



MARITIME REVIEW

PUBLICATION OF THE MARITIME LEAGUE

Issue No. 22 - 4

JUL - AUG 2022

OUR NATIONAL SECURITY INTERESTS



Also Inside:

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- » USNA graduates serving in the Philippine Navy
- » U.S. Navy Ship to be named for Filipino Sailor Telsforo Trinidad
- » RIMPAC-Bound BRP Antonio Luna reaches Guam on Independence Day
- » PCG installs 5 Buoys carrying Flag in WPS

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Our cover this issue depicts the many key facets crucial to our national security interests. These include reforms within the security sector, national defense, AFP modernization, marine environmental protection, and food security through sustainable exploitation of our aquatic resources.

by Mia Lea E. Desalisa

MARITIME EVENTS CALENDAR

JULY 2022

- 6 - 8 INTERNATIONAL OFFSHORE ENGINEERING TECHNOLOGY & EQUIPMENT EXHIBITION
NEW CHINA INTERNATIONAL EXHIBITION CENTER, BEIJING, CHINA
- 6 - 8 INTERNATIONAL MARITIME DEFENCE EXHIBITION & CONFERENCE
KEPINSKI HOTEL, GOLD COAST CITY, ACCRA, GHANA
- 12 - 14 INTERMODAL ASIA
SHANGHAI WORLD EXPO EXHIBITION & CONVENTION CENTER, SHANGHAI, CHINA
- 12 - 14 MARITIME SILK ROAD - OCEAN EXPO NINGBO
NINGBO INTERNATIONAL CONVENTION AND EXHIBITION CENTER, NINGBO, CHINA
- 16 - 17 MARITIME SAFETY INTERNATIONAL CONFERENCE (MASTIC 2022)
VIRTUAL CONFERENCE
- 26 MARITIME FORUM #174 - PHILIPPINE PORTS AUTHORITY (PPA)**
- 28 - 29 MARITIME AND ARCTIC SECURITY AND SAFETY CONFERENCE (MASS CONFERENCE) ST JOHN'S CONFERENCE CENTER, ST JOHN'S, CANADA

AUGUST 2022

- 1 AN INTRODUCTION TO SHIPPING - VIRTUAL CONFERENCE
- 1 - 4 BRITISH ISLE CREDIT UNION EDUCATIONAL CRUISE CONFERENCE
LONDON, UK; CORK, IRELAND; DUBLIN, IRELAND
- 1 - 6 ATLANTIS CRUISE OF CHAMPIONS
ATLANTIS CASINO RESORT, RENO, NEVADA, USA
- 16 - 18 MARINETEC SOUTH AMERICA
CENTRO DE CONVENCIONES SULAMERICA, RIO DE JANEIRO, BRAZIL
- 17 - 18 LOGISTIC SUMMIT & EXPO 2022
CENTRO CITIBANAMEX, MEXICO CITY, MEXICO
- 29 - 1 SEP OFFSHORE NORTHERN SEAS (ONS 2022) - STAVANGER, NORWAY
- 31 - 4 SEP HISWA - MASTERDAM IN WATER BOAT SHOW
BATAVIA PORT LELYSTAD, FLEVOLAND, THE NETHERLANDS
- 29 MARITIME FORUM #175 - PHILIPPINE COAST GUARD (PCG)**

SEPTEMBER 2022

- 5 - 8 GASTECH 2022 - FIERA MILANO CONGRESSI, MILAN, ITALY
- 6 - 9 SMM 2022 - HAMBURG MESSE, MESSEPLATZ, HAMBURG, GERMANY
- 7 - 8S HORT SEA SHIPPING DAYS - LUBECK, GERMANY
- 13 - 15 INTERNATIONAL CONFERENCE ON COMPUTER APPLICANTS AND SHIPBUILDING (ICCAS 2022) - PACIFICO YOKOHAMA NATIONAL CONVENTION HALL, NISHI WARD, YOKOHAMA, JAPAN
- 13 - 17 LONDON INTERNATIONAL SHIPPING WEEK - INTERNATIONAL MARITIME ORGANIZATION, LONDON, UNITED KINGDOM
- 20 - 21 WOMEN IN SHIPPING SUMMIT
VIRTUAL CONFERENCE
- 22 - 24 CHINA INTERNATIONAL CROSS BORDER E-COMMERCE SUPPLY CHAIN FAIR - SHENZHEN CONVENTION & EXHIBITION CENTRE, SHENZHEN, CHINA
- 27 - 28 SHIPPING TECHNIQS LOGISTICS KALKAR
MESSE KALKAR, KALKAR, GERMANY
- 27 - 30 WINDENERGY HAMBURG
HAMBURG MESSE & MESSE HUSUM, GERMANY
- 27 MARITIME FORUM #176 - DEPARTMENT OF TRANSPORTATION (DOTR)**
- 29 WORLD MARITIME DAY 2022 - IMO HEADQUARTERS, ALBERT EMBANKMENT, LAMBETH, LONDON, UK

OCTOBER 2022

- 1 - 5 INTERFERRY CONFERENCE 2022 - BELL HARBOR INTERNATIONAL CONFERENCE CENTRE, SEATTLE, WASHINGTON, USA
- 2 - 7 UNDERWATER MINERALS CONFERENCE
THE VINOY RENAISSANCE RESORT, ST PETERSBURG FLORIDA, USA
- 10 - 12 MARITIME CYPRUS CONFERENCE - LIMASSOL, CYPRUS
- 13 - 14 GLOBAL PORTS FORUM - OCBC CENTRE, SINGAPORE, SINGAPORE
- 18 - 20 INTERNATIONAL CONFERENCE ON OCEAN ENERGY
DONOSTIA SAN SEBASTIAN, SPAIN
- 18 - 20 MEDITERRANEAN OFFSHORE CONFERENCE - BIBLIOTHECA

- 19 - 21 ALEXANDRIA CONFERENCE CENTER, ALEXANDRIA, EGYPT
- 19 - 22 CASPIAN PORTS AND SHIPPING - AKTAU, KAZAKHSTAN
CONTRACT MANAGEMENT FOR SHIP CONSTRUCTION REPAIR AND DESIGN COURSE - VIRTUAL CONFERENCE / LOJDON, UNITED KINGDOM
- 20 - 21 MARITIME HYBRID & ELECTRIC CONFERENCE
LARS HILLES GATE, BERGEN, NORWAY
- 26 - 28 SHIPTEC CHINA - DALIAN WORLD EXPO CENTER, DALIAN, CHINA
- 26 - 28 INTERNATIONAL SHIPBUILDING, MARINE EQUIPMENT & OFFSHORE ENGINEERING EXHIBITION FOR CHINA
DALIAN WORLD EXPO CENTER, DALIAN, CHINA
- 27 ANNUAL CAPITAL LINK JAPAN MARITIME FORUM TOKYO, JAPAN
- 25 MARITIME FORUM #177 - DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES (DENR)**

NOVEMBER 2022

- 2 - 3 ASIAN LOGISTICS AND MARITIME AND AVIATION CONFERENCE
HONG KONG, HONG KONG / VIRTUAL CONFERENCE
- 2 - 5 INDO MARITIME EXPO & FORUM
PRJ KEMAYORAN (GAMBIR EXPO), JAKARTA, INDONESIA
- 10 - 12 INTERNATIONAL MARITIME EXPO (INMEX VIETNAM) - SAIGON EXHIBITION & CONVENTION CENTER, HO CHI MINH, VIETNAM
- 15 - 16 INTERNATIONAL CRUISE SUMMIT
HOTEL MELIA CASTILLA, MADRID, SPAIN
- 22 LNG & FUTURE FUELS
EMPIRE RIVERSIDE HOTEL, HAMBURG, GERMANY
- 22 - 24 SMART PRODUCTION SOLUTIONS (SPS 2022)
NUREMBERG MESSE, NUREMBERG, GERMANY
- 25 MEDITERRANEAN SHIPPING SUMMIT
ISTANBUL MARIOTT HOTEL ASIA, ISTANBUL, TURKEY
- 29 - 30 OFFSHORE ENERGY & EXHIBITION CONFERENCE (OEEC 2022)
RAI AMSTERDAM CONVENTION CENTRE, AMSTERDAM, THE NETHERLANDS
- 29 MARITIME FORUM #178 - UNIVERSITY OF THE PHILIPPINES - INSTITUTE FOR MARITIME AFFAIRS AND LAW OF THE SEA (UP-IMLOS)**

DECEMBER 2022

- 6 - 7 LNG SHIP/SHORE INTERFACE CONFERENCE AWARDS & EXHIBITION
AMERICA SQUARE CONFERENCE CENTRE, LONDON, UNITED KINGDOM
- 7 - 9 INTERNATIONAL MARITIME EXPO (INMEX CHINA 2022)
POLY WORLD TRADE EXPO CENTRE, GUANZHOU, CHINA
- 7 - 10 MARINETEC CHINA
SHANGHAI NEW INTERNATIONAL EXPO CENTRE, SHANGHAI, CHINA
- 13 - 15 MAURITIUS MARITIME WEEK
THE RAVENALA ATTITUDE, TURTLE BAY, BALACLAVA, MAURITIUS
- 28 NEW YEAR CREDIT UNION EDUCATIONAL CRUISE CONFERENCE
ABOARD MS EURODAM, KEY WEST, USA

JANUARY 2023

- 21 SMALL SHIP CRUISING EXPO - LOWRY CONFERENCE CENTER, DENVER, COLORADO, USA
- 19 - 22 KREUZFAHRT AND SCHIFFSREISEN MESSE STUTTGART, STUTTGART, GERMANY
- 23 - 24 INTERCEM SHIPPING FORUM (INTERCEMSF) - ATHENS, GREECE
- 26 LONDON SHIP FINANCE FORUM
GROSVENOR HOUSE, JW MARIOTT HOTEL, LONDON, UK
- 26 - 27 WORLD OF SHIPPING PORTUGAL - AN INTERNATIONAL RESEARCH CONFERENCE ON MARITIME AFFAIRS - CARCAVELOS, PORTUGAL
- 31 MARITIME FORUM #179 - DEPARTMENT OF FOREIGN AFFAIRS - MARITIME AND OCEAN AFFAIRS OFFICE (DFA-MOAO)**

FEBRUARY 2023

- 1 - 2 MARITIME RECONNAISSANCE AND SURVEILLANCE TECHNOLOGY
LONDON, UNITED KINGDOM
- 28 MARITIME FORUM #180 - CEBU PORTS AUTHORITY (CPA)**

“DANGEROUS GROUND”

by VAdm Emilio C Marayag Jr AFP(Ret)

The first time I came across the term “dangerous ground” was during my sea phase training in September 1976 on board BRP Rizal, a fleet minesweeper, when the ship conducted resupply of the marines deployed in Spratlys. The nautical charts then were blueprint copies but one could not miss the words “dangerous ground” printed in the charts in bold letters. The ship captain had to be in the vicinity of the detachments at daytime to navigate safely. It normally took more than a week to bring supplies or rotate troops in the 5 features occupied our marines at that time. Twenty-five years later, as ship captain myself, 5 days would suffice to conduct a rotation and re-provisioning run to 9 detachments plus related tasks in 3 nearby islands of Palawan- Balabac, Lalutaya and Coron. Thanks to the technological advances in navigational aids.

In earlier times “dangerous ground” at sea refers mainly to navigation challenges because of the irregular formation of reefs, corals, cays, lagoons and rocks in various depths. These features, while providing spawning grounds and sanctuary to many fishery and aquatic resources, pose danger to traversing ships. With growing population needing food from the sea and much better navigation equipment, the competition for food resources became intense. Dormant historical claims surfaced and many fundamental principles for peace, progress and stability provided by the United Nations Charter and the UNCLOS are now being relegated to the background. In South China Sea where the Spratlys lie, the construction of military-grade facilities that have anti access/anti denial capabilities with seaports and airstrips by one of the claimant countries effectively threatens freedom of navigation, destroys ecological balance, heightens the possibility of open conflict and challenges the rules-based regime.

Nowadays the “dangerous ground” of the Spratlys is extended to the northern part of South China Sea and the southern extremity of the East China Sea- the Taiwan Strait, a 97-nautical mile passageway separating China and Taiwan. China had always taken the position that Taiwan is one of China’s provinces invoking historical records. On the other hand, Taiwan has asserted its sovereignty since 1949 when the communists failed to take over the island. Taiwan gradually transitioned into a democratic nation and a prosperous one. The US while having no formal diplomatic relations has committed to assist in defending Taiwan and in fact did so in the mid-1950s. Twelve countries have since established diplomatic missions. By the way, before the Philippines adopted the “One China Policy” in 1975 Taiwan sent a cadet to the Philippine Military Academy but was later recalled.

Many foreign security analysts consider China’s continuing show of force in the Taiwan Strait is meant to coerce Taiwan into adopting a flexible posture of neither declaring independence nor cementing defense alliance with a foreign power. China has been preparing and

conditioning its population for a possibility of armed confrontation with Taiwan and its partners and allies. It frequently conducts military exercises involving land, air, naval, cyber and space forces. In addition, China’s maritime militia continues to deplete the fishery stocks in the maritime areas surrounding Taiwan.

With the recent China’s statement that Taiwan Strait is part of its EEZ and requires all vessels to inform it of their presence and intentions each time they navigate the waterway, the US Navy continued to conduct freedom of navigation sorties clearly sending the message that such actions are allowed under international law. Given the presence of competing forces in the strait the chance of violent engagements is not farfetched. This leads to three possible scenarios according to some research analysts.

The first is for China to invade Taiwan’s periphery by attacking Taiping Island (Itu Aba) in the Spratlys, Pratas (Dongsha) Islands in the southwest, Penghu Islands (Pescadores) including Kinmen and Matsu in the west. The principal objective is to exhaust Taiwan defense resources without necessarily forcing its allies and partners to actively engage in the defense of those islands.

The second scenario is to quarantine Taiwan. This will affect the entry and departure of commercial and military flights to and from Taoyuan (Taipei) airport and merchant vessels in Kaohsiung seaport. Tourism and trade will be adversely affected. Allies may initiate counter-quarantine in the Malacca, Lombok and Makassar straits to prevent China-bound/outbound merchant vessels from delivering critical commodities like oil and exporting products for trading partners. This scenario is escalatory and many nations in the region would be affected.

The third scenario is for China to invade Taiwan mainland. This will be a combination of siege, amphibious landings and air assault. In terms of manpower, equipment and sustainability China obviously has an edge. However, in terms of readiness and the will to fight Taiwan may have the advantage. The Ukraine war is an example of the will to fight an invader, the readiness of the defending forces to simultaneously engage the enemy in many battlefronts and the collective action of the leading economies in the free world to safeguard sovereignty, independence, territorial rights, free and open market, and equal trading opportunity.

Due to our proximity to Taiwan and our alliance to one of the key players in the “dangerous ground” our defense planners must craft contingency plans and formulate and validate strategies that will protect our national security interests. In the words of India’s Prime Minister Narendra Modi, **“Rules and norms should be based on the consent of all, not the power of the few.”** Let us hope that “rules and norms” govern the behavior of all the stakeholders in the “dangerous ground” to avoid disorder and conflict and instead embrace peace, progress and harmony. 🚢





ANG PAMBANSANG BANTAYOG NI
JOSE RIZAL
1913

INIILAN ANG ISANG PAMPUBLIKONG
LUPA PARA SA PAGPAPALATOK NG
BANTAYOG NI JOSE RIZAL SA LUBERA
SA BISA NG BATAS BLG. 243-26
SEPTYEMBRE 1911. NAGSANTOS ANG
BANTAYOG NA MAY TITULONG "KOMITO
STELAR" NI RICHARD ROSARIO, ISANG
SUWISO, BUNGA NG PANGANGSANGANG
PAMPALA NI PAPA SA DISEÑO NG
BANTAYOG. 1905-1907, ITINAYO NAO
SA TULOJ AT KORTAS, 1012 MILIPET
SA TUNHUNGAN NITO ANG MGA
LUPA NI RIZAL, MGA 300000.
DISYEMBRE 1912, PANGUNAHAN, 30
DISYEMBRE 1913, PANGUNAHAN, 15 JUNY
2013 AT PAMBANSANG YAMANG
PANGKALAHANGAN, 14 NOBYEMBRE
2013.

OUR NATIONAL SECURITY INTERESTS

by Karl M. Garcia

National Security Policy 2017-2022 is a declaration of the government's commitment to continuously develop a national security system that is rules-based, able to effectively respond not only to security threats but also to opportunities beneficial to the national interest. Enhancing the process, scope, and organizational cohesiveness of the national security system is imperative for the Government, with the support of the Filipino people, to act in coherence with the National Security Agenda.

National Security. Our **National Security Strategy** defines national security as a "state or condition wherein the nation's sovereignty and territorial integrity, the people's well-being, core values, way of life, and the State and its institutions, are protected and enhanced."

Our **National Security Interest** can be achieved by:

1. Developing a dynamic, inclusive and sustainable economy;
2. Ensuring maritime and airspace security;
3. Safeguarding national sovereignty and territorial integrity;
4. Promoting human and ecological security.

In order to attain these end-states, there is a need to build a credible deterrence capability in defense and law enforcement, and enhance mutual defense arrangements with other countries.

Security Sector Reform (SSR)

Unfortunately, the security establishments have human rights abuse records especially during Martial law. Today the endless-insurgencies still seem endless.

What is SSR?

SSR is the political and technical process of improving state and human security by making security provision, management and oversight more effective and more accountable, within a framework of democratic civilian control, rule of law, and respect for human rights.

SSR concerns all state and non-state actors involved in security provision, management and oversight, and emphasizes the links between their roles, responsibilities, and actions. SSR also involves aspects of justice provision, management, and oversight because security and justice are closely related.

SSR can include a wide range of different reform activities covering all political and technical aspects of security, including among others, legislative initiatives; policy-making; awareness-raising and public information campaigns; management and administrative capacity building; infrastructure development; and improved training and equipment.

Philippine Experience

The **Philippines can achieve SSR** by:

- Increasing Civilian Capacity for Defense Management
- Establishing an Active Constituency Supportive of Security Sector Reform
- Prudent Budget Preparation & Execution
- Supporting a Local Defense Industry
- Intelligent & Coherent Policy Development & Execution
- A New National Defense Act

National Defense Act

The National Defense Act was formulated by General MacArthur as a reaction to Japanese aggression. The intent was to have an Army by training as much as they can from the reserves. The other major services were created by the succeeding Administrative Code Executive Orders.

To be in consonance with the principles of the 1987 Constitution, the National Defense Act should be re-codified.

However, passing a National Defense and Security Act has been a frustration since the 13th Congress. One Defense pundit submits that before we think about legislating a National Defense Act, we must first have *Strategic Thinking*.

AFP Modernization

Chinese aggression made our leaders plan for shifting policy to external defense, thus the legislation of an AFP Modernization Act was necessary, but economic shocks and all-out wars against never-ending insurgencies made us shift back to focusing on Internal Defense.

The Procurement law also makes it difficult for AFP Modernization to proceed.

AFP procurement involves classified information most of the time. It may be necessary for Defense purchases to be handled by a procurement body dedicated to the AFP.

Another area of concern is our track record of requirements that make it next to impossible for a local company to manufacture defense equipment. One solution is licensed production. Our local shipbuilders could purchase designs from abroad and build ships locally.

Kalayaan retail bonds as fund source:

Since Malampaya and Selling Bases is just a short-term solution, we need to reconsider the 10 Billion retail bond proposal.

Philippine Defense Reform (PDR)

The PDR spanned through President Arroyo's term to the end of Pres. Benigno S. Aquino's term in June 2016.

The program's key areas of reform were:

1. Implementation of a policy-driven, multi-year defense planning system;
2. Improve operational and training capacity;
3. Improve logistics capacity;
4. Develop effective personnel management systems;
5. Plan, program, and execute a multiyear capability upgrade program for the AFP;
6. Optimize the defense budget and improve management controls;
7. Create a professional acquisition workforce and establish a centrally managed defense acquisition system;
8. Increase the capability of the AFP to conduct civil-military operations; and,
9. Develop accurate baseline data on critical AFP functional areas.

Philippine Defense Transformation

During Pres. Benigno Aquino’s administration, the PDR program was renamed PDT with a slight reconfiguration of goals. It is summarized here in this [short read](#).

Our Maritime Philippines

Through the years, various security threats, lawlessness, crime at seas, and terrorism proliferated and continue to do so.

We have witnessed how the Abu Sayyaf dispatched with impunity, exacerbated by foreign terrorists.

Maritime Law Enforcement is such a Herculean task, it calls for an all-government approach.

In 2011, then President Benigno Aquino III signed EO number 57 establishing a [National Coast Watch System](#).

The National Coast Watch System (NCWS) is our all-government approach to Maritime Issues and Maritime Security. This System was to be the answer to the absence of interagency cooperation among the various Maritime Agencies.

The Process for developing Maritime Security Policies is very problematic because of our archipelagic and maritime nature. The National Marine Policy which is of importance is shown as Exhibit A. The NMP badly needs updating.

The Effectiveness of the NCWS is hindered by lack of command and control. Fragmented institutions, asked to coordinate and cooperate, are always in search of a lead agency or even a super body like the IATF for Covid. However, the Maritime Law Enforcement agencies seem to be doing their own thing.

For the lack of command and control issues, it is highly recommended the EO 57 be amended to address the absence of command and control. Once there is a lead agency, coordination would definitely run smoother.

Maritime Disasters from boat accidents to large vessels burning and sinking have plagued us through the years. Accidents happen but can be prevented. Much has been said about interagency cooperation and coordination to address perennial overlapping functions among agencies. Several round table discussions among focus groups have formulated strategies and submitted white papers only to have them fall on blind eyes and deaf ears or perhaps our “ningas cogon” quirk took the best of us more often than not.

Presidential Certification of Urgency

Several bills related to Maritime Safety and/or Maritime Governance have been filed and refiled in congress such as:

- *The creation of a National Transport Safety Board*
- *Maritime Code of the Philippines*
- *Creation of Admiralty Courts*
- *Maritime Administration Act*

At present, the current Maritime Administration of our government is thinly spread among fourteen bureaus and agencies under seven departments. The fragmentation of our maritime administration has led to bureaucratic entanglement, turf wars over functional overlaps, and conflicting maritime laws and regulations. The restructuring of maritime administration is a first step in creating one super body consisting of maritime bureaus and agencies.

The creation of a National Transportation and Safety Board is a major step to promote transportation safety by conducting independent safety investigations and by formulating safety

improvement recommendations. Similarly, a non-regulatory independent investigative body is also needed to be tasked to handle maritime accidents and safety incident investigations.

The Maritime Code of the Philippines hopes to address the Philippines’ non-implementation of international conventions. The Bill seeks to implement these protocols with MARINA as the lead agency. The Maritime Code will make our local safety laws and regulations coherent with international safety laws.

Lastly, the creation of specialized Maritime Courts will unclog our courts of numerous maritime case backlogs and will speed up the resolution of Maritime related cases.

Like the National Defense Act Legislation, the Biazons have filed these bills as far back as the 13th Congress. Certification of urgency from past presidents were badly needed but certain circumstances prevented the bills’ passage.

Maritime Environment

The Philippines was one of six beneficiary ASEAN countries that participated in the technical assistance project of the International Maritime Organization (IMO) and the Norwegian Agency for Development Cooperation (Norad). The project had the overall objective of assisting participating countries in protecting the marine environment in the region through accelerating the ratification and implementation of IMO conventions relating to marine environment protection.

The other participating countries were Cambodia, Indonesia, Malaysia, Thailand and Vietnam. The IMO conventions covered by the project were the International Convention for the Prevention of Pollution from Ships (Marpol), Ballast Water Management Convention (BWM), Anti-Fouling System Convention (AFS), and the London Convention/Protocol (Anti-Dumping of Waste).



The Philippines has been lagging behind in the ratification and implementation of IMO conventions relating to the prevention of pollution from ships. It took the Philippines 30 years to accede to Marpol, one of the main regulatory pillars for shipping; and eighteen (18) years after acceding to the convention, Congress has yet to pass the legislation that will implement the convention.

One sticky issue confronting the ratification and implementation of maritime conventions pertains to the question of which agency has the mandate to implement maritime regulatory functions.

The Philippines thus created through a Department Order the Inter-agency Coordinating Committee for the Ratification and Implementation of Maritime Conventions (ICRIMC)

which served as the venue for dialogues among the various stakeholders in respect of the benefits and disadvantages of ratifying and implementing the BWM and the AFS conventions.

I hope the Legislative-Executive Development Advisory Council (LEDAC) could meet more often to discuss bills that require certification of urgency including those that will enable us to accede to international conventions and treaties.

Conclusion

The creation of the Coast Watch system seemed to have a failure of launching because of Command and Control Issues, thus a creation of a super-body with Command and Control to handle Maritime Administration is therefore a must.

A transformed AFP subscribing to all accepted principles of security sector reform or SSR is what we need right now.

The mandate of territorial defense is hounded by internal security concerns and other types of internal issues. This inward-looking defense must be balanced with an outward-looking defense to protect our sovereignty and sovereign rights beyond our shoreline.

For our mendicant attitude to be gradually eliminated, we need to build our own ships. We can do that by licensed production, like how our Filipino shipbuilders have planned to do so by purchasing designs for larger vessels.

For our perennial financing concerns, we could consider floating retail bonds because we might run out of ASSETS to privatize, and Malampaya may soon have served its purpose. ⚓

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CAD/CAE/CAM Systems for the Naval Architecture, Ship Design & Shipbuilding Industry

The image displays a collection of software logos used in the ship design and construction industry. The logos include Rhinoceros (design, model, present, analyze, realize...), Orca3D, Simerics (TECHNOLOGY BY DESIGN), EXPRESSMARINE (Structural Modelling plug-in for Rhino3D), MAXSURF (Integrated Naval Architecture & Ship Construction Software), AUTODESK, ShipWeight, SACS, prop elements, PropExpert, PropCad, and SHIPCONSTRUCTOR. In the center of the collage is a circular diagram representing the design process. The diagram has a central circle labeled 'FINAL DESIGN'. Surrounding it are concentric circles and radial lines connecting to various stages and components: OWNER'S REQUIREMENTS & PURPOSE, COST ESTIMATES, WEIGHT ESTIMATE, COMPLIANCE WITH DESIGN STANDARDS, EQUIPMENT LIST, PLUMBING, MECHANICAL, ELECTRICAL, ENGINE & POWERING, MASTS, SPARS, STANDING & RUNNING RIGGING, DECK LAYOUT, HULL & DECK CONSTRUCTION, HULL & DECK ENGINEERING, HYDROSTATICS & STABILITY, LINES PLAN, SAIL PLAN, GENERAL ARRANGEMENT, BASIC DIMENSIONS & DESIGN RATIOS, and COMPARISON DESIGNS.

SPEECH OF SENATOR AQUILINO “KOKO” PIMENTEL III

at the Maritime Conference 2022
of the Maritime League
SMX Convention Center Manila,
Pasay City
June 23,2022



“Sen. Pimentel is awarded a plaque of appreciation by The Maritime League for invaluable contribution as guest speaker for the 2022 Maritime Conference. From left to right: ML Vice President VAdm Emilio C Marayag Jr AFP (Ret), Sen. Aquilino “Koko” Pimentel III, ML Chairman and President VAdm Eduardo Ma R Santos, ML Corporate Secretary VAdm Edmund C Tan.”

Honored trustees, officers, and esteemed members of the Maritime League, distinguished guests, ladies and gentlemen, a pleasant morning to all!

I would like to begin by thanking the Maritime League and your President and Chairman, retired Vice Admiral Eduardo R. Santos, for the opportunity to address today's Maritime Conference. Thank you too to retired Vice Admiral Edmund Tan for coordinating with my office.

The theme of your conference today is “The Philippines’ Blue Economy: Prospects and Issues”. It is time to talk about issues, our real problems, for the purpose of coming up with solutions, which hopefully will address the root causes, if that is possible.

Our country faces many “issues” today. (1) Food, (2) Health, (3) Jobs, (4) Education, (5) Justice, (6) Inflation, (7) Cost of Living and even of Dying, to name a few.

Hence, it is important to help, and always help. Our fellow man, and most especially our country.

In your own way, the Maritime League, since your creation (in 1990), has helped our country by promoting “maritime development” in the Philippines in its various aspects: (1) fisheries production (food!), (2) safeguarding our marine ecosystems for the benefit of the generation now and the future ones, and (3) collaboration with our neighboring States for the sustainable use of our oceans and seas, which I call “good neighborliness”, among others.

Since the Philippines is an archipelago, we are a maritime nation. Our past has been shaped by the sea. Progress in the present and the future will also be dependent on the development of a robust maritime economy.

There is a saying “you mean the world to us”. To the Maritime League I say “you mean the seas to us”!

It is truly an honor for me to stand in the presence of so many distinguished men and women who, by their vision, courage, industry, and patriotism, have contributed to the security, livelihood, and progress of our people. Speaking as a Filipino and

as a father whose children and grandchildren will live in the nation you helped build: maraming salamat po!

According to our research, 75% of our country's 1,525 municipalities have a coastline; 62% of our people live in the coastal zone; and more than 50% of our people's protein intake comes from marine fisheries. Kaya nalungkot kami pareho ni Senador Manny Pacquiao nung nalaman namin na ang paborito natin isdang galunggong ay imported na pala ngayon! How can that be, when we are surrounded by seas? Kaya pala ang galunggong ay kasing mahal na ng manok.

According to our research, in 2012, domestic maritime trade accounted for 99.8% of the volume and 99.6% of the value of all domestic trade. Still we get observations that it is cheaper to ship goods from Mindanao to Japan than it is to ship from Mindanao to Metro Manila.

These facts, figures, and observations only mean that we still have a lot of work to do to achieve our vision of a just and progressive Philippines. Kaya kailangang magtulongan tayo.

In the coming Congress, I plan to be in the minority group in the Senate. Dahil alam ko na dapat magtulongan tayo, I will not be an obstructionist member of the minority. The minority is there to make sure the Rules are followed so that other points of view will be given sufficient time to be aired or expressed. Our People must always have access to other points of view. I bring with me what I will call “the Fairlane Subdivision point of view”, that is named after the middle-class subdivision I grew up in here in Metro Manila.

You might be interested to know that I intend to re-file my bills on (1) the Maritime Zones of the Philippines (SB 2459), and (2) the Establishment of the Archipelagic Sea Lanes in Philippine Archipelagic Waters (SB 1890). I hope I can get some inputs from your organization about these bills. You don't have to agree with me. What is important is that magtulongan na tayo, umpisahan na natin.

During this pandemic, I encountered the term “autarky” which means national economic self-sufficiency and independence. I

am not advocating for that, but I have realized that we need “a little more self-sufficiency”. We don’t want to be an isolated autarkic State like North Korea, but the Philippines cannot continue to be too dependent on outside supplies even for the basics like rice, food, face masks, PPEs, vaccines, medicines, and many more. Let us strive to be “a little more self-sufficient” in these basic and essential items.

There is therefore no escaping science as most of the items I have mentioned have “heavy scientific content”. So, if we really want to be “a little more self-sufficient” as a Nation in this day and age, we have no choice but to strengthen our science education.

With our heavy debt burden of around 13 Trillion Pesos, we actually have no other choice but to start to be productive and start paying that debt.

As a nation surrounded by waters, the Philippines is a crucial player in the maritime sector. We are one of the biggest sources of maritime professionals. Our seafarers contributed 6.14 billion dollars to our economy in 2019. We rank as the number 4 largest shipbuilding nation in the world.

I therefore see vast and limitless economic opportunities in the maritime industry for example in the fields of shipbuilding, aquaculture, and even mining.

Let us be ambitious, bold, and courageous, and start being productive. If we are one of the largest shipbuilding nations in the world, then why are we not ambitioning to build the ships required or desired by the Navy and the Coast Guard?

There are a thousand more things that need to be done. Since we cannot predict the future and cannot possibly anticipate all the different scenarios and combination of events, I have chosen



“Sen. Aquilino “Koko” Pimentel III takes a photo op at the Maritime Academy of Asia and the Pacific (MAAP) booth at PhilMarine 2022 that showcases MAAP’s Integrated Simulator Training”

to be guided in my decision-making by my personal vision of what I want the Philippines to be.

I will work for a Philippines which is just and fair, which saves and shares, which is scientific, democratic, peaceful and progressive, but which is, most of all, a place where love overflows, for both God and Country.

I hope the Maritime League can join me in this effort.

My friends, to paraphrase Saint Augustine: with you I am Filipino, for you I am senator. In honor of the one God who made us citizens and stewards of our country, in service of the one Filipino people whose welfare we all seek, let us work together to develop a robust maritime sector and blue economy.

Thank you and I wish you a successful Maritime Conference.



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BFAR CENTRAL OFFICE RECEIVES HIGHEST AUDIT RATING FROM COA

by BFAR Press

DA-BFAR CENTRAL OFFICE EARNS HIGHEST AUDIT RATING

The Bureau of Fisheries and Aquatic Resources - Central Office has earned an 'unqualified opinion' from the Commission on Audit for 2021

Promoting transparency and accountability, the Bureau remains committed to providing excellent service to our country's fisheries stakeholders.



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State auditors have affirmed efforts of the Department of Agriculture's Bureau of Fisheries and Aquatic Resources to maintain transparency and accountability in its financial activities, as the Commission on Audit renders an unqualified opinion on DA-BFAR Central Office's financial statements for 2021—a first in the history of BFAR.

An unqualified opinion is the highest audit rating given by the COA to government agencies.

According to the International Standards of Supreme Audit Institutions (ISSAIs), an unqualified opinion is given when the auditor is satisfied in all material respects that the financial statements have been prepared using acceptable accounting bases and policies which have been consistently applied; the statements comply with statutory requirements and relevant regulations; the view presented by the financial statements is consistent with the auditor's knowledge of the audited entity; and there is adequate disclosure of all material matters relevant to the

financial statements.

BFAR National Director Eduardo Gongona says this recognition affirms the agency's continuing efforts to improve its quality management system, including maintenance of good financial housekeeping.

"In 2020, the DA-BFAR received ISO 9001:2015 certification on its quality management system. Since then, we have enhanced our processes and procedures to ensure effectiveness and efficiency in our services, as well as uphold transparency and integrity in our transactions. The unqualified opinion rendered by the COA is truly motivational and inspires us to work incessantly towards maintaining good governance within the agency." BFAR Director Gongona said.

The audit of DA-BFAR Central Office's accounts, transactions and operations for CY 2021 was led by State Auditor Catherine P. Gaongen-Logronio. 🚩

WORLD CELEBRATES DAY OF THE SEAFARER

by Seafarers Rights



The world celebrated Day of the Seafarer on Saturday 25 June, with a collective mix of memories and tales of life at sea.

For 2022, the campaign of the Day of the Seafarer, with the theme ‘Your voyage – then and now, share your journey’, looked at seafarer voyages – what they include, how they have evolved over time, and what remains at the heart of seafarers’ reality.

This campaign also gave seafarers and the wider shipping community, a chance to share through social media what resonates with them currently, whether it’s the crew change crisis being unresolved or the future of technology.

IMO Secretary General, Kitack Lim, shared his own memories

For the twelfth time, we celebrate the International Day of the Seafarer on the 25th of June. Since its launch in 2011, the day has focused public attention on the contribution made by seafarers to the entire global community and this year’s theme celebrates maritime voyages and journeys. Every day, hundreds of thousands of seafarers are underway on ships, while others take their well-deserved break – getting ready for their next voyage. Their ships are key movers of global trade, and engines of the global economy, transporting cargoes such as food, medicines, electronics and more.

Without seafarers, there would be no shipping, and this day gives us a chance to recognize and pay tribute to seafarers everywhere, whatever their voyage. Shipping and the call of the oceans, is a meaningful, important career form that a way of life. It provides a solid foundation for life and offers endless opportunities to learn and progress. This noble profession is something that I hold close to my heart and for many of us, our voyages are the start of a lifelong maritime journey.

My own maritime journey has enriched my life. It allowed me to gain skills as a seafarer on ships and then to apply that knowledge and experience ashore. My journey took me from

serving as a cadet at the Korean Maritime Academy to studying at the World Maritime University. I served in the Ministry of Oceans and Fisheries in the Republic of Korea and represented my country as a delegate at IMO meetings. Then, on to the Port of Busan Authority, where I was its president, before arriving at my current role as Secretary General.

Each seafarer’s journey is unique. Yet many of the challenges and opportunities are shared. After two years, the COVID19 pandemic still presents a challenging working environment, with continuing difficulties in conducting crew changes, and gaining access to medical care and shore leave. IMO continues to urge States to support seafarers by designating them as key workers, so that every seafarer’s maritime journey can move into smoother waters. On this Day of the Seafarer, we also look to the future. New technologies, new equipment, and the need to make shipping greener will provide new challenges and opportunities. I am sure you will rise to those challenges and pave the way for more sustainable shipping in the years to come. 🚢



MARINA CELEBRATES 48TH YEAR, CHARTS NEW COURSE THROUGH INNOVATION AND TRANSFORMATION

by MARINA

“In the past year, the MARINA was outstanding in giving service to the Filipino people. Our team, charting a new course through innovation and transformation, exemplify what MARINA has become over the past year, or even the past two years.”

That’s what the Maritime Industry Authority (MARINA) Administrator Vice Admiral Robert A Empedrad AFP (Ret) said during the agency’s 48th Founding Anniversary celebration on 01-June-2022, which was conducted via face-to-face and video conferencing at MARINA Central Office in Port Area, Manila.

This year’s anniversary, with the theme MARINA@48: Chartering New Course Through Innovation and Transformation, flaunted 2021 accomplishments that housed timely, practical, and leading-edge projects, plans and programs geared towards a progressive Philippine maritime industry.

MARINA Deputy Administrator for Operations Engr. Nannette Villamor-Dinopol expressed that despite the industry’s *“ever-changing demand on dynamic, local, and international regulations, as well as the challenges brought by the COVID-19 pandemic, the agency was able to stay afloat.”* She added, *“Today marks the new chapter of MARINA, and as the new administration comes in, we must start charting a new course that will lead us to new possibilities. I encourage all of you to ignite the light in the corners of your mind, and be an active part of the maritime community,”*

During the commemoration, MARINA presented the highlights of its accomplishments for the year 2021, emphasizing how the agency faced head-on the challenges





brought by the global health crisis, and how it remained steadfast in rendering quality service to the Filipino seafarers, and maritime stakeholders.

For his part, Administrator Empedrad, through his anniversary address, positively reported the agency's major accomplishments in 2021. *"First and foremost, I am privileged to report to you that MARINA, as an organization, has a new structure that will increase our manpower – from 800 to 2,200 by the year 2024. And we devolved all the regulatory functions to the regional offices, which will bring the service to our stakeholders in their respective regions. They don't have to come here. They just have to come to the MARINA regional offices,"* Administrator Empedrad said.

"I would also like to report, as well, the roadmap of the MARINA – the Strategic Voyage Plan 2028 – that will execute our plans and priority programs of the Maritime Industry Development Plan (MIDP). Kung walang Voyage Plan, lahat ng plano sa MIDP ay hindi natin kayang gawin. But for every individual, every employee of MARINA has work to do to execute the plans on our Voyage Plan," he added.


Administrator Empedrad also underscored that the agency was able to provide a comprehensive strategic correction to the European Commission assessment report, which "took 14 years to come up with a 280-page report that addresses the issues of EMSA and raise our standards in the implementation of the STCW Convention." Furthermore, the Administrator accentuated MARINA's maximized automation, and digitalization of the Agency's systems and processes to speed up its service aligned with the provisions of Anti-Red Tape Authority (ARTA); the PRIME-HRM Level 2 Bronze Award from the Civil Service Commission (CSC); the vaccination program for thousands of Filipino seafarers; the speedy processing of seafarers' license, the crew change hubs, the recognition

of seafarers as keyworkers; the inauguration of Maritime Training Institute (MarTI) in Bacolod; as well as winning the war against corruption.

Aside from its accomplishments, the MARINA also showcased two videos for the celebration of its golden anniversary in 2024. First, is the return of the TIMONEL Awards, an avenue for the MARINA to recognize the exemplary contributions of private, public entities, or individuals who made a major impact on the maritime industry in the last 10 years. The nomination period is from June 2023 to December 2023. The second is the MARINA Boat Design Competition, and the registration period ends in October 2022.

MARINA also held a virtual dance competition for its personnel, as well as the awarding of plaques, certificates, and tokens for the Service, and Program on Awards and Incentives for Service Excellence (PRAISE) awardees. The awardees consisted of employees who rendered decades-long years in serving the government.

The anniversary celebration was graced by MARINA Administrator Empedrad, Deputy Administrator for Operations Engineer Dinopol, OIC-Deputy Administrator for Planning Ms. Sonia Malaluan, and other MARINA officials.

Lastly, with the new administration sets to take over, and with his term ending the next month, Administrator Empedrad expressed, *"All I can say is, if I am given another chance to serve (as MARINA administrator), then, we will raise our ambitions higher because I believe, the hope for our country to achieve economic progress is the development of the maritime industry. I would like to express, in behalf of my family, my congratulations to all of you. Hindi ko nagawa ang aking trabaho if you are not with me. And as I said, it is an honor and privilege to work with you in serving the Filipino people and our maritime nation."* 



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NCWC HOLDS WORKSHOPS ON SMALL CRAFT INTELLIGENCE AND SEAVISION

by NCWC

MANILA, 8-June-2022 – National Coast Watch Center Participates in the Small Craft Intelligence and Targeting Workshop hosted by the Australia Department of Home Affairs and the Australia Border Force.



National Coast Watch Center Participates in the Small Craft Intelligence Workshop Hosted by Australia

The Australian Embassy in Manila hosted the Small Craft Intelligence and Targeting Workshop held at the New World Hotel, Makati City. Four (4) analysts and watch-standers of the National Coast Watch Center participated in the workshop from 30 March to 03-June-2022. Experts from the Australia Department of Home Affairs and Australia Border Force shared their best practices and expertise in monitoring and identifying the activities of small craft vessels that are being used by organized crime groups. The proliferation of illicit activities at sea through the use of small craft vessels poses a great challenge to law enforcement authorities in the region. It is attributed to the inadequacy of laws and regulations governing the use and broadcasting of Automated Identification System (AIS), as well

as the reporting mechanism by small craft vessels.

One of the key takeaways in this workshop is that States should be proactive to deter the possible conduct of illicit activities within their waters and in their respective regions. Cooperation, coordination, and information-exchange with partners in the region will further strengthen the interdiction capabilities of States to prevent any illegal activities or the transport and importation of illegal goods from occurring in their respective countries.


Representatives from the National Coast Watch Council-Secretariat, Bureau of Customs, Philippine Coast Guard, Bureau of Fisheries and Aquatic Resources, and Philippine National Police-Maritime Group also participated in the said workshop.

MANILA, 08-April-2022 – The Joint U.S. Military Assistance Group-Philippines (JUSMAG-P) delivered a five-day SeaVision Operators Course for the National Coast Watch Center (NCWC) and its support agencies.



JUSMAG-P Conducts Sea vision Operators Course at the National Coast Watch Center

Subject Matter Experts (SMEs) from the Naval Information Warfare Center (NIWC) successfully trained participants from the Bureau of Fisheries and Aquatic Resources (BFAR), Bureau

of Customs (BOC), NCW Center, Philippine Coast Guard (PCG), Philippine National Police – Maritime Group (PNP-MG), and Philippine Navy (PN). 

SHIP OPERATORS BENEFITTED FROM WORKSHOPS CONDUCTED BY THE OTS

by Office for Transportation Security

Ship operators in Cebu benefitted from the recently conducted Ship Security Assessment (SSA) and Ship Security Plan (SSP) Development Workshops by the Office for Transportation Security (OTS) at the Port of Cebu from June 08 to 10, 2022. The said workshops were free-of-charge.


After a series of virtual meetings and roundtable discussions with the Department of Transportation (DOTr), Maritime Industry Authority (MARINA), Philippine Coast Guard (PCG) and various shipping companies, the OTS had successfully completed the workshop for Cebu-based ship operators to assist them in complying with the standards set under the International Ship and Port Facility Security (ISPS) Code and the National Security Programme for Sea Transport and Maritime Infrastructure (NSPSTMI).

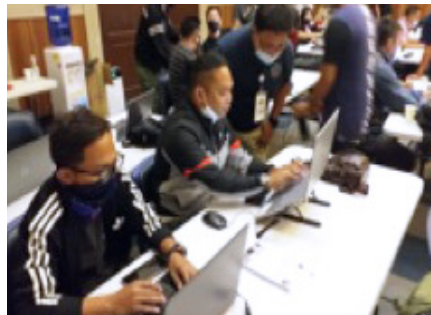
SSA and SSP are vital individual Philippine Registered Vessel documents before a National Ship Security Certificate (NSSC) for

coastwise trading and International Ship Security Certificate (ISSC) for International voyages can be issued.

Thirty-one (31) attendees from Seventeen (17) different Cebu-based shipping companies actively participated in the workshop. To-date, a total of one hundred twenty-three (123) vessels have submitted SSA and SSP, and are to be issued with National Ship Security Certificates (NSSCs).

The Cebu Port Authority's support, under the leadership of General Manager Leonilo E. Miolo, along with CPA Port Police Department Officers, and Ms. Elisa C. Lagare, were likewise instrumental in bringing the activity into fruition.

A series of SSA, SSP, as well as Port Facility Security Assessment, and Port Facility Security Plan Development Workshops for Cebu-based Maritime Stakeholders are scheduled to be delivered in July 2022. 





PH-US CONDUCT MARINE AVIATION SUPPORT ACTIVITY 2022

by AFP Press

CAMP AGUINALDO, Quezon City--The Armed Forces of the Philippines through the Philippine Marine Corps (PMC) and the United States Marine Corps (USMC) Forces Pacific opened the Marine Aviation Support Activity 2022 (MASA 22) on 6-June-2022 at the PMC headquarters in Taguig City.

Activities commenced on 6-June-2022 in the province of Palawan which includes combined joint forward arming and refueling demonstration, and a lecture on unmanned air systems operations, ending on 17-June-2022.

Four C-17 aircraft of the U.S. Air Force arrived in Laoag City also on 6-June-2022, along with a U.S. C-130 plane that landed carrying personnel and equipment for the second leg of the exercise that runs from July 18 to 22.


This series features lectures on sensor operations, air surveillance, air defense, and HIMARS infiltration.

MASA 2022 aims to enhance the combined and joint interoperability between Philippine and U.S. marine forces

in conducting combined tactical operations and heliborne operations.

MASA 2022 also includes integrated and joint interoperability activities such as coastal defense forward arming and refueling, and subject matter exchanges for unmanned aviation system and engineering with participants from the Naval Air Wing of the Philippine Navy and the Philippine Air Force.

PMC Commandant, MGen. Nestor C. Herico PN(M) recognizes the aviation's vital role in military operations as he underscores the need to have a strong Navy and strong Marines in the Philippines.

Meanwhile, Lt. Gen. Steven R. Rudder, Commander, U.S. Marine Corps Forces Pacific, acknowledges that "training side-by-side increases a combined military capability and friendship which directly contributes strength to this alliance," as Lt. Gen. Rudder expresses his gratitude to the Philippine government for supporting the conduct of PH-US MASA 22. 



RIMPAC-BOUND BRP *ANTONIO LUNA* REACHES GUAM ON PH INDEPENDENCE DAY, PROUDLY RAISES FLAG

by Philippine Navy

Naval Station Jose Andrada, Manila. Philippine Navy frigate BRP *Antonio Luna* (FF151) docked at U2 Pier on June 12 in time for the commemoration of the 124th Philippine Independence Day. Members of the Naval Task Group 80.5 proudly saluted the National Flag as it was raised while BRP *Antonio Luna* (FF151) was docked at Naval Base Guam. To also mark the momentous occasion, three significant ceremonies were done onboard such as the turn-over of Operations Officer post, pinning of Surface Warfare badge, and donning of ranks for the newly promoted enlisted personnel.

Leading the event is BRP *Antonio Luna*'s commanding officer, Captain Charles Merric Villanueva.

In his remarks, Captain Villanueva expressed his appreciation for the outgoing Operations Officer of BRP *Antonio Luna* (FF151) and congratulated the new Surface Warfare Officers badge holder. The Commander of Naval Task Group 80.5 also congratulated the newly promoted Enlisted Personnel.

BRP *Antonio Luna* (FF151) is carrying the Naval Task Group 80.5 which is sailing to Pearl Harbor in Oahu, Hawaii, USA, to participate in the upcoming Rim of the Pacific (RIMPAC) Exercise, scheduled to run from June 29 to August 04.

This scheduled stopover is intended for the ship's replenishment in preparation for its participation in the world's largest naval exercise. It is also an opportune time to engage the Filipino community in Guam, a gesture that fosters patriotism and national pride among our overseas countrymen, especially as the nation is celebrating its Independence Day.

The Flag Officer In Command, Vice Admiral Adeluis Bordado served as the presiding officer for the sendoff ceremony of the

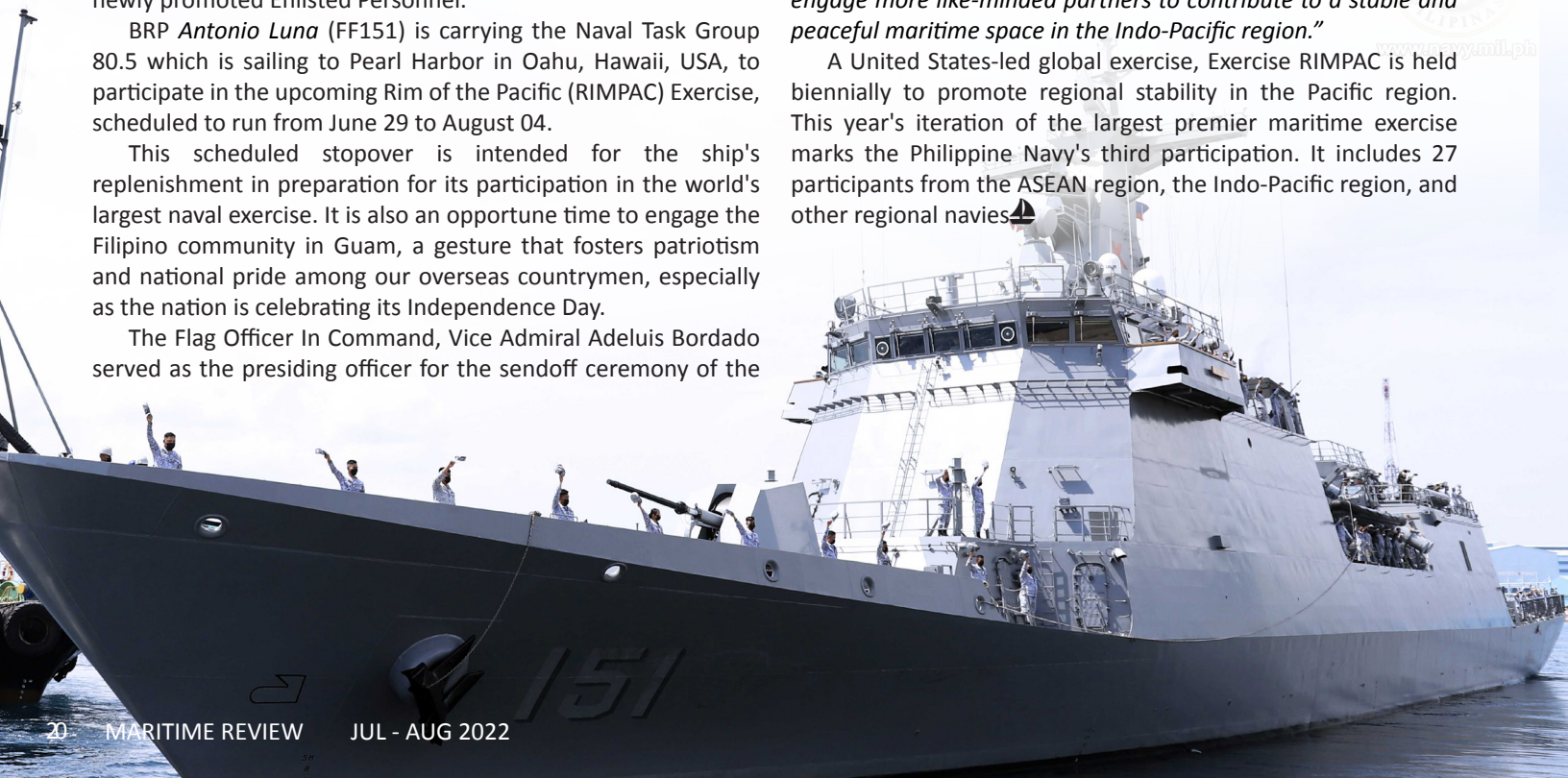
BRP *Antonio Luna* officers and crew. He was welcomed by the military host, Brigadier General Edwin Amadar, Commander of the Fleet-Marine Ready Force.

"RIMPAC's theme indicates a positive interdependent relationship among nations and the cooperative nature of managing maritime security," VAdm Bordado stated during his program remarks. The Navy chief was accompanied by Rear Admiral Nichols Driz, Commander of the Philippine Fleet.

"It also resonates with the orientation of the Philippine Navy's intention to raise the level of its involvement in international defense and security engagements." The Navy chief closed his speech with a statement affirming the command's advancements in its efforts to become a multi-capable maritime force.

"The Philippine Navy is [now] more capable. We are also more adaptive and attuned to the changing geopolitical landscape. And more importantly, we are now also steadily seeking to engage more like-minded partners to contribute to a stable and peaceful maritime space in the Indo-Pacific region."

A United States-led global exercise, Exercise RIMPAC is held biennially to promote regional stability in the Pacific region. This year's iteration of the largest premier maritime exercise marks the Philippine Navy's third participation. It includes 27 participants from the ASEAN region, the Indo-Pacific region, and other regional navies.



MISSILE-EQUIPPED MPACS ARRIVE IN EASTERN MINDANAO

AFP Press


The Naval Forces Eastern Mindanao welcomes the Philippine Navy's Littoral Combat Force's 4th Boat Attack Division comprised of three Mk3 class Multi-Purpose Assault Craft (MPAC) at Naval Station Felix Apolinario, Panacan, Davao City. These attack boats increase the capabilities of the Philippine Naval Forces in Eastern Mindanao and boost the maritime security in the area

These assets are part of the Active Archipelagic Defense Strategy of the Philippine Navy which are equipped with Spike-Extended Range missile launch system, mini typhoon machine gun system, light machine guns, automatic rifles, and pistols, with a cruising speed of 30-35 knots, a maximum speed of 45 knots,

and can pursue fleeing enemies during Hot Pursuit operations.

The 3 new MPACs, which form part of the 4th Boat Attack Division, are to be used to conduct fast interception, perform rapid attacks, deliver precision fire, and launch missile strikes to support the missions of the Naval Forces Eastern Mindanao and the Eastern Mindanao Command.

The attack boats are also capable of providing support to ground troops, point defense, force or security escort, medical and casualty evacuation, and limited personnel transport.

The said naval assets are part of the continuing AFP Modernization Program, fulfilling the armed forces' mandate to protect the people, and secure the state. 



THE UKRAINE CRISIS AND THE 'WEST PHILIPPINE SEA:' THE NECESSITY OF SELF-DEFENSE IN INTERNATIONAL LAW

by Julius A. Yano

When President Putin announced that 'special military operations' would be launched, his statement was in fact replete with legal arguments. Indeed, rules of international law cannot be disregarded even in, or in fact especially in, situations of war. If we fail to realize that there are rules governing these circumstances, this deficiency is of course a problem. How can we play the game, if we do not know the rules?

There have been a number of comments in the domestic discourse on the Ukraine crisis – both on social media and mainstream media – but unfortunately, a discussion of the legal aspect seems to be wanting. An understanding of these issues cannot be sufficiently had without taking into account the pertinent rules of international law.

For weeks the United States warned of a Russian invasion in Ukraine. Many thought and hoped that such invasion would not be a reality. However, President Vladimir Putin's announcement of his unilateral recognition of the Donetsk People's Republic and the Luhansk People's Republic as sovereign states proved to be a prelude to an impending attack. Such a move was indubitably Russia's laying the legal premises for an invasion. Not long after, President Putin announced that he would launch special military operations in Ukraine.

Recently, the world has again seen how the United Nations Security Council (UNSC) could be crippled when, as a political body, it failed to adopt a resolution to address the crisis in Ukraine. Really and truly, this outcome is neither new nor unexpected. As a permanent member of the UNSC possessed with the veto power, naturally the Russian Federation would reject a resolution against it, and it did. Be that as it may, it would not have been difficult for the UNSC to determine that the situation in Ukraine is not simply a threat to the peace but a breach thereof and even an act of aggression for which even forcible measures may be taken on its authorization.

It is in view of the paralysis of the UNSC, which has been tasked to maintain or restore international peace and security, that it becomes necessary and important to understand self-defense in international law as enshrined in the UN Charter. Whilst as a rule, inter-state use of force is prohibited, one important exception

hereto is the inherent right of self-defense pursuant to which a state may launch an attack (counter attack) against another state. Otherwise stated, provided that the employment of force against another state is consistent with international law, such use of force is legally permissible. For states whose military capability is in a challenged state, understanding self-defense exercised collectively with another state or other states would be helpful. For this purpose, a military alliance indeed assumes importance.

A comment has been made recently on social media to the effect that there is supposedly no legal basis for other states to militarily assist Ukraine. As it appears, the view merely considered the failure of the UNSC to act in these situations, without realizing a state's "inherent right of self-defense."

When President Putin announced that 'special military operations' would be launched, his statement was in fact replete with legal arguments. Indeed, rules of international law cannot be disregarded even in, or in fact especially in, situations of 'war.' If we fail to realize that there are rules governing these circumstances, this deficiency is of course a problem. It would be equally problematic of course if we fail to understand what these rules are. How can we play the game, if we do not know the rules?

In his statement, President Putin cited as one of the bases for his actions the need to protect Russian nationals abroad. Indeed, provided that empirical evidence – facts – supports it, this is a valid legal argument in relation to the exercise of self-defense given that an attack against one's people is an armed attack against its state.

This particular point should be carefully considered by the Philippines especially in relation to the South China Sea disputes. Some comments made on social media posit that the Mutual Defense Treaty of 1951 between the Philippines and the U.S. is not applicable in the 'West Philippine Sea,' understood as pertaining



Protest placard in Moscow: Russia without Putin.
Photo Credit: Foreignaffairs.com



PCG aboard BRP Cabra monitor Chinese vessels anchored at Sabina Shoal claimed by Beijing and Manila. Photo Credit: AFP.



The Chinese Coast Guard confronted Filipino fishermen near Scarborough Shoal in the South China Sea in 2020. Photo Credit: Renato Etak Associated Press | Asharkq Al-Aswat.com



The US has warned China that it will defend the Philippines' armed forces from attack in the South China Sea as part of a 70-year-old mutual defense treaty. Photo Credit: PCG.

to the Philippines' Exclusive Economic Zone (EEZ). The reason given was that this area is not part of Philippine territory. Under international law, the EEZ is indeed not part of the territory of a state. However, regrettably, what these comments fail to take into account is the development of international law particularly on the deterritorialization of the concept of armed attack.

To be sure, the concept of 'armed attack' is not limited to an invasion. As it has been acknowledged in scholarly works and more importantly in state practice, an attack against the nationals of a state can be deemed an attack against such state given that its people are a constitutive element of such state. Therefore, it would be a flawed approach to accept that an attack on an uninhabited island would be an armed attack because it is an attack on a piece of territory, but an attack carried out beyond a state's territory against its nationals such as fishermen resulting in loss of lives cannot be deemed an armed attack against its state.

Really and truly, contrary to what some opine, the present crisis in Ukraine demonstrates the importance and relevance of international law. To be sure, as in all other systems, it is by no means perfect, a reality which the International Court of Justice (ICJ) impliedly recognized as early as in 1949 in the Corfu Channel case when it alluded to 'the present defects in international organization.' It would be unfair and inaccurate to cite breaches of international law as reasons to argue its irrelevance. Crimes happen every so often, but to argue that this reality renders domestic law penalizing crimes inutile would be quite cavalier and irresponsible.

To be sure, when a state attempts to justify its actions, despite their being unlawful, this effort actually strengthens the rule violated. As the ICJ explained in 1986 in its Judgment in the Case concerning Military and Paramilitary Activities in and against Nicaragua – 'If a State acts in a way prima facie incompatible with a recognized rule, but defends its conduct by appealing to exceptions or justifications contained within the rule itself, then whether or not the State's conduct is in fact justifiable on that basis, the significance of that attitude is to confirm rather than to weaken the rule.'

Enforcement of international law is indeed a challenge given the sovereignty of states composing the international community. In view of the limitations of the collective security system designed by the UN Charter, it is important to understand that international law nonetheless has preserved a state's inherent right of self-defense.

About the Author:

Julius A. Yano received his training in international maritime law in Europe and subsequently taught international maritime security law at the IMO-International Maritime Law Institute in Malta. He is a reserve officer in the Armed Forces of the Philippines and spent years with the Intelligence Service Armed Forces of the Philippines (ISAFP) for his active duty training. He is likewise a member of the Philippine Coast Guard Auxiliary.

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Source: <https://www.factsasia.org/blog/the-ukraine-crisis-and-the-west-philippine-sea-the-necessity-of-self-defense-in-international-law?fbclid=IwAR1keFCXXsq1c1nRzJ-V7AZH6TlJvju4xt-Jo3CI8SrA9qCEImnFYe34TRE>



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VARIANT SHIP DESIGNS OF AMPHIBIOUS SUPPORT VESSELS OF A NAVY

by CAPT Tomas D Baino PN (Ret)



INTRODUCTION

This article is a research paper on the variant ship design of an amphibious landing support vessel of a navy in support of marine landing operation on a hostile shore. Various ship designs were considered of this type of vessel to show the development from the old LST model to a modern Amphibious Landing Dock vessel. The following narratives illustrate the origin of said type of vessel to what it is known today as a fully perfected and developed landing ship dock (LSD) in the inventory of various navies listed in the Janes Fighting Ship.

FIRST GENERATION LANDING SHIP TANK (LST)

Shown in Fig. 1 is a model of a landing ship tank of a foreign Navy.

It was observed that the bow wave turbulence is pronounced ahead of the bow which would indicate that the vessel has a blunt bow. A wave creates that massive turbulence ahead and affects the efficiency and speed of advance of said vessel. Excessive hull resistance as shown in Fig. 1 manifests tremendous hull resistance which results in fuel higher consumption, and excessive stress to the main propulsion system. The maximum attainable sustained speed is approx. 13 knots.

SECOND GENERATION OF LST: LANDING SHIP DOCK

To achieve a sustained speed of 20 knots, the traditional blunt bow and bow doors of the original LST design (Fig. 1) were replaced by a pointed or sharp bow (Fig. 3). Unloading is accomplished through the twin derrick at the deck and a ramp operated over the bow. The stern gate to the tank deck permits unloading of LVT into the water or unloading of other vehicles into a Landing Craft Utility (LCU). The sharp bow (Fig. 3) reduces excessive resistance because the bow slices through the water with laminar flow instead of turbulent flow as indicated in the first generation landing ship tank in Fig. 1.

THIRD GENERATION OF LST: LANDING SHIP DOCK

The third generation LST became LSD (Fig. 4) with a sharp bow and stern door, and can cruise in the water in a sustained speed of 21 knots with low fuel consumption and less stress to the engine with proportionate speed of advance in terms of speed and power of said vessel. This type of vessel is already in various modern navies since it is capable of conducting swift and silent amphibious landing operations in a hostile shore through the stern after door (Fig. 5).

DIAGRAM OF THE DIFFERENCE OF LAMINAR FLOW AND TURBULENT FLOW OF WATER AROUND THE HULL

The resistance diagram (Fig. 6), shows turbulent flow at the bow is greater in a blunt bow which can greatly affect the speed of advance of a vessel with greater fuel consumption and not proportional to the speed of advance. Whereas, a sharp bow has a laminar flow that slices through the water proportionate to the speed of advance with proportionate fuel and power usage per nautical run, making it a better bow.

Fig. 6 shows the coefficient of friction versus the length water line of the ship hull, a vessel with a sharp bow presents laminar flow at the boundary layer slicing the water with less friction resistance at 20% of the length waterline. At this point, turbulence flow occurs as the sharp bow slices through the water instead of pushing the water with greater frictional resistance as presented in Fig. 1.

AMPHIBIOUS SUPPORT VESSEL OF THE NAVY

The newly acquired Amphibious Support Vessel of the NAVY called the SSV is capable of achieving an approx. sustained speed of about 13 knots. It is suspect as shown in the Fig. 1 example of characteristics of a blunt bow. It should rather be in characteristic and behavior of a pointed or sharp bow (Fig. 7) to improve speed to approx. 20 knots.

CONCLUSION

The blunt bow can negatively impact higher life cycle cost in terms of fuel consumption, stress to the main engine and excessive hull vibration, affect the efficiency of the crew, as well as wear and tear of some sensitive electronic equipment on board. Moreover, It is the origin of acoustic signature that can attract homing torpedoes and mines with an acoustic guidance system susceptible to a home run to the hull, or trigger a sea mine on the ship.



FIG.1

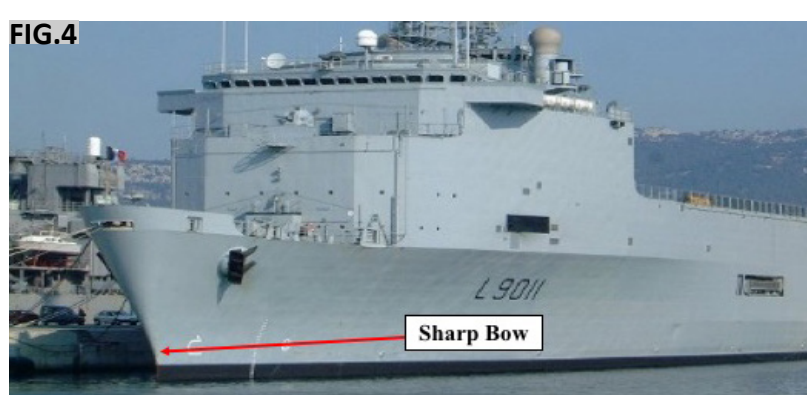


FIG.4



FIG.2



FIG.5

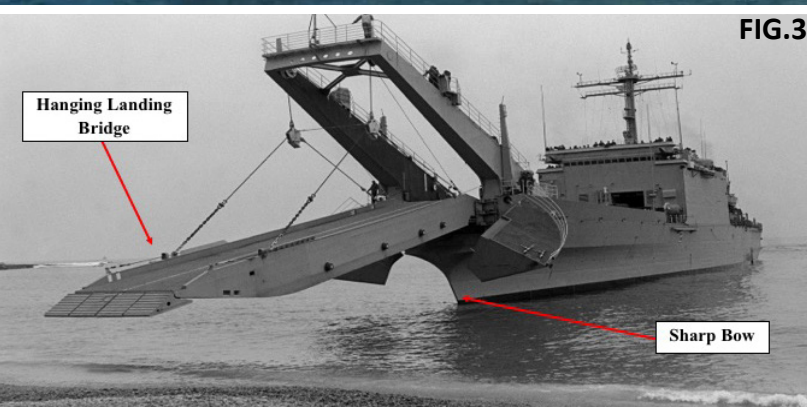


FIG.3

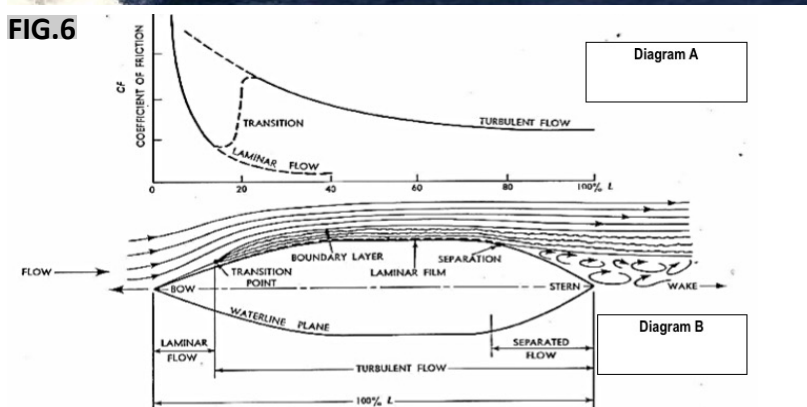


FIG.6



FIG.7

RECOMMENDATION

The Navy should be prudent, perform due diligence, and understand the performance of an SSV vessel with a blunt bow. It must also consider the seakeeping characteristic which is very critical to a seagoing Navy in terms of life cycle cost, susceptibility, and efficiency of the ship system in order to meet the expectations of the tax paying citizens. ⚓

About the Researcher:

CAPT TOMAS D BAINO PN (Ret) served the Philippine Navy Naval Shipyard and has undergone ship hydrodynamics orientation at the Defense Evaluation Research Agency (DERA) of the United Kingdom Ministry of Defense.



He also spent 3 years with DOTr as Naval Architect Consultant in Ship Acquisition with the PCG under the Japanese International Cooperation Agency (JICA) loan grant from 2017 to 2020.



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SMUGGLED IMPORTED GASOLINE INTERCEPTED IN TAWI-TAWI

by PNP-Maritime Group

Maritime Police in Tawi-tawi nabbed a 50-year old male for possession of alleged smuggled gasoline in the seawaters of Tandubas, Tawi-Tawi on 21-June-2022.

Operatives of Tawi-Tawi Maritime Police Station led by PLT ROBERT D SAMSON, Officer-in-Charge together with Tawi-Tawi PIT, RIU 9 and Coast Guard Central Station, Bongao, Tawi-Tawi onboard HSTW No.17, conducted an intel driven seaborne patrol operation regarding the shipment of allegedly large volumes of smuggled petroleum products loaded in motor launch M/L Liza Mae from Sempurna, Malaysia.

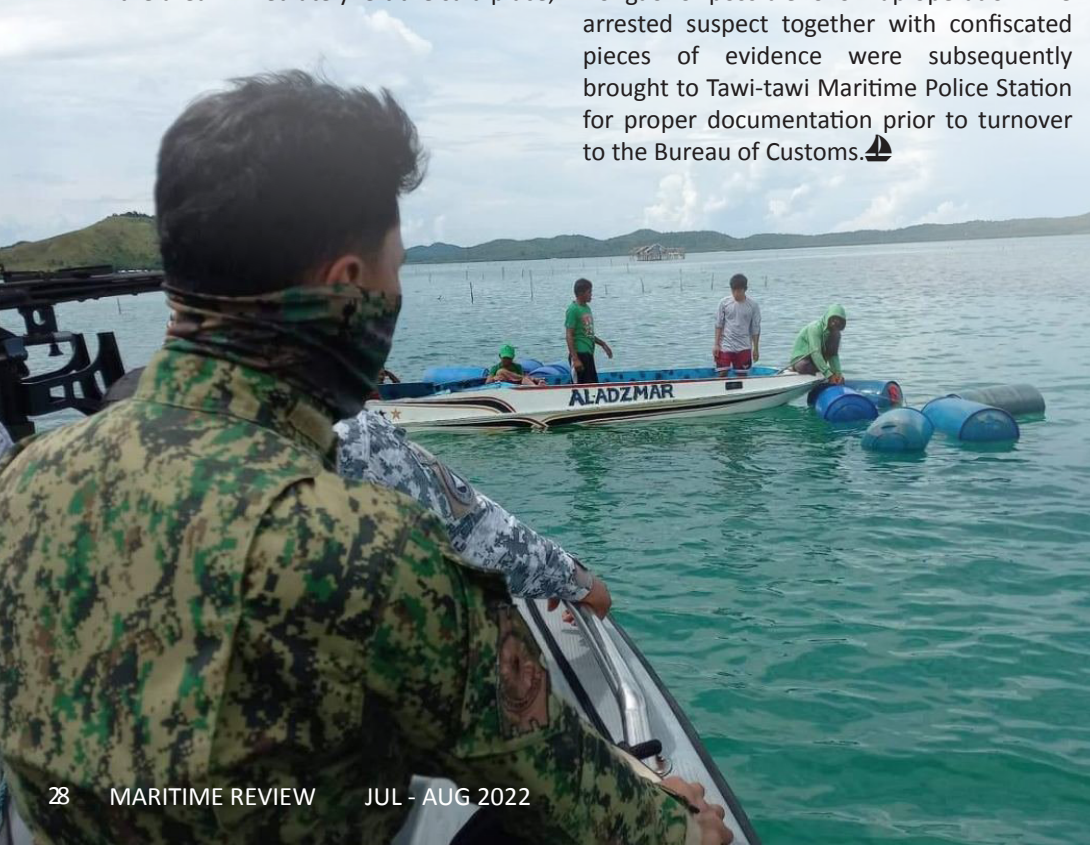
At about 9:30 AM of the same date in port of Tanduh-Bato, Tandubas, Tawi-Tawi, the operation led to the successful arrest and discovery of more or less 30 drums of alleged smuggled gasoline with an estimated market value of Three Hundred Thirty Thousand Pesos (Php330,000.00).

Initial investigation disclosed that the said drums of imported gasoline were hastily unloaded from M/L Liza Mae by throwing the drums overboard along the vicinity, which according to the residents in the area immediately left the said place,

allegedly proceeded somewhere to the island of Sulu, after unloading the said petroleum products. The operating team immediately searched for the owner of the said smuggled gasoline, who was later identified as Mr. Kadapi U. Alano, 50 years old, and a resident of Tanduh-Bato, Tandubas, Tawi-Tawi.

During the initial investigation, Mr. Alano admitted that he bought more or less 30 drums from M/L Liza Mae which was immediately unloaded from said vessel. Further information revealed that it was allegedly loaded with more or less 500 drums of gasoline, believed to be smuggled from Sempurna via Sitangkai, Tawi-Tawi when it proceeded to the province of Sulu. Upon verification, Mr. Alano does not have any documents justifying his legal possession of the said imported gasoline, hence, the operating team seized the thirty 30 drums of gasoline for violation of RA 10863 "Modernizing the Customs and Tariff Administration."

Tawi-Tawi MARPSTA is continuously monitoring the whereabouts and location of M/L Liza Mae with the help of counterparts from Tawi Tawi PIT RIU-9, and CGS Central Bongao for possible follow-up operation. The arrested suspect together with confiscated pieces of evidence were subsequently brought to Tawi-tawi Maritime Police Station for proper documentation prior to turnover to the Bureau of Customs. ⚓



PCG PARTICIPATES IN THE 7TH CONTACT GROUP ON SULU AND CELEBES SEAS

by PCG

The Philippine Coast Guard (PCG) Commandant, CG Admiral Artemio M Abu participated in the 7th Contact Group on Sulu and Celebes Seas (CGSCS) in Makati City on 28-June-2022.


The Global Maritime Crime Programme (GMCP) of the United Nations Office on Drugs and Crime (UNODC) initiates CGSCS every two years. It brought together PCG Commandant, CG Admiral Abu; Indonesian Maritime Agency (BAKAMLA) Chief Laksamana Madya TNI Aan Kurnia S. Sos; and Malaysian Maritime Enforcement Agency (MMEA) Director, General Dato Mohd Zubil bin Mat Som.

This joint participation aims to deepen cooperation and intensify responses against maritime crime in the tri-border area.

During the meeting, the PCG Commandant said Malaysia and Indonesia are the Philippines' good neighbors that share a rich common

history as maritime nations. He also expressed the need for the three (3) countries to enhance their efforts in combatting maritime threats.

Moreover, the CG Admiral Abu reiterated the PCG's commitment to working with regional counterparts in addressing piracy and armed robbery, particularly in Sulu and the Celebes Seas, as they seek to strengthen Coast Guard presence and maritime security operations in the region.

Established in 2018, the CGSCS serves as a platform for sharing information, strengthening regional collaboration, discussing key maritime crime trends, and addressing existing and emerging maritime security threats in Sulu-Celebes Sea region. 

[Photo Credit: CG SN2 MP Malnegro / CGPA]



50,000 SEEDS OF BIGHEAD CARP RELEASED BY BFAR-4A IN LAGUNA LAKE

by BFAR-4A



50,000 semilya ng 'Bighead Carp' pinakawalan ng BFAR 4A sa Laguna Lake

Hunyo 3, 2022 | Lawa ng Laguna



PAETE, LAGUNA



KALAYAAN, LAGUNA



SINILOAN, LAGUNA



PAKIL, LAGUNA

LOS BAÑOS, Laguna, 3-June-2022. 50,000 pieces of Bighead Carp seedlings were dropped into Laguna Lake under the Balik Sigla River and Lake program or BASIL. The seedlings were released in Laguna Lake which covers the towns of Pangil, Siniloan, Paete, Pakil and Kalayan, Laguna. 10,000 pieces of Bighead Carp seedlings were allocated for each town. The launch was successful under the leadership of BASIL Regional Focal Person Nenita S. Kawit of the Batangas Inland Fisheries Technology Outreach Station, in collaboration with the Provincial Fisheries Office of Laguna and the local governments of the said towns. The BASIL Program aims to rehabilitate and restore lakes, rivers, dams and reservoirs. The program also hopes to reproduce the number of 'indigenous' fish in 'targeted management areas' in order to continuously contribute to the food supply and preserve our country's natural habitat. 🚤

U.S. AND PHILIPPINE PARTNERSHIPS TO STOP IUU FISHING

by U.S. Embassy (Manila, Philippines)

U.S. and Philippine
partnerships to stop Illegal, Unreported
and Unregulated (IUU) Fishing

Sustainable Interventions for Biodiversity, Oceans, and Landscapes (SIBOL)

The SIBOL project helps the Philippine government improve sustainable management of natural resources and reduce environmental crimes including illegal fishing practices.

Sustainable Fish Asia (SuFiA) Local Capacity Development Activity

The USAID-funded SuFiA program works with regional fisheries organizations to reduce illegal fishing and conserve marine life.

USAID Fish Right Program

A partnership between the U.S. and the Philippine governments to improve marine biodiversity and the fisheries sector in the key ecological areas of Calamianes, Southern Negros, and the Visayan Sea.

Protect Wildlife

From 2016-2020, the Protect Wildlife Project supported initiatives to reduce poaching and use of illegally harvested wildlife species and by-products in the Philippines.

[/USEmbassyPH](#) [@USEmbassyPH](#) ph.usembassy.gov

June 5 is the International Day for the Fight against Illegal, Unreported and Unregulated (IUU) Fishing. As an archipelagic country, the Philippines is vulnerable to the devastating effects of IUU fishing such as reduced fishing yields and long-term environmental damage.

For more than three decades, the U.S. government, through agencies such as USAID Philippines, has continuously assisted the Philippine government, non-government organizations, and coastal communities to stop destructive fishing practices. 🚢

SBMA AND PNP-MG PARTNER TO PROVIDE SECURITY FOR SUBIC BAY

by Subic News Link

The Subic Bay Metropolitan Authority (SBMA) and the Philippine National Police (PNP), through its Maritime Group (PNP-MG), signed a Memorandum of Agreement (MOA) that will provide better security for the waters of Subic Bay.

The MOA signing transpired between SBMA Chairman and Administrator Rolen C. Paulino and PNP-MG Director Police Brigadier General Harold B. Tuzon, and was witnessed by Deputy Chief PNP for Administration Police Lt. General Rhodel Orden Sermonia and SBMA Senior Deputy Administrator for Operations Ronnie Yambao.

According to Chairman Paulino, the PNP-MG will provide trained and licensed personnel to man seven of the agency's patrol boats comprising of three multi-purpose patrol boats, a search and rescue vessel, a garbage collection/firefighting vessel, an oil skimmer/firefighting vessel, and a line handling and utility boat.

These vessels were identified as MV *Kalayaan*, MV *Binictican*, MV *Redondo*, MV *Ilanin*, MV *Triboa*, MV *Cubi*, and MV *Maritan*.

"The operation tasking will be under our Seaport Department, and these vessels can only be used with the SBMA's prescribed authority and within the vessels' operational requirement," SBMA Administrator Paulino said.

The SBMA chief added that the agency will provide an office and quartering facility for the PNP-MG personnel at the portion of Bldg. 696, located at the former Ship Repair Facility (SRF) wherein only a maximum of 30 personnel are allowed.

"The PNP Maritime will use, maintain, and occupy the facility for the use it is intended. They will shoulder the repair and maintenance of the facility for the entire duration of the agreement," he said.

PNP-MG Chief Tuzon said aside from manning the boats, the group will provide technical, mechanical and physical vessel services for the repair of the patrol boats at their own expense. He added that they will also provide operation trip reports.

"In case of emergency or natural disaster or as maybe needed by the SBMA, the PNP-MG shall provide assistance and services upon request of the SBMA," PNP-MG Chief Tuzon added.

"With that said, we will provide security and other support and assistance, which shall promote the development, conservation, management, protection, and utilization of resources in the Subic Bay Freeport Zone and its surrounding areas," PNP-MG Chief Tuzon cited.

Meanwhile, Deputy Chief Sermonia cited that with the added safety and security from the PNP-MG, the Subic Bay Freeport should expect more businesses to boom as he believes this is one of the key factors that makes the area a viable place to conduct business.

After the MOA signing, the PNP officials conducted a site inspection and evaluation of the vessels. (MPD-SBMA)



SBMA Chairman and Administrator Rolen C. Paulino (3rd from left, seated) signs a Memorandum of Agreement with Police Brigadier General Harold B. Tuzon (2nd from left, seated), Director of the PNP Maritime Group during a ceremony held at the SBMA Boardroom on March 30. The Agreement stipulates the use of seven SBMA patrol and rescue vessels by the PNP Maritime Group in patrolling the vicinity of Subic Bay. The signing was also witnessed by SBMA Port Operations Senior Deputy Administrator Ronnie Yambao (left, seated) and P/Lt. General Rhodel Orden Sermonia, the Deputy Chief of PNP for Administration.



PPA PMO NCR SOUTH CONDUCTS LIVE SIMULATION EXERCISE TO HANDLE VARIOUS PORT THREATS

by PPA PMO NCR South

DEPARTMENT OF TRANSPORTATION
1899

PHILIPPINE PORTS AUTHORITY

PMO - NCR SOUTH TMO - PASIG RIVER

The PMO-NCR South Port Police Division (PPD) under the supervision of Stacom Billy L. Estrada conducted Live Simulation Exercise (SIMEX), a contingency plan for Bomb Threat/Attack, Drug Interdiction and Arson Scenario for the year 2022 held at TMO Pasig River, 08 June 2022.

Aside from the PPD officers, the SIMEX participated by various security units from the Philippine Coast Guard (PCG), Philippine National Police (PNP), Bureau of Fire Protection (BFP), Manila Disaster Risk Reduction and Management Office (MDRRMO), and Philippine Drug Enforcement Agency (PDEA).

Also present in the SIMEX event, ff: PM Eligio Fortajada, PPD DM Genaro Mancio, RMD Rosalio Ferrer, TMO-DM Luzviminda Dela Cruz, MICT-OIC Ms. Charisma Reyes, SEMO Chief Ms. Christine Bautro, MEIC (CHO), North Star, Port users/stakeholders, and PMO-NCR South personnel. This is in compliance with International Ship and Port Facility Security (ISPS) Code and National Security Programme for Sea Transport and Maritime Infrastructure (NSPSTMI).

INTER-AGENCY RESPONSE ON MARITIME SECURITY THREAT EXERCISE

The Philippine Ports Authority (PPA) Port Management Office (PMO) of NCR-South, through its Port Police Division (PPD), conducted a live Simulation Exercise (SIMEX) on bomb threat or bomb attack, drug interdiction, and arson scenarios on 8-June-2022 at the Terminal Management Office of Pasig.

The simulation was spearheaded by Station Commander Billy L. Estrada, in cooperation and participation by the Philippine Coast Guard (PCG), the Philippine National Police (PNP), Bureau of Fire Protection (BFP), Philippine Drug Enforcement Agency (PDEA), and the Manila Disaster Risk Reduction and Management Office (MDRRMO).

The SIMEX is in line with PPA's continuing efforts in maintaining

enhanced security protocol especially in ensuring the effective implementation of established procedures and management in handling terrorist acts and other related criminal activities at ports under its management nationwide.

Further, the activity is part of the PMO NCR South's compliance with the International Port Facility Security (ISPS) Code, and National Security Program for Sea Transport and Maritime Infrastructure (NSPSTMI).

The event was witnessed by Port Manager Eligio Fortajada, Port Police Superintendent Genaro Mancio, and PMO NCR South Division Managers Rosalio Ferrer, Luzviminda dela Cruz, Charisma Reyes, SEMO Christine Bautro, and other port users and stakeholders.

PCG INSTALLS 5 BUOYS CARRYING FLAG IN THE WPS

by PCG

The Philippine Coast Guard (PCG) successfully installed five 30-FOOT-LONG NAVIGATIONAL BUOYS CARRYING THE PHILIPPINE FLAG in four critical islands in the West Philippine Sea (WPS) – Lawak Island, Likas Island, Parola Island, and Pag-asa Island.

On 18-May-2022, PCG Commandant, CG Admiral Artemio M Abu led the arrival ceremony for the five Coast Guard vessels that laid out the SYMBOLS OF COASTAL STATE ADMINISTRATION in the said vicinity waters from 12 to 14-May-2022.

These included BRP Corregidor (AE-891), BRP Bojeador (AE-46), BRP Suluan (MRRV-4406), BRP Capones (MRRV-4407), and Tug Boat Habagat (TB-271).

*"I know it was not an easy task, but the support of **Task Force Kaligtasan sa Karagatan** headed by CG Rear Admiral Joseph Coyne, Coast Guard Fleet Commander, CG Rear Admiral Charlie Rances, and PCG District Palawan Commander, CG Commodore Rommel Supangan as Ground Commander led to the resounding success of installing our sovereign markers that are now flashing lights at night to guide sailors as they traverse the treacherous waters of the WPS,"* PCG Commandant Admiral Abu said.

According to the Coast Guard Commandant, these ocean markers also communicate that the said vicinity waters are considered special protected zones. Hence, mining and oil exploration are prohibited to preserve their rich natural resources.

"These buoys are now our source of pride and honor in serving our great nation. And because our fellow Coast Guardians braved numerous dangers during the said noble mission, they were able to bring the PCG to the next level of

success," PCG Commandant Admiral Abu expressed.


Moreover, the Coast Guard Commandant shared his observations during his visit to Pag-asa Island on 14 May 2022 to assess the buoy laying operations and check the morale of PCG personnel deployed on the island.

"During my visit to Pag-asa Island, I saw five PCG ships anchored in the vicinity with several Filipino fishing bancas. Several Vietnamese fishing boats, Chinese fishing vessels, and China Coast Guard vessels were not so far from their position, specifically at the vicinity waters off Subi Reef," PCG Commandant Admiral Abu furthered.

"Ang guidance ko sa kanila, tayo ang mang-challenge sa kanila. Pero ayon sa Coast Guard Fleet, mapayapa ang WPS at nagpakita ng respeto ang mga barko ng Vietnam at China sa isinagawa nating misyon," he added. [My guidance is that we should create the challenge to them. But according to the Coast Guard Fleet, the WPS is peaceful and respect is shown by Vietnam and China for our current mission.]

According to PCG Commandant Admiral Abu, the PCG will place more navigational buoys in other parts of the country's exclusive economic zone (EEZ), especially in the WPS and Benham Rise.

The five newly-installed buoys were part of the 10 floating markers procured in Spain.

These buoys, which arrived in Cebu from Valencia, Spain, on 7-May-2022, are equipped with modern marine aids to navigation lanterns and specialized mooring systems. They also have a remote monitoring system that uses satellite technology to transmit data to the PCG National Headquarters in Port Area, Manila. 

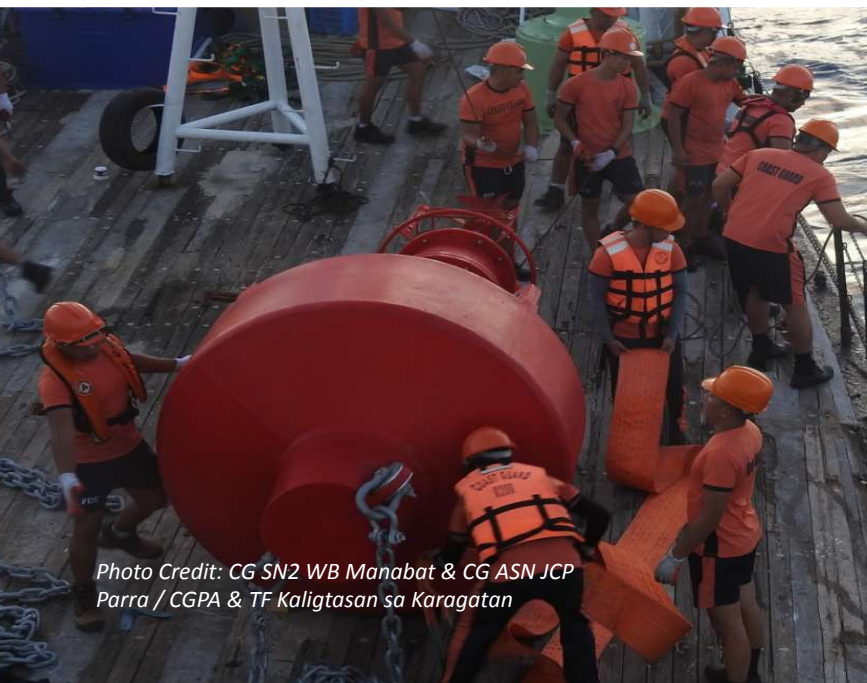


Photo Credit: CG SN2 WB Manabat & CG ASN JCP Parra / CGPA & TF Kaligtasan sa Karagatan

USNA GRADUATES SERVING IN THE PHILIPPINE NAVY

by Vicky Viray Mendoza



Admittance alone into the U.S. Naval Academy (USNA) in Annapolis, Maryland is already an achievement in and of itself. The USNA admission is the most selective with an acceptance rate of 9%. Half of the midshipmen have an SAT score somewhere between 1230-1450. A quarter of midshipmen admitted score even higher. To enter, first, you would need to be a cadet at the Philippine Military Academy to qualify, and aim to be one of the top 3 of your plebe class. Second, you should be single, never been married, and around 17-18 years of age. Third, you must be in perfect health, physically and mentally. Fourth, you would need the endorsement of a Philippine government representative. You will go through a battery of physical and written exams. Staying on and keeping up with your class is even harder. Attrition is considerably high in this highly disciplined academy – a full 24% of the class do not make it to graduation, compared to less than 2% in Ivy League schools. After four years in the Naval Academy, the graduates gain the rank of Ensign (ENS). The foreign citizens then go back to their country to serve in their Navy. Here are some of the USNA graduates. They are active and serving in the Philippine Navy and Marine Corps. USNA had developed these former midshipmen in mind, body, and character to lead effectively as Naval officers upon graduation. They were well-trained to cultivate a vibrant and inclusive community of role models, continuous learners, and leaders who develop their units and contribute back to their country and communities. 🚢



VADM ALBERT B CARLOS PN

- Cavite City
- Commander, AFP Western Command
- Awards:
 - Distinguished Navy Cross,
 - 4 Distinguished Service Stars,
 - 2 Distinguished Service Medals, and
 - a Bronze Cross.
- Gray Eagle Naval Air Pilot
- USNA Class of 1989/PMA 1988
 - BS Computer Science
 - Graduated with Merit
 - Scuba diver and Para jumper
 - Authored 4 books:

The Navy Alexanders (patrol ship acquisition);
Clear Sky and Green Deck (AW109 acquisition);
BN Islanders@40 (naval air patrol history); and
The Logistics of the COVID-19 Pandemic.



CAPT VINCENT J SIBALA PN

- Tacloban City
- Executive Officer, O/J1
- USNA Class of 1993/PMA 1992
 - BS Oceanography
 - Master in Management Studies (Human Resource Management) in 2006, University of New South Wales.
 - Master in Public Management (Development and Security) in 2013, Development Academy of the Philippines.
 - Fellow, Defense and Strategic Studies in 2019, Australian Defense College.
- Commander, Navy Personnel Management Center in 2018.
 - Commander, Submarine Group in 2016.
 - Commander of Philippine Vessels:
 - BFP Bonny Serrano (2013-14);
 - BRP Salvador Abcede (2014); and
 - BRP Gregorio del Pilar (2014-2016)
 - Commander of Naval Intelligence and Security Group - Central from 2007 to 2009.



MAJ CARL ROY L CATALAN PN(M)

- Dumaguete City
- Executive Officer, Marine Battalion Landing Team-4
- USNA Class of 2008/PMA 2007
- BS Ocean Engineering

LCDR JOHN AMANDO V BERJUEGA PN

- Bato, Catanduanes
- Central Payroll Management Unit, PN Finance Center
- USNA Class of 2008/PMA 2007
- BS Information Technology



LT CHINNA LOUISE E SALIO PN

- Baguio City
- Logistics Officer, Presidential Escort Battalion
- PN Aide de Camp to Pres. Duterte
- USNA Class of 2013/ PMA 2012
- BS Economics



LTJG KENDRICK IVAN E SALIO PN

- Baguio City
- Communications Officer, BRP Antonio Luna (FF151)
- USNA Class of 2016/PMA 2015
- BS Systems Engineering



ENS CHARMAINE P BATUY PN

- Cauayan City, Isabela
- Trainee, Fast Attack Interdiction Craft-Missile (FA-IC-M) Acquisition Project, Israel Shipyards Ltd.
- USNA Class of 2019/PMA 2018
- BS Naval Architecture and Marine Engineering



ENS MARY PAULINE M FORNEA PN

- Davao City
- Assistant Communications Officer
- Assistant Electronic Warfare Officer, BRP Jose Rizal (FF150)
- USNA Class of 2020/PMA 2019
- Graduated with Merit
- BS Weapons, Robotics and Control Engineering, and
- BS Naval Architecture and Marine Engineering
- Distinguished in Marksmanship (rifle and pistol)



ENS DOREEN R LUMACAD PN

- Sultan Naga Dimaporo (SND) Lanao del Norte
- Student, Naval Officer Basic Course 39, Naval Education, Training and Doctrine Command (NETDC), Zambales
- USNA Class of 2021/PMA 2020
- BS Operations Research



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SOUTHEAST ASIA'S FIRST SUBMARINE FORCES: THE ROYAL THAI NAVY AND THE INDONESIAN NAVY

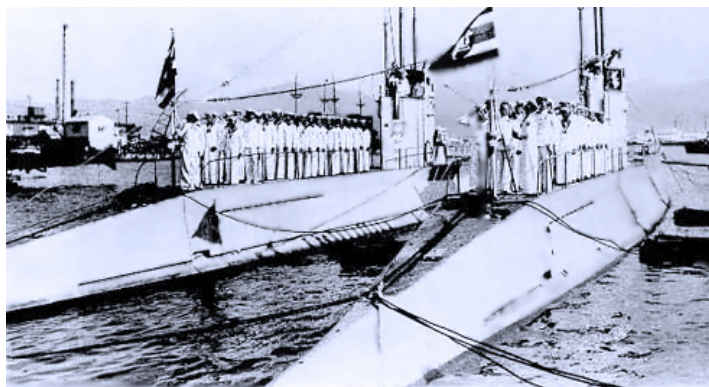
by CDR Mark R Condono PCGA

The two oldest undersea forces established on 04-September-1937 and 12-September-1959 have the distinction of having the first Submarine Forces in the Southeast Asian region. These are the Royal Thai Navy and the Indonesian Navy Force.

The Royal Thai Navy acquired its first Submarines through bidding which was won by Mitsubishi Heavy Industries of Japan for a price 75,000 Pounds for each ship.

The Submarines were known as the *Matchanu* class in the Royal Thai Navy service comprising:

- HTMS *Matchanu*;
- HTMS *Wirun*;
- HTMS *Sinsamut*; and
- HTMS *Phlai Chumphon*.



Leadboat of the *Matchanu* class of the Royal Thai Navy with HTMS *Matchanu* and HTMS *Wirun* during their arrival in Bangkok, Thailand in 1938. Photograph Courtesy of the Royal Thai Navy Book.

Their namesake were the epic Thai literary characters with mythical diving capabilities. They were classified as Coastal Defense Submarines with a displacement of 368 tons and armed with four 18-inch torpedoes, an 8mm deck gun, and a 25mm machine gun.

All 4 boats were commissioned on 19-July-1938 after a voyage from the city of Kobe, Japan to Keelung, Formosa (present day Taiwan) and Manila, Philippines. After the 24-day voyage, they arrived at the capital city of Bangkok, Thailand, staying three days at the Sattahip Naval Base.

THE FRANCO-THAI WAR of 1940-1941

The Submarines conducted reconnaissance missions during the Franco-Thai war from October 1940 to January 1941. Unfortunately, they were not able to engage French warships during the Battle of Koh Chang led by the Cruiser *Lamotte Piquet* along with 3 avisos (sloops) and an air support element of 9 Loire Seaplanes based in Ream, Cambodia. The battle resulted in a French strategic and tactical victory with the Royal Thai Navy losing 3 of its Japanese-built Coastal Defense Vessels and 3 of its 12 Torpedo boats. The *Matchanu* class saw no further combat until the end of World War II.

HUMANITARIAN ASSISTANCE

In April 1945, two of the *Matchanu* class were tasked to conduct a humanitarian assistance mission in Bangkok as the city

lost power infrastructure due to allied bombing raids damaging two powerplants. HTMS *Matchanu* and HTMS *Wirun* were tasked to provide temporary electricity for the City.

DECOMMISSIONING

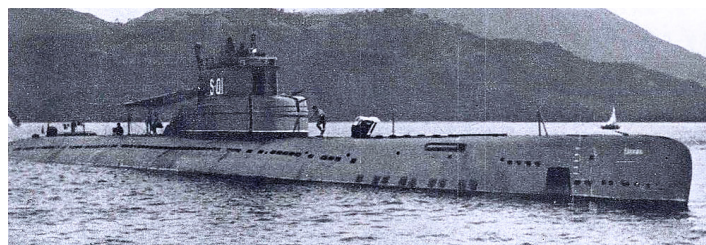
In July 1951, the Royal Thai Navy Submarine Group was deactivated. Despite maintenance support for the Japanese-built Submarines, they were showing signs of age. The *Matchanu* class were finally decommissioned in November 1951 after 20 years of service with the Royal Thai Navy.

REVIVING THAILAND'S UNDERSEA CAPABILITY

In early 2010, the Royal Thai Navy activated its Submarine Group with the intention of reviving their undersea capabilities, although the plans dated back to 1995 for the reactivation of the submarine group with eyes on German and South Korean Submarines. In the preceding years, China had played a pivotal role and pitched in two of their S26T Yuan class. Contemporary reports now indicate the stall in the project was with regard to the supply of German engines for the Chinese-built Submarine intended for the Royal Thai Navy.

HIU KENCANA: THE INDONESIAN SUBMARINE FORCE

The Indonesian Submarine Force or the *Hiu Kencana Submarine Corps* began with the arrival and commissioning of 2 of the 12 Soviet-built Whiskey class submarines on 4-September-1959 along with 3 T368 Torpedo Retriever Ships and a Submarine Tender KRI *Ratulangi*. The Indonesian officers and crew took their submarine training in Poland in August 1958.



KRI *Cakra* (SS-401), a Soviet-built Whiskey class submarine of the Indonesian Navy. Photograph Courtesy of the Indonesian Navy.

The Indonesian Submarine Corps during that period comprised the following boats with gradual delivery dates:

04-07 September 1959:

- KRI *Cakra* (SS-401); and
- KRI *Nanggala* (SS-402).

December 1961:

- KRI *Nagabanda* (SS-403);
- KRI *Trisula* (SS-404);
- KRI *Nagarangsang* (SS-405); and
- KRI *Tjandra* (SS-406).

December 1962:

- KRI *Alugoro* (SS-407);
- KRI *Tjundamani* (SS-408);
- KRI *Widjajadanu* (SS-409);
- KRI *Pasopati* (SS-410);
- KRI *Hendradjaja* (SS-411); and
- KRI *Bramastra* (SS-412).

Torpedo Retrievers:

- 3 Soviet-built T386 class.

Submarine Tenders:

- KRI Ratulangi; and
- KRI Thamrin.



KRI Ratulangi (4101) –Nikolay Kortashov– a Don class submarine tender of the Soviet Navy which was provided to the Indonesian Navy as support to the latter's acquisition of Whiskey class submarines in 1959.

Photograph from indomiliter.com.

BEYOND BORDERS

The Indonesian Submarines played a pivotal role during the 1960s confrontation with the Dutch Naval Forces most notably on Operation Trikora involving tracking of major Dutch Fleet units and Beach Reconnaissance. The submarines were a force to be reckoned with at that time as no other Southeast Asian Nation possessed submarines, the boats were also backed with a formidable Indonesian Surface Fleet with the former Soviet Navy Light Cruiser KRI Irian as its flagship along with a substantial air force and naval aviation support with maritime strike missions.

Known reconnaissance missions conducted by the Whiskey class boats include Perth, Australia and Trengganu, Malaysia (Beach Recon). The Indonesian Submarines were also able to track major fleet units of the Royal Navy with KRI Arugulo (SS-407) shadowing the aircraft carrier HMS Victorious (R-34) along the Straits of Lombok in 1964.

TASK FORCE X

In October 1965, a Training and Support Mission was made with the Pakistan Navy. Two Whiskey class KRI *Nagarangsang* (SS-405) and KRI *Bramastra* (SS-412) were tasked as part of the Joint Training Task Force with the Pakistani Navy from Surabaya, Indonesia to Karachi, Pakistan. The JTTF also included 4 Torpedo Boats and 2 Missile Boats.

DECOMMISSIONING

The last of the Whiskeys were finally decommissioned in October 1990. With the aging of the Whiskeys during the 1970s until the early 80s, Indonesia did not hesitate to augment its fleet. It increased its capability through the acquisition of German Type 209 Submarines known as the Cakra class in the 1980s.

CONCLUSION and TAKEAWAYS

Prior to the acquisition and arrival of their submarines, both Thailand and Indonesia had already the Support Structures for Submarines located in Sattahip Naval Base for the Royal Thai Navy and the Soerabaya Naval Base for the Indonesian Navy. Although there is no mention whether the Royal Thai Navy had dedicated support ships for the Matchanu class, the Indonesian Navy, on the other hand, had a complete submarine force package for the various missions that it had undertaken.

As the Philippines eyes a Submarine capability, it would be paramount to look into the Indonesian experience of having a dedicated and complete Submarine Support Infrastructure as well as Support Vessels to fully utilize the undersea capability that we desire in the coming horizon. 🚩



SAET-50 Torpedo – The Scorpion Torpedo, as it was known in the Soviet Navy, was the primary weapon of Indonesia's Soviet-built Whiskey class submarines. Photograph Courtesy of Indomiliter.

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About the Author:

CDR Mark R Condono is Deputy Administrative Officer, Philippine Korean Friendship Center and Museum Curator, PEFTOK Korean War Memorial Hall Museum under the Dept of National Defense-Philippine Veterans Affairs Office. In 2007, he was Research Officer at the Office of the Naval Historian, PN; and Projects Officer at the Maritime Historical Branch of the Fleet-Marine Warfare Center, PN. He earned a BS Architecture at Palawan State University. In 1997, he completed the Basic Naval Reserve Officers Training Course, PN; and is with Bravo Class of 1999, PCG Auxiliary Officer's Indoctrination Course. In 2002, he took the Aerospace Power Course at Air University, USAF. In 2008, he took the Military History Operations Course at U.S. Defense Technical Information Center. He is with Class 26 of the Executive Course on National Security at the National Defense College of the Philippines. He has been published in PAF Review, PAF Perspective, PN Journal, PN Digest, Rough Deck Log, CITEMAR6, USNI Proceedings, Asiaweek, USAF Air & Space Power Journal, and CIMSEC.

BOOK REVIEW:

THE SAILOR'S BOOKSHELF: 50 BOOKS TO KNOW THE SEA

by Vicky Viray Mendoza

The author, ADM James Stavridis USN (Ret) shares vignettes from 50 out of more than 5,000 books he had read during his naval career at sea. A combination of fiction and non-fiction, some are about the oceans of the world, some are about history, and some are books that are fundamental for sailors to learn and further hone their craft. But all are to introduce the splendor of the maritime world to those who do not know it well. ADM Stavridis says there is wisdom within the covers of these books that will certainly help anyone deepen their understanding and gain an appreciation of the blue world.

THE OCEANS

1. *Atlantic: Great Sea Battles, Heroic Discoveries, Titanic Storms, and a Vast Ocean of a Million Stories*, by Simon Winchester.

Looking at the ocean through the prism of 7 ages of man from the play "As You Like It," conjures the changing nature of the Atlantic Ocean. It begins with geology and science of the Atlantic ocean's foundation. After discovering the Atlantic beyond Gibraltar, Cretans, Greeks, Romans, Phoenicians, and Egyptians still ignored it. No explorations occurred until after Columbus' voyage. Only Vikings sailed the north Atlantic. Sailors feared the monsters drawn on charts. Slave trade is exposed.

2. *Atlas of Remote Islands: 50 Islands I Have Never Set Foot On and Never Will*, by Judith Schalansky.

Schalansky's book is concerned with tiny, unknown islands scattered around the world. She selected them largely based on distance from the big continental land. Each of the 50 islands mentioned in her book has a distinct story that starts at discovery, a moment that frequently turns out badly for the indigenous island people who are often displaced by colonizing populations. The islands are in the Arctic (3), Atlantic (9), Indian (7), Pacific (27), and Antarctic (4) Oceans. No one has heard of most of the islands on her list.

3. *Cod: A Biography of the Fish that Changed the World*, by Mark Kurlansky.

With demand there is a cost: overfishing. Cod numbered in the millions in the mid-20TH century in the Greenland-Iceland-UK corridor. Today, it is extinct in traditional fishing grounds caused by a 1,000-year fishing spree dating back to the Vikings. They hung-dried cod in the wintery air. They traded south into European markets, triggering demand leading to the cod's demise. By mid-1500, over half of fish eaten in Europe was cod. Cod War between Iceland and UK in 1958-1972 continues, as part of oceanic warming and illegal fishing.

4. *Deep: Freediving, Renegade Science, and What the Ocean Tells Us about Ourselves*, by James Nestor.

Freediving requires the diver to hold their breath while reaching the deepest level possible in the ocean without scuba gear. Exceptional freedivers can stay down for over 10 minutes. It is a matter of training, experience, and basic physiology. Some divers have larger lung capacity or have muscles that can operate without oxygen. As a freediver descends beyond 30 feet deep, pressure begins to

act on the human body. Freedivers can experience blackouts, nosebleeds, lung damage, and decompression sickness.

5. *Longitude: The True Story of a Lone Genius Who Solved the Greatest Scientific Problem of His Time*, by Dava Sobel.

ADM Stavridis was the first Admiral to serve as Commander of NATO, after a long line of Generals. As a midshipman at Annapolis, ADM Stavridis learned to use a sextant. Today, the Global Positioning System (GPS) renders locating your position trivial. Navigators determined how far north and south they were on the globe, or latitude. The problem was knowing how far by east and west, or longitude, as there is no fixed point. This is a story of the great technical challenge sailors faced 300 years ago.

6. *Dutton's Nautical Navigation, 15TH Edition*, by Thomas J. Cutler.

When ADM Stavridis arrived at Annapolis to join the U.S. Naval Academy's class of 1976, he had zero knowledge on navigation. His goal was to be a U.S. Marine infantry officer like his father. But once he stood on a ship's bridge, that faded. There are problems in finding position on earth using latitude and longitude. Various navigational equipment is discussed. Tides, navigation, currents, piloting, radar, and navigational astronomy emerge. The Navy reverted to electronic and paper charting. GPS is found vulnerable to attack via satellite or cyber.

7. *Naval Shiphandler's Guide*, by Capt. James A. Barber Jr, USN (Ret).

As a junior officer, ADM Stavridis served on a Spruance class destroyer which is highly responsive to the shiphandler's commands on the bridge. To know the sea means to understand the power and glory of steering a ship. Each chapter begins with a short sea story. The stories reflect the experience, skill, and heart of sea captain James Barber. It concludes with special advice addressed to naval officers but broad enough to understand the skill of shiphandling in high-pressure situations.

8. *Sea Power: A Naval History*, edited by E.B. Potter and Chester W. Nimitz.

As a plebe at the Naval Academy, ADM Stavridis was required to take a full-year course on Sea Power. In his class of 1,200, only 900 graduated, an attrition rate of 25%. Stavridis was a student of Prof. Potter. In 2017, ADM Stavridis wrote a book on Sea Power as an homage to Prof. Potter. Key themes of Sea Power: (1) influence of Mahan; (2) strategic reasoning at sea; (3) successful leadership; (4) evolution of naval weapons; (5) evolution of naval tactics; and (6) evolution of amphibious doctrine and alliance of Navy and Marine Corps.

9. *The Hungry Ocean: A Swordboat Captain's Journey*, by Linda Greenlaw.

This book is about Greenlaw's deep love of the ocean and the challenging work of longline-swordfish hunting. It is about fishing and command at sea as a swordboat captain. She masterfully illuminates how hard the task of fishing is for the crew of her ship. It is a rough, demanding, and harsh life at sea, especially aboard small boats. Making unpopular decisions is part of being the captain. This is true for any boss in any profession,

however, the oceans are a particularly difficult setting to apply standard leadership skills.

10. *The Outlaw Ocean: Journeys Across the Last Untamed Frontier*, by Ian Urbina. The problem in addressing-sea crimes is caused by the lack of clear laws and enforcement mechanisms. Norms for policing international waters are laid out in the United Nations Convention on the Law of the Sea. Restrictions on the criminal behaviors are addressed but in general terms. There is no global maritime police to punish illegal maritime activity. Criminals are apprehended by coast guards or navies, but unable to bring them to trial. Poachers turn off identification systems to go dark, making oceans the largest crime scenes.

11. *The Sea Around Us*, by Rachel L. Carson. Part I of this book focuses on the rising sea levels as part of the global climate change today. Part II focuses on the interaction between mankind and oceans. There is a complex relationship among tide, wind, sun, and moon; and how they influence global shipping. The book is 70 years ahead of the climate conversation in discussing the relationship of warming oceans to global warming. The connection between sea temperature and air temperature is crucial to the creation of weather. Oceans dominate the air. The long trend is toward a warmer earth.

12. *The World is Blue: How Our Fate and The Oceans Are One*, by Sylvia A. Earle. Our destructive behavior in the past 50 years is leading us down an apocalyptic course. Overfishing and extinction of thousands of species of ocean-dwellers; pollution from dumping plastics and radioactive materials; and damages from rising ocean temperatures are disconcerting. The death of coral reefs results from changes in ocean chemistry and temperature. Half of coral reefs are dying due to decreasing ocean oxygen. The Pacific Ocean has a field of floating debris. Aquaculture and protected marine sites help reverse these.

13. *Watch Officer's Guide, 16TH Ed.*, by Adm. James Stavridis USN (Ret), RAdm Robert P. Girrier USN (Ret), Capt. Tom Ogden USN, and Capt. Jeff Hearnese USN. A naval officer is trained to assume the watch on a ship at sea. The Watch Officer's Guide shows a valuable set of checklists for the conduct of operations. Naval operations are very precisely orchestrated. The basics of watch-standing apply to the Navy, Coast Guard, and Merchant Marines. Good watch-standers pull out these checklists to ensure the entire team is in synch. They have forehandedness, intuition, vigilance, experience, judgment, and high energy.

EXPLORERS

14. *Across the Top of the World: The Quest for the Northwest Passage*, by James P. Delgado. ADM Stavridis sailed the waters in the high north as Supreme Allied Commander of NATO. Doing operations in the Arctic entailed grave difficulty. As global warming causes more ice to melt, the Northwest Passage is turning navigable. Each year brings in more countries -Russia, U.S., Canada, Denmark, Iceland, Norway, and China. As Northwest Passage gets more accessible, it gets more countries mired in geopolitics. This book should be required reading for sailors to know the history and tensions in the high north.

15. *Blue Latitudes: Boldly Going Where Captain Cook Has Gone Before*, by Tony Horwitz. As a brand new Ensign in the Navy, ADM Stavridis first job was as anti-submarine warfare officer on a Spruance-class destroyer of around 8,000 tons, USS Hewitt. We sailed close to 50,000 nm in 6 months. Each chapter of Horwitz'

book begins with a set piece from the voyages of Captain Cook, then shifts to the present day in the same locale. This is about how the vast Pacific contains and shapes so many places and cultures, making a fine voyage for any sailor.

16. *Captain Cook: Master of the Seas*, by Frank McLynn. Captain James Cook was born in England in 1728 and had only 5 years of formal education. He was self-taught in almost all things. He became a merchant sailor, learning the mathematical skills needed for celestial navigation and charting. By 1755, Cook joined the Royal Navy, beginning his career at the bottom of the maritime ladder, working himself upward. He made 3 commissioned voyages. The first was onboard HMS Endeavor.

17. *Kon-Tiki: Six Men Cross the Pacific on a Raft*, by Thor Heyerdahl. As NATO Supreme Allied Commander, one of the highlights was visiting the Museum in Oslo, Norway. The vessel that took ADM Stavridis' breath away was the raft Kon-Tiki built by a Norwegian Thor Heyerdahl who set out to prove ancient Polynesians were the first settlers of South America. He constructed the raft out of balsa wood and other Polynesian indigenous materials. The raft was 50 ft in length with a mangrove main mast of 30 ft in height. On 28-Apr-1947 he sailed for 101 days, covering 4,300 nm, from Peru to Raroia Island.

18. *Sailing Alone Around the World*, by Captain Joshua Slocum. At Annapolis, every midshipman is given a basic course in sailing, so at age 17, ADM Stavridis learned the theory and commands to handle a very small single mast boat called a Knockabout. He is a good crewman who can bring an 8,000 ton destroyer smoothly into a berth but admits he cannot be a sailing captain who can read maddening winds, rig just the right mix of sails, and tweak a course to pick up an extra knot or two. In contrast, Slocum was a great pure sailor. He completed the first documented circumnavigation of the world, alone in a sailboat.

19. *The Conquest of the Ocean: An Illustrated History of Seafaring*, by Brian Lavery. Polynesians sailed using the sun, stars, wind, and currents. In 3,000 BC, Eastern Mediterranean mariners used sails for coastal trips. Greeks, Phoenicians, and Egyptians combined sail and oars. In 700 BC, hybrid warships emerged. In 480 BC, Greece triumphed over Persia at the Bay of Salamis; Vikings voyaged from Scandinavia to North America; and Chinese ADM Zhen led fleets in the 1400s. Magellan was first to circumnavigate the earth in the 1500s. Conquest of the oceans enabled slavery. Great sea battles took place later.

20. *The Endurance: Shackleton's Legendary Antarctic Expedition*, by Caroline Alexander. Sir Ernest Shackleton set out with a crew of 27, and sailed south through the deep Atlantic to Antarctica. They sailed through the freezing Weddell Sea and were about 100 miles from their goal when their 3-mast barquentine sailing ship, Endurance, got trapped in the ice pack and was crushed. Shackleton and a hand-picked crew made an 800-mile voyage on an open boat, Jaimes Caird, to South Georgia Island. There, Shackleton organized the rescue of the rest of his crew. It took 20 months for all crew to be rescued.

21. *The Silent World: A Story of Undersea Discovery and Adventure, by the First Men to Swim at Record Depths with the Freedom of Fish*, by Jacques Yves Cousteau with Frederic Dumas. Cousteau attended Ecole Navale, and began as a naval officer. In Toulon, he experimented with underwater equipment and primitive versions of the Aqua-Lung. Upon departing the French Navy in 1949, he took command of the now famous research

vessel and floating laboratory, Calypso, which became the center of his life's work undersea. This book won Cousteau a Palme d'Or award at the Cannes Film Festival in 1956.

SAILORS IN FICTION

22. *20,000 Leagues Under the Sea*, by Jules Verne. Ships around the world reported sightings of a giant sea monster. Aronnax, Conseil, and Land fall overboard in confronting the monster, which turns out to be the Nautilus, Captain Nemo's submarine. They board the sub and begin the 20,000-league voyage under the sea, but are not allowed to ever leave the Nautilus. They are attacked by a giant squid, and battle it. Later, the Nautilus is attacked by a warship from a nation that caused Capt Nemo much suffering. So he rams and destroys the warship. The 3 men escaped. Nautilus was later caught in a maelstrom, and sunk.

23. *Master and Commander*, by Patrick O'Brian. ADM Stavridis received a box of the complete set of Patrick O'Brian's novels. His EO, Mike Franken, pulled out the final volume titled *The Commodore*. It was the next logical step for then Captain Stavridis, to command not a single destroyer but a squadron. The plot of *Master and Commander* revolves around a series of set pieces to sea, culminating in the battle warship *Sophie* fights against a much larger Spanish warship. It is partly about lifelong friendship between Aubrey and Maturin, and more about the relationship among Jack, Stephen and the sea.

24. *Mister Roberts*, by Thomas Heggen. As a green Ensign, ADM Stavridis was assigned to the Spruance-class USS *Hewitt*. The Operations Officer, LT Jerry Farrell was from Annapolis, and he mentored Stavridis, who would later also mentor young ensigns later in his naval career. Mentorship is the heart of this novel, which is extremely comic at times but also has a very serious heart to it. The central theme is the value of ideals and character that are essential for the most important role of any leader, which is to make new leaders in a confined environment of a ship at sea. The spirit of leadership at sea lives on.

25. *Moby-Dick or The Whale*, by Herman Melville. ADM Stavridis considers this the greatest novel of the sea. The central storyline is based on the destruction in 1820 of the whaling ship, *Essex*. It is not an easy read but once you get to the heights of *Moby-Dick*, it will stay with you forever in terms of understanding the oceans. The themes include the relationship of mankind with the oceans; the ultimate victory of nature; the racial mix of the U.S. in the mid-19th century; the nature of obsession, and how it can doom our lives. It must be read in the context of the human spirit and the human voyage through life.

26. *Moods of the Sea: Masterworks of Sea Poetry*, by George C. Solley & Eric Steinbaugh. To ADM Stavridis, poetry and the sea have always been intertwined. Compiled by a pair of US Marine Corps junior officers in the English Literature faculty at Annapolis, this book is a near perfect compendium of sea poetry. Two sea poems stand out for ADM Stavridis as a former Captain. They are "The Convergence of the Twain: Lines on the Loss of the Titanic," by Thomas Hardy; and "Ulysses," by Alfred Lord Tennyson. Sea poems are all about the heart yearning to be in the vast expanse of the sea.

27. *Mutiny on the Bounty*, by Charles Nordhoff & James Norman Hall. In 1994, ADM Stavridis was a ship captain on navy destroyer USS *Barry*. It revolves around the tyranny and abusive leadership of Captain William Bligh. *Bounty* sailed for the South Pacific in 1787

to gather breadfruit trees and conduct navigation and language research. *Bounty* made it to Tahiti and the Caribbean. A mutiny ensues led by Fletcher Christian after Captain Bligh accuses the crew of stealing coconuts. Bligh and 19 loyalists are set on a small launch without a chart, but they remarkably survived and reached Timor Island in 1789.

28. *Run Silent, Run Deep*, by Edward L. Beach. This is written as a transcript of a taped interview of CDR Ed Richardson discussing his medal for performance in combat. As CDR Richardson and LT Bledsoe head out to sea, they encounter a Japanese destroyer captained by Bungo Pete who had sunk many diesel boats. This leads Richardson to reverse his recommendation for Bledsoe for performance failure and for having an extramarital affair. Richardson takes command of the *Eel* and sinks the Japanese flotilla. He receives a Medal of Honor with the hope of seeing Lara, Bledsoe's wife and the object of his desire from the start.

29. *Short Stories of the Sea*, by George C. Solley & Eric Steinbaugh, with introduction & biographies by David O. Tomlinson. Each of the stories in this collection is superbly told, and thematically important to understanding the oceans and our relationship to them. They are written by known authors such as Nathaniel Hawthorne, Sarah Orne Jewett, John Masefield, Somerset Maugham, F. Scott Fitzgerald, John Updike, Rudyard Kipling, Mark Twain, C.S. Forester, Edgar Allan Poe, Ernest Hemingway, Nicholas Monsarrat, Herman Melville, Stephen Crane, and Joseph Conrad.

30. *The Bedford Incident*, by Mark Rascovich. The U.S. anti-submarine destroyer *Bedford* is in the Greenland-Iceland-UK gap. A Soviet submarine is lurking. Finally, the submarine surfaces for air, and Captain Finlander targets it with an ASROC nuclear depth charge affixed to missiles. He says to his crew, "if he fires one, I'll fire one." His ensign only hears "fire one," destroying and sinking the submarine. To hide this from the Soviets, the German commodore onboard climbs on one of the ASROC missiles and detonates it. *Bedford* sinks while *Novo Sibirsk* searches for its missing submarine.

31. *The Caine Mutiny*, by Herman Wouk. A Navy lieutenant and mentor to ADM Stavridis in the process of applying at the Naval Academy, said, "Queeg is the captain you don't want to be. But you don't want to be Keefer either." Stavridis worked hard not to be a failure either as a leader or follower. LT CDR Philip Queeg, a poor shiphandler and tactician, and whose behavior during combat off one of the Philippine islands, causes deep shame for the crew. Seeds of mutiny are sown and LT Steve Maryk stands accused of mutiny. LT Greenwald destroys Queeg on the stand, then bullies LT Tom Keefer, who is now Captain of the *Caine*.

32. *The Cruel Sea*, by Nickolas Monsarrat. It is in *The Cruel Sea* that ADM Stavridis finds just the right evocation of the mix of reliability, resilience, and selflessness that personifies a servant captain at sea. The novel occurs during the Battle of the Atlantic that had shaped the outcome of WWII. The plot revolves around a young sub-lieutenant Lockhart and his captain LT CDR George Ericson of HMS *Compass Rose*. They crossed the Atlantic over and over as convoy duty. In 1943, their ship was sunk but they survived. This book will help anyone understand a sea captain's suffering under supreme sea cruelty, especially in war at sea.

33. *The Good Shepherd*, by C.S. Forester. Upon graduation from the Naval Academy, being an anti-submarine warfare officer aboard destroyer USS *Hewitt* was ADM Stavridis' first job. A

combat commander makes the hardest of decisions on a minute-by-minute basis, knowing that his choices will have life-and-death consequences for the convoy ships and the warships under his command. Finally, CDR George Krause, an Annapolis graduate, brings through 30 of 37 merchant ships despite a full-blown wolf pack of U-boats surrounding him. He loses 1 destroyer but sinks 2 or 3 U-boats, then collapses into slumber.

34. *Life of Pi*, by Yan Martel. Pi, his family, along with zoo animals board Japanese freighter *Tsimtsum* bound for Canada, but sinks. Pi says “Fear is life’s only true opponent. Only fear can defeat life. It is a clever, treacherous adversary.” As Pi escapes, he learns survival skills in a lifeboat with a hyena, tiger, zebra, and orangutan. When the lifeboat washed ashore, the Japanese investigators submitted a brief report on the sinking of the vessel. In summary, it said “Very few castaways can claim to have survived so long at sea as Pi Patel, and none in the company of an adult Bengal Tiger.” This sea story is magical realism.

35. *The Old Man and the Sea*, by Ernest Hemingway. Santiago sails out into the Gulf Stream and catches a big marlin on the 85TH day. He straps it to the side of his boat. The blood of the marlin sends a call to sharks along the Gulf. Santiago harpoons a Mako. By morning, the marlin is but a skeleton. Santiago knows he is defeated, with all his strength gone, but he makes it to shore and falls asleep. It is Santiago’s story of struggle, defeat, and resilience. Hemingway believes in the ability to overcome challenges. Man is not made for defeat. We are all defeated and broken, but we can choose to dream and fight on.

SAILORS IN NON-FICTION

36. *Turner & the Sea*, by Christine Riding & Richard Johns. The first 4 decades of JMW Turner’s work had a backdrop of war at sea. One of Turner’s most evocative oil painting shows one of the warships at Trafalgar being unceremoniously pulled up the Thames by a steam tug. The backdrop of the ship is the symbolic setting sun which seems to connote the passing of the age of sail, and a view of British sea power. In addition to his brilliant work in oils. Turner is a superb watercolorist. His watercolors are the very best of his work. His patrons steadily grew in the early 1800s. ADM Stavridis tried his best to paint and gave them to colleagues. He never improved, despite all great efforts.

37. *The Autobiography of Dewey: Admiral of the United States Navy and Hero of the Spanish-American War*, by George Dewey with Frederick Palmer. George Dewey was born in 1837 in Vermont. For the remaining years of his life, he was on active duty, ending as an Admiral of the Navy, a rank only he had ever held. He was a student at Norwich University, the oldest military college in the U.S. founded in 1819. For drunkenness and herding sheep into the barracks, he was expelled but was not an impediment getting into the Naval Academy. He is famous for winning the lopsided Battle of Manila Bay against Spain in 1898.

38. *Empires of the Sea: The Siege of Malta, the Battle of Lepanto, and the Contest for the Center of the World*, by Roger Crowley. This book focuses on the sea battles and sieges against the islands of Cyprus and Malta. The centerpiece is the Battle of Lepanto, a Mediterranean sea battle that changed history across the Mediterranean, from Aegean and Adriatic to the Gibraltar Strait, by shutting the door to Ottoman expansion into the central and western Mediterranean. The mortal fear of southern Europeans to fight the “invincible Turks” was shattered.

39. *In the Heart of the Sea: The Tragedy of the Whaleship Essex*, by Nathaniel Philbrick. The Essex crew hacked a hole on the whale’s side, and inserted a giant hook suspended from the mast, dripping with blood and oil. Essex was later attacked by an enraged sperm whale in the deep Pacific. After Essex is destroyed, the crew took the longboats and decided to sail east to the coast of South America, 2000 miles upwind, than sail west to the Marquesas which were only 1000 miles away and downwind. They feared cannibalism, but it was largely a decision of arrogance. They still ended up with cannibalism.

40. *Lady in the Navy: A Personal Reminiscence*, by Joy Bright Hancock. Born in 1898, Joy Bright Hancock is a U.S. Navy veteran of WWI and WWII, and was instrumental in the rise of the WAVES –Women Accepted for Volunteer Emergency Service, commanding nearly 7000 women. She enlisted in the Navy as a yeoman during WWI, after which she worked at the Bureau of Aeronautics, founding a magazine on naval aviation. In WWII, she was commissioned in the WAVES, rising to commander and captain in 6 years. She brought WAVES in as regular Navy, rather than reservists, her most important naval career contribution.

41. *One Hundred Days: The Memoirs of the Falklands Battle Group Commander*, by ADM Sandy Woodward with Patrick Robinson. During the Falklands war, ADM Stavridis was at the Fletcher School of Law and Diplomacy, midway into a graduate program in International Relations. On 2-April-1982, Argentina gambled the British would not risk much to recapture islands where sheep outnumbered people. A British task force led by Sandy Woodward had 130 ships led by carriers *Hermes* and *Invincible* headed south. The British retook Falklands in 80-days. Loss of military warships and aircraft was high on both sides.

42. *Sea of Thunder: Four Commanders and the Last Great Naval Campaign 1941-1945*, by Evan Thomas. Four commanders reflect qualities of leadership in their command at sea: the crudeness, recklessness, impulsiveness, and determination of ADM William Halsey; the willfulness of ADM Matome Ugaki to lead the final kamikaze raid himself; the thoughtfulness and pragmatism of ADM Takeo Kurita in his unwillingness to sacrifice his men’s lives in a futile gesture of nobility; and the raw courage of CAPT Ernest Evans to torpedo a Japanese heavy cruiser off Samar. The 4 commanders collide at the Battle of Leyte Gulf.

43. *She Captains: Heroines and Hellions of the Sea*, by Joan Druett. Queen Tomyris of the Black Sea fought the Persians and beheaded Cyrus. Cleopatra of Egypt and Queen Artemisia of Caria were worthy female commanders at sea. Valkyria women sailed and fought alongside Viking men. Rover queen, Alfhild, preferred a life of valor to one of ease. Grace O’Malley of Gaelic nobility was an Irish commander in the mid-1500s. Mary Read and Anne Bonny were accused of piracy under threat of capture and execution in the 1700s. Mariner Betsy Miller weathered the storms of the deep where male-commanded ships broke.

44. *The Battle of Salamis: The Naval Encounter that Saved Greece and Western Civilization*, by Barry Strauss. The battle of Salamis was fought in 480 BC. It was delayed by the heroic efforts of the Spartan land force –the legendary 300 Spartans– at Thermopylae. The battle was eventually fought in narrow straits between the island of Salamis and the mainland as a result of Greek tactical subterfuge by providing false intelligence to the enemy. The Persians were tricked into fighting in the narrows, losing their advantage of massive ship numbers.

45. *The Influence of Sea Power upon History, 1600-1783*, by Alfred Thayer Mahan. Mahan points out: how sea power enabled the rise of Great Britain and often protected it from continental foes; the need for attention and resources for national maritime fleets; the criticality of protecting sea lanes of communication, the trade routes around the world oceans; the need for forward operations through a system of logistic and resupply bases; and the potential value of blockades in warfare. If the U.S. ends up in a conflict with China, it will likely be fought in ways along the lines of Mahan's theory and practice.

46. *The Navy as a Fighting Machine*, by Bradley A. Fiske. The central objective of the Navy is sea control and power projection. Rear Admiral Bradley Fiske was a capable mariner, tactician, inventor, innovator, thinker, and writer who commanded ships and fleets. He invented over 130 devices which in every case was successful and revolutionary such as the telescopic gunsight and the early microfilm reader. This book is his principal manifesto which is still read and studied by naval professionals and security analysts, seeking to understand impact of the oceans on military strategy and fleet operations.

47. *The Perfect Storm: A True Story of Men Against the Sea*, by Sebastian Junger. ADM Stavridis had studied naval architecture at the Naval Academy, which made him deeply aware of the dangers of exceeding the maximum roll his big ships were designed to handle. As Sebastian Junger says, "Every boat has a degree of roll from which she can no longer recover." In the fall of 1991, Hurricane Grace moved from northeast to mid-Atlantic, then back to New England, creating waves well over 30 feet but a weather buoy recorded a wave of over 100 feet at sea.

48. *The Seafarers, Time-Life 22-Volume series, 1978-81*, by various expert authors and editorial staff of Time-Life Books. Here are the subjects in each volume: Ancient Mariners; Armada; Atlantic Crossing; Clipper Ships; Dreadnoughts; East Indiamen; Explorers; Fighting Sail; Frigates; Great Liners; Luxury Yachts; Men of War; Northwest Passage; Pacific Navigators; Pirates; Racing Yachts; Spanish Main; U-Boats; Venetians; Vikings; Whalers; and Windjammers. Each volume can be had between \$5-\$15 depending on used or brand-new status.

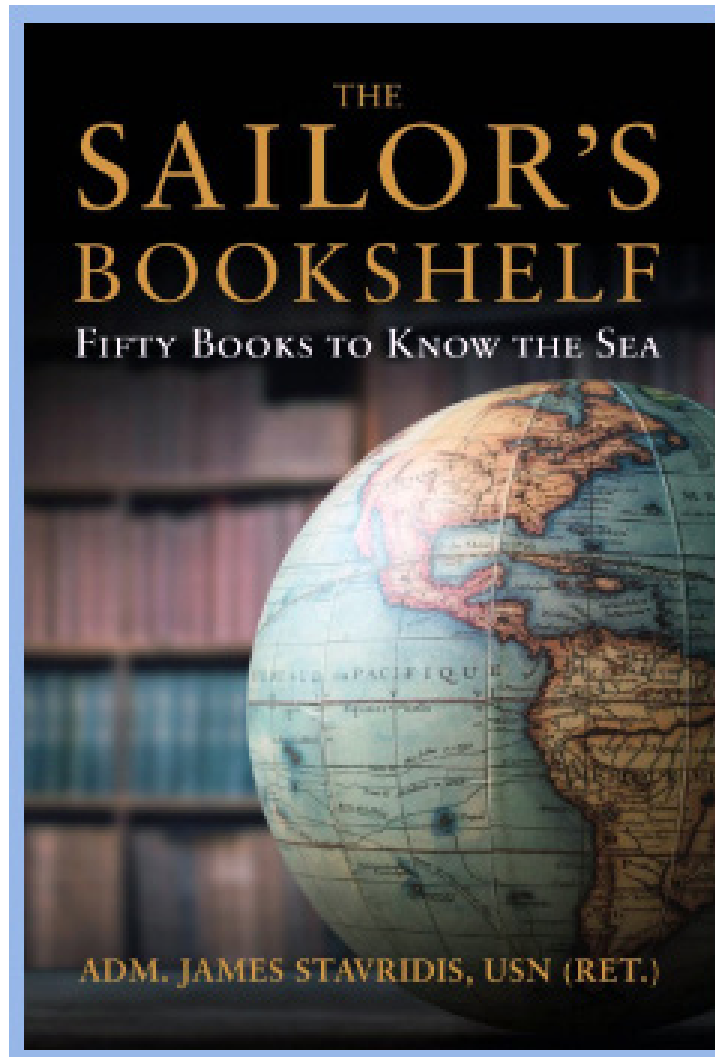
49. *Trailblazer: The U.S. Navy's First Black Admiral*, by VADM Samuel L. Gravely Jr USN, with Paul Stillwell. ADM Stavridis had a deep respect for VADM Sam Gravely for all his firsts as a Black Naval officer: first Black officer on a U.S. Navy warship; Navy commander; Warship commanding officer; Captain; Rear Admiral while in command of USS Jouett; and finally Vice Admiral. At the height of race discrimination in the 50s & 60s, the trail must have been hard for VADM Gravely to blaze. In 2010, an Arleigh Burke-class destroyer was named USS Gravely, as well as an elementary school was named after him.

50. *Two Years before the Mast: A Personal Narrative of Life at Sea*, by Richard Henry Dana Jr. This is a sailor's journal in 1840 and remains in print today about a young man's 2-year voyage from Boston to California, and back. ADM Stavridis loved this book since his early teens, and it played no small role in his eventual conversion to a sailor. He would often recommend it to friends as an introduction to the sea, a window into a young man's journey to maturity, an early treatise on civil rights, and a portrait of California before it became the mega state it is today. But above all, the power and glory of the wind and waves is so

moving particularly for a young man learning the ropes.

ABOUT THE AUTHOR. A 1976 distinguished graduate of the U.S. Naval Academy, ADM James Stavridis spent more than 35 years on active service in the U.S. Navy. He commanded destroyers and a carrier strike group in combat and served for 7 years as a 4-star admiral, culminating with 4 years as the 16TH Supreme Allied Commander at NATO, the first Admiral to hold the post. He holds a PhD in International Relations and is Dean of the Fletcher School of Law and Diplomacy at Tufts University. Admiral Stavridis has written 10 books and hundreds of articles on global security issues and leadership.

RECOMMENDATION. The Sailor's Bookshelf, authored by ADM James G. Stavridis USN (Ret), and published by USNI is a gem not only for readers who know and love the sea, but also for those who know little of the sea. He has essentially given us a checklist of the best maritime books to read. He features the 50 books he feels to be most worthy to be in every sailor's bookshelf. For each book, Stavridis provides a synopsis as well as his personal reflections and recollections of his experiences at sea as a midshipman; junior officer after graduation from the U.S. Naval Academy in Annapolis; and as he rose the naval ladder until he became the Supreme Allied Commander of NATO. The maritime books he recommends to deeply get to know the seas and the oceans cover topics on world politics, great sea battles, leadership at sea, exploration of the deep and the arctic, circumnavigation, environmentalism, and history. 🚢



U.S. NAVY SHIP TO BE NAMED AFTER FILIPINO SAILOR TELESFORO TRINIDAD

by America's Navy

U.S. Secretary of the Navy Carlos Del Toro announced on 19-May-2022 that a future destroyer will be named the USS Telesforo Trinidad in honor of a Filipino sailor who rescued a crew members when their ship caught fire more than a century ago. Despite his face being burned by an explosion, he still went back inside the ship to save another victim. He is the first Filipino to have a U.S. ship named after him.

Del Toro's first time to learn about Telesforo Trinidad was during his years as a midshipman at the Naval Academy. "Since being sworn in as Secretary, I have wanted to honor his heroic actions by naming a ship after him," Del Toro said. "This ship and her future crew will be a critical piece in strengthening our maritime superiority while also emphasizing the rich culture and history of our naval heritage."

The news brought cheer to Asian Americans, veterans and civilians in both the U.S. and the Philippines who

had campaigned for the naming. They said a Filipino-named ship would not only honor Trinidad but also the tens of thousands of Filipinos and Americans of Filipino descent who have served in the U.S. Navy since 1901, when the Philippines was a United States territory.

Fireman 2nd Class Telesforo De La Cruz Trinidad was born in Panay Island, Philippines on 25-November-1890. He died in 1968 at age 77. Trinidad was aboard the USS San Diego in January 1915 when boilers exploded, killing nine crew. He was among more than 250,000 Filipino soldiers who served in World War II, including thousands who died during the brutal 1942 Bataan Death March and the prisoners of war at Camp O'Donnell in Capas, Tarlac in the Philippines.


A future Arleigh Burke-class guided-missile destroyer will bear Telesforo Trinidad's name, Del Toro said. He stated the destroyers are the backbone of the U.S. Navy's surface fleet.. 



Photo Credit: The USS Telesforo Trinidad Campaign.

SHIP NAMING ANNOUNCEMENT:
USS TELESFORO TRINIDAD (DDG139)
MAY 19, 2022

The future USS Telesforo Trinidad (DDG 139) will honor Fireman 2nd Class Telesforo De La Cruz Trinidad, the only Filipino in the U.S. Navy to be awarded the Medal of Honor for his bravery in 1915 aboard VVUSS San Diego, where he risked his own life save two of his shipmates during a boiler explosion.

Carlos Del Toro
Secretary of The Navy



U.S. Navy Secretary Carlos Del Toro spoke at the 80th Pearl Harbor Anniversary ceremony at Joint Base Pearl Harbor-Hickam on 7-December-2021 in Honolulu. Del Toro announced that a destroyer will be named USS Telesforo Trinidad. Photo Credit: Associated Press/Marco Garcia.



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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.

MAAP conducts shipboard training aboard T/S Kapitán Felix Oca, a 5020 DWT dedicated training ship capable of accommodating 180 midshipmen and 9 instructors in 30 air-conditioned cabins and six berths.

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Our Curricula

MAAP students are all scholars who are entitled to free tuition, board and lodging. They receive a comprehensive, up-to-date and well-rounded education that fully complies with the requirements of STCW 95 and the Commission on Higher Education (CHED). To ensure the highest standards of quality, MAAP adheres to a Quality Standards System that has been certified to comply with ISO 9001 version 2008, the Det Norske Veritas (DNV) Rules for Maritime Academies, and the Productivity and Standard Board (PSB) of Singapore.

The Academy offers three main programs: the 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 BSMTE 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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