereupon Agustin requested VAdm. Mariano J. Dumancas Jr. for a command conference at Navy Headquarters to address that subject alone in September 1992.

The Command Conference had all the top guns of the Navy attending: the Major and Special Unit Commanders, the Naval District Commanders and the staff.

Our presentation was detailed but clear and to the point. We emphasized that RA 5173 meant only the initial organization to be under the PN and that unless the PCG were separated, it could not develop professionally if PCG skills were only to be part of the naval career pattern. We gave many examples where personnel training resources were wasted when specialized personnel were rotated out to perform naval

functions, and their skills lost by the PCG. We emphasized that the primary maritime functions of Merchant Marine Administration, Safety of Navigation, Marine Environmental Protection and Maritime Safety Administration were primarily not germane to naval defense.

Commo. Agustin harped on the easily understood comparison that would eventually help sell Congress in amending RA 5173: the Navy exists to kill and destroy the enemy; the Coast Guard exists to save lives and property at sea and protect the marine environment.

VAdm. Dumancas knew that he was contending with a naval public that was highly resistive to losing a major organization; he knew that any decision to separate the PCG from the Navy would weaken the Navy strength and somehow lose influence and power. But we noted that the questions raised by the senior commanders were neither too controversial nor highly critical of the idea; perhaps the friendships and camaraderie engendered through the years by our senior commanders had somehow weakened their resolve to oppose our idea.

But the burden rested more on Dumancas, who was a highly trained professional sea dog who understood that organizational and functional effectiveness are affected by focus. The Coast Guard being under the Navy provides some distraction to that focus. In turn, the PCG suffers as the PCG's non-naval functions take a back seat position in the naval scheme of things. His final remark included that statement we were hoping for: "Let's go for this. The Navy will agree."

We also did the rounds and presented

the briefing to DND and GHQ AFP. I did the presentations, but Commo. Agustin always answered convincingly all of the questions. I remember one of the strong justifications cited at that time was the Resolution of the Shipping and Ports Advisory Council (SPAC) of the need for the "proper placement of the PCG."

VAdm. Mariano J. Dumancas, Jr. stood pat on that commitment to the end. During the ensuing GHQ Command Conference, he fully endorsed the position such that the AFP

allow the PCG to retain ownership of all weapons, equipment and vessels in its possession; toward this end, he issued a Transition Plan. He was also present and signatory as a witness when the Secretary of National Defense (Gen. Renato S de Villa) and the Secretary of Transportation and Communications (Sec. Jesus T. Garcia) signed the MOA on the transfer from DND to DOTC at Camp Aguinaldo, QC.

The Coast Guard was eventually transferred by virtue of Executive Order Nos. 475 and 477, a two-stage transfer authorized under EO 292, the Administrative Code of 1987, and an idea that came from President Ramos himself, using the National Irrigation Authority (NIA) precedence.

Transfer ceremonies were held at the HQ Philippine Navy in 1998 with President Ramos in attendance. Sec. Fortunato U. Abat was then the SND. Commo. Agustin, who was already retired and serving as the PPA General Manager at the time, was acknowl-

edged by President Ramos in that ceremony, as "the man responsible for the success or failure of this idea," at the same time speaking positively for the organizational change.

Commo. Agustin later told us that he was bothered by the statements he heard from some Navy officers during the ceremony that the decision was "a grave error." He would also later admit that even at DND in 2005, the Asst. Sec. for Legal Affairs (ASLA) surprised him when she asked the Secretary of National Defense Angelo T. Reyes during a conference "to restudy the PCG separation." The Secretary immediately turned to Commo. Agustin and asked, "President, NDCP?" knowing



DOTC Secretary Jose P. de Jesus approved on 8 April 2011, the implementing rules and regulations IRR of R.A. 9993 or the Philippine Coast Guard Law of 2009. Photo Credit: United Filipino Seafarers Federation

Chief of Staff, Gen. Lisandro C. Abadia in his final statement, said, "If the two of you agree, who am I to oppose?"

Dumancas and Abadia were likewise present in the next step, which was quite easy as the Secretary of Defense was already apprised of the idea that the Coast Guard would eventually separate from the AFP: It was in the original PNP Law, which was taken out only because Commo. Agustin, then Chief of AFP Personnel (J-1) represented Gen. Renato S. de Villa who was CSAFP in 1986-90, convincing its principal author, Rep. Rodrigo B. Gutang, with practically the same argument.

Dumancas further delivered on his commitment: He gave the nod to

that Commo. Agustin was a former CPGC. The latter replied in no uncertain terms that the action had been done with deliberate study and had been thoroughly discussed at HPN, GHQ and there at DND, endorsed by all concerned agencies and approved by the President, and any move to reconsider would only be disruptive.

The turnover event in 1998 "clinched the deal" for the Coast Guard. We would never look back again.

We owe it to an understanding, progressive and decisive Commander-in-Chief, and the statesmanship and professionalism of the PN Flag Officer in Command, who saw it through despite historical precedents on the position of a person in such job, including those who were the heads of the PCG immediately before becoming the Navy's Chief.

On a personal note, I wonder if I would be the 26th PCG Commandant had the transfer idea not been brought to fruition.

May VAdm. Mariano J. Dumancas, Jr. rest in eternal peace, knowing that, as the experience of the Bajo de Masinloc (Scarborough Shoal) standoff later showed, his decision to allow the existence of a separate "white ship" agency was well-conceived and timely in the light of current trends in maritime safety administration, and the critical developments on the West Philippine Sea!

Editor's note: RAdm. William M. Melad PCG is the new Commandant, Philippine Coast Guard. It took many bills, including a few calling for the return of the PCG to the Navy, and years of hearings in the process. The PCG creation as a separate service was finally realized with the approval of RA 9993 (The Philippine Coast Guard Law of 2009) on 12 Feb 2010, repealing RA 5173, as amended, 11 years after President Fidel V. Ramos took the unprecedented bold move of "cutting it clean" from the Philippine Navy. The position of PCG Commandant now carries the grade of Admiral.



Shipbuilding Issues 2016

by Commo. Carlos L. Agustin AFP (Ret)



I refer to this issue's topic as Shipbuilding Issues 2016 since the subject seems to appear herein ad infinitum, primarily when taken from the proceedings of the Maritime Forum, which we hold 10 times annually.

Ten years ago in the MR 06-4 (Jul-Aug 2006) issue's Chairman's Page, I wrote about the Japanese Shipyard Tsuneishi's expansion plans in Balamban, Cebu after completion of its third slipway that would enable them to build a large bulk carrier every 3 weeks, or 15 annually. We were on the way then to being no. 6 in the world in shipbuilding. Today we are no. 4 but our domestic shipbuilders are still not happy.

In that column, I also mentioned, on the domestic shipbuilding dimension, an item about the nearby FBM Babcock Marine (A UK-Filipino joint venture) that was capable of building world class fast ferries comparable with the best in the world that made Columnist Bobit Avila comment,

That means that the greatest nations on this planet believe in the workmanship and quality of Filipino-made products. Surely, we can see the enormous benefits that the FBM Babcock Marine offers to the Philippine Navy or the Coast Guard. Yes, we can build those Coast Guard cutters right in our own backyard instead of buying used ones from abroad! Hence, the question: Why

isn't the Philippine Navy, which has been dubbed as a Navy without ships, ordering any from Balamban? I really have no answers to this!

I did add that we addressed the issue of government – particularly Navy and DOTC - support to the shipbuilding industry in several forums in 2004 and 2005, and former PN Flag Officer in Command VADM Ernesto de Leon took the cue but unhappily the government could not provide the necessary support, budget wise. I stated that the

Has the AFP or the Phil. Navy ever made a feasibility study complete with projections of the benefits of the ship building industry in terms of generating capital for the economy and jobs for the people?

modernization program was temporarily stalled by lack of funds, but we should keep on pushing and that "I still believe that Philippine government agencies, including the PN, PCG and departments and bureaus that have need for ships, should as far as practicable avail of local

shipyards."

One indicator then that positive steps could be taken was the construction of a vessel purposely built by Herma Shipyard in Mariveles, Bataan (which constructs world-class petroleum carriers for its sister company, Herma Shipping) for medical purposes, the 30-ton, 16-meter-long specially designed and fully equipped boat with an 8-member staff that docked in remote areas of the archipelago to fulfill a mission: Provide free orthopedic devices for those in need. I wonder how

that eventually fared? Given that we never heard about it during the Yolanda disaster, did it suffer the same fate as the Navy's modernization?

It would also seem that the experience of the Yolanda would spur the effort to acquire hospital ships and logistic support vessels, something that was initiated in the '60s and '70s, as the PN actually constructed its first hospital ship in the '60s. Some other interesting developments were covered in that column (including a plan by our Executive Editor, Vicky Viray Mendoza, who was then still working with the World Bank's IFC, to convert a vessel to a hospital ship; it can be pulled out by searching it in our web page in *www.maritimereview.ph.*)

That column was read by then Rep. Loretta Ann "Etta" Pargas who, addressing me, posted in the Navy Forum (26 June, 2006):

I have recently come from a Jakarta meeting of ASEAN MPs on the issue of democratization in Burma. While waiting for my plane in the airport, I had an engaging conversation with Ms Brenda Pimentel from the UN IMO and several Filipino seafarers on the importance of shipbuilding as a major industry that must be developed in the Philippines. I related my story of how I spoke to - I am not sure if it was Vice Admiral de Leon or some other Admiral - about the possibility of having the Philippine Navy develop its capacity for ship building and he said of course, it is possible. And here are

your articles, Chuck saying that it is the budget problem that is stopping us from going into this.

Has the AFP or the Phil. Navy ever made a feasibility study complete with projections of the benefits of the ship building industry in terms of generating capital for the economy and jobs for the people? And to compare this with the cost of building the industry locally? Likewise, what impact this would give our economy and our seafarers? And later, how this can develop our competitive strength not only in local commercial shipping but in international shipping? These questions may sound simplistic but they do address a basic attitude with

respect to long term planning on industrial development.

As I mentioned above, we have addressed this matter so long but do not seem to get anywhere.

There are however a few positive developments. The NAMRIA has constructed through a local shipyard two small survey ships that are now operational. The PCG should follow suit. The PN should be allowed to procure non-combatant service vessels under the same standards used by NAMRIA. The MARINA is today supportive of positive action to help domestic shipbuilders and has a periodic SBSR Forum with them.

During the 109th Maritime Forum in Cebu last 11 Feb the issue of government neglect arose when inadvertently the MARINA briefing stated some under capacity of local shipyards, and the shipbuilders responded that the problem is not under capacity but under-utilization due to lack of orders because the importation of used vessels, primarily from Japan, goes unabated. We then agreed that the shipbuilders would put together an issue paper and present it in the next Forum. That did not happen, but during the following 111th Forum hosted by MARINA at the Manila Yacht Club, it was agreed that an Executive Session should be held to finalize a presentation to be made in the 112th Maritime Forum in May, which can then agree to endorse it for action by MARINA and the government.



23-Meter Hydrographic Aluminum Catamaran boats built for the National Mapping and Resource Information Authority of the Philippines by Colorado Shipyard Corp. Photo Courtesy of: Colorado Shipyard.




Maritime Events Calendar

Will we finally get some positive action that can really start the domestic shipbuilders on the path of adding much more to the growth of our shipbuilding industry? To me, these are some of our needs:

- a. Providing cheap money to the shipbuilding industry on a long-term loan, much the same way that HLURB and PAG-IBIG now provides cheap money on long-term housing loans at around 6%, specifically for the homeless.
- b. Implementing MARINA's mandate for shipbuilding development, as suggested by a colleague, Commo. Terry de la Cruz;
- c. Developing a unique world-class Philippine classification society which is a sine quanon for maritime development as a shipping nation, and a long-time personal passion.
- d. Providing more facilities, incentives and support for skills training;
- e. Immediate reviewing of the New Procurement Act as applicable to the PN and PCG;
- f. Expanding the SBSR Forum that MARINA holds regularly to make it transparent and more productive;
- g. Getting the two Transportation Committees in Congress staffed with competent people and led by dedicated transport industry-thinking members; and
- h. Further reducing SBSR bureaucracy in MARINA through innovative means.

I still feel and hope that shipbuilding will be a major engine of growth of the Philippine economy, much the same way as Japan did from the '50s, and South Korea and Taiwan in the late '50s to the '90s.

The big players here have taken off on the international market. Should it be about time for the Philippine domestic shipbuilders to have a good shot at it? 

MAY '16

- 2-5 OFFSHORE TECHNOLOGY CONFERENCE (HOUSTON, TX)
- 5-6 MARITECH 2016 (ST JOHN'S NF)
- 9-11 CREW CONNECT EUROPE CONFERENCE (RADISSON BLU SCANDINAVIA HOTEL, COPENHAGEN, DENMARK)
- 9-11 COMPIT 2016 (LECCE, ITALY)
- 10-11 MARINE LOG TUGS AND BARGES (SEATTLE, WA)
- 10-12 CANADA LNG EXPORT CONFERENCE AND EXHIBITION 2016 (VANCOUVER)
- 10-12 NAVEXPO INTERNATIONAL (LORIENT, FRANCE)
- 10-12 INLAND MARINE EXPO IMX 2016 (ST LOUIS, MO)
- 12-13 SEATRADE CRUISE ASIA (BUSAN, KOREA)
- 15-18 SEA-AIR-SPACE: THE NAVY LEAGUE'S GLOBAL MARITIME EXPOSITION (NATIONAL HARBOUR, MD, USA)
- 16-19 CANADIAN HYDROGRAPHIC CONFERENCE (HALIFAX, NS)
- 16-22 PN WEEK (STC)
- 17-18 ITEC DEFENCE TRAINING SIMULATION AND EDUCATION (LONDON, UK)
- 18-20 PORT SECURE 2016 (TORONTO, ON)
- 24 MARITIME BREAKFAST FORUM #112 (PHILIPPINE NAVY (PN); HEADQUARTERS, PHILIPPINE NAVY, ROXAS BOULEVARD, MANILA)
- 23-27 24TH ANNUAL INTERNATIONAL TUG, SALVAGE, OSV CONVENTION AND EXHIBITION (BOSTON, MA)
- 25-26 CANSEC 2016 (OTTAWA, ON)

MAY-JUNE '16

- 30-1 GREEN MARINE - GREENTECH 2016 SUSTAINABLE SHIPPING (QUEBEC CITY)
- 30-2 10TH INTERNATIONAL HARBOR MASTERS CONFERENCE (VANCOUVER, BC, CANADA)

JUNE '16

- 1 MARINA ANNIVERSARY (PHILIPPINES)
- 1-3 UNDERSEA DEFENCE TECHNOLOGY (OSLO, NORWAY)
- 2-3 2016 FERRY SAFETY AND TECHNOLOGY CONFERENCE (NEW YORK, NY)
- 6-8 PHIL MARINE 2016 (SMX MALL OF ASIA, PASAY CITY, PHILIPPINES)
- 6-10 CIMAC CONGRESS (HELSINKI, FINLAND)
- 9-10 POSIDONIA, INTERNATIONAL SHIPPING EXHIBITION (ATHENS, GREECE)
- 10 DENR ANNIVERSARY (PHILIPPINES)
- 13-17 EUROSATORY 2016 (PARIS, FRANCE)
- 14-16 SEAWORK 2016 COMMERCIAL MARINE AND WORKBOAT EXHIBITION (SOUTHAMPTON, UK)
- 14-16 TOC EUROPE, INCLUDES CONTAINER SUPPLY CHAIN CONFERENCE, TECH TOC, AND BULK PORTS AND TECHNOLOGY CONF (HAMBURG, GERMANY)
- 19-24 ASME 2016 35TH INTERNATIONAL CONFERENCE ON OCEAN, OFFSHORE AND ARCTIC ENGINEERING (BUSAN, SOUTH KOREA)
- 20-23 NOIA CONFERENCE 2016 (ST JOHN'S, NF)
- 21-23 MEGA RUST 2016 NAVAL CORROSION CONFERENCE (SAN DIEGO, CA)
- 21-23 MARINE MAINTENANCE WORLD EXPO AND ELECTRIC AND HYBRID MARINE WORLD EXPO 2016 (AMSTERDAM, NETHERLANDS)
- 21-23 MAST EUROPE MARITIME / AIR SYSTEMS AND TECHNOLOGIES (AMSTERDAM, NETHERLANDS)

JULY '16

- 11 PPA ANNIVERSARY (PHILIPPINES)
- 14-15 14TH ASEAN PORTS & SHIPPING 2016 (BANGKOK)
- 15 MARITIME BREAKFAST FORUM #113 (PHILIPPINE PORTS AUTHORITY (PPA); 637 BONIFACIO DRIVE, PORT AREA, MANILA)

JULY-AUGUST '16

- 30-3 4TH INTERNATIONAL MARINE CONSERVATION CONGRESS (ST JOHN'S NEWFOUNDLAND AND LABRADOR, CANADA)

AUGUST '16

- 19 MARITIME BREAKFAST FORUM #114 (NATIONAL COAST WATCH CENTER (NCWC); HEADQUARTERS PHILIPPINE COAST GUARD, 139 25TH STREET, SOUTH HARBOR, PORT AREA, MANILA)

SEPTEMBER '16

- 1-10 IUCN WORLD CONSERVATION CONGRESS (HONOLULU, HI, USA)
- 5-9 SMM INTERNATIONAL MARITIME TRADE FAIR (HAMBURG, GERMANY)
- 6-8 CANADIAN DEFENCE SECURITY AND AEROSPACE EXHIBITION ATLANTIC - DEFSEC ATLANTIC 2016 (HALIFAX, NS)
- 6-11 CANNES INTERNATIONAL YACHTING SHOW (CANNES, FRANCE)
- 12-15 FLEET MAINTENANCE AND MODERNIZATION SYMPOSIUM 2016 (HAMPTON, VA)
- 16 MARITIME BREAKFAST FORUM #115 (PHILIPPINE COAST GUARD (PCG); HEADQUARTERS PHILIPPINE COAST GUARD, 139 25TH STREET, SOUTH HARBOR, PORT AREA, MANILA)
- 19-22 MTS/IEEE ASIA OCEANS 2016 (MONTEREY, CA, USA)
- 19-25 MARITIME WEEK (PHILIPPINES)
- 21-23 SEATRADE CRUISE MED (STA. CRUZ, TENERIFE)

SEPTEMBER-OCTOBER '16

- 28-1 MONACO YACHT SHOW (MONACO)

OCTOBER '16

- 4-6 IBEX 2016 INTERNATIONAL BOAT BUILDERS EXHIBITION AND CONFERENCE (TAMPA, FL)
- 8 MARITIME LEAGUE 25TH ANNIVERSARY
- 14 MARITIME BREAKFAST FORUM #116 (DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES (DENR); TBD)
- 14 1ST MARITIME LEAGUE/MPCGA GOLF TOURNAMENT (PN GOLF CLUB, BNS, TAGUIG CITY)
- 15-19 41ST INTERFERRY CONFERENCE (MANILA)
- 17-21 EURONAVAL 2016 (PARIS, FRANCE)
- 21-23 INTERNATIONAL CONFERENCE ON NAVAL ARCHITECTURE AND OCEAN ENGINEERING (SHANGHAI, CHINA)
- 24 BATTLE OF SIBUYAN SEA, 72ND ANNIVERSARY (ROMBLON CULTURAL & HISTORICAL ASSOCIATION)
- 24-26 ARCTIC TECHNOLOGY CONFERENCE (ST JOHN'S, NF)
- 25-26 OFFSHORE ENERGY 16 (AMSTERDAM, NETHERLANDS)

NOVEMBER '16

- 1-5 SNAME MARITIME CONVENTION (BELLEVUE, WA)
- 3-4 FERRIES, MARINE LOG CONFERENCE AND EXPO (SEATTLE, WA)
- 8-9 ASIAN MARINE ENGINEERING CONFERENCE (SINGAPORE)
- 15-17 METS MARINE EQUIPMENT TRADE SHOW (AMSTERDAM, NETHERLANDS)
- 15-17 FUTURE OF UNDERWATER TECHNOLOGY CONFERENCE 2016 (UK)
- 16-18 CREW CONNECT GLOBAL CONFERENCE & EXHIBITION (MARRIOTT HOTEL, MANILA)

NOVEMBER-DECEMBER '16

- 30-2 INTERNATIONAL WORKBOAT SHOW (NEW ORLEANS, LA)

JANUARY '17

- 6-15 LONDON BOAT SHOW (LONDON, UK)
- 19 DOTC ANNIVERSARY (PHILIPPINES)

FEBRUARY '17

- 19-23 INTERNATIONAL DEFENCE EXHIBITION AND CONFERENCE (ABU DHABI)

APRIL '17

- 4-6 OCEAN BUSINESS (SOUTHAMPTON, UK)
- 25-27 SEA ASIA (MARINA BAY SANDS, SINGAPORE)

Philippine Vulnerabilities in its Rift with China

By Brig. Gen. M. Oxales AFP (Ret)

The Philippines can be subverted, harassed and damaged technologically and economically.

China, with its geographical position, language, history, and civilization, has been a 5000 year-old political entity whose place in the world has already been fixed, according to Henry Kissinger, in his 600-page book titled "On China." As US Secretary of State, he paved the way for the visit of President Nixon to China in 1972 to meet with China Premier Chou En Lai, and restore full diplomatic relations between the two countries -- close allies who fought the Japanese in WWII until 1945.

Relations between the two allies had soured from the late 1950's after China became a communist state under Mao Tse Tung who as its revolutionary leader forced the US-backed China President Chiang Kai Shek and his remaining Nationalist military forces to flee to the tiny island of Formosa, now Taiwan. This was further exacerbated by China's alignment ideologically and militarily with then USSR (Soviet Russia), and support to North Korea with a 100,000 army in the Korean War (1950-1953) where America suffered 40,000 casualties.

After centuries of isolation, humiliated by western powers, Great Britain, France and Germany at the close of the 19th century, and by Japan in half of the 20th century, which carved vast areas of its territory -- China, exercising partial to full sovereignty, is now a world power in economy and trade, and seeks its place under the sun. A very significant aspiration of China as written by Jonatahn Holstag in his book "The Coming War with Asia" is its determination to recover

Taiwan, establish hegemony over Hong Kong, have dominance in the seas bordering China, and take over the reefs and islands considered as territories of Japan, the Philippines, Vietnam, Malaysia, and Indonesia.

But according to former President Fidel V. Ramos in his paper "Strategic Leadership and the Challenges of Our Times," he states, "Viewed from Beijing, the arc of military and political alliances which extends from the Korea Peninsula, Japan, Taiwan, Okinawa, Indonesia, Singapore, Australia and New Zealand, poses a strong deterrent and obstacle to military excursions and adventurism by China into the Pacific Ocean and South China Sea, renamed West Philippine Sea by the Philippine government." (The Cavalier, Jan-Feb 2013)

These alliances and geopolitical realities in the West Philippine Sea and the Pacific have impelled China to invoke the so-called 9-dash Line (of dubious historical basis) and establish a chain of island bases as its far sea defense deterrence denial strategy to protect the mainland and further avail of the rich resources therein.

The US has defense pacts with Japan,

South Korea, Philippines, Australia and New Zealand (ANZUS), and a special security arrangement with the Taiwan.

The Philippines and United States Mutual Defense Pact signed on 24 August 1951 provides that "Each Party

"[Beijing is] building a Great Wall of sand over islands claimed by several countries. China's pattern of provocations toward smaller claimant countries on the basis of the sweeping 9-dash Line which is inconsistent with international law, and the wide asymmetry between China's capabilities and of her weak neighbors, raises serious questions about Chinese intentions."

recognizes that an armed attack in the Pacific area on either of the Parties would be dangerous to each own peace and security and would act to meet the common danger in accordance with its constitutional processes."

This treaty was entered into one year after the Korean War broke out on 24 June 1953 when North Korea invaded South Korea. The war ended in an armistice in 1950, each side occupying the same territory as

when the inconclusive war started. The Philippines, responding to the United Nations and under its auspices, sent to South Korea four army battalions of some 7,000 personnel fully equipped and supplied by the US, and fought side by side with American soldiers.

It is significant to note that in previous interpretations of the defense treaty, the areas covered Metropolitan Manila and the areas of US Clark Air Base in Pampanga and Subic Naval Base in Zambales (vacated by US in 1992) and the vast

expanse of the Pacific Ocean on the eastern side of the Philippines toward the Hawaii islands.

Are the disputed islands located west of the Philippines covered by the treaty?

The disputed islands are in the Spratly group, 150 nautical miles west of Palawan, and some 550 miles from the coast of Hainan, the southern province of China, and the Scarborough Shoal, which is about 120 miles west of Zambales. These islands that have been traditional fishing grounds by Filipino seafarers and rich with marine resources, ocean minerals gas and oil reserves are within the 200-mile Exclusive Economic Zone of the Philippines.



US President Obama reiterates the US ironclad commitment to defend Philippine security and sovereignty during a speech to US and Filipino troops during his 2014 visit. Photo Credit: inquirer.net.

The government of the United States has assured its commitments time and again to honor its defense treaty with the Philippines.

President Barrack Obama, during a state visit to the Philippines on April 2014 said before US military personnel and Filipino soldiers assembled in Leyte, a province badly hit by typhoon Yolanda, "Our commitment to defend the Philippines is iron clad, and we keep that commitment because allies do not stand alone."

Philippine DFA Chief Albert del Rosario; US VP John Kerry; Philippine Defense Sec. Voltaire Gazmin; and US Defense Sec. Ashton Carton. Photo Credit: Philippine Embassy, Washington DC.

US Defense Sec. Ashton Carton repeated the assurance during a meeting in Hawaii in May this year with his counterpart Philippine Defense Sec. Voltaire Gazmin to whom he told that US commitment is ironclad. He even called for China to halt its reclamation activities.

Admiral Harry Harris Jr., head of US Pacific Command, is pushing an aggressive plan to contest China's expanding island-building in the South China Sea. Photo credit: MC2 Kegan E. Kay, US Navy.

In a most public criticism of China's land reclamation activities in South China, Admiral Harry Harris Jr., Commander of the US Pacific Command based in Hawaii, accused Beijing of "building a Great Wall of sand over islands claimed by several countries. China's pattern of provocations toward smaller claimant countries on the basis of the sweeping 9-dash

Line which is inconsistent with international law, and the wide asymmetry between China's capabilities and of her weak neighbors, raises serious questions about Chinese intentions." These remarks were made during a naval conference of allied countries in Canberra, Australia in March this year. (Wall Street Journal, 1 April 2015)

He further reported that the runway being built in Mischief Reef west of Palawan is 10,000 feet long and could accommodate a U.S B-52 long range bomber and much longer than what is required for a Boeing 747 aircraft. Its harbors and ports under construction are deep enough for large naval vessels. These facilities would serve as staging

bases that could threaten neighboring claimant countries.

In a briefing last May before the Senate Defense Committee, NICA Director General Cesar Garcia reported that the dispute over the islands in the South China Sea has overtaken all security concerns, and it is imperative that the AFP should now transition from its domestic security focus toward external or territorial defense.

"America still rules South China and the Pacific Ocean, and its 7th Fleet in case of war can choke maritime traffic to and from China," writes Andrew Browne in the China World Wall Street Journal on 4 March 2015. Admiral Henry Harris Jr., Commander of the US Pacific Command, declared that he would not allow any coercion, and would ensure that maritime lanes are open for international shipping valued at \$5 trillion a year.

Will there be military confrontation between the United States and China over the disputed islands? The writer does not believe so in the immediate term. China, not being militarily at par with the United States will endeavor to avoid a situation where the Philippines or the United States would invoke the Philippines-United States Mutual Defense Pact. It has continually occupied, administered and possessed the disputed island's essential elements in claiming rightful ownership.

According to Henry Kissinger, adviser of US Presidents and world heads of state, China "follows an ancient board game called Wei Qi that stresses encirclement rather than domination. Chinese leaders value strategic envelopment rather than destructive confrontation," a strategy that closely adheres to Sun Tzu treatise on war. His famous dictum reads "the best commander is one who wins battles without fighting."

True to its Anti Access/Area Denial (A2AD) doctrine, China employs a "cabbage strategy," surrounding the disputed islands with ships that by sheer



Philippine DFA Chief Albert del Rosario; U.S. VP John Kerry; Philippine Defense Sec. Voltaire Gazmin; and U.S. Defense Sec. Ashton Carter. Photo Credit: Philippine Embassy, Washington DC.

number, size and speed, thus Filipino fishermen and coast guard vessels are effectively denied entry without firing a shot.

Military analysts say China does not have sealift capability to transport a large number of troops, with weapons and vehicles, and undertake an effective invasion by sea. However, China recently held an exercise employing 20,000 troops in a coast facing Taiwan for a possible sea invasion. Because of the lack of bottoms, commercial ships are being configured to transport military personnel and cargo.

It will take weeks and even months to assemble a large number of troops, vehicles and landing craft, and mount an invasion by sea. It may take three to five days for a seaborne force from China closest coast to reach Philippine shores. Satellites orbiting 24 hours can take pictures, and CNN will send an alarm worldwide.

China can subvert, harass, and inflict damage to the

who comprise a mere 1% of the population but a big and influential factor in the economy who, by hard work, perseverance and risking their capital, are dominant or are highly prominent in retail, trading, airline, shipping, real estate development, banking and many manufacturing, distribution and assembly activities.

The Philippines imports about 10% of rice consumption or some 2 million metric tons annually from Thailand, Vietnam, China and other countries at \$400 per ton that amounts to \$800



Admiral Harry Harris Jr., head of US Pacific Command, is pushing an aggressive plan to contest China's expanding island-building in the South China Sea. Photo credit: MC2 Kegan E. Kay, USN.

Philippines technically and economically. Its cyber warfare capabilities can hack and cripple the computers that operate and control banking systems and devices, communication networks, power, aerodrome, and other vital facilities.

Possible targets of subversion are the local Filipino Chinese

million. It imports rice that costs 40% lower due to lack of domestic production, and to maintain stock and control prices.

Our country imports 45% of its crude oil, about 65 million barrels a year which amounts to \$6 billion. Exports to China valued at \$500 million in 2014 comprised 23% of total exports. China has \$660 billion investments in power, mining agriculture, infrastructure and other industries locally. The Philippines is in the lowest fifth among ASEAN countries in Foreign Direct Investments, hence the need to attract more from big investor countries like China. About 200,000 Filipinos are employed in China, mostly in Hong Kong and cities of Beijing, Shanghai, and Guangzhou. With some 12 million Filipinos not gainfully employed, and with the highest unemployment rate among ASEAN countries, the Philippines does need foreign jobs.

Last year, China led in founding the Asia Infrastructure Investment Bank with 51 member countries. Capitalized at \$100 billion and aimed to fund infrastructure projects in Asia, it will be a source of low interest and long-term loans to finance roads, railways, ports, harbors and airports sorely needed to accelerate economic development. The Philippines has yet to join the bank.

China Ambassador to the Philippines Zhao Jianhua in his remarks during the 66th National Day Reception of the Republic of China held in Manila last September pointed out the following: Investments in ASEAN countries totaled \$32.4 billion but the Philippines got only 1.3%; outbound tourists to ASEAN in 2014 totaled 11.4 million making ASEAN the biggest destination, with Thailand getting 4.4 million, Vietnam 1.7 million, Singapore 1.4 million, but the Philippines got only 402,000 arrivals.

China had already announced it would not abide by the decision of

the International Court on the Law of Sea to which the tribunal Philippine brought its case. Senior Associate Supreme Court Justice Antonio T. Carpio, an expert in international law, said that with China's position and its non-participation in the proceedings of the court, the Philippines should be ready for the long haul -- a foreboding forecast.

China had already taken a strong position. During a state visit to the United States last September, China President XI Jinping declared in a press conference with President Barrack Obama present, "Islands in the South China Sea since ancient times are Chinese territory. We have the right to uphold our territorial sovereignty and lawful legitimate interests and rights."

Meanwhile, Philippines continues the strategy of the weak posturing as being harassed, bullied, trampled upon and subtly threatened politically and diplomatically by a big and strong neighbor -- to get the attention, sympathy, and support of the world community.

Markedly, at a wide open military disadvantage, the Philippines facing grave vulnerabilities economically and technologically, and beset with a century old unresolved separatist movements and decades of internal conflicts, should now pursue more imaginative, flexible, pragmatic and realistic diplomatic options.

Editor's note: BGen Manuel P. Oxales is a retired PAF officer, a member of PMA Class of 1960 who served the AFP in various jobs with distinction for 37 years. He has since retirement been associated with the AGFO and the AGFO Foundation Boards.



The 2nd Annual Ferry and Safety Conference 2016

The goal of the Worldwide Ferry Safety Association's (WFSA) has been to identify and disseminate approaches, primarily technology-based, to reduce ferry fatalities. They focus on technology because it is often an impetus for social change.

The 1st Ferry Safety and Technology Conference 2015 hosted by WFSA sponsored its annual vessel design competition, commissioned student research, convened a technology-based conference, and served as a central locus for the dissemination of other organizations' research. Also, more organizations, researchers, and operators have engaged in research efforts, and initiated capital and operational improvements for ferry safety. WFSA has identified a market and potential partners for a project to develop a tablet-based training program.

Worth noting is that among five ongoing research studies, one is about The Philippines' Ferry System. WFSA research associate Abigail Golden prepared a report on the Philippines' ferry system and safety regime. The report is available at <http://www.ferrysafety.org/news.htm>.

The 2nd Annual Ferry Safety and Technology Conference hosted by WFSA will bring together ferry operators, city planners, vessel designers, weather experts, and many more members of the world's maritime community. The conference takes place on 2-3 June, 2016 at the historic Pier A Harbor House in downtown Manhattan, New York.

The conference brings together ferry operators, city planners, vessel designers, weather experts, and technology providers of the maritime community.

It will present innovative technologies via panels and demonstrations over the two days by speakers from around the globe. There will be frequent opportunity for networking during breakfast, breaks, and lunch.

The main discussions are on Ferry Landings with a focus on resiliency; Maritime Weather with new information on timely fine scale marine weather detection; and Information management and Communication applications.

Presentations include case studies of mobile ticketing (a major issue of ferry operations worldwide) and a system for highly accurate crowd counting and operational telematics.

Training, a hot topic because of newly required competencies will include in-depth case studies highlighting eLearning, and innovative brick and mortar training centers. Experts from North America, Europe and Asia will give the presentations.

Bekir Sitka Ustaoglu, IMO TCD Asia Pacific chief, will present the award for best international student ferry design competition at the cocktail reception.

General registration is \$350 plus a processing fee. Student rates are available. You can register at: <https://ferrysafetyconference.squarespace.com/>



Worldwide Ferry
Safety Association

JUNE 2-3, 2016
Pier A Harbor, Manhattan, NY



The Port Authority of Aalesund's New "Swiss Army Knife"

by Vicky Viray-Mendoza

In early April, Alusafe 1500 MPV, a well-equipped workboat was delivered from Maritime Partner AS. It is the Port Authority of Aalesund's new workboat, a virtual "Swiss army knife" multi-purpose vessel, named Skansen.

The newly developed MPV will carry out an array of assignments along the coast, in the harbour, and along the quay fronts of the Norway's Aalesund-Sunnmøre region. This high-speed workboat will carry out assignments throughout four municipalities: Aalesund, Sula, Giske, and Haram.

The Port Authority of Aalesund has approved the Skansen, having met the new regulations for coastal vessels and for oil spill response duties. The vessel is fully equipped to handle a wide array of different scenarios, such as assisting other vessels in distress through towing, placing oil booms, assist the fire department in firefighting operations, as well as performing underwater inspections, rescue-diving missions, and supporting fish farming.

This new workboat has been given the same name as the previous Port Authority workboat, and is relieving its earlier Skansen predecessor that had been operating the waters of the Aalesund region since 1975.

"The previous vessel should have been replaced many years ago," says Port Captain Anders Bjørdal, from The Port Authority of Aalesund. "Our new vessel meets all our traditional needs. In addition, improved stability and high towing capacity makes Skansen an important part of our emergency preparedness, especially within Sunnmøre's Inter-municipal Unit against Acute (IUA) pollution situations," explains the Port Captain.

The new Skansen, which is 14.99 meters in length and 4.9 meters in width, is of a brand new design. It has a maximum speed of 32 knots with total seating capacity for eight crewmembers. The vessel is equipped with twin diesel Volvo Penta D9 engines, driving waterjets through marine transmission systems. The hull is a fully planning mono hull, single chine with deep V-shape designed to ensure smooth operation in adverse weather and sea conditions. The vessel is certified for oil-pollution response operations, and is equipped with high towing capacity for towing oil booms. It is also fitted with a water cannon for firefighting operations.

On the fore-deck, the vessel is equipped with a capstan winch, with a capacity of 3 tons, and a crane with a lifting-capacity of 4.5 tons. The reinforced deck can withstand concentrated loads, and is approved for carrying cargo up to a weight of 5 tons in order to load heavy equipment needed for various operations.

"In addition to performing tasks such as craning and towing, placing floating piers and such, it is very useful for clearing heavy objects and debris from the water to keep the fairway open, and performing maintenance tasks on navigational installations," says Port Captain Bjørdal.

The bow-ramp, which can also be remotely operated from the helmsman's position at the bridge, provides opportunity to deploy oil booms from deck. The aft deck is fitted with one additional capstan winch, with a 1 ton pulling capacity, and

a remote-released towing hook, operated from the helmsman's position at the bridge.

Having a large load capacity, and also a hydraulically operated bow-ramp, provides the opportunity to employ the vessel as a transportation platform that can carry heavy machinery such as All-Terrain Vehicles (ATVs), fire engines, and police patrol cars to areas that are otherwise inaccessible.

"This vessel provides an excellent working platform for ensuring fairways are clear of debris, and in addition it will also be an effective aid for pollution response and other perils near the ports. The Skansen is also an effective tool for the Fire and Police Departments, by simplifying some of their operations in remote areas," says Port Captain Anders Bjørdal.

Aalesund Fire Department and the Port Authority of Aalesund have an agreement where the fire department can use the vessel for training operations 15 hours every year. "Should a boat or ship catch fire,

this vessel will make the firefighting operation much more efficient. This new vessel is much more versatile than its predecessor was, it can carry more equipment and has an enormous range of application. We will even be able to fit our smallest fire engine aboard the vessel, should we need to bring additional capacity to the area," says Fire Chief Geir Thorsen of the Aalesund Fire Department.

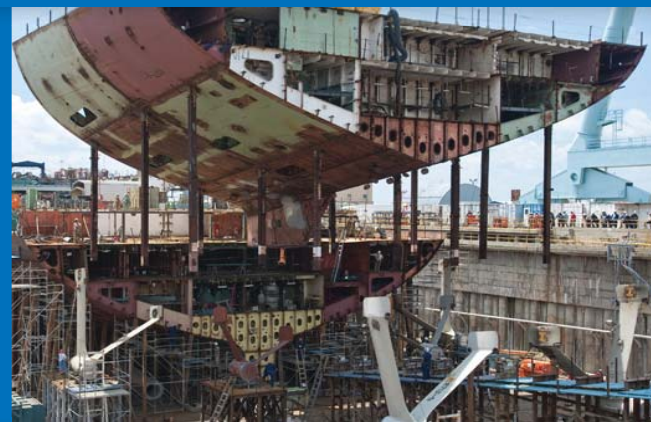
"Its ability to place and tow oil booms, and provide a substantial resource for rescue-operations at sea, diving missions, and similar operations is very useful for the fire department," says Fire Chief Geir Thorsen. The new Skansen will be exhibited in July 2016 at the Seawork International Fair in Southampton, England. ⚓



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Continuing Uncertainties

by Former Philippine President, Fidel V. Ramos



Part I: MILITARY DANGERS AND ECONOMIC RISKS

“War is the worst option. Peace is the common goal of all mankind...”

-- Sun Tzu, “The Art of War”

Taiwan’s major newspaper, China Post’s headline on 06 April augured bad news for all of mankind because it announced a huge rise in military spending by countries around the world, thus: “Global military spending rose in 2015 to nearly USD1.7 trillion, the first increase in several years, driven by conflicts including the battle against the Islamic State group, the Saudi-led war in Yemen, and fears about Iran.”

The 05 April Stockholm International Peace Research Institute (SIPRI) Study noted, “Chinese expansion in the South China Sea, Russia’s annexation of Crimea, support of Ukrainian separatists also accounted for an increase in military spending.”

With USD596 billion in defense spending, the US led the world, with China as second with an estimated USD215 billion, the annual report by SIPRI said. Saudi Arabia came in third with military spending of USD87.2 billion, double what it spent in 2006, which fueled the first worldwide increase in military spending since 2011.

Iraq spent USD13.1 billion on its military in 2015, over 500% from 2006 as it had to rebuild its Armed Forces following the US withdrawal and rise of the Islamic State group in recent years. For weapons manufacturers, the nonstop pace of airstrikes targeting Islamic State fighters in Iraq and Syria, as well as Saudi-led bombing of Yemen’s Shiite rebels and their allies, means more billions of dollars in sales in the future.

So, how and when will all this expensive, and clearly, unnecessary (as it is for

destroying instead of saving lives) military build-up by super powers, middle powers, and non-powers end? The suffering US, Chinese, Saudi, or Filipino taxpayers would rather want most or all that money invested to fight poverty, hunger, joblessness, and other forms of deprivation. How? When?

The 4th Nuclear Security Summit

The US has consistently taken the lead in the implementation and broadening of the U.N. Nuclear Non-Proliferation Treaty (NPT) since the end of WWII. Nuclear deterrence, peaceful co-existence, and a prosperous world have been the aspirations of the world’s peoples, particularly in the undeveloped and developing countries like the Philippines who still have to reduce mass poverty, overcome pandemic diseases, and ensure good healthcare, nutrition and longevity for their citizens.

According to Beth Day Romulo, our distinguished co-columnist in Manila Bulletin, many world leaders have described nuclear terrorism as the “most immediate threat to global security.” The Succeeding nuclear security summits were held in South Korea and the Netherlands that focused on securing nuclear stockpiles and reducing highly enriched uranium.

The 4th Nuclear Security Summit, hosted by President Obama this year, met in Washington last 01-02 April with more than 50 Heads of State invited to attend. The

leaders of Russia, North Korea, Iran and Belarus, however, regretted.

On the sidelines of the main summit events, US President Obama met with the leaders of China, South Korea, and Japan – all of whom shared America’s concerns about North Korea’s nuclear program. They all committed to fully support the U.N.’s nuclear NPT, President Xi Jinping of China included.

President Obama leaves office in less than a year, and Washington officials are wondering if his successor will continue these nuclear summits.

White House Spokesman Josh Earnest said the US administration hopes that President Obama’s successor shall continue these summit meetings. “Safeguarding loose nuclear materials around the world is a top national security priority for the US”

Foreign Relations: North Korea And G-7 Nations

In North Korea, Dictator Kim Jong-Un’s government has been regularly issuing propaganda statements, condemning the US and South Korea, while warning that it could launch a



G7 Hiroshima Foreign Ministers’ Meeting. Photo credit: Ministry of Foreign Affairs, Japan

pre-emptive strike against South Korea – or even the US mainland – at any time (Manila Bulletin, 12 April).

Meanwhile, Kyodo News Agency (12 April) reported: “The Group of 7 Foreign Ministers agreed yesterday at Hiroshima to issue a declaration to show their strong commitment toward a world without nuclear weapons, the Japanese Foreign Ministry said. “The second day of the G-7 meeting in Hiroshima, the first of the two cities struck by US atomic bombs in 1945, was also marked by a symbolic visit to the city’s Peace Memorial Park by John Kerry, who became the first US Secretary of State to do so when he went there accompanied by the other G-7 Foreign Ministers. The visit to the Peace Memorial Park was also a first by the Foreign Ministers of the G-7’s two other nuclear weapons states, Britain and France.”

The ministers from Britain, Canada, France, Germany, Italy, Japan and the US then laid wreaths at a cenotaph to the victims of the 06 August 1945 bombing, which reduced the city to ashes and killed some 140,000 people by the end of that year.

Agence France Presse (12 April) added: “Foreign ministers from the G-7 advanced economies said they strongly oppose provocation in the East and South China Seas, where China is locked in territorial disputes with nations including the Philippines, Vietnam, and Japan.”

China is building islands on reefs in the South China Sea to bolster its claims. The Philippines, Brunei, Malaysia, Taiwan, and Vietnam also have claims on the same waters that are believed to have huge deposits of oil and gas, and through which about USD5 trillion in trade is shipped every year.

In an apparent reference to China’s territorial conflicts with the Philippines and other maritime countries, the G-7 group also called on all nations to observe international maritime laws, and implement binding judgments

delivered by courts and tribunals.

China has shown increasing assertiveness in its claims, constructing artificial islands, and placing military facilities on them. The US has challenged China’s “excessive” claims by conducting “freedom of navigation” operations close by. As a result, the military-defense-security expenses of these two giants have ballooned, and have also caused expenditures of affected nations to correspondingly expand beyond normal requirements.

Meanwhile, China Tries To Soft-Pedal

In his speech titled, “A New Vision for A Dynamic Asia through Joint Efforts” at the opening plenary of the BOAO Forum for Asia’s Annual Conference 2016 (BFA-AC2016) in Hainan province last 24 March, Premier Li Keqiang said (as if to soft-pedal China’s bullying moves in the Asia-Pacific Region):

“First, we need to jointly uphold peace and stability. Asia owes the past decades of rapid growth to an environment of overall peace and stability in the region. The past sufferings of war and turmoil have taught the Asian people the value of peace.

“Second, we need to jointly promote economic growth. Emerging economies and developing countries now account for 40% of the global economy. China proposes establishment of an Asian Financial Cooperation Association, and stands ready to work with all parties to improve Asia’s financial markets and prevent turbulence.

“Third, we need to jointly deepen integrated development. To achieve prosperity in Asia, we must make sure that no one is left behind. China hopes to align its initiative of building the 21st Century Economic Belt and Maritime Silk Road with the development strategies of other countries and regional organizations. Together, we could foster a new pattern of regional development through integrated planning and coordinated actions.

“Fourth, we need to jointly uphold

openness and inclusiveness. The peoples of Asia crave for peace, good-neighborliness and harmony. We need to make good use of all dialogue platforms in Asia to deepen people-to-people exchanges and enhance the unity of Asia. China proposes that an Asia Civilization Dialogue Conference be held and we welcome all countries and regional organizations to take an active part.

“Fifth, we need to work jointly to trigger innovation. To keep up the momentum of prosperity and development, we need to give full play to Asia’s unique advantage of abundant human resources, and bring out the potential and creativity of all its people. Asia’s new future relies on innovation and talented personnel...”

China’s Xinhua News Agency (02 April) reported: “Addressing the opening plenary session of the two-day Fourth Nuclear Security Summit in Washington, China’s President Xi Jinping said his country has been committed to step up its own nuclear security while advancing international cooperation...”

Building for Peace

During the past three weeks, FVR was privileged to visit both Mainland China in Guangzhou-Hainan and Taiwan in Taipei-Taoyuan for important meetings. On both sides of the Taiwan Strait, the constant preoccupation of the common people and local leaders appears to be peace-making, peace-keeping, and building for peace and harmony in the world, as in the Philippines.

So, why is there still so much wasteful expenditure of funds and efforts on military operations and expansion by some countries? Already, there is so much death, devastation, and suffering from the weapons of mass destruction (WMD)! Why not invest in weapons of mass upliftment like education, innovation, and basic infrastructure?

Part II: ENVIRONMENTAL CA-

LAMITIES, MILITARY THREATS, AND OTHER DANGERS

Significant global developments of the last few months have served to highlight what FVR has been emphasizing consistently as serious concerns for our citizenry, and are particularly grave problems which the incoming Administration must positively address without delay come 30 June 2016. At this point in time, this task involves all the 5 wannabe Presidents and the 6 Vice-Presidentials, plus all the potential lawmakers in the new 17th Congress, and all functionaries in local government at every level.

Uncertainties Facing the People

At no time since the aftermath of 9-11 which was the terrorist (Al Qaeda) attack on the World Trade Center in New York City, and the Pentagon in Washington D.C. on 11 September 2001 has there been such a combination of military threats, economic and financial uncertainties, environmental calamities, and other risks as we are now seeing during this crucial year of 2016.

There is no need to elaborate here on these misfortunes that are almost daily being reported by multi-media and constantly viewed by the Filipino audience:

- Severe effects of El Niño (drought) in Asian countries, particularly in the Philippines.
- Costly encounters between the Abu Sayyaf and the AFP/PNP; a creeping international terrorism.
- Death and destruction within the Syria-Iraq borders because of prolonged civil wars/Islamic terrorism which have forced more than a million Arab refugees to escape from their homeland to seek sanctuaries in Europe – even if this means traversing the treacherous

Mediterranean Sea on flimsy rubber boats.

- North Korea's claim of successful tests of a ballistic missile engine designed for an ICBM that would guarantee an eventual nuclear strike in the US mainland.
- Devastating earthquakes and volcanic eruptions in Nepal, Japan, Taiwan and Ecuador with the suddenness and deadliness of lightning strikes.
- Continuing threats of shooting encounters in the South China Sea and across the 38th parallel border of South and North Korea that could lead to WWII.



Defense Secretary Ashton Carter and Philippine Defense Secretary Voltaire Gazmin tour the flight deck of the USS John C. Stennis in the South China Sea, 15 April 2016. Photo credit: Dept of Defense photo by Air Force Senior Master Sgt. Adrian Cadiz

- US/EU vs. Russia confrontations on Ukraine, Iran and Syria issues in the negotiations for an effective ceasefire.
- Uncertain, mixed indications of weak global economic recovery slowed down by China's over heating, to single digit growth.
- Continued decline of oil prices causing long-standing economic crisis in some countries.

Defense Chiefs Visit "Flash-point Waters"

Agence France Presse (16 April) reported that US Defense Secretary Ashton Carter visited a warship close to the disputed flash-point waters of the South China Sea in a show of American commitment to maintaining stability in the hotly contested waterway amid China's increasingly aggressive behavior.

"This is a strong message to the region that the US intends to continue to play a role in keeping peace and stability in this region," Carter told reporters aboard the USS John C. Stennis, a nuclear-powered aircraft carrier able to carry 75 fighter planes plus several helicopters. Our Defense Secretary Voltaire Gazmin, AFP Chief of Staff Gen. Hernando Iriberry, and Defense Undersecretary Emmanuel Bautista, accompanied him.

Beijing, Manila, and Washington DC have repeatedly traded accusations over who is responsible for raising tensions in the South China Sea, with the US, the Philippines and other nations citing China's island-building projects and related efforts to block other disputants from parts of the crucial waterway – through which passes more than USD5 trillion in global trade each year.

Responding to what it called provocative plans for stepped-up US-Philippine military cooperation, China said it would "resolutely defend" its interests and accused the two long-standing allies of militarizing the South China Sea and harboring a "Cold War mentality."

Comments from China's Defense Ministry came shortly after the 14 April announcement that the US would send troops and planes to the Philippines for more frequent "rotations" and increase joint sea and air patrols with Philippine forces in the

disputed South China Sea.

China duly justifies its island developments as mainly for civilian purposes and that US naval activities, especially intrusion of ships close to its newly built islands, threaten China's security (Agence France Presse, 16 April). These US naval operations may involve Japan, China's historical nemesis. They are feuding over ownership of a string of uninhabited Japanese-controlled islands in the East China Sea.

Tonkin Gulf and Other Sources of Uncertainty

Vietnam and China also continue to squabble over the latter's persistence in drilling for oil and gas particularly in the Gulf of Tonkin. Reuters (09 April) reported: "China moved a controversial oil rig and started drilling in waters where jurisdiction is unclear, the latest sign of festering unease among the two Communist neighbors."

The USD1 billion rig, which was at the center of a fierce diplomatic stand-off between these countries in 2014, had moved into an area of the Gulf of Tonkin in the South China Sea about which Vietnam said the two countries were still "executing delineation discussions."

Vietnam and Philippines have been eyeing naval war games, similar to the just concluded Philippines – US "Balikatan" (Shoulder-to-Shoulder) Exercises, and joint sea patrols. Ties have strengthened between the two Southeast Asian countries even as China's assertiveness continues to intensify. Last November, Vietnam and Philippines agreed on a strategic partnership to boost security relations while China expands its presence in the strategic waterway, and deploys military equipment to the Spratly and Paracel islands.

Troops from both countries have played sports together twice since 2014 in the disputed islands they occupy. Last 11 April, Philippine Foreign Secretary Jose Rene Almendras was the first foreign dignitary to meet Vietnam's new

Prime Minister, Nguyen Xuan Phuc.

Also, during a visit last week to Singapore by Jose Almendras, Singapore and Philippines agreed to exhaust all multilateral approaches, mainly through the ASEAN system, to resolve issues surrounding the South China Sea.

In addition to these fresh initiatives, the Indonesian energy company Pertamina plans to explore for oil and gas in areas close to Indonesia's maritime border in the South China Sea to assert its territorial rights.

"The Indonesian Government needs to intensify activities around the borders and one of Pertamina's strategies is to support this," Syamsu Alam, the upstream director of the state-owned company, told Reuters in a recent interview. He said Indonesia had lost sovereignty over two disputed islands in the past because it was not developing those areas.

Depredations by the Abu Sayyaf

In The New Standard (14 April), retired General Florencio Fianza, a prolific military analyst, affirmed: "April 9 was another sad day for our Armed Services. In an engagement in Tipo-Tipo, Basilan between the kidnap-for-ransom group Abu Sayyaf and elements of the Philippine Army's 44th Infantry Battalion, 18 soldiers were killed and about 53 wounded. Five of the Abu Sayyaf members were reported killed including a Moroccan by the name of Mohamad Khattab and Haipa Hapilon, son of the current Abu Sayyaf head. There is a lot at stake. The Bangsamoro Basic Law, the ISIS connection, the fighting reputation of our Armed Services, the reliability of the MILF as a peace partner, etc. We cannot simply go on suffering huge casualty rates. During the first year of this administration, 19 Army soldiers were killed by the MILF for not coordinating. Then later the Mamasapano operation that resulted in the killing of 44 PNP SAF personnel..."

In Sulu, Tawi-Tawi and at sea, the

Abu Sayyaf has also effected kidnapping atrocities that have kept the AFP-PNP and local government units busy. It is not only bad for the reputation of the country that the Abu Sayyaf continues to kidnap foreigners at will. It also affects the morale of our troops and therefore diminishes their ability to fight. Almost always, the members of the group are dispersed to avoid large encounters with the military or police. Marauding bands only get together when they kidnap. Foreigners are preferred as they are more willing to pay ransom. The Abu Sayyaf is the one criminal group that continues to give our country a black eye and a bad reputation.

Some Silver Linings

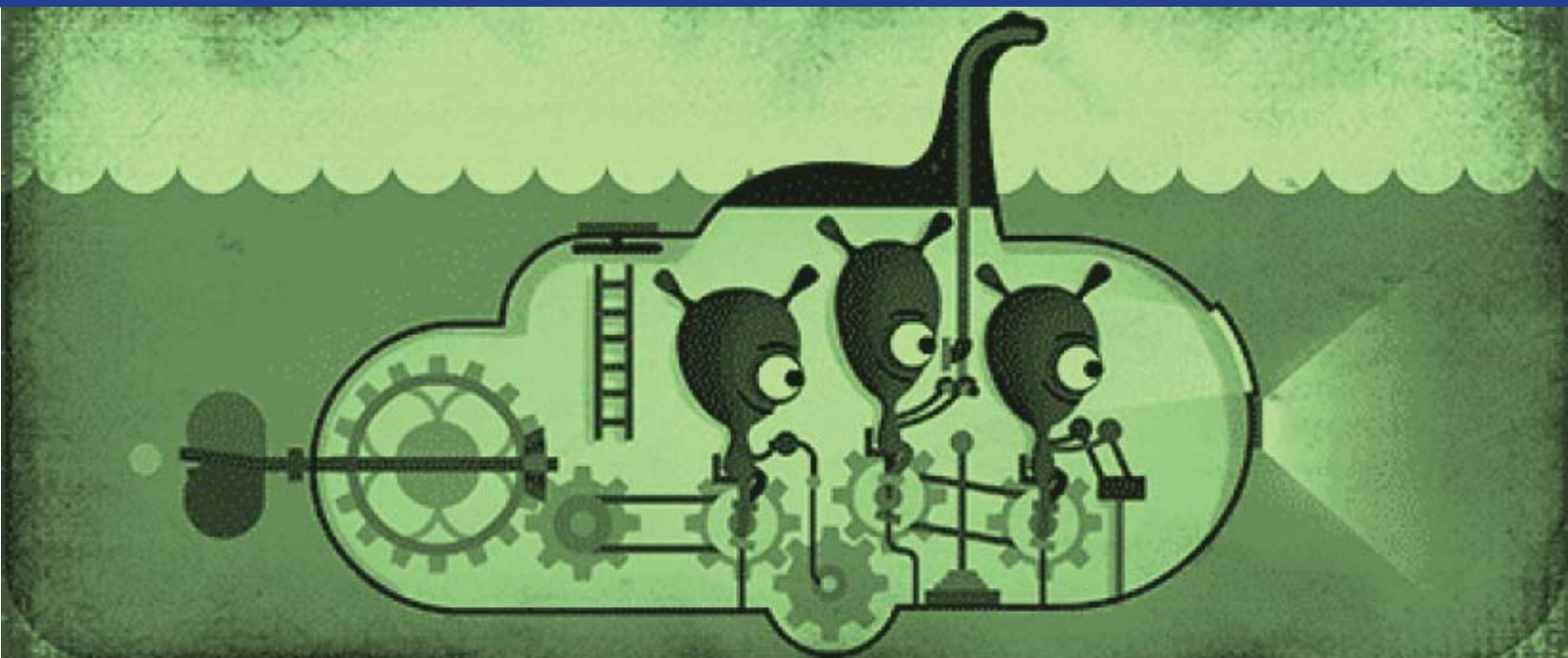
In a Concerned Citizens Forum in Alabang last week to which FVR was invited, Senior Associate Supreme Court Justice Antonio T. Carpio gave a convincing, well-documented lecture on China's aggression in the South China Sea, and the progress of the Philippine case before the International Tribunal on the Law of the Sea (ITLOS) at the Hague. He opined that world opinion appears to be swinging towards the side of the rule of law – and therefore in favor of the Philippine position.

For his part, FVR repeated his familiar aspiration for enduring peace and sustainable development (which is the UN's goal by 2030), considering the massive costs of arms build-up by the superpowers, the funds and assets for which would surely be better invested to fight mankind's 21st century enemies which are mainly poverty, hunger, pandemic diseases, environmental degradation, and international terrorism. He also asserted that the Philippines could play a major role in attaining this worldwide goal, particularly by our very technically proficient young professionals.

Kaya natin ito!

*Please send any comments to
fvr@rpdev.org. Copies of articles are
available at www.rpdev.org.*





Source: Google Doodle

The Philippine Navy should start acquiring submarines, no matter how low tech. Is this a good start, or what?

By Commo. Carlos L. Agustin AFP (Ret)


This reminds me that the United States Navy and the US Department of State in the mid-'60s had great hopes for the Philippine's future. After Japan, the trios Taiwan, ROK and [ROK] Singapore had started to take off and they thought we would be the next. That was the message I got from them when they gave us a briefing at Monterey in 1967. I was the first to get a course in Underwater Weapons Systems Technology at the US Navy Postgraduate School. Unfortunately, USNPGS did not give me the full course, and 'exempted' me from the SECRET stuff as we were not in NATO (they did not involve SEATO members in the nuclear programs).

When I returned home, I was designated The Naval Weapons Officer, TNWO. The first PN "open submarines" (submersible personnel carriers) were delivered from Italy for which we opened the Torpedo Shop at the Cavite Naval Ship Yard, CNSY and I joined the first PN SCUBA course. The Underwater Operations Unit, UOU, was converted

later to Special Warfare Group, SWAG. At the same time, we were into Project Sta Barbara, and into rocket science. With the failure of the Marcos government to continue our growth, however, our dreams and hopes faltered, proving that military power indeed needs economic power (with exceptions like North Korea

but you need dictatorship for that).

One of the submersibles is now displayed at the AFP Museum in CGEA.

We should start though. Submersibles are needed by the Navy not only for offensive operations but also for disaster management and research." 



Left side view of a 2-man midget submarine of the Philippine Navy now displayed at the AFP Museum in Camp Aguinaldo. Photo Credit: tripadvisor.co.uk

Marine Turtles and the Philippine Forest Turtle

By Vicky Viray-Mendoza

Five of seven marine turtle species (Testudines) in the world can be found in the Philippines. These are the Green turtle, Hawksbill, Loggerhead, Olive Ridley, and the Leatherback. These sea turtles are commonly called “Pawikan” in the Philippines. The two other species not present in the Philippines are the Flatback (*Natator depressus*) and the Kemp’s Ridley (*Lepidochelys kempii*) sea turtles.

Vulnerability. The International Union for Conservation of Nature and Natural Resources (IUCN) red lists the Hawksbill (*Eretmochelys imbricata*) as critically endangered; the Green turtle (*Chelonia mydas*) as endangered; the Loggerhead (*Caretta caretta*), Olive Ridley (*Eretmochelys imbricata*), and Leatherback (*Dermochelys coriacea*) turtles are as vulnerable. The Flatback was previously listed as vulnerable, but due to lack of recent evidentiary data, it is currently listed as data-deficient. The Kemp’s Ridley is listed as critically endangered.

Marine Family. All sea turtle species, except the Leatherback, belong to the family Cheloniidae. The Leatherback belongs to the family Dermochelyidae as the only sea turtle without a hard shell. In general, a sea turtle has a fusiform body type that tapers at both ends of the carapace shell. The resulting smaller volume of the fusiform body means that the sea turtle cannot retract its head, legs, and arms into the shell, like a freshwater turtle can. The sea turtle is an air-breathing reptile that has lungs, thus, it regularly surfaces to breathe. A foraging turtle typically spends 5-40 minutes underwater, while a sleeping sea turtle remains underwater for 4-7 hours.

Philippine Freshwater Turtle. The Philippine Forest turtle (*Siebenrockiella leytensis*) belongs to the family

Geoemydidae, a freshwater species endemic to the Philippines. The IUCN red lists the Philippine Forest turtle as critically endangered, and is likewise listed in the Top 25 globally threatened turtle species. It is also known as the Philippine pond turtle, the Palawan turtle, or the Leyte Pond turtle. But the Philippine Forest turtle is in fact from the Palawan and Dumaran Islands, not Leyte.

Main Diet. As the Green turtle matures, it becomes exclusively herbivorous. The Hawksbill principally eats sponges. The Leatherback feeds almost exclusively on jellyfish and this helps control jellyfish populations. The rest of the sea turtles –Loggerhead, Olive Ridley, Flatback, and Kemp’s Ridley– are omnivorous, as they can eat sea cucumbers, jellyfish, mollusks, prawns, bryozoans, invertebrates, and seaweed. The Philippine Forest turtle is also omnivorous.

Body Length and Weight. The Green turtle can reach 3.9 ft in length and weigh up to 661.4 lbs. It is highly sought after for its body fat, the main ingredient in the delicacy, “Green Turtle Soup.” Although trading turtles in many parts of the world has become illegal, the Green turtle continues to be traded in the market, and its eggs continue to be poached and consumed.

The Hawksbill can reach 2.95 ft in length and weigh up to 330.7 lbs. The Hawksbill has a beautiful, translucent



Green Turtle. Photo credit: Paul Sippel

shell, which has long been exploited for use in tortoise shell jewelry. Although international trade of tortoise shell has



Hawksbill Turtle. Photo credit: Waterbabydive.com

been prohibited, rampant illegal trafficking still continues.

The Loggerhead can reach 3.3 ft in length and weigh up to 440.9 lbs. The



Loggerhead Turtle. Photo credit: Tortugasmarinas.org



Olive Ridley Turtle. Photo credit: Michael Jensen, NOAA

Loggerhead is named for its large head and powerful jaws, and known for vast migrations, traveling thousands of miles across ocean basins, putting itself in grave danger due to worldwide habitat loss, and incidental capture by fishing vessels at sea and along the coastlines.



Leatherback Turtle. Photo credit: Waterbaby-dive.com

The IO-SEA Paper says the Loggerhead eggs are considered a delicacy.

The Olive Ridley can reach 2.3 ft in length and weigh up to 154.3 lbs. It comes ashore by the thousands to nest, a spectacle called "Arribada" in Spanish.



Flatback Turtle. Photo credit: Seaturtlecamp.org

Although the most abundant among sea turtles, the Olive Ridley is highly threatened by trawling and coastal development. The IO-SEA Paper says the Olive Ridley eggs are considered a delicacy.

The Leatherback, the largest of the sea turtles, can reach 6 ft in length and weigh up to 1,540 lbs. During its long migrations, the leatherback regularly dives to depths up to 3,281 ft in search of gelatinous zooplankton to eat. Unfortunately, the Leatherback is rapidly declining in many areas of the world largely due to bycatch, and will drown in the net if it cannot surface to breathe. The IO-SEA Paper says the Leatherback is largely hunted for its meat.

The Flatback can reach 3.1 ft in length, weigh up to 220.5 lbs., and is indigenous to Australian waters. It has a flattened carapace with upturned edges that enables it to stay underwater for a longer period than other turtle species can.

The Kemp's Ridley can reach 2.3 ft in length, and weigh up to 132.3 lbs. It is the smallest of the sea turtles and has an extremely restricted range, nesting only along the Caribbean shores of northern Mexico and Texas. 50 years ago, the Kemp's Ridley was near extinction. Although this species now shows signs of recovery, fishing nets and coastal development continue to threaten the species, and much work remains to be done before it can be considered safe.

The Philippine Forest turtle is the largest and heaviest Geoemydid turtle. It has a brown to reddish brown to black carapace that normally reaches 8.3 inches in length. The larger ones can reach 12 inches in length and

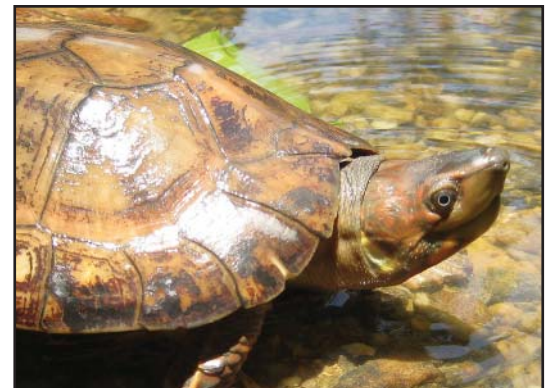
weigh up to 7.7 lbs., although relatively rare. The Philippine Forest turtle and its subpopulation face a high risk of extinction, being the newest target of illegal pet trades, and habitat destruction.

Threats. As predicted by previous workers, the recent discovery of a natural population of the Philippine Forest turtle in Palawan has already spurred a collecting frenzy among



Kemp's Ridley Turtle. Photo credit: US National Park Service

wildlife trappers and traders to supply domestic and international markets for the illegal wildlife trade. In spite of its official protected status in local and international listings, the illegal trade of the Philippine Forest turtle is high and is the greatest threat to the species. This



Philippine Forest Turtle.

threat is aggravated by the continuing destruction of the lowland forests of Palawan, the primary habitat of the species. Should the current trend of over-exploitation continue unabated, it is a certainty that the critically endangered Philippine Forest turtle will soon be extinct. In the face of these

threats, wildlife authorities in Palawan must immediately enforce laws and encourage greater coordination among the appropriate government agencies that rather typically work in isolation.

Problems continue to prevail due to the lure of financial gain from trading the wild-life turtles as pets, lucky charms, food, and medicinal powder in foreign countries.

John B. Virata reported recently in Reptile Magazine that “China’s demand for sea turtle soup, turtle eggs, shells, and turtle bones ground up for use in medicine, has caused Chinese fisherman to travel up to 700 miles off mainland China to hunt sea turtles in Philippine waters, according to a report on PRI.org. It further reports that Chinese fisherman have depleted the population of these Chelonians, many of them on the IUCN Red list of endangered species, off the coast of China and have begun poaching turtles in the Philippines, and especially off the coast of Palawan, a Philippine hub for ecotourism near waters that are contested by other countries, including China.”

According to The Indian Ocean–South East Asian Marine Turtle Memorandum of Understanding (IO-SEAMT MoU), certain hotspots have been identified within the IO-SEAMT region regarding poaching of marine turtles. The gathered information suggests that intensive turtle poaching at sea appears to be conducted mainly by Chinese and Vietnamese operations concentrated on resource-rich waters of Indonesia, Malaysia and Philippines.

The IO-SEA Paper finds that the Coral Triangle region of Southeast Asia has been identified as a hotspot for marine turtle poaching, as evidenced by numerous seizures at sea, often involving hundreds of dead animals in a single operation.

The illegal catch of Green and Hawksbill turtles in the Coral Triangle area, particularly in Indonesian, Malaysian and Philippine waters, appears to be perpetrated mainly by Chinese (Hainan) and Vietnamese turtle fisheries operations. It is highly probable that the seizures captured to-date represent only a small fraction of total illegal take and trade.

Conservation. Extra care should be taken when informing local and foreign tourists about the hatching season of the turtles. Otherwise, dead turtle hatchlings can become a casualty of tourism. The **Anvaya Cove Beach and Nature Club** in Subic is one of the habitats where nesting sites of the Olive Ridley turtles are protected. Last February, 300 people were



Photo credit: IOSEATurtles.org

present at Anvaya Cove to witness the release of the Olive Ridley hatchlings, and watch the turtles crawl back to the sea.

Conservation programs must prioritize efforts to monitor and curb illegal collection of marine turtles and the Philippine Forest turtle. Laws must be enforced and high fines must be administered. The IOSEA Paper reports that “virtually all IOSEA countries have enacted legislation to prohibit direct take and trade in turtles and turtle derivatives, with a number of countries having increased fines or tightened prohibitions in recent years. But there is room

for improvement in countries where the existing fines are inadequate as a deterrent to illegal activity, where a lack of harmonization of legislation across provinces induces domestic trade, and where existing legislation is poorly enforced.”

In early 1982, the Philippine Government, through the **Protected Areas and Wildlife Bureau-Department of Environment and Natural Resources (PAWB-DENR)**, launched the **Pawikan Conservation Project** of marine turtles.

In mid 1996, the agreement for the establishment and management of **Turtle Islands Heritage Park (TIHPA)** was signed between the Philippine and Malaysian Governments. It created the first trans-boundary protected area for marine turtles. Straddling 9 islands (6 in the Philippines; and 3 in Malaysia) between the Philippines and Malaysia in the Sulu Sea, the TIHPA and Berau Indonesia became sanctuary for over 1,000 Green turtles in Southeast Asia.

In late 1999, the **Bantay Pawikan** undertook the first in-situ turtle conservation project called the **Community-Based Pawikan Conservation** in the small village of Nagbalayong, in Morong, Bataan. The members of the Bantay Pawikan were former turtle egg poachers. These poachers-turned-conservationists were at the forefront to protect the turtles that breed and nest in the biggest nesting beach of the Olive Ridley turtles in the Philippines. Thus, in 2001, the project received a grant from the United Nations Development Programme (UNDP) for the continuance of the project.

In late 2006, an agreement between **Katala Foundation** and **PAWB-DENR** on the **Philippine Freshwater Turtle Conservation Program (PFTCP)** was

signed to conserve Philippine freshwater turtle populations and habitats, to conduct scientific research on biology and management of these turtles and its habitats and to educate and capacitate stakeholders for its conservation.

One of the objectives of the **Katala Institute for Ecology and Biodiversity Conservation (KIEBC)** in Palawan is to develop protocols for rescue, conservation breeding, habitat restoration, and eventually reintroduction of selected highly threatened wild species of Palawan, like the Philippine cockatoo and the Philippine freshwater turtle.

The **Environmental Protection of Asia Foundation Inc. (EFAFI)** reports that in an effort to curb the continued large-scale harvesting of turtle eggs in the region, **WWF-Philippines** converted the **Turtle Islands Heritage Park** into a natural laboratory where relevant scientific research may be undertaken. The turtles' life patterns and movements may be studied using telemetry, a method

using satellites to track sea turtles in the open sea. This involves the attachment of a transmitter to the back of an adult or juvenile sea turtle, which transmits signals to a passing Argos satellite when the turtle surfaces for air. This satellite transmits information to researchers on land. With the aid of computer mapping programs, the turtle's swimming speed and its migratory route may be identified. Monitoring sea turtle populations this way helps identify major feeding grounds and the various threats faced at sea. This knowledge enables scientists, conservationists and governments to develop critical laws, policies and action plans for the protection and conservation of the sea turtles.

Marine-based projects, such as the **Ocean Adventure** at Subic Bay and Zambales, are fostering the need for protection and propagation of endangered marine turtles and manatees (Dugong), as well as the restoration and preservation of coral reefs throughout the Philippine archipelago.

In the Pipeline. New methods in endangered marine species repopulation will be the paramount focus through the planned **Marine Conservation Research and Development Center** in Zambales. The center will be accessible to all academic workers and researchers from the Philippines and overseas. Also in Zambales, the Marine Turtle Hatchery Project and the Coral Reef Propagation Program, manned by Filipino and foreign volunteers, aim to provide a better future for several endangered sea turtles, and habitat protection.

Sobering Statistics. The **Chelonian Research Foundation** in Massachusetts finds that altogether there are currently 317 recognized species of turtles and tortoises in the world. Of those that have been assessed on the IUCN Red List, 63% are threatened, 10% are critically endangered, and 42% of all known turtle species are threatened. Without a directed strategic conservation planning, a significant portion of turtle diversity could be lost over the next century. ⚓



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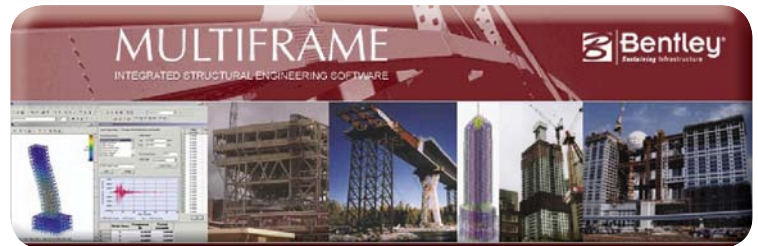
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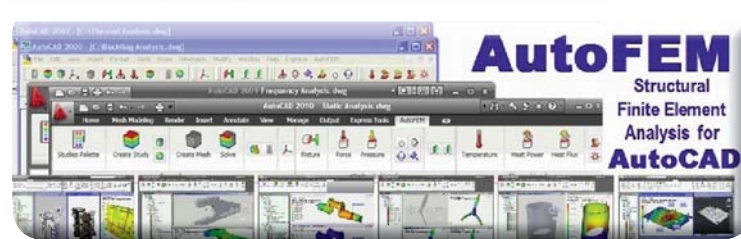
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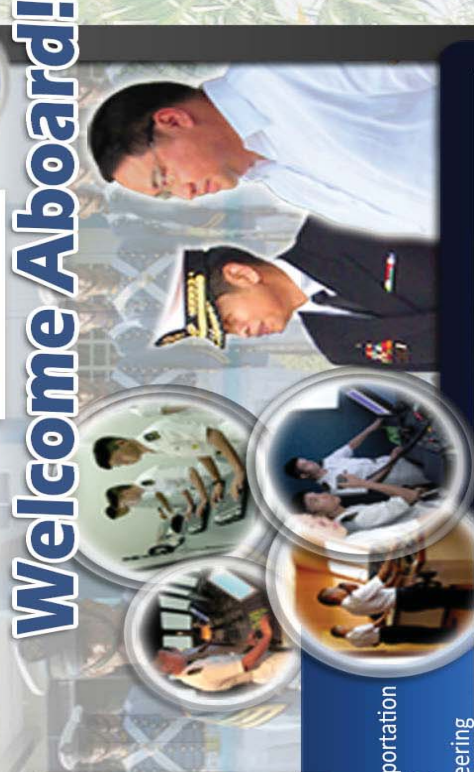


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MAAP Profile

Geographic destiny has given the Filipino the innate talent to be an excellent seafarer. To enhance this natural skill, the Maritime Academy of Asia and the Pacific (MAAP) was established on January 14, 1998. The Academy stands on a 103-hectare property in Kamaya Point, Mariveles, Bataan.

The Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP) founded by the late Capt. Gregorio S Oca, capitalized and developed the Academy. The new AMOSUP President, Dr. Conrado F. Oca, heads the Academy's board of governors. The board is comprised of representatives from the private sector, the International Transport Workers Federation, the Filipino Association of Maritime Employers, the International Transport Workers Federation, the All Japan Seamen's Union, the International Mariners Management Association of Japan, the Norwegian Seafarers' Union, the International Maritime Employers' Committee, the Danish Shipowners' Association, the Norwegian Shipowners' Association, and the Japanese Shipowners' Association.

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Our Curricula

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The Academy offers three main programs: the Bachelor of Science in Marine Transportation (BSMT), Bachelor of Science in Marine Engineering (BSMarE) and the Bachelor of Science in Marine Transportation and Engineering (BSMTE). The curricula for the three courses were designed with the help of the United States Merchant Marine Academy at Kings Point, New York. Courses are four-year courses with sea phases scheduled in the third year. The BSMT curriculum requires a total of 192 units: 152 at MAAP, 40 practicum/shipboard units on board T/S Kapitán Felix Oca and/or a shipping company sponsorship. The BSMarE curriculum requires a total of 193 units: 153 at MAAP, 40 practicum/shipboard units on board T/S Kapitán Felix Oca and/or a shipping company sponsorship.

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