



MARITIME REVIEW

PUBLICATION OF THE MARITIME LEAGUE

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A Tribute to Former President Fidel v Ramos

Also Inside:

- » PH Navy frigate BRP Antonio Luna Wins 3rd Place in RIMPAC Live Fire Exercise
- » Sustained Cooperation echoed during Visit of US SECNAV
- » Doctrine and Circular of Requirements in Warship Design
- » Successful Reprovisioning Mission to BRP Sierra Madre
- » US Naval Meteorology and Oceanography Command Representative Visits the Philippine Fleet

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ABOUT THE COVER

After World War II, Fidel V Ramos enrolled as a cadet at the United States Military Academy (USMA) at West Point, New York, along the Hudson River, 45 miles north of Manhattan. Ramos graduated in 1950 with a Bachelor of Science in Military Engineering degree. To this day, tradition says that West Point cadets wear gray uniforms to honor those who fought in battle. Prior to WW II, the emphasis on education was in Civil Engineering. Post WW II, the focus shifted to physical and military training. Only 7.7% of student applicants are accepted. The attrition rate at USMA is currently quite high at around 33%. At West Point, you will be pushed harder than you have ever experienced before, but when you make it through cadet basic training, you will have the confidence and self-assurance that come with succeeding through hard work and determination. This is the institution that molded the 12th President of the Philippines. His background in engineering moved the country out of its poor state of infrastructure to high economic growth amidst a global crisis. His heroism, character, and commitment to the West Point ideals of Duty, Honor and Country made him a worthy soldier and commander-in-chief.

MARITIME EVENTS CALENDAR

SEPTEMBER 2022

- 5 - 8 GASTECH 2022 - FIERA MILANO CONGRESSI, MILAN, ITALY
 6 - 9 SMM 2022 - HAMBURG MESSE, MESSEPLATZ, HAMBURG, GERMANY
 6 - 9 MARITIME CAREER MARKET - HAMBURG MESSE UND CONGRESS GMBH, HAMBURG, GERMANY
 7 - 8 SHORT SEA SHIPPING DAYS - LUBECK, GERMANY
 7 - 8 LATIN AMERICA PORTS FORUM (LAPF) - SHERATON GRAND PANAMA, PANAMA CITY, PANAMA
 7 - 9 AUSTRALIAN CRUISE ASSOCIATION ANNUAL CONFERENCE TOWNSVILLE, QUEENSLAND, AUSTRALIA
 7 - 10 SYMPOSIUM ON THEORY AND PRACTICE OF SHIPBUILDING HOTEL MALIN, MALINSKA, CROATIA
 8 OFFSHORE DIALOGUE HAMBURG MESSE UND CONGRESS GMBH, HAMBURG, GERMANY
 8 - 9 SHIPPING FINANCING PART I - STANDARD TERMS AND CONDITIONS SEMINAR TRADING PROGRAM - CONCORDE HOTEL, SINGAPORE, SG
 12 - 16 INTERNATIONAL CONGRESS OF MARITIME MUSEUMS MARITIME MUSEUM OF THE ATLANTIC, HALIFAX, CANADA
 12 - 16 SEMINAR ON LEGAL MANAGEMENT AND THE SHIPPING BUSINESS AFRICA TRAINING INSTITUTE, NAIROBI, KENYA
 13 - 16 INTERNATIONAL EXHIBITION AND CONFERENCE FOR SHIPBUILDING AND EQUIPMENT AND TECHNOLOGIES FOR DEVELOPMENT OF THE ARCTIC AND CONTINENTAL SHELF EXPOFORUM, SAINT PETERSBURG, RUSSIA
 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
 14 - 15 SEATRADE CRUISE MED - TRADE FAIR AND CONGRESS CENTER OF MALAGA - FYCMA, MALAGA, SPAIN
 15 - 16 SHIPPING FINANCING PART 2 - MANAGING THE SHIPPING FINANCING PORTFOLIO SEMINAR TRAINING PROGRAM - CONCORDE HOTEL, SINGAPORE, SINGAPORE
 16 - 18 INTERNATIONAL CONFERENCE ON SHIPBUILDING, OCEAN ENGINEERING AND POWER MACHINERY - CTBU LANHUAHU CAMPUS - MBA CONF. HALL, CHONGQING, CHINA
 18 - 21 PORTS CONFERENCE - HILTON HAWAIIAN VILLAGE WAIKIKI BEACH RESORT, HONOLULU, USA
 19 - 21 INTERNATIONAL CONFERENCE ON HARBOR, MARITIME AND MULTIMODAL LOGISTIC MODELLING AND SIMULATION - ROME, ITALY
 19 - 21 INTERNATIONAL CONFERENCE ON MARITIME TRANSPORT - TRYP VALENCIA OCEANIC HOTEL, VALENCIA, SPAIN
 20 - 22 INTERNATIONAL MARITIME LECTURERS ASSOCIATION CONFERENCE NATIONAL UNIVERSITY ODESSA MARITIME ACADEMY, ODESSA, UKRAINE
 23 MARITIME AND LOGISTICS AWARDS - HOTEL SAHARA STAR, MUMBAI, INDIA
 20 - 21 WOMEN IN SHIPPING SUMMIT - VIRTUAL CONFERENCE
 22 - 24 CHINA INTERNATIONAL LOGISTICS AND SUPPLY CHAIN FAIR (CILF)
25 ML MARITIME FUN WALK (MANILA YACHT CLUB, MANILA)
 SHENZHEN CONVENTION & EXHIBITION CENTRE, SHENZHEN, CHINA
 27 - 28 SHIPPING TECHNICS LOGISTICS KALKAR - MESSE KALKAR, KALKAR, GERMANY
 27 - 30 WINDENERGY HAMBURG - HAMBURG MESSE & MESSE HUSUM, GERMANY
 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
 3 - 7 MARITIME WEEK AMERICAS - HILTON FORT LAUDERDALE BEACH RESORT, FORT LAUDERDALE, USA
 4 - 7 SINGAPORE INTERNATIONAL BUNKERING CONFERENCE AND EXHIBITION - RESORTS WORLD SENTOSA, SENTOSA, SINGAPORE
 5 SMART MARITIME NETWORK COPENHAGEN CONFERENCE TIVOLI GARDENS, COEPNHAGEN, DENMARK
 5 - 6 ENVIROTECH FOR SHIPPING FORUM - HILTON ROTTERDAM, ROTTERDAM, THE NETHERLANDS
 5 - 6 LIFTEX EXHIBITION AND CONFERENCE - ABERDEEN, UNITED KINGDOM
 6 - 7 MADRID LNG AND SHIPPING FORUM - UPM: ESCUELA TECNICA SUPERIOR DE INGENIEROS NAVALES, MADRID, SPAIN
 10 - 12 MARITIME CYPRUS CONFERENCE - LIMASSOL, CYPRUS
 12 - 14 INTERNATIONAL TRADE SHOW AND CONFERENCES OF LOGISTICS, TRANSPORT, PORTS AND NAVIGATION - ASUNCION, PARAGUAY

- 13 - 14 GLOBAL PORTS FORUM - OCBC CENTRE, SINGAPORE, SINGAPORE
 17 - 19 INTERNATIONAL CONFERENCE ON SHIPS AND OFFSHORE STRUCTURES NORWEGIAN UNIVERSITY OF SCIENCE AND TECHNOLOGY, TRODHEIM, NORWAY
 18 - 19 SHIP RECYCLING FORUM - DUBAI, UNITED ARAB EMIRATES
 18 - 20 INTERNATIONAL CONFERENCE ON OCEAN ENERGY - DONOSTIA SAN SEBASTIAN, SPAIN
 18 - 20 MEDITERRANEAN OFFSHORE CONFERENCE - BIBLIOTHECA ALEXANDRIA CONFERENCE CENTER, ALEXANDRIA, EGYPT
 19 - 20 AECO'S ANNUAL CRUISE CONFERENCE - OSLO, NORWAY
 19 - 20 MARITIME HR AND CREW MANAGEMENT - LONDON, UNITED KINGDOM
 19 - 21 CASPIAN PORTS AND SHIPPING - AKTAU, KAZAKHSTAN
 19 - 22 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
 26 - 28 OIL AND GAS VIETNAM - PULLMAN VUNG TAU, VUNG TAU, VIETNAM
 27 ANNUAL CAPITAL LINK JAPAN MARITIME FORUM - TOKYO, JAPAN
 27 - 30 AIRLIFT TANKER ASSOCIATION CONVENTION - GAYLORD ROCKIES RESORT AND CONVENTION CENTER, DENVER, USA
25 MARITIME FORUM# 176, MARITIME INDUSTRY AUTHORITY (MARINA)
 31 - 2 NOV INTERNATIONAL CONFERENCE ON PORTS, COASTS AND MARINE STRUCTURES - OLYMPIC HOTEL, TEHRAN, IRAN

NOVEMBER 2022

- 1 SMART MARITIME NETWORK DUBAI CONFERENCE - CONRAD DUBAI, DUBAI, UNITED ARAB EMIRATES
 1 ANNUAL CAPITAL LINK HONG KONG MARITIME FORUM - HONG KONG
 1 - 3 CHINA INTERNATIONAL GAS VEHICLE AND SHIP, GAS STATION EQUIPMENT EXHIBITION AND SUMMIT FORUM - CHINA INTERNATIONAL EXHIBITION CENTER, BEIJING, CHINA
 2 - 3 ASIAN LOGISTICS AND MARITIME AND AVIATION CONFERENCE HONG KONG, HONG KONG / VIRTUAL CONFERENCE
 2 - 4 THAILAND MARINE AND OFFSHORE EXPO 2022 (TMOX 2022) - BANGKOK INTERNATIONAL TRADE AND EXHIBITION CENTRE, BANGKOK, THAILAND
 2 - 5 INDO MARITIME EXPO & FORUM - PRJ KEMAYORAN (GAMBIR EXPO), JAKARTA, INDONESIA
 7 - 10 METHANOL FOR MARITIME INDUSTRY MASTERCLASS-VIRTUAL CONFERENCE
 8 - 10 MALAYSIA INTERNATIONAL MARINE EXPO (MIMEX) - SIBU TRADE AND EXHIBITION CENTRE, SIBU, MALAYSIA
 8 - 10 INTERNATIONAL SHIP CONTROL SYSTEMS SYMPOSIUM - TU DELFT AULA CONFERENCE CENTRE, DELFT, THE NETHERLANDS
 9 - 10 TANKER SHIPPING AND TRADE CONFERENCE, AWARDS AND EXHIBITION - RADISSON BLU PARK HOTEL, ATHENS, GREECE
 10 - 12 INTERNATIONAL MARITIME EXPO (INMEX VIETNAM) - SAIGON EXHIBITION & CONVENTION CENTER, HO CHI MINH, VIETNAM
 14 - 16 MARITIME SECURITY CHALLENGES: PACIFIC SUPERPOWER VIRTUAL CONFERENCE
 15 - 16 INTERNATIONAL CRUISE SUMMIT - HOTEL MELIA CASTILLA, MADRID, SPAIN
 17 - 19 PACIFIC MARINE EXPO - LUMEN FIELD EVENT CENTER, SEATTLE, USA
 22 LNG & FUTURE FUELS - EMPIRE RIVERSIDE HOTEL, HAMBURG, GERMANY
 21 - 24 EMERGENCY MANAGEMENT FOR MARITIME SUMMIT - VIRTUAL CONFERENCE
 22 - 23 NIGERIA INTERNATIONAL MARITIME SUMMIT LAGOS ORIENTAL HOTEL, LAGOS, NIGERIA
 22 - 23 ASIAN LOGISTICS AND MARITIME AND AVIATION CONFERENCE, HK
 22 - 24 SMART PRODUCTION SOLUTIONS (SPS 2022) - NUREMBERG MESSE, NUREMBERG, GERMANY
 24 - 26 CHINA INTERNATIONAL AVIATION, CRUISE AND RAILWAY SUPPLIES AND SERVICE EXHIBITION - NATIONAL CONVENTION AND EXHIBITION CENTER, SHANGHAI, CHINA
 25 MEDITERRANEAN SHIPPING SUMMIT - ISTANBUL MARIOTT HOTEL ASIA, ISTANBUL, TURKEY
 29 - 30 HAMBURG MARITIME FORUM - CCH - CONGRESS CENTER HAMBURG, HAMBURG, GERMANY
 29 - 30 OFFSHORE ENERGY & EXHIBITION CONFERENCE (OEEC 2022) RAI AMSTERDAM CONVENTION CENTRE, AMSTERDAM, THE NETHERLANDS
29 MARITIME FORUM# 177, PHILIPPINE PORTS AUTHORITY (PPA)

DEFENDING THE MARITIME ZONES

by VAdm Emilio C Marayag Jr AFP(Ret)

Some researchers contend that a sovereign state has three (3) interrelated functions in the maritime domain: maritime safety, maritime security and maritime defense. These functions require legislation, compliance to some international conventions, and executive issuances that are directed to various maritime agencies.

Maritime safety, the first function, refers to actions that promote safety of life at sea including search and rescue, aids to navigation and notices to mariners, avoidance of sea collisions, hydrographic surveys, ship and port safety inspection services, anti-marine pollution prevention and mitigation, and seafarers' training and qualifications. The International Maritime Organization (IMO) promulgates most of the maritime safety guidelines and each member-country either entirely adopts the IMO's policies and/or issues rules for local application.

Maritime security, the second function, involves joint- or uni-service operations to prevent, detect and suppress illegal activities in the maritime zone. These illegal ventures include piracy, terrorism, illegal migration, exploitation of sea resources, as well as smuggling of contraband, people, and weapons of mass destruction. This function entails surveillance, interdiction, and enforcement operations.

Maritime defense, the third function, calls for defending the territorial integrity, and protecting the sea lines of communications and other inshore and offshore assets. It provides assistance in crisis and distress situations. Maritime defense aims to establish control of the maritime zones or deny the competitor of such control by use, or threat of use, of force, and continuing presence of combatant ships, other seagoing forces, and domestic merchant/fishing vessels.

The withdrawal of American forces in the early 1990s and the depletion of fishery resources in an adjacent sea gave China, a neighboring country, an opportunity to "fill the vacuum" invoking baseless "historical rights" in contravention

of international law, in the pursuit of its hegemonic ambition. In 1995, China occupied Panganiban (Mischief) Reef, a traditional sheltering feature of Filipino fishermen in the Spratlys. In turn, the Philippines converted its stranded naval transport ship in Ayungin (Second Thomas) Shoal, some 20 miles east of Panganiban Reef, into a military detachment to preserve the marine resources inside the shoal and dissuade others from occupying it. Years later, China fortified and eventually transformed the reef into a military base along with two other features in the vicinity thereby effectively militarizing the South China Sea. In 2012, China took control of Panatag (Scarborough) Shoal, situated 124 nautical miles west of Zambales, well within the Philippines' EEZ of 200 nautical miles, and denied our

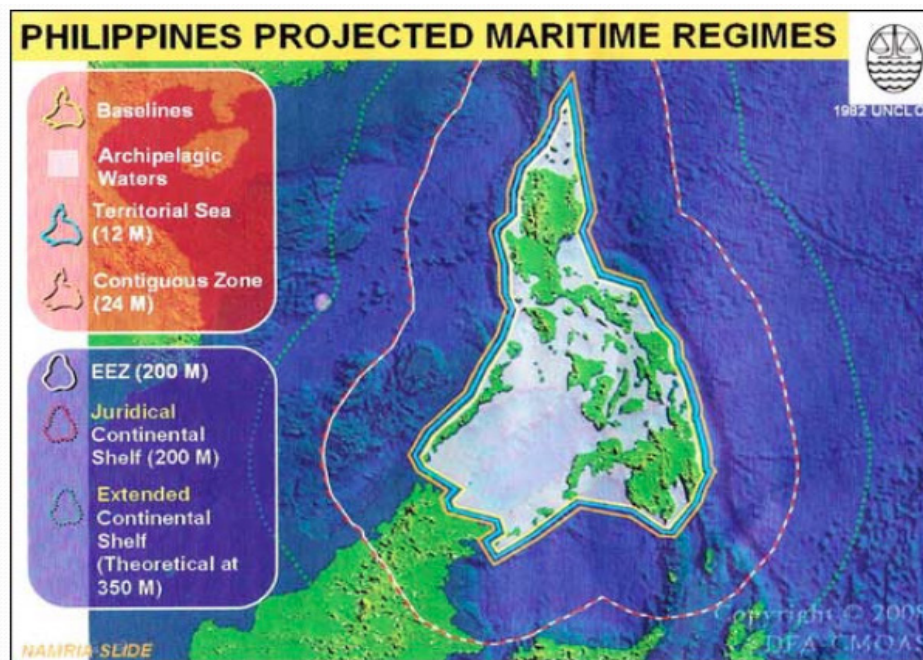
fishermen access to marine resources to their traditional fishing ground.

Since then, and even with our victory in the 2016 PCA Ruling of our legal rights in international maritime law, Chinese coast guard and maritime militia ships have and continue to freely roamed the Spratlys akin to ownership. This is tantamount to sea control. Many of these vessels enter our EEZ boundaries

and they limit our fishermen's legitimate movements, harass small replenishment boats to the Ayungin Shoal detachment, and confront Philippine research vessels in Recto Bank. Reports from domestic and international sources indicated that Chinese government ships intrude and conduct illegal research in Philippine waters, including the Philippine Rise.

In one incident a Chinese fishing vessel rammed a Filipino fishing boat F/B GemVer while fishing west of Palawan and abandoned the crew as the boat slowly sank. In another, Chinese government vessels confronted our government-commissioned survey ship in Recto Bank, well within our EEZ, and warned us of unpleasant consequences if we exploit gas and oil in that area. The Philippines has filed numerous diplomatic protests for these harassments and unauthorized presence but obviously they fall into deaf ears.

By exercising a semblance of "control" in the Spratlys,



Panatang Shoal and in the northern portions of the Philippine Sea including Philippine (Benham) Rise, China has demonstrated its enormous capability through its PLA and maritime militia as a maritime power. In addition, China apparently sends a strong signal to Taiwan that PLA forces could flex muscles to attain the ultimate objective for reunification. The recent maritime exercises involving live firing of guns and missiles by air and naval units in defined maritime areas surrounding Taiwan before, during, and after U.S. House Speaker Nancy Pelosi's visit, displayed the positive effect of PLA's streamlining plan initiated in 2016. The plan reduced the PLA strength by 300,000 troops, lessened the number of field command headquarters, created new strategic commands and upgraded its capabilities with the maritime forces on top of the priority list. Not only did the Chinese strengthen their grip on the South China Sea but they also expanded their global reach to protect their maritime belt road initiative. The reduction of troops and units' command structure allowed the channeling of budget to military modernization to improve China's warfare capabilities in the 5-dimensional battle space, including electronic and information cyber warfare.

China's force restructuring is obviously conceived and realized to pursue its maritime strategy in South China Sea and to protect the maritime belt road initiative that passes through the Indian Ocean and beyond towards Europe and Africa. The South China Sea strategy consists of 4 reinforcing actions: (1) Ignore the 2016 PCA ruling; (2) Reinforce control of artificial islands using coast guard patrols and intensified maritime militia presence; (3) Use of economic leverage to demand compromise; and (4) Squat in the occupied features until other disputant nations give up. In the Philippine eastern seaboard, the Chinese continue to conduct, with or without permission, oceanographic surveys, possibly for resource exploitation, submarine detection, and cable laying. Those surveys include identification of underwater features, and the use of Chinese names to indicate ownership. There have been reports of Chinese non-merchant vessels supposedly just passing through our straits but linger in our territorial waters without seeking permission from the authorities.

China's presence and activities in the country's peripherals cannot go on indefinitely lest the nation's patrimony for the future generations irreversibly depletes because of insensitiveness and cowardice to assert our sovereignty and sovereign rights. Defending our maritime zones is complicated. Diplomacy has always been the nation's first line of defense. But it has limitations as proven by the non-action of China in the numerous diplomatic protests forwarded to that country in the near past.

The creeping "invasion" of our maritime zones using gray zone or hybrid strategy is breaching our physical outer line of defense. As several defense analysts and retired military officers observe: there may be a need to recalibrate the operational strategy of the armed forces. The lead military analyst and his cohorts' view is partly anchored on survey results two years ago resulting from the F/B GemVer incident: Filipinos want to protect our West Philippine Sea (WPS) and other maritime zone areas from foreign exploitation and to continue the armed forces modernization. Political realities, however, prevent full scale defense capability development. Instead, with its limited

budget the armed forces may consider the review of the military hardware in the priority list to identify the most vital equipment that would put flesh to a "credible defense" posture in the maritime domain. The focus should be on the lethality and reach of the armaments, and the survivability of the weapons delivery platforms.

Such definition of a "credible defense" is a departure from a previous view that merely showing your presence where the intruders are would constitute "credibility." The financial limitation will involve subjecting the weapons acquisition list to iterative selection process. In tandem with the other pillars of the modernization, force structuring is a must just like in other militaries with finite financial resources and clear identification of specific threatened areas or red lines. Force streamlining would call for recalibration of the ISO-focused operational strategy. The land forces will concentrate in the country's land and territorial sea boundaries; while a new joint command structure to be known as maritime command reports directly to general headquarters. Consisting of air and naval forces, the maritime commands will cover the contiguous zone up to the EEZ and continental shelf. For synergy, some coast guard units shall be attached to the maritime commands under certain top-level arrangements to perform maritime safety and security duties; while civilian affiliated units will operate in specific maritime areas for monitoring purposes while on legitimate ventures.

The maritime commands will be in a better position to formulate their doctrines including rules of engagement; assess the joint force's manpower level, equipage, sustainability and readiness; identify the capabilities for detection, target acquisition, neutralization and force protection; prioritize employment of weapons; assign civilian affiliated units' monitoring areas and update the national command authorities on real time on significant maritime operations. The expanse of the sea for better command and control would be divided into three maritime commands: Western (WPS, Spratlys, and Sulu Sea), Northern (North of WPS up to Luzon Strait) and Eastern (Pacific side EEZ including Philippine Rise down to northern Sulawesi Sea). The existing combatant commands will continue to decimate the local communist armed insurgents and prepare assigned regular forces and territorial reserves to counter any invasion.

The likelihood of foreign aggression is difficult to predict but defending territories, sovereign rights and the people and their way of life cannot and should not be abandoned by any self-respecting nation. As many great military commanders have learned in the past: to preserve peace, one must prepare for war. We must prepare to fight for peace. We must fight to prevail. As we defend our maritime zones our political and armed forces leadership must know how the enemy thinks, and likewise heed Sun Tzu's advice, but most importantly-- act expeditiously:

*"If you know the enemy and know yourself,
you need not fear the result of a hundred battles.
If you know yourself but not the enemy,
for every victory gained, you will also suffer a defeat.
If you know neither the enemy nor yourself,
you will succumb in every battle."*

TRIBUTE TO FORMER PHILIPPINE PRESIDENT FIDEL V RAMOS

by Vicky Viray Mendoza

On 31-July-2022, former Philippine President Fidel V Ramos passed away due to a heart condition at age 94. On 9-August, a State funeral with full military honors was accorded to him at the Libingan ng mga Bayani. FVR, as the Filipinos refer to him, was quite health-conscious. At one meeting with him at his Makati office, he recommended that we add virgin coconut oil to our coffee every day to protect our blood vessels from clogging up. Henceforth, we had always added VCO to our coffee. It was a small way to look after our health but we truly appreciated his concern for us. FVR was one of the founders of The Maritime League, and he sat as the Chairman Emeritus, despite being an Army General. It only proves the breadth and depth of his intellect and aspirations for the country. He has been hailed by many as the best economic manager the country ever had. He wanted the Philippines to be a newly industrialized country.

Ramos graduated from the United States Military Academy (West Point) in 1950 where he earned a degree in BS Military Engineering. He earned a master's degree in Civil Engineering at the University of Illinois in 1951, and took the Civil Engineering Board Exam in 1953 where he placed 8th overall. He earned a master's degree in National Security Administration from the NDCP, and a master's degree in Business Administration from Ateneo de Manila University in 1980. Ramos received 28 honorary doctorate degrees, including a U.P. Doctor of Laws.

His military career began with the rank of 2nd Lieutenant, and rose one rank at a time until he became a full-fledged 5-star General and Commander-in-Chief. He was a member of the Philippines 20th Battalion Combat Team of the Philippine Expeditionary Forces to Korea (PEFTOK) that fought in the Korean War where Ramos was an Infantry Reconnaissance Platoon Leader. Ramos was a hero of the Battle of Hill Eerie, having lead his platoon to sabotage the enemy. He was also in the Vietnam War as a non-combatant civil military engineer; and Chief of Staff, Philippine Civil Action Group (PHILCAG).

FVR became Commander of the Philippine Army's 3rd Division based in Cebu City. Ramos founded the Philippine Army Special Forces. He was a multi-awarded army officer. Some of his awards: Philippine Legion of Honor (1988 & 1991); Distinguished Conduct Star (1991); Distinguished Service Star (1966, 1967, 1981); and Philippine Military Merit Medal (1952), the U.S. Military Academy Distinguished Graduate Award, Legion of Merit (1990), and the French Legion of Honor Cross (2005), the oldest and highest ranking medal of honor in France.



Upon the declaration of Martial Law on 23-September-1972, BGen Ramos was appointed by Pres. Marcos as Philippine Constabulary (PC) Chief, and was promoted to MGen in 1973. In 1975, all police forces in the country became the Integrated National Police (INP) under the PC. Ramos became *ex officio* INP's first Director-General. In 1981, LTGen Ramos became AFP Vice Chief of Staff. In 1983, LTGen Ramos and Gen Renato de Villa created the Special Action Force against terrorist threats.

After the presidential elections in 1986, in which Marcos claimed victory despite allegations of large-scale electoral fraud, LTGen Fidel Ramos and Defense Minister Juan Ponce Enrile supported Marcos' opponent, Corazon Aquino, widow of assassinated Benigno Aquino. Their defection sparked the 1986 People Power revolution in EDSA that pushed Marcos into exile. During Aquino's presidency, General Ramos served as Military Chief of Staff (1986–88) and Secretary of National Defense (1988–91). Gen Ramos blocked 7 coup attempts at that time.

In 1992, Ramos was elected as the country's 12th President, succeeding Aquino. He purged the National Police of corrupt officers. With Defense Sec. Renato de Villa and National Defense Adviser Jose Almonte, he achieved political stability. With Peace Advisors Atty Haydee Yorac and Gen Manuel Yan, he reached peace agreements with the NPA and MNLF. He liberalized the heavily restricted economy to spur economic growth. With BIR Chief Liwayway Chato, Ramos pushed to revamp the corrupt tax collection system, and deregulate the oligarchy of major industries. These reforms revitalized the economy from decades of stagnation to a rapid economic boom during 1994-97. With Finance Sec. Roberto Ocampo, the Philippines weathered a severe downturn due to the Global Financial Crisis of 1998 that crippled several countries in Southeast Asia. With Energy Sec. Francisco Viray, he fully ended the power crisis. Ramos shielded the Tañon Strait, declaring it a Maritime Protected Area in 1998.

Later in life, Ramos considered his role in the 1986 EDSA Revolution as "atonement" for his role in the Martial Law regime. In his final years, PEFTOK, Hill Eerie, Vietnam, and People Power were always on his mind, evidenced by his articles on the *Manila Bulletin* and the *Maritime Review*.

Fidel was born on 18-March-1928 in Lingayen, Pangasinan. He married Amelita Martinez and they had five daughters, Jo Ramos-Samartino, Cristina Ramos-Jalasco, Carolina Ramos-Sembrano, Angelita Ramos-Jones, and Gloria Ramos. 🇵🇭




MARITIME LEAGUE MEETS THE NEW MARINA CHIEF

by MARINA

To discuss areas of collaboration, Maritime Industry Authority (MARINA) Administrator Atty. Hernani N. Fabia met with the Maritime League on Friday, 19-August-2022.

The Maritime League, led by its President and Chairman, Vice Admiral Eduardo Ma R Santos AFP (Ret), together with their other officials, paid a courtesy call to the Administrator and extended their congratulations to him for his appointment as the new head of the MARINA.

The Maritime League is a non-profit maritime foundation with the main objective of advancing the interests of the maritime sector and promoting maritime development and safety through better information cooperation and unity of effort among stakeholders in the industry.

The MARINA also expressed its appreciation to the Maritime League for maintaining its objectives for the industry and also assured them that the Agency will continue to lead as a progressive maritime administration for safer people, safer ships, and cleaner environment. 





DOTR SEC BAUTISTA ACCEPTS ML HONORARY MEMBERSHIP

by Maritime Review

The Maritime League President Admiral Eduardo Ma. R. Santos called on the newly installed Transportation Secretary Jaime J. Bautista last 2-September-2022 at the CAAP Compound, Pasay City. He led some of the League's board members including Vice Admirals Emilio Marayag Jr and Edmundo Tan, Rear Admiral Margarito Sanchez Jr, former DOTr Secretary Joseph Emilio Abaya, Lieutenant Christian Chua, Jay Agustin, and former DOTC Undersecretary Chris Abanes.

Secretary Bautista gladly received the group with some of his senior staff. Among the salient topics raised were compliance with IMO guidelines, significant projects, interactions with other government agencies and the League's interface with the department on maritime matters.

At the end of the visit, Secretary Bautista accepted the League's honorary chairmanship and lifetime membership while his Undersecretary for Maritime Affairs Elmer Francisco Sarmiento was conferred the honorary membership certificate. DOTr Secretary Bautista was accompanied by his special assistant retired PGen Alfredo De Vera and prospective Assistant Secretary Atty Julius Yano. 🚢



OATH-TAKING OF MARITIME LEAGUE'S NEW MEMBERS AND TRUSTEES


by Vicky Viray Mendoza

On 23-June-2022, the Maritime League held its first face-to-face conference after the Covid-19 lockdowns in 2020 and 2021, at the SMX Mall of Asia during the PHILMARINE 2022 Convention. The new members of the Maritime League were inducted by its Chairman and President Admiral Eduardo Ma R Santos AFP (Ret). In attendance were COL Ricardo D Petrola PN(M), John Ivar Myklebust, Dr Corazon P Claudio, BGen Ramona Go AFP (Ret), RAdm Ramon T Punzalan AFP (Ret), Mr Nelson A Chia, CDR Mark R Condono PCGA, Atty Sharon D Aledo, Mr John Carlo U Ranoco, and Ms Dweena Maye Y Zamora.

The Trustees had not officially taken their oath during those years. Yet, they had fulfilled their duties nevertheless. Inducting the new Maritime League Trustees was former Associate Justice Antonio T. Carpio, who had been made Honorary Member for life. He had been very active in the Maritime League's Viber Group, patiently explaining to the group the intricate and sensitive details of the sovereign and sovereignty disputes in the West Philippine Sea, particularly with China.

In attendance was Atty. Jay Batongbakal who has likewise been active with the Maritime League in the recent years, regularly sponsoring a maritime forum every December, initially face-to-face and later in virtual format. He was also granted Honorary Membership for life.

One thing they have in common is that they all work pro-bono. This is their testament of giving back to mother country.

Later in the afternoon was the awarding of the 7 best contributing writers to the Maritime Review during the years 2018-2022. They are, alphabetical order: COL Dencio Acop, PhD; CDR Mark R Condono PCGA; Karl M Garcia; CAPT John Ronald A Mangahas PN(GSC); Timothy Muelder; CDR Carter Luma-Ang, NAMRIA; and Atty. Julius Yano. This was the first time the Maritime League honored its contributing writers to the Maritime Review -- They have and continue to work pro-bono in the interest of helping promote the maritime sector. 





MARINA BAGS 'BEST PERFORMING AGENCY' IN ARTA'S RIA MANUAL TRAINING

by MARINA






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The Maritime Industry Authority (MARINA), along with several government agencies in the country, received recognition from the Anti-Red Tape Authority (ARTA) for consistently earning top scores in the Pre and Post Diagnostic Tests during the three-month-long Phase II: Regulatory Impact Assessment (RIA) Manual Training held from April to July 2022.

The MARINA team, consisting of heads of offices who are part of the Agency's Committee on Anti-Red Tape (CART) and technical staff in the field of policy formulation and review, core operations, and other fields as stipulated in ARTA MC 2020-07, were all from the Planning and Policy Service (PPS), Management, Finance and Administrative Service (MFAS), Overseas Shipping Service (OSS), and Domestic Shipping Service (DSS).

The training aimed to capacitate personnel on the different tools mentioned in the RIA Manual such as Benefit Cost Analysis,

Standard Cost Model, and Multi-Criteria Decision Analysis. Further, different lenses of analysis on areas such as Gender and Social Inclusion, Environment, Disaster Risk, and Competition were also included in the training.

This training, according to the Anti-Red Tape Authority (ARTA), is also in line with the successful Pilot Testing of the Regulatory Impact Assessment (RIA) Manual in 2021 — a reference document that provides the tools, processes, and procedures of undertaking a RIA to ensure that regulations are subjected to proper consultations and evidence-based analysis before its issuance.

Through participating in this training, MARINA will be able to design and evaluate policies and regulations in a systematic process that will enhance the quality of existing and proposed regulations. 

INTERPOL BORDER MANAGEMENT TRAINING FOR PHILIPPINE SEAPORT FRONTLINE OFFICERS

by PPA

The Philippine Ports Authority (PPA), through its Internal Security Affairs Staff (ISAS) and Port Police Department (PPD), joined the second INTERPOL Border Management Training for Philippine Seaports Frontline Officers held during 3-4 August 2022 at Sofitel Plaza Manila, Philippines.

The event was hosted by the Interpol Global Centre for Innovation (IGCI) Singapore, the Integrated Border Management Task Force, thru PCTC-Interpol National Central Bureau Manila.

Aside from PPA, the other participants of the activity include representatives from other partner government agencies such as the Office for Transportation Security (OTS), Coast Guard Intelligence Force (CGIF), Bureau of Customs, Philippine National Police – Maritime Group, Bureau of Immigration – Bay Service and private stakeholders.

Among the topics discussed were the Standard Operating Procedure in handling INTERPOL hits in the seas, role of each maritime government agencies to ensure a harmonious working collaboration, and how this partnership with private sector can strike a balance between trade facilitation and maritime security for the Philippines as an archipelagic country.

In his closing remarks, PPSupt. Sherwin Lemuel A. Chavez, Manager of PPA-PPD Operations Division, read the message of PPA Officer in Charge Francisqui O. Mancile and his desire to comply with the directive of Transportation Secretary Jaime Bautista to reduce logistics costs to and from the Philippines and spur growth not only along growth centers but most especially in the countryside, which can be reach through the good working relationship between the line agencies involved in maritime transportation. He likewise encouraged the participants to remain steadfast in performing their duties as agents of law for the benefit of the Filipino people. 🚢





US SECNAV VISITS HPN

by Philippine Navy

NAVAL STATION JOSE ANDRADA, Manila – The sustainment of cooperation and strategic partnership between the naval forces of the Philippines and the United States was the main takeaway during the courtesy call of U.S. Secretary of the Navy (SECNAV), Honorable Carlos Del Toro, to Philippine Navy Flag Officer In Command, Vice Admiral Adeluis Bordado on 26-July-2022 at the PN headquarters in Manila.

Along with their staff, both Navy leaders apprised each other on matters of mutual concern, the gains of various areas of collaborations between the two navies, as well as ways going forward to sustain partnership which benefits and promotes diplomacy, maritime security, and regional stability.

An advocate of inclusiveness and respect, Hon. Del Toro also emphasized the importance of cooperation in achieving the freedom of navigation.

Navy Chief Bordado thanked visiting U.S. Secretary Del Toro for supporting the Philippine Navy in terms of capability upgrade and bilateral trainings. Navy Chief Bordado also reaffirmed his commitment to build upon this momentum toward achieving common goals and promoting shared interest.

The 78th Secretary of the Navy was in Manila on an official visit. His courtesy call at the PN headquarters bespoke the long-term cooperation between the two naval forces that greatly contributes to the furtherance of the long-standing diplomatic relations between the Philippines and the United States. 🚢



U.S. SECNAV Carlos Del Toro and Maj Gen Jonas Lumawag PN(M)



US SECNAV Carlos Del Toro with PN FOIC VADM Adeluis Bordado PN



U.S. NAVAL METEOROLOGY AND OCEANOGRAPHY COMMAND REPRESENTATIVE VISITS THE PHILIPPINE FLEET

by Philippine Fleet



Sanglely Point, Cavite City – The Philippine Fleet (PF) received on 29-June-2022 the visiting representative from the US Naval Meteorology and Oceanography Command (NMOC), U.S. Indo-Pacific Command 3rd /7th Fleet, Dr. John Edward Murray Brown at its headquarters at Naval Base Heracleo Alano.

Dr. Brown paid a courtesy call on PF Commander, RAdm Nichols Driz at the headquarter's wardroom. He then proceeded to visit the Fleet's Naval Meteorological and Oceanographic Center (NAVMETOC).

The visit came on the heels of the 31st RP-US Hydrographic Survey Working Group meeting held from June 20 to 21 at Bonifacio Naval Station, Taguig City. The result of this meeting was among the agenda discussed during the visit of Dr. Brown to NAVMETOC.

As a background, the said working group was established under the Security Engagement Board (SEB) Interagency Committee and mandated to ensure that survey activities are properly coordinated through SEB process, via the SEB Interagency Committee (Philippine Navy - PN, US-Naval Meteorological and Oceanographic Center - NMOC, and National Mapping and Resource Information Authority - NAMRIA) to be handled by PN and U.S.-NMOC as office with coordinating responsibility. Survey activities are conducted mainly for the safety of navigation of naval assets participating in USN and PN military exercises in Philippine waters. The CHSWG activities are approved under the Mutual Defense Treaty between U.S. and the Philippines and the Mutual Defense Board – Security Engagement Board established in 1958 and 2006 respectively.

The visit of Dr. Brown serves as an avenue to discuss cooperation in future hydrographic surveys, oceanography, and meteorology efforts to support the maritime security thrusts of both navies. 🚢

K. MARK TAKAI PACIFIC WARFIGHTING CENTER



PN JOINS MULTINATIONAL CREW MONITORING CENTER FOR RIMPAC

by Philippine Navy

Two Philippine Navy officers from the Naval Task Group (NTG) 80.5 – the Philippines' contingent to the Rim of the Pacific (RIMPAC) exercise – were stationed at the Pacific Warfighting Center which monitors the unfolding events in the ongoing RIMPAC 2022.

Lt. Commander Jondell Mark Tamaca and Lt. Commander June Eliseo Gordillo formed part of a multinational crew of the Combined Force Maritime Component Commander (CFMCC),

and were designated in the Current Operations Cell that primarily focuses on monitoring and assessing the ongoing operations and execution of the commander's intentions for the RIMPAC2022 activities.

RIMPAC is a great avenue to train participating commanders, staff, and forces in the planning and execution of combined naval operations. 🚢



BRP Antonio Luna FF151 - PF



SUCCESSFUL REPROVISIONING MISSION TO BRP SIERRA MADRE

by WESCOM

The Western Command Armed Forces of the Philippines successfully conducted a reprovisioning mission to BRP Sierra Madre (LS57) at Ayungin Shoal to replenish the supplies and materials needed by its crew on 2-August-2022.

Escorting the reprovisioning boat, MV Unaiza Mae 2, were the Philippine Coast Guard's newest Multi-Role Response Vessel (MRRV), the BRP Teresa Magbanua MRRV 9701 and BRP Malapascua MRRV 4403 to protect the supply delivery by MV Unaiza Mae 2.

"I am very pleased with the smooth conduct of our resupply run to Ayungin Shoal. We hope that we can sustain this effort aimed at promoting harmonious relations in the West Philippine Sea among claimant countries." VAdm Alberto Carlos, Commander of AFP's Western Command (WESCOM) said.

WESCOM has significantly improved its support for the conduct of reprovisioning missions not only to BRP Sierra Madre but to all Philippine-held Islands in the West Philippine Sea.

"These logistic runs cannot stop. We must ensure our continuing support to the morale and welfare of our troops. Standing watch on distant and isolated islands is one of the most difficult duties a soldier can endure. The least we can do is to ensure sustained support to their requirements," VAdm Carlos added. 🚢





MGen Nestor C Herico PN(M)(Ret)
Former Commandant, Philippine Marine Corps



Lt. Gen. Steven R Rudder
Commander, U.S. Marine Corps Force, Pacific

US-PH COMPLETES MARINE SUPPORT ACTIVITY

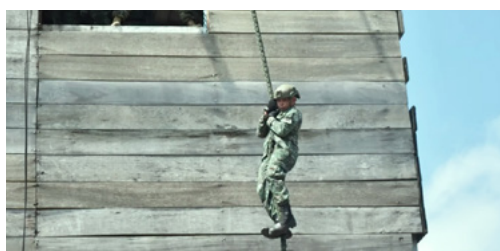
by Philippine Marine Corps

SUBIC, Zambales – Part II of the Marine Aviation Support Activity (MASA) 2022 between the Philippine Marine Corps (PMC) and the U.S. Marine Corps (USMC) was conducted in Zambales and Taguig City during 18-22, July 2022. This included, among others, Helicopter Rope Suspension Training and Aeromedical Evacuation Training.

BGen. Raul Jesus L. Caldez PN(M), acting Commandant of the Philippine Marine Corps and Exercise Director of MASA

2022, said that everything was set for this bilateral exercise. He looked forward to the successful conduct of the activity as the PMC and USMC were expected to execute and refine their tactics, techniques, and procedures for interoperability.

Col. Gregorio Hernandez Jr PN(M) (GSC), the Assistant Training Director of MASA 2022, supervised the event and directed the demonstration of PMC's aviation capabilities. 🚢



BRAVO ZULU! BRP ANTONIO LUNA BAGS 3RD PLACE IN RIMPAC GUNNEX

by Philippine Navy



Joint Base Pearl Harbor-Hickam. Among the 17 participating multinational warships, the Philippines' multi-capable frigate, BRP *Antonio Luna* (FF151) garnered the 3rd place during the Naval Surface Fire Support (NSFS) Rodeo of the "At-Sea Phase of the Rim of the Pacific (RIMPAC)" gunnery exercise (GUNNEX) on 4-August-2022..

NSFS Rodeo is a naval gunfire accuracy competition where participants are given a two-dimensional virtual land target information by the designated naval gunfire liaison officer. Participants have a practice run for gunfire correction prior to proceeding for

the record firing. Performance reports are provided by the Pacific Missile Range Facility (PMRF) using its computerized evaluation system.

The Philippines' BRP *Antonio Luna* made it to 3rd place with only an 8-meter differential from the 1st placer USS *Mobile Bay*, and 4 meters off the 2nd placer ARM Juarez of Mexico.

This achievement manifests the Philippine Navy's capability of being at par with the best navies in the world, which RIMPAC 2022 has helped validate by providing resources and environment that permit multinational participants to achieve their individual and collective training objectives. 🚩



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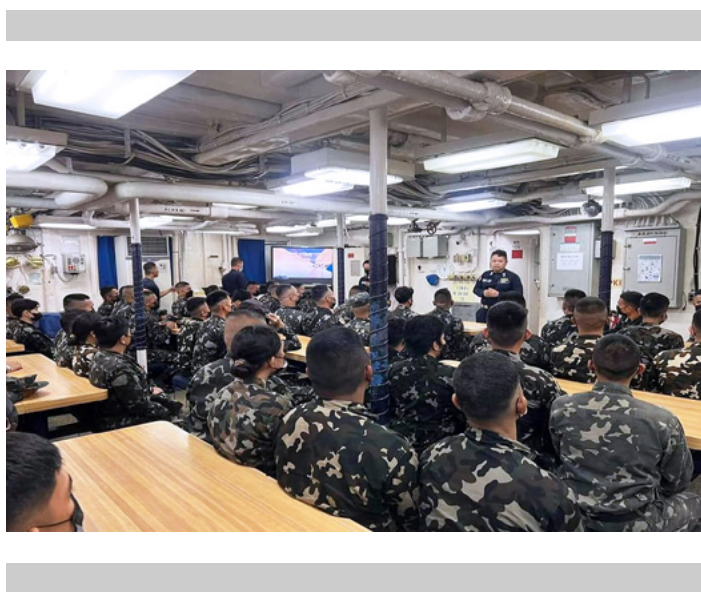
ADVANCE NAVAL ROTC STUDENTS TOUR ON BOARD PH NAVY'S BRP GREGORIO DEL PILAR

by LTJG Christian Robert C Sanico PN

BRP Gregorio Del Pilar (PS15) conducted shipboard familiarization and tour to 86 Advance Naval Reserve Officer Training Corps (NROTC) students who hailed from various parts of the country currently taking-up the Naval Science 43 (NS43) administered by the Naval Reserve Command Training Center (NRCTC) on 8-August-2022.

The NS43 students were introduced to various shipboard equipment and spaces as well as the ever-evolving capabilities of the Del Pilar Class Patrol Vessel (DPCPV). Designated briefing stations were organized to facilitate and showcase the functions of every equipment aboard ship at the Bridge; how the hydraulic steering systems works at the Aft Steering Room; how the 76MM Oto Melara Compact Gun operates inside the Gun Bay; and the different machineries at the Engine Room and Main Control Room. The NS43 students were also given the opportunity to have a glimpse at the newly installed Sea Giraffe Agile Multi-Beam (SGAMB) Air and Surface Search Radar at the Combat Information Center (CIC).





The tour culminated with a simple lunch aboard the Wardroom and Mess Deck which enabled the students to hear the experiences of Officers and Enlisted Personnel aboard ship, and to share their hopes and expectations as they come one step closer of becoming Officers in the Naval Reserve Force.

The Commanding Officer PS15, CDR Clyde B Domingo PN(GSC) personally welcomed the contingent headed by LCDR Calculus D Gulay PN(GSC), Assistant Superintendent NRCTC.

In line with the PN's thrust in empowering and capacitating our Navy Reservists and facilitating their readiness to be integrated into the regular force, TEAM GOYO, composed of the Officers and Enlisted Personnel of BRP Gregorio Del Pilar (PS15), shall provide support and cultivate the aspirations of those who want to be part of our country's primary Protectors of the Sea. 🚢



LAMBAKLAD PROJECT IN MINDORO IMPROVES FISH CATCH

DA-BFAR's Lambaklad Project Beneficiary in Occidental Mindoro
Fish Catch Improves at nearly 18,000 KG in seven months

by BFAR-Central

The San Agustin Lambaklad Fisherfolks Association in San Jose Occidental Mindoro has produced a total of 17,915.34 kilograms of fish from December 2021 to June 2022 through the implementation of Bureau of Fisheries and Aquatic Resources (BFAR), Capture Fisheries Division's (CFD) pilot lambaklad projects.

Among the fisherfolks' catch include skipjack tuna, yellowfin tuna, trevally, queenfish, rainbow runner, scads species, moonfish, and other pelagic species.

Since the Lambaklad project's onset in December last year, it was observed that the group was able to ensure local food security and prioritize marketing of local consumers, while the local government of San Jose, Occidental Mindoro has assisted the fisherfolks in market linkage to other provinces and other trade options.

Set Net (Lambaklad) or Otoshi-ami is a Japanese fishing technology adapted in the Philippines that is sustainable and environment-friendly. 🌱



Photos courtesy of San Agustin Lambaklad Fisherfolks Association



PCG ORIENTS PNP-SAF IN URBAN COUNTER-REVOLUTIONARY WARFARE COURSE

by PCG News

The Philippine Coast Guard (PCG) joined the RIVER CLEAN-UP PROJECT in the vicinity waters off Barangays Cembo and West Rembo, Makati City on 31-July-2022. Participating units and organizations extracted approximately 50 sacks or 2.5 metric tons of silt and solid waste emanating from the Pasig River. According to the PCG Station Malacañang, the project aims to alleviate flooding in residential areas along the Pasig River.

As part of the Pasig River Rehabilitation Program, the PCG Station Malacañang together with CG Rear Admiral Allan O Corpus (Ret); AUX. CDR Millo Cuerdo PCGA 802nd, Makati Base; Quick Response Team of Makati City; CG MEDICAL Team; and CG Marine Environmental Protection Command (MEPCOM) all joined forces for the River Clean Up project under the theme "Save our River to live life Cleaner" along the riverbanks of Barangays Cembo and West Rembo in Makati.

This initiative will help alleviate flooding in areas encompassing the stretch of the Pasig River and its neighboring provinces, and will continue to prosper the rehabilitation as well as portray an environmentally friendly ecosystem promoting a clean and healthy river populace in the midst of the pandemic. 🚢




PNP SPECIAL ACTION FORCE PARTICIPATED IN URBAN COUNTER-REVOLUTIONARY WARFARE COURSE

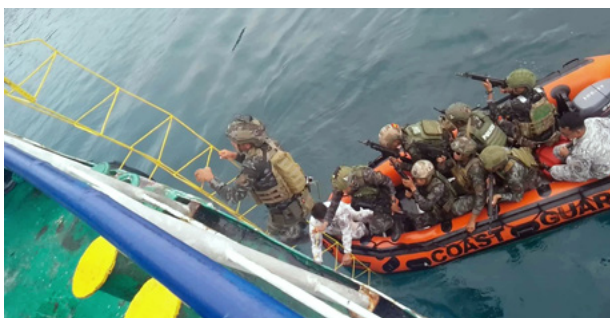
by PCG District Eastern Visayas



The 12th Special Battalion of the Philippine National Police Special Action Force (PNP-SAF) participated in the Urban Counter-Revolutionary Warfare Course (UCRWC) Class 101-2022 training which was supervised by the Philippine Coast Guard (PCG) Northern Samar personnel of Coast Guard District Eastern Visayas (CGDEV), together with Special Operation Unit (SOU) Northern Samar, and CGK9-Allen on 06-July-2022 with 79 students participating.

The main UCRWC objectives are to (a) develop a well-informed, well-organized, disciplined and highly trained counter-terrorist groups; and (b) to produce well-trained policemen in conducting special police operations within the city or in an urban area. The PNP-SAF attendees were being trained for maritime security awareness. 

Note: The PNP-SAF unit was created by the former President Fidel V Ramos.



DOCTRINE AND CIRCULAR OF REQUIREMENTS IN WARSHIP DESIGN

by CAPT Tomas D Baino PN (Ret)



INTRODUCTION

This article features some details for discussion on how to determine the design a fighting ship capable for credible defense during high intensity conflict at the contested sea areas of our territorial seas.

The foregoing explains how fighting credibility and combat reputation can be achieved by a warship by evaluating and using certain tools of information whether the ship we acquired has the characteristics, performance, tasks, capabilities, etc. in order to meet our defense requirements to be credible enough to meet the challenges of land, air and sea battles as well as on the surface, air, and anti-submarine within the battle sphere of the warship.

CHARACTERISTICS OF THREAT

There are various threats to a warship. Some of the greatest assortments of weapons platforms that can interfere with the survivability of the warship are:

- **Ground Fighter Attack Aircraft (GFAA)** – capable to launch multiple and coordinated attack at the speed of at least Mach 2 (ratio of speed of sound versus speed in aircraft), and can launch anti-shipping missiles at a stand-off distance of about 50 km.
- **Attack Helicopter** – capable to launch multiple and coordinated attacks with anti-shipping missiles at a stand-off distance of about 50 km; helicopters are difficult to destroy, relatively slow, but very agile.
- **Shallow Water Attack Submarine** – capable to launch wire-guided torpedoes or with homing acoustic guidance system from a distance of 8-10 km, and torpedo speed of 40 knots in extremely shallow waters where it is very difficult to detect and conclude a deliberate attack.
- **Fast Attack Missile Boat** – a single or multiple attack craft can attack a Frigate from different directions, and launch anti-shipping missiles with an active radar-infrared homing system.
- **Suicide Terrorist** – A warship is a sitting duck while docked at a pier. Being stationary and moored alongside a pier makes for an easy target to swimmers and attackers armed with RPGs or explosives.

• Characteristics of Hostile Threat Ordnance:

- ◊ Anti-Ship Missiles equipped with active radar homing seeker;
- ◊ infrared homing guidance with minimum speed of Mach 2;
- ◊ Stand-off range of 15km-20km-50km; flight altitude of 20m above water surface;
- ◊ single shot with a kill probability of 90%; Anti-surface Torpedoes capable of 40 knots speed at firing distance of 8-10 km; Guidance system of wire-guided or acoustic-guided lock-on systems; and
- ◊ Warhead weighing 100 kgs, and capable of splitting the ship's keel in half. This is the most dreaded ordnance feared by the naval commanders.

EFFECT OF SUCCESSFUL ATTACK ON WARSHIP

Primary Weapons Effect. This consist of kinetic energy, blast fragmentation, shockwave, whipping, etc. likely from an Anti-Shipping Missile (ASM) hitting the center of the large cross section of the ship. Torpedoes and mines can create underwater explosions lifting the ship from the waters, and breaking the ship into parts. Naval Gunfire with armor-piercing shell/high explosive incendiaries could penetrate the hull's inner section and explode at the interior section of the ship.



Fig. 1

Secondary Weapons Effect. In the aftermath of an attack, a large portion of the lethality is the ability to create a ball of fire from the exploding ordnance and munitions at the magazine room onboard, spreading smoke, confusion, and dead bodies everywhere in the ship.



Fig. 2

Tertiary Effect. The principal hazard to the ship could be a total loss when the ship becomes dead in the seaway due to power disruption, flooding, inoperable pumps, damage in the engine room, loss of steerage and propulsion, damage in the bridge and combat information center (CIC), collapse of super-structures, before capsizing and sinking to the bottom of the sea. The last ditch defense is damage control, which depends on how fast the damages can be repaired to prevent the ship from sinking to Davy Jones Locker at the bottom of the sea.



Fig. 3

DOCTRINE

As one of the most important considerations and basis in the formulation of the Circular of Requirements, Doctrine provides indicators about how fighting ships are deployed, fight, operate, maintained, train, etc. throughout the life cycle cost of the fighting ship with the Fleet.

CIRCULAR OF REQUIREMENTS (COR)

These are generally prime statements developed by the Naval Staff Requirements of a NAVY on what are needed, strategy, design, mission performance, etc. practically stating what ship wants for a design of fighting ship. This is practically the responsibility of a NAVY.

Survivability is defined as the ability of a Frigate to remain mission capable after multiple combat punishments, and still resume fighting.

- **Electronic Warfare Systems** – the basic fundamentals of survivability is the effectiveness of the electronic warfare system, superiority, agility and quick response to counter the threat. Defensive measures can be done through:
 - a. **Reduction of ship signatures** – signature control to minimize degree of attraction from hostile anti-shiping missile that could lock-on to radar, and infrared acoustic (torpedoes), magnetic and pressure signatures of the ship that could trigger naval mines underwater to explode beneath the keel of the warship.
 - b. **Distraction** – agility of the Frigates counter-measure electronic warfare equipment to interfere, jam or distract the guidance system of hostile anti-ship missiles.
 - c. **Denial** – ability to protect itself by employment of some counter-measure such as:
 - i. **Softkill** – using chaff, made of aluminum powder spread to the atmosphere, it decoys, distracts, and confuses to create a false target, and diverts the path of the missile attack away from the ship.
 - ii. **Hardkill** – using rapid firing guns such as close-in weapons system (phalanx; goalkeeper) or anti-air-missiles to destroy the attacking anti-ship missile or aircraft in flight.
 - d. **Deception** – an electronic warfare role to provide countermeasures to confuse the electronic warfare capability of a hostile threat; or to mislead adversaries with a combination of human mind, mechanical or electrical means to manipulate the decision loop, making it difficult to establish an accurate deliberate decision to attack your ship.
- **Naval Architecture Ship Design.** The design of the ship structure, noise emanating from cavitation of the propulsion, inter-action between the hull and the water called frictional resistance creates acoustics which are signatures that can be detected by anti-shiping missiles, torpedoes and naval miners.
- **Vulnerability** – the capability of the Frigate structure to withstand the spread of damages, and several hits from exploding hostile munitions.
- **Recoverability** – the ability of the Frigate system and sub-system after temporary stoppage of operation to restore vital ship systems, and resume operation after sustaining combat damage.
- **Concentration of vital equipment** – should not be co-located in one place aboard ship to avoid disruption of operations from a single hit.
- **Duplications** – parallel arrangements of electrical cable installation, firefighting, and damage control equipment must be dispersed to allow use of redundant systems to prevent sudden failure.
- **Separations** – taking apart similar functions of equipment used in utilities can provide the same functions for another equipment in case of damage in one system.
- **Protection** – provisions in the ship systems to resist spread of damage during weapon attacks on the warship.

- **Zoning** - vital shipboard services should be grouped to its zone and must have several series of watertight compartments and blast resistance doors.
- **Reliability** – battle readiness under the system must work accurately and quick target acquisition efficiently within a short time scale with high probability of kill in defeating the threat from the air, surface, and sub-surface within the battle sphere of the warship.
- **Habitability** – provide living comfort for the shipboard personnel under prolong stressful battle condition and extremely hazardous patrol situation at sea.
- **Sickbay and Medical Facilities** – shipboard facilities ready for first aid treatment of battle casualties and other injuries inflicted during combat.
- **Speed and Power** – capable to sustain the desired speed and power during patrol cruising. Maneuvering, patrolling, and target interception at the most economical fuel consumption, at minimum power load factor with high propulsion system's reliability.
- **Maintainability** – capable of immediate maintenance and restoration after temporary stoppage of the ship system in a short time scale within the capability of shipboard crew.
- **Damage control** – shipboard crew must be capable of conducting damage control rapidly in combat situations.

COMBAT MANAGEMENT SYSTEMS (CMS) are the brains of the combat engagement capabilities of the Frigate. The basic principles of the CMS are surveillance, detection, tracking, identification, target acquisition, quick-reaction time in acquisition, and neutralization of the target. CMS provides:

- **Situational awareness** – awareness of sea battle environment, which includes surface, sub-surface and air. Sensors via radar, electro-optical system and sonar collect the information.
- **Intelligence** – converts the information gathered into a timely actionable interpretation, collation, evaluation, and a timely produced common combat operational picture.
- **Defensive and Offensive Capability** – the density of the combat system must cover all sectors of fire in rapid target acquisition in the air, surface, and sub-surface with inter-locking fire.
- **Planning and decision making** – These steps help the Frigate commander to rapidly make a quick actionable plan for decision-making and implementation in a rapidly changing complex battle environment.
- **Weapons systems command and control** – the CMS will direct weapons and sensors to engage the incoming threat. The CMS is carried out through the crew, sensors, and weapons system. It is a software flexible to operate in a complex naval battle environment, able to electronically interact with other sub-systems, and interoperable with one's own system as well as other allied navies.

CONCLUSION

The responsibility of a Navy is to be credible in Naval Defense with a high degree of survivability in order to protect the crew under extremely hazardous situations in combat at sea. The narratives explained in this article serve as a guide as to how a combatant naval vessel can achieve the credibility of a fighting ship.

RECOMMENDATION

The Navy should prepare a Circular of Requirement as basis for the design of a fighting ship. Preparation of the Technical Specification is the responsibility of the shipyard to design, build, and construct the vessel in accordance with the Circular of Requirement of the NAVY.


About the Author



CAPT Tomas D BAINO is a registered naval architect and civil engineer in the Professional Regulation Commission in the Philippines. He was a former Commanding Officer of the Naval Shipyard of the Philippine Navy, and was involved in co-production of the 78-Foot Gunboat with Halter Marine Shipyard of USA, Patrol Craft Escort Refit Program of the Philippine Navy,

and Joint U.S. Military Advisory Group.





Upon his retirement from the NAVY in 2004, he served as consultant with BFAR for the acquisition of Fishery Monitoring Control Vessel from Spain and also with DOTr for the acquisition of 12 Multi-Role Response Vessel for the PCG under JICA Loan Grant. He served also with Development Bank of the Philippines Maritime Leasing Corporation in 2006 for local construction of RORO Vessel.

He earned a post graduate diploma in Naval Architecture at the University College of London specializing in Submarine Design under the sponsorship of UK Ministry of Defense and training in Hydrodynamic with Defense Evaluation Research Agency also in UK. He had also undergone orientation seminar with Blomh and Voss in MEKO Warship Design and Construction in Hamburg, Germany. 

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PN FORMER SHIPS FROM ASEAN COUNTRIES

by CDR Mark R Condono PCGA

"We're going to have to send you back, to rescue the Vietnamese Navy."

We forgot 'em, and if we don't get them or any part of them, they're all probably going to be killed.

~ **Admiral Donald Whittier**, USN, Commander, Evacuation Mission, Operation Frequent Wind to **CDR Paul Jacobs**, USN, Commanding Officer of the *Knox Class Frigate USS Kirk (FF-1087)*.

The date was 30-April-1975, a few hours before the Fall of South Vietnam's Capital City, Saigon. It was the largest evacuation mission by the U.S. Armed Forces. This feat would take the 34-Ship Convoy of the South Vietnamese and Cambodian Navies to Subic Bay on the first week of May 1975.



The Knox Class Frigate USS Kirk (FF-1087) led the ships of the South Vietnamese Navy to Subic Bay in April 1975. Photograph from US Department of Defense, accessed 09-August-2022.

The Task Force led by the USS Kirk comprised the Capital Ships of the Navy of the former Republic of Vietnam (South Vietnam) which included 1 Destroyer Escort, 6 Weather High Endurance Cutters, Patrol Craft Escorts, Minesweepers, Landing Ship Tanks, Landing Craft Infantry, among others.

They were divided into two Task Groups, TG 1 led by CAPT Kiem Do RVN, and TG 2 led by CAPT Khu Huum Ba, RVN. They set out from Con Son Island where the USS Kirk would meet them for the voyage to freedom.

As they approached Philippine waters, geopolitical events took place that their entry was uncertain as the Philippine Republic had already recognized the new Government of the Democratic Socialist Republic of Vietnam. The new government demanded the return of the warships to the former City of Saigon now Ho Chi Minh. Since the Republic of Vietnam did not exist any longer, this dilemma was solved by a technicality on the transfer of the former American Warships to the South Vietnamese Navy. If the assets were no longer needed, the ships and aircraft would revert back to American ownership, to traverse Philippine waters and enter Subic Bay.

The traditional replacement of the Flags was made and not a single Vietnamese Naval Officer or Civilian was without tears when their Flag was being lowered while singing their national anthem.

By 1976-1977, these 34 ships would join the Philippine Fleet as follows:

1 DESTROYER ESCORT RADAR PICKETT (*Edsall Class*):

- Ex-USS *Camp*, Ex-RVNS *Tran Hung Dao*

1 DESTROYER ESCORT RADAR PICKETT (*Edsall Class*):

- Ex-USS *Camp*, Ex-RVNS *Tran Hung Dao*
- RPS/BRP *Rajah Lakandula* (PF-4)



*BRP Rajah Lakandula (PF-4) and BRP Andres Bonifacio (PF-7) during a Fleet Review. Photograph from the book *Tides of Change*, Headquarters Philippine Navy.*

- A Radar Picket Destroyer Escort, she was commissioned into the Philippine Fleet in 1976 and was in service until 1987 as a Barracks Stationary Ship. She was stricken in 1988, although other sources indicate she was extant until 2002.



BRP Andres Bonifacio (PF-7) underway circa 1980's. Former ship of Commodore Mariano Sontillanos AFP (Ret). It sunk at an RC Pier and was salvaged and refloats by CAPT Tomas Bains PN (Ret). Photograph Courtesy of Mr Anthony Faustino

6 HIGH ENDURANCE CUTTERS (WHEC) (Ex-USN *Barnegat Class*, Ex-USCG *Casco Class*, Ex-RVN):

- Known as *Andres Bonifacio Class* in Philippine Naval Service.
- RPS/BRP *Andres Bonifacio* (PF-7, Ex- USS/USCGC *Chincoteague*, Ex-RVNS *Ly Thoung Kiet* HQ-16).
- Commissioned into the Philippine Fleet in 1976, PF-7 was the lead ship of the *Andres Bonifacio Class* of 4 out of 6 vessels in the Fleet; scrapped between 2001 and 2002.
- RPS/ BRP *Gregorio Del Pilar* (PF8, Ex-USS/USCGC *McCulloch*, Ex-RVNS *Ngo Kuyen*). Re-numbered as PF-12. She was decommissioned in 1986.
- RPS/BRP *Diego Silang* (PF-9, Ex-RVNS *Tran Quang Khai*, Ex-USS/USCGC *Bering Strait*). She was commissioned around August 1983 with Hull number PF-9, re-numbered to PF-14 in 1984, was and decommissioned during the 90's.
- RPS/BRP *Francisco Dagohoy* (PF-10, Ex-RVNS *Tran Bihn Trong*, Ex-USS/USCGC *Castlerock*); decommissioned in 1986.
- RVNS *Tran Nhat Duat* (HQ-03, Ex USS *Yakutat* and RVNS *Tran Quoc Toan* (HQ-06, Ex-USS *Cook Inlet*). Acquired as spare parts source and was never commissioned.

ADMIRABLE CLASS OCEAN MINESWEEPER:

- RPS/BRP *Magat Salamat* (PS-20, Ex-RVNS *Chi Lang II*, Ex-USS *Gayety* MSF 329); acquired on 05-April-1976; commissioned 07-February-1977. Still in active service.
- RPS/BRP *Datu Tupas* (PS-18, Ex-RVNS *Chi Linh* HQ-11, Ex-USS *Shelter* AM-301). Transferred from South Vietnam in 1976; decommissioned.

PATROL CRAFT ESCORT (185FT) (Miguel Malvar Class):

- RPS/BRP *Miguel Malvar* (PS-19, Ex-RVNS *Ngoc Hoi*, Ex-USS *Brattleboro* PCER 852)
- RPS/BRP *Sultan Kudarat* (PS-22, Ex-RVNS *Dong Da II*, Ex-USS *Crestview* PCER 895)
- RPS/BRP *Datu Marikudo* (PS-23, Ex-RVNS *Van Kiep II*, Ex-USS *Amherst* PCER 853)
- PS 19 still in active service, PS-22 decommissioned on 05-July-2019 and PS-23 decommissioned in Dec-2010. All fitted as Rescue Ships were designated R on their classification in USN Service; classified as Corvettes in the Philippine Navy.

LANDING SHIP TANKS (LST):

- RPS/BRP *Agusan Del Sur* (LT-54, Ex-RVNS *Nha Trang* HQ-505, Ex-USS *Jerome County*); decommissioned in 1986.
- RPS/BRP *Sierra Madre* (LT-57, Ex-RVNS *My Tho* HQ-800, Ex-USS *Harnett County*); commissioned into the Philippine Fleet 05-April-1976; serves the Philippine Navy as an observation outpost at Ayungin Shoal; deliberately ran aground in 1999.
- RPS/BRP *Cotabato Del Sur* (LT-87, Ex-RVNS *Thi Nai* HQ-502, Ex-USS *Cayuga County* LST-529). Entered Philippine Fleet on November 1975; scrapped in 2003.
- RPS/BRP *Kalinga Apayao* (LT516, Ex-RVNS *Can Tho* HQ-801, Ex-USS *Garrett County* LST 786); decommissioned in 2010; scrapped in 2012. Some of her interior parts are displayed at the Philippine Fleet Museum, Sailor's Memorial, Naval Base Heracleo Alano, Sangley Point, Cavite City.
- RPS/BRP *Zamboanga Del Sur* (LT-86, Ex-RVNS *Cam Ranh* HQ-500, Ex-USS *Marion County* LST-975); transferred to Philippine Navy in November 1975; scrapped in 2014.

LANDING SHIP MEDIUM (LSM):

- RPS/BRP *Batanes* (LP-65, Ex-RVNS *Huong Giang* HQ 404, Ex-USS *Oceanside* LSM-175); acquired in 1976; commissioned into the Philippine Fleet in Feb-1977 post refurbishment; decommissioned in 1988; scrapped 1989.
- RPS *Western Samar* (LP-66, Ex-RVNS *Hat Giang* HQ-400, Ex-USS *LSM-355*) Acquired in May 1975; modified for Hospital Ship duties in South Vietnamese Naval service; served the French Navy; Served the Philippine Navy until 1989; converted into a commercial barge.
- Ex-RVNS *Han Giang* HQ 401, Ex-USS *LSM 110*. Acquired in 1975; utilized as spare parts source; scrapped in 1976.

LANDING SHIP FIRE SUPPORT LARGE (LSSL 1 Class):

- RPS/BRP *Camarines Sur* (LF 48, RVNS *Nguyen Duc Bong*, Ex-US *LSSL 129*). She was decommissioned 1991.
- Ex- RVNS *Lulu Phu To* (Ex-LSSL 101); acquired in 1975; never commissioned in Philippine Fleet; used as spare parts source for active units.
- RPS/BRP *La Union* (LF 50, Ex-French Navy *Hallebarde*, Ex-JDS *Atago* and Ex-RVNS *Doan Ngoc Tang* HQ-228, Ex-USS *LSSL 9*). Decommissioned in 1991. Armed with 1-76mm and 4-40mm AAG, 2-20mm and 4-50CMG.

LSIL CLASS INFANTRY LANDING SHIPS (LSIL):

- RPS/BRP *Sorsogon* (LF-37, Ex-RVNS *Tien Kich*, Ex-French Navy *L9038* and Ex-USS *LSIL 872*).
- RPS/BRP *Camarines Norte* (LF 52, Ex-RVNS *Loi Cong*, Ex-French Navy *L9034*, Ex- USS *LSIL 699*).
- RPS/BRP *Misamis Occidental* (LF 53, Ex- RVNS *Tam Set*, Ex-French Navy *L9033*, Ex-USS *LSIL 871*). LF 53 was decommissioned in 1979, LF-37 and LF-52 in 1980.
- RPS/BRP *Marinduque* (LF-36, Ex-P111 of the Khmer Navy) was decommissioned from PN service in 1980.

ACHEALOUS CLASS REPAIR SHIP:

- RPS/BRP *Yakal* (AD-617, Ex-RVNS *Vinh Long* HQ-802, Ex-USS *Satyr* ARL-23). Situated at Subic Bay since 1975, Commissioned into the Philippine Navy on 21-June-1983. She was bought under the Foreign Military Sales program as there was a need of a repair ship capability in the Philippine Navy.
- YOG-5 Class Gasoline Barge:
Ex-RVNS *Hoa Van Ham* (HQ-407, Ex-US *YOG 33*) acquired by the Philippine Navy; never commissioned; used as spare parts source, also YOG-80 Ex-RVNS 470 and YOG-13, Ex-RVNS 474)

PATROL GUNBOAT MEDIUM:

- RPS/BRP *Basilan* (PG 60, Ex-RVNS *Hon Troc*, Ex USS *PGM 83*); acquired in Nov-1975; similar to PCG Cape Class Gunboats.

CAMBODIAN NAVY (Khmer National Navy) SHIPS:

*E-312 of the Khmer National Navy at Subic Bay, Circa May 1975, later became BRP *Negros Oriental* (PS-26). Photograph from Khmer Navy www.khmernavy.com accessed Oct 2020.*

SUBMARINE CHASER 173 FT:

- RPS/BRP *Negros Oriental* PS 26 (Ex E312, Ex French Navy *L'Inscoutant*, Ex-USS *PC 1171*); acquired by Philippines in December 1975; commissioned in April 1976; decommissioned on 29-March-1990.
- E312, P-111 (RPS *Marinduque*) and a Landing Craft Infantry P-112 also of the Khmer Navy arrived on Subic Bay on 09 May 1975 from Malaysia and turned themselves to the United States Navy. P-112 was never commissioned and used as a spare parts source of the PN. The Guided Missile Frigate USS *Ramsey* (FFG-2) and a P-3C Orion ASW aircraft escorted the Khmer warships until entry into Subic Bay. 🚢

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BOOK REVIEW: CODE OF HONOR

THE LIFE OF VADM PETER WAKE IN THE 1904-05 RUSSO-JAPANESE WAR

by Vicky Viray Mendoza

RADM Peter Wake, USN is on an espionage mission in Europe during 1904-05 to obtain the German war plan to invade America. In the process, Wake becomes a German target, inescapably entangled in Russian turmoil, and headed for the disastrous Russia-Japan naval battle on the far side of the globe which will change world history forever, producing the daunting foe that America will ultimately face 37 years later.

1. This War Ain't Even Ours. Tsushima Straits, 27-May-1905.

RADM Peter Wake, Chief Sean Rork USN, and CAPT Edwin Law were floating amidst hundreds of dead Russians in the water and burning ships. They could not yell for help as they might be mistaken for Russians. *Suvorov* was engulfed in flames, and a Russian torpedo boat sped away with injured VADM Zinovy Petrovich Rozhestvensky. The 3 Yanks were hurled overboard by a blast from a Japanese torpedo boat in a war not theirs to fight.

PART 1. THE MISSION

2. The Sheik, the Kaiser, and the Tsar. Washington DC, 22-June-1904. Sultan Abdelaziz, agreeing to Sheik Raisuli's demands pleased Roosevelt, who then ordered Wake to steal the German plans; make an appraisal of Kaiser Wilhelm and Tsar Nicholas; and assess ability of Russia's Navy versus Japan's Navy. If Japan defeats the Russia, Japan's next target is the Philippines. Wake worries for his son in Manila. Roosevelt warns him of the Machiavellian snake pit of Europe, and royal blue-blood vipers.

3. My Entourage. Hamburg, Germany, 27-July-1904. RADM Wake's wife, Maria, is brilliant at evaluating personalities, fluent in Spanish, French, English; conversant in German and Italian; a bit of Russian, and excellent at getting useful information. CAPT Edwin Law USMC, for liaison, travel logistics, communications; conversant in Spanish and French; combat veteran of Cuba and Philippines; and sharp pistol shooter. Lastly, his best friend, Chief Sean Rork USN, as bodyguard and intelligence man.

4. Othello. Hamburg, Germany, 27-July-1904. "Othello" was a midlevel German army staff officer in strategic planning for future war operations. But his superior blocked all promotions, and embarrassed him in front of other officers. Othello wanted a simple revenge on his superior, MGEN Johann von Sonnenblume. Othello's plan was to embarrass him by breach of security of the highly secret German war plan. Othello would offer the plan to Americans. Wake would have to move faster.

5. A Sympathetic Ear. Hamburg, Germany, 27-July-1904. A Jewish anti-Tsar Russian lady was hired by a U.S. naval officer in Germany to lure Othello and stoke revenge. She reported Othello trying to locate a large number of colliers to fuel the ships in his force projection plan. This number was for landing an invasion force.

Clearly, America was the target of the war plan. Othello was putting his scheme against Sonnenblume into action. Wake had a plan to wangle the war plan from Othello.

6. Repugnant Skulduggery. Hamburg, Germany, 14-August-1904.

Russian Interior Minister Vyacheslav von Plehve was killed on his way to brief the Tsar in St. Petersburg. Plehve was an overseer of the shadowy Russian secret police. It dreaded the Okhrana. Corporate Russians in Europe were now suspected of anarchist ties. Affecting Wake's mission, he decided to delay.

7. The Biggest Pickehaube. Hamburg, Germany, 14-August-1904.

Wake, Maria, and Law attended a party of Kaiser Wilhelm II. Wake endured the inane blather, ridiculous posturing, and the Emperor, a delusional demented man-child. By posing a most sincere look of veneration, Wake gathered the most important information from the Kaiser. Wake asked his opinion whether the Tsar's fleet could make it around the world to fight the Japanese. He spilled that Albert Ballin would provide the colliers.

8. The Desdemona Decoy. Hamburg, Germany, 14-August-1904.

Unaware Othello was behind Sonnenblume, Maria spoke. Othello turned his head toward her. He did not know how Maria looked but might have recognized her voice. As Othello moved closer, Rork sent Othello a note that his Russian Desdemona was nearby. Othello headed for the foyer. Wake's team departed before Othello returned. They boarded the steamer Falke for St. Petersburg to meet the Tsar, and pursue Othello's revenge plan.

9. Undercurrents. St. Petersburg, Russia, 17-August-1904.

The people seemed more desperate in avoiding the Pacific war news. Wake received an invitation from RADM Pyotr Rachkovsky, Commandant, Kronstadt Naval Base, to attend the Rachmaninov symphony at Maryinsky Theater. Wake believed he could accomplish assessing Russia's navy and army war capabilities and obtaining the German plan. Othello would get a note of when and where to meet, and convince him they were Russians.

10. A Siberian Tiger Can Never be a Vegetarian. St. Petersburg, Russia, 17-August-1904.

Wake spotted Rachkovsky, a shrewd and dangerous man. Rachkovsky let Wake know he was on to his moves with the Russian girl and Othello, but postulated incorrectly that America was siding with Japan against Russia. Rachkovsky, in a threatening tone said, "Even when he gets old, a Siberian tiger is unable to change his habits, he still kills and never becomes a vegetarian." Wake did not admit to anything.

11. Rork's New Friend and Old Vodka. St. Petersburg, Russia, 24-August-1904. Rork followed Othello to a restaurant and introduced himself as Francois to the assistant head waiter, who agreed to slip a note into the Othello's coat pocket. It said: "Othello-Maryinski tonight-Intermission-Latrine on the right

side—Eat this note—Cassio.” If the plan fails, Maria would claim food poisoning, all leave the theater, board the steamer seeking medical attention and asylum, and depart for England.

12. The Hope of All Russia. St. Petersburg, Russia, 24-August-1904. That evening, Sergei Rachmaninov was conducting; it was the eve of the Feast of the Assumption, and Tsar Nicholas II was present. Wake and Maria were invited by RADM Rachkovsky but the Tsar requested they be his guests in the imperial box with VADM Zinovy Petrovich Rozhestvensky. Rozhestvensky was the last hope for Mother Russia to win the war. Wake wanted to know Russia’s capabilities and of Asia north of the Philippines.

13. The Tsar. St. Petersburg, Russia, 24-August-1904. Russian Tsar Nicholas II’s behavior was the opposite of his ostentatious German cousin, Kaiser Wilhelm II. He was regal and not pompous. It took a full 10 minutes for the chamberlain to declare the full titles of the Tsar covering Bulgaria, Poland, Norway, 24 royal titles, and numerous nationalities on two continents. Rork, Law, German officers, and Othello were all in place.

14. The Surprise Offer. St. Petersburg, Russia, 24-August-1904. Wake told the Tsar he had a message from President Roosevelt, who conveyed his desire to be a sincere friend but must remain neutral in the Russo-Japanese war. The Tsar wanted Wake onboard the Russian Fleet as a neutral observer of their strength. Roosevelt approved. Othello went to the latrine and Rork slid a torn shred of paper into his coat pocket that said *“sit in seat 22-row 9; wait 10 minutes in the latrine for the reward.”*

15. The Ring. St. Petersburg, Russia, 24-August-1904. Wake saw Maysa Abaev’s blue sapphire ring unhinge and arsenic powder pouring into his wine glass. He told her to stop but her right hand punched while her left reached for a tiny pistol. Wake’s left hand grabbed her left as his right hand reached for his revolver. Maysa collapsed when an iron candlestick fell on her head. Wake covered the carpet blood stains with wine and gagged Maysa. Wake’s said drunken soldiers were with Maysa.

16. Charming the Tsar. St. Petersburg, Russia, 24-August-1904. Wake suspected Arkadiy Harting ordered Maysa to assassinate him. When Harting asked if Wake remembered him. Wake said his real name was Mr. Landesmen and blurted he was an Okhrana. James Jordan said Roosevelt had a message for Wake and they had to leave soon. Law saw the same agent in Hamburg sit 2 rows behind Othello, and maybe saw him take invoices from Othello’s seat. Harting looked for Maysa, studying carpet stains.

17. Translations. St. Petersburg, Russia, 24-August-1904. At the U.S. embassy, Wake asked Jordan to translate a German document, and to bring in the naval and military attaches, fully geared for mission that begins in 1 hour for 1 month. Wake and Rork translated the telegram from Roosevelt: *“Wake, We accept. Act immediately. You must ship. Naval expedition Russian navy. Carefully avoid violation of neutrality.”* Law took out an envelope. It was the German plan for the U.S. invasion!

18. Amerikanischer Invasionseinsatzplan III. St. Petersburg, Russia, 24-August-1904. Wake had Jordan translate verbally. The first 2 plans of attack on U.S. ports and coastal cities were scrapped. The third plan would have 100K troops land near Plymouth, marching to Boston in 2 days; a landing on Cape Cod; and a decoy landing at Rockport. Either 50K troops are to capture the Caribbean or all 100K to capture Boston. It revealed of 65K American army strength, 35K were in the Philippines.

19. A Very Terrible Feeling. St. Petersburg, Russia, 25-August-1904. Wake told Jordan not to speak of the plans to anyone including the Ambassador. Same instructions to the 2 lieutenant escorts of Maria to France. But they must not board the train to Vichy. They must head for Washington via Copenhagen, and deliver the plans to Roosevelt and inform ONI CDR Schroeder he has them. Law, Rork, and Wake would be at Hotel Europa until they embark with the Russian Fleet. Maria had a terrible feeling.

20. Plausible Deniability. St. Petersburg, Russia, 25-August-1904. Maria and the warplan were out of Russia. Rachkovsky arrived at Hotel Europa and probed Maria’s trip to France. He spoke with plausible deniability. Rachkovsky said soldiers at the theater were interrogated, uniforms inspected, but none showed blood, bruises, smelled of alcohol, none fought over wine, murdered a woman, nor saw a lone American naval officer. Rork was behind Rachkovsky *—kill?* Wake shook his head.

21. Layers of Lies. St. Petersburg, Russia, 25-August-1904. Why did Maysa try to kill Wake, and for whom? Why is Rachkovsky covering up the killing of Maysa? How much do Germans know about Wake’s false-flag espionage? Why did Rachkovsky arrange Wake’s assignment as a neutral naval observer with the Russian fleet? Rachkovsky’s theory starts with a German officer dead by gunshot two streets away from Maryinsky, killed by a German. Arkadiy Harting believes Maysa was killed by the same agent.

PART 2. THE FLEET

22. Preparing for War. Kronstadt Naval Base, Russia, 26-August-1904. RADM Wake was invited by the Tsar for a formal dinner at the Kronstadt Navy Club. The Tsar gave a wonderful speech about Wake, and VADM Rozhestvensky welcomed him as a naval brother. The Russian Fleet got so drunk to the point of insensibility, except for the Tsar, Rozhestvensky, and Wake, for they knew the lives of the crew may end the next day beginning at 3 a.m. The party ended at 2 a.m. Wake was onboard *Suvorov*.

23. Spies and Torpedo Boats. Skagerrak Straits, Denmark. 17-October-1904. Harting was now Garting, providing information to Rozhestvensky by telegraph to the nearest port and then by fast boat out to the flagship or by Marconi wireless telegraph installed in a few Russian ships. Garting’s efforts were enhanced by the complete cooperation of the Danish military as their sovereign King Christian IX was the Tsar’s grandfather. It provided an escort squadron for passage through Denmark.

24. Morale? Dogger Bank, North Sea, 21-October-1904. Rozhestvensky was known to completely lose his temper, and beat up subordinates and officers. Rork reported their lack of training and experience using weapons with no attempts to improve accuracy. Academy graduates had little practical application. In modern warfare, morale is a needed addition to naval skill, not a substitute. Wake found the state of the Russian officers and men of the whole fleet dismal in every regard.

25. Chaos. Dogger Bank, North Sea, 21-October-1904. Wake woke up to sounds of gunfire after midnight, so he got into his uniform, took extra bullets, then headed for the bridge. Rork and Law were already there standing. VADM Rozhestvensky screamed profanities in Russian. The Russian fleet was firing at the British fishing fleet at Dogger Bank, a traditional fishing ground. Rozhestvensky thought he saw torpedo boats and ordered the firing. Russian ships also hit each other in confusion.

26. Hail Britannia. Vigo, Spain, 26-October-1904. News in the

papers reported a dreadful mistake by the Russians in that the vessels they shot were not torpedo boats but the British fishing fleet. The British were enraged that their fleet at Gibraltar was now on war alert, and 3 cruisers just appeared off the southern coast of Vigo. Within 3-4 days, there would be 20 battleships and cruisers off Vigo. An encoded telegram for RADM Wake said if war broke out with Britain, he was to leave the Fleet at first port.

27. Impressions. Tangiers, French Morocco, 1-November-1904. Wake replied to Roosevelt's telegram saying no Japanese warships were at Dogger Bank; French Tangiers were friendly to Russians; Germans coaling for Russians but suspicious of him; Russian Fleet was not combat ready but its Admiral was. RADM Dimitry Fölkersam took 5 warships toward Suez Canal. *Anadyr's* anchor got stuck on the transcontinental cable. Rozhestvensky ordered to cut the cable. Wake lost his bridge to Roosevelt.

28. Bears in the Tropics. Dakar, French Senegal, 12-November-1904. Paris sent a message prohibiting the Russian Fleet to refuel in French waters. Japanese and British protested the refueling as it violated international neutrality. But since there were no French ships around, Rozhestvensky ordered his men and German colliers to load the coal. In 29 brutal hours, the entire fleet was loaded. Wake witnessed the Russian sailors' courage and strength for combat. He now respected the Russian navy.

29. The King, the Pygmy, and the Correspondent. Near Libreville, French Gabon, 26-November-1904. The French colonial governor prohibited the Russians to enter Gabon and its waters. The Fleet anchored 3 miles away, and the German colliers loaded the Fleet there. Wake saw a Pygmy chanting. The chant said he had a death face, and would die at the hands of a foreigner. Wake soon met an impostor with a German accent. Rork and Law blocked him reaching for his gun.

30. Portuguese Bravery. Great Fish Bay, Portuguese Angola, 6-December-1904. The colliers would begin coaling in an hour. But LT Silva Nogueira, commanding officer of the tiny Portuguese navy river gunboat *Limpopo* said they must leave as Portugal is neutral. Rozhestvensky denied being anchored in Portuguese territory, at over 3 miles from shore. Nogueira said he would be compelled to expel them by force! The Russian crew laughed. In jest, Rozhestvensky said he looked forward to the attack.

31. Teutonic Africa. Angra Pequena (Luderitz), German South West Africa, 11-December-1904. The Russians received sobering war news. A German artillery lieutenant spotted Wake, and their eyes locked. Rozhestvensky tried to pry from Wake his story with the German foe, and Wake truthfully said it was 15 years ago in Samoa. Rozhestvensky told Wake the route would change having enough coal. The Fleet would go past British spies at Cape Town and Japanese torpedo schooners at Durban.

32. Stunned Silence. St. Marie Island, French Madagascar, 29-December-1904. Wake, Rork, Law, and CDR Vladimir Semenov celebrated Christmas together aboard *Suvorov*. The first verse of the Sailor's Hymn was enunciated by Wake. Two German colliers were loading coal via boats. St. Petersburg ordered VADM Rozhestvensky to head for *Nosy Be* where RADM Fölkersam's squadron was. Sobering news of Russia's loss at Port Arthur, Manchuria and Russian prisoners stunned the crew to silence.

33. Our Descent into Hell-Ville. Hell-Ville, Nosy Be Island, French Madagascar, 9-January-1905. January 7th was Russian Orthodox Christmas. On board flagship *Suvorov*, Rozhestvensky

gave a moving speech. To the sailors, Rozhestvensky was Russia. But when they reached Hell-Ville, the place abounded with prostitutes all over Fölkersam's sailors on liberty. Wake believed Rozhestvensky would put an end to this breakdown of discipline. Wake sent a telegram to Roosevelt saying it was useless to stay.

34. Carpe Diem. Hell-Ville, Nosy Be Island, French Madagascar, 14-January-1905. Rork, Law, and Wake walked the beach in search of a businessman that would grant passage via a schooner to Mauritius where they would catch a steamer to Singapore. Wake wanted to leave in 4 days, but the ship handler, Allard Martin, said the 900-mile voyage would be very rough as it was the cyclone season. Wake bargained and Martin unhappily agreed. They would set sail for Mauritius in 2 weeks.

35. Bad News. Hell-Ville, Nosy Be Island, French Madagascar, 25-January-1905. Ballin's colliers of Hamburg-America Line did not arrive due to cancellation of insurance for war risk. It released colliers for Nosy Be but the price went up. RADM Nikolai Nebogatov's first contingent will arrive in Djibouti in late February; the second in Nosy Be in early March. Fölkersam's ships will be ready by mid-February. Rozhestvensky will be stuck in Hell-Ville until April. RADM Fölkersam's illness worsened.

36. Proshchay, Moy Drug! . Hell-Ville, Nosy Be Island, French Madagascar, 30-January-1905. It was time to say goodbye and Rozhestvensky knew it. He, Wake, Semenov and the crew had become friends and it was a bittersweet goodbye. Wake tried to urge Rozhestvensky to take his fleet home and save their lives, but it would be against the orders of the Tsar which was for him to remain until the Baltic ships arrived, do battle, and get to Vladivostok. The Yanks would now be Smith, Jones, and Murphy.

37. Trade Winds on the Nose. Southern Indian Ocean, 31-January-1905 to 17-February-1905. Smith, Jones, and Murphy walked to the bar to meet up with Martin. The captain of the pathetic schooner *Denise* would be Morisseau. The schooner was dirty and smelled awful, amidst the most deadly trade winds, with no letting up. Wake and Law, Rork and Morriseau partnered in throwing out water from the schooner. Everyone but Morisseau was sick and exhausted by the boat trip.

38. Smugglers? Noire Bay, Mauritius Island, 17-February-1905. They were in Mauritius and Martin demanded the balance. Wake gave it but Martin demanded 10 more coins. Rork struck him and he fell. As the three walked on, they were stopped by Inspector James Green of the Constabulary. Wake explained they were RADM Peter Wake USN, Capt Edwin Law USMC, and Chief Sean Rork USN. They were stripped and their bags inspected. A uniform surfaced proving Wake was an admiral.

39. A Day Late, in the Middle of Nowhere. Government House, Port Louis, Mauritius Crown Colony, 18-February-1905. Sir Charles Cavendish Boyle, Governor of Mauritius welcomed the Yanks. Unfortunately, the ship to Singapore had sailed a day ago and would be back in a month when the cyclone season ends. And so they waited in comfortable opulence, incommunicado with the rest of the world. As far as Maria and Roosevelt knew, the 3 Yanks were last seen in a brothel bar in Hell-Ville.

40. Drinking Rum in a Whisky Bar. Raffles Hotel, Singapore, Straits Settlements Crown Colony, 6-April-1905. Wake, Rork and Law boarded the steamer *Clotilda* to Singapore. Consul James Hustwayte paid their expenses to be reimbursed by navy voucher. The Russian army was losing ground in Manchuria, and

was defeated at Sandepu with 12000 killed. They lost the Mukden rail junction in a battle with 88000 killed. The Russian revolution halted commerce and transport.

41. The Brethren. Singapore, Straits Settlements Crown Colony, 7-April-1905. Davit Kasabian sat down at Wake's table and said, "I see you have traveled to the East." Wake replied to the Mason, "I have traveled to the East. I am now traveling to the West." Traveling to the East meant seeking knowledge; Traveling to the West meant spreading the knowledge. He said a dinner invitation from Gov. Anderson will be sent to Wake's room, and German Officer Gerhard Weber asked about Wake.

42. Amazed and Dismayed. Singapore, Straits Settlements Crown Colony, 8-April-1905. The Russian Fleet were fast approaching Singapore. Rozhstvensky got through the Malacca Straits undetected, and would soon be in South China Sea. Roosevelt sent a cable. It said Wake was to rejoin the Russian Fleet if they stop at Singapore or Saigon. Roosevelt asked for a detailed eyewitness assessment of Japanese tactics, ships, commanders, and Japanese plans in Asia and Philippines.

43. The Bear, the Lion, and the Black Dragon. Singapore, Straits Settlements Crown Colony, 8-April-1905. Davit Kasabian warned them to leave Singapore ASAP. A French freighter was leaving pre-dawn for Saigon. The 3 Yanks must carry their bags through the back stairs and not check out. Yoshida's Black Dragon bribed the doorman to let a girl enter Wake's room in the morning. German officer Gerhard Weber called Berlin saying Wake will be picked up by cab and killed by gangsters en route.

44. Pulling Rank. Saigon, French Indochina Protectorate, 12-April-1905. Their little French steamer, *Emma Louise*, arrived at Saigon at noon on 12-April. No Russian Fleet present, only the cruiser *Diana*, CDR Vladimir Semenov's old ship. Wake tried to get Rozhstvensky's location but the Russian crew would not tell him. So Wake pulled rank and said he was authorized by the Tsar to join the Russian Fleet with approval from President Roosevelt. He asked to be taken to Rozhstvensky within an hour.

45. Déjà vu and a Warning. Cam Ranh Bay, Annam, French Indochina Protectorate, 15-April-1905. RADM Pierre de Jonquières, Commander of Indochina naval squadron, was worried as soon as the Russo-Japanese war was over, the Japanese would attack French Indonesia next with the help of Siam, after which they will go after the American Philippines. He said the Black Dragons are insidious and named after Russian's Amur River, which is Black Dragon in Chinese.

46. Waiting for Unwanted Help. Van Phong, Annam, French Indochina Protectorate, 14-May-1905. RADM Jonquières told Rozhstvensky Russian ships had to leave Cam Ranh Bay. Rozhstvensky complied but moved to Van Phong Bay. The Saigon Governor ordered them to leave. Rozhstvensky complied then returned to an empty Van Phong Bay. RADM Nikolai Nebogatov passed Singapore, were headed his way, and they met closed-door. The fleet headed for Japan on May 14.

47. Peering into the Rain and Mist. East China Sea, 19 to 26-May-1905. The new mission was to evade the enemy and get to Vladivostok where the modern ships could be used for raiding in the Sea of Japan. A major problem was Vladivostok did not have enough food or medicine for 10,000 men, nor fuel, supplies, or ship repair facilities. 7 Japanese were picked up by *Suvorov*. On May 26, everyone was called to battle stations. The fleet was to

enter the eastern side of Tsushima Straits.

48. Fate Arrives. Tsushima Straits, 27-May-1905. The Russians were surrounded. Rozhstvensky gave all officers and crew some vodka. He ordered the fleet to form a single line, speed up to 11 knots, and steer course N-NE to Vladivostok, 500 miles north. His demeanor was deliberately calm, calculating, polite – personalities do change in combat. But two parallel lines resulted. Japanese cruisers withdrew, but Togo's fleet appeared.

49. Crossing the "T." Tsushima Straits, 27-May-1905. The Crossing of the T is a classic naval tactic. The Russians were the vertical part. The Japanese were the horizontal part, which meant all of their guns on their port side would bear on the Russian's lead ships, but only the few forward main guns could fire on the Japanese ships. Several rounds hit the port side. Wake shouted, "Zinovy, this fleet needs your decision. Get in the armored conning tower. NOW, my friend."

50. The Tower. Tsushima Straits, 27-May-1905. The hope of all Russia, stood tall, spoke firmly, showing no fear. He would never surrender. He went up the tower and took Wake with him. There he felt all the constant shelling. The *Suvorov* was on fire. There was smoke everywhere, and it was hard to see what was going on. The tower was being bombarded and Rozhstvensky was hit on the head and legs. Wake brought him down the ladder way. Rork's trousers were in shreds and bloodied by shrapnel.

51. Blood and Smoke. Tsushima Straits, 27-May-1905. The entire *Suvorov* was wrecked but still moving starboard away from Japan. *Alexander* was now leading the fleet. *Suvorov*'s lone functioning 6-inch gun and a few remaining light guns, shot back at the enemy cruisers, more of defiance than defense. There was no talk of surrender. Bombardment from the Japanese torpedo boats caused the stern to explode. The torpedo boats pulled back but the Japanese cruisers came in and resumed firing.

52. Nyet! Tsushima Straits, 27-May-1905. CDR Vladimir Semenov was hit and his leg barely moved. Semenov said he had to take the admiral to another ship, and that Wake and his men must come too as the admiral will insist. He had Rozhstvensky. Semenov shouted to Wake's team to jump on board. But they had to get their duffle bags with their armor. Then the torpedo boat engines suddenly rumbled and began moving away. Wake screamed "Nyet!" as loud as he could but nobody heard him.

PART 3. MOTHER RUSSIA

53. Back to Reality. Tsushima Straits, 27-May-1905. The 3 Yanks saw the Japanese torpedo boat squadron coming right at them. Torpedoes were firing at close range. Explosions rippled along *Suvorov*'s port side. *Suvorov* began to roll over to port, disappearing in steam and air bubbles. Only the glow of *Suvorov* lighted the dark night. Rork found LT Sergei Dyvoryanin afloat and their duffle bags as well. Sergei said all ships were gone.

54. XGE. Sea of Japan, 28-May-1905. Sergei said there were Russian torpedo boats to the east. No one could stand so they knelt and waved shirts and a Russian navy flag. Wake fired his gun every 20 seconds. The skipper put them on board *Izumrud* and sped off NE. RADM Nebogatov now in command heading south, hoisted the XGE surrender signal, and other ships followed. But Fersen, Captain of *Izumrud*, would head straight to Vladivostok as Rozhstvensky ordered, in full speed.

55. Decisions. Vladimir Bay, Russia. 30-May-1905. *Izumrud* used too much coal during the battle and escape. CAPT Fersen changed

his mind about Vladivostok as the enemy may have invaded. He needed a bay where he could arrange for coaling. Fersen told Wake to be at Vladivostok with Sergei. 60 tons of coal was left. Vladimir Bay was best. But under thick fog, Fersen lodged *Izumrud* between two boulders, the ship would be visible to the enemy. Fersen would rather blow up his ship than give up.

56. Expensive Vodka from Grimy Glasses. Vladivostok, Russia, 2-June-1905. Vladivostok was ravaged by riots and vandals. The danger came from Chinese bandits and Russian revolutionary insurgents. Rozhestvensky and Semenov were recovering from their wounds as POWs in Japan, against Rozhestvensky's orders as he lay semi-conscious. Sergei and Wake took Rork and Law to the hospital but it was full. So Wake took them to a hotel with an attendant doctor. It was time for vodka, even in grimy glasses.

57. The Straightforward Russian Method. Vladivostok, Russia, 3-June-1905. They had to leave, but there were no neutral ships. This meant the only option was via Trans-Siberian Railway, which carried sick and wounded soldiers. Sergei bribed a clerk at naval HQ to provide him the proper forms for each of them. Sergei filled them out in Russian Cyrillic, invented an admiral's name, and scrawled the approval signature on each form. With more gold coins, the guards did not look at the transit passes.

58. The Long Thin Ribbon of Iron. Manchuria, Russia, June 1905. The train that Wake, Rork, Law and Sergei boarded frequently stopped until it stopped completely because the conductor said the rails ahead were damaged. So the 3 Americans took one Russian soldier each and helped them walk the quarter mile to the next train. A strong bond formed with the Russian soldiers. They were amazed the wounded Americans helped them walk. They tipped their hats and said, "Your honor."

59. The Siberian Sea. Siberia, Russia, June 1905. The Real ruler of Chita, Chairman of the Soviet Workers, Soldiers, and Cossacks, Victor Kurnatovsky, proclaimed to the soldiers he was personally guaranteeing all would be expedited homeward because they were the true heroes of Russia and the world. A rousing roar of approval came from everyone. The train steamed west and in 24 hours arrived in Irkutsk, near the shores of the Siberian Sea, a giant freshwater lake called Baikal in the middle of Siberia.

60. The Invitation. Irkutsk, Siberia, Russia, June 1905. The Americans and Sergei received an invitation from Igor Ivanovich Kaminsky, Okhrana Chief at Baikal, to stay at the Palace. Kaminsky spoke in Russian with Sergei, and Wake understood the word for spy and knew what Okhrana meant. The Americans felt this was a trap and would rather stay on the train. When Wake asked to send a telegram, Kaminsky said the telegraph broke in the storm. Since Kaminsky would also be unable to cable, they agreed to stay at the Palace.

61. Options. Siberia, Russia, June 1905. From Irkutsk, their train steamed continuously westbound across the Siberian Steppe. Revolts were across Euro-Russia. The Americans must be far away from Okhrana. Rork said, "when faced with danger on land, sailors head for the sea." The nearest water was southwest to the Black Sea. The major port was Sevastopol, Crimea. The Americans could head for Istanbul then Britain and home. From Sevastopol, Sergei could head home.

62. Doing What Needs to be Done. Nearing Samara, European Russia, 21-June-1905. Rork woke up Wake, Law, and Sergei. He smelled gangrene. He said the soldier, Yuri, needed to have his arm cut otherwise he would die. The three Americans got a load of vodka to intoxicate Yuri from the pain, and to sterilize the blade.

Boiling water was also needed to cauterize the veins. The surgery was successfully executed. The Russian onlookers prayed for Yuri and thanked the Americans. Sergei was in tears.

63. Don't Overreact. Samara, Russia, 21-June-1905. Gunshots brought Americans down on the floor and drew their pistols. Three cavalymen entered the train and spotted the foreigners. As the hand of the biggest cavalryman reared back to hit Wake, three 44 caliber shots from Wake's gun blew up his face. Sergei's pistol was on the other two men's faces. They surrendered. Law took their revolvers. More cavalymen were approaching on horseback. The Americans escaped toward the Volga riverbank.

64. Volga and Don. Southern Russia, 22-June-1905. The swift Volga current got them to Tsaritsyn. Russia was still seething but Tsaritsyn was peaceful. Sergei asked a wagoner to take them to Kalach with his sunflower seed load. At Kalach, LT Sergei secured passage on a riverboat heading downriver to Rostov at the mouth of Don River. They booked passage on an 11-meter sloop to steer south of Azov Sea to the Black Sea; then west to Odessa. Astern, the Big Dipper—the Big Bear was finally behind them.

65. Ismail. Approaching Odessa, Russia, 27-June-1905. There was an odd darkness in the sky over Odessa, having lost electricity and taken by the anarchists. Soon came a thundering roar of steam turbine engines getting louder, and was heading their way at a speed intending to hit their boat at the rear, and sink it. Woke fell on the water, thinking he was back on Tsushima with the thought of death. But the Russian torpedo boat *Ismail* came to his rescue. Too weak, Wake was pulled into the ship.

66. Maggots. Battleship Potemkin, Tendra Spit, Russia, 27-June-1905. On board *Ismail*, Wake found Rork, Law, and Sergei. *Ismail* was tied to the large warship, *Potemkin*. Rork smelled a whiff of gangrene but it was rotten meat oozing with maggots. LT Sergei was respected by the Executive Officer Ippolit Giliarovsky once he gave his full name. LT Misha came on board and hugged Sergei saying Odessa was overrun by revolutionaries, shutting down all power, water, and trains. Some were on board *Potemkin*.

67. Borscht. Battleship Potemkin, Tendra Spit, Russia, 27-June-1905. Wake awoke to a raucous because bad meat was mixed into the Borscht. Sergei signaled the Americans to leave but a mob of sailors with rifles came in. As the Americans backed away from the hatchway, one shouted a threat, and the rest of the Russians turned toward the Americans. LT Sergei tried to speak to them but the leader spit, and lunged at him. Two shots from Law's revolver went into the man's chest, and he fell on deck.

68. Invoking Tsushima and Rozhestvensky. Battleship Potemkin, Tendra Spit, Russia, 27-June-1905. Rork and Wake drew their guns. Sergei ordered the mob to stand aside or die. They backed away. The Americans went down the ladder to another boat. The mob outside was about to shoot them but Sergei pointed that the Americans were with Rozhestvensky at Tsushima. Their admiral was the singular officer they respected. Dumped overboard were Ippolit Giliarovsky and a pot of borscht.

69. Broad Reaching. Black Sea, 27-June-1905. There was a sailing rig, spars and canvas for a mainsail and jib sail stowed under the thwarts. A rudder and tiller were under the stern sheets. Rork and Law got the rig up and working. Wake decided to sail to Constanta. Without a compass, Woke instructed them to steer downwind and it would take them to Romania. The boat was doing 6-8 knots with the wind on the port quarter. Sergei looked back at *Potemkin* in tears. The officers were killed.

70. Expedited and Incognito. Constanta, Romania, 30-June-1905.

They reached Constanta in 3 days. The Constanta port captain recommended Hotel Cherica. The Americans and Sergei asked to be taken to their Consulate. At the American Consulate, Wake asked Granthill to set up the fastest rail trip to London speeded by American embassies. The German consul's driver asked Granthill's driver about Wake. The port captain may have told the Germans. It was a sad goodbye to Sergei in Bucharest.

71. Further Instructions. Savoy Hotel on the Strand, London, Great Britain, 18-July-1905.

Wake received a cable from Roosevelt expressing relief they were alive, confirmed Maria was arriving at Liverpool on the 17th then an overnight express train to London, and another cable with further instructions upon checking in at Savoy Hotel in London. They were to take the train north to Portsmouth Naval Station in New Hampshire. Wake would receive a letter with highly secret instructions.

72. Breakfast in Bed. Savoy Hotel on the Strand, London, Great Britain, 19-July-1905.

Maria brought all the good news about Wake's family. His 5 year old daughter is now living with Maria and they get along well. Maria told Wake that the whole time Wake was away, Theodore and Edith Roosevelt took her to dinner quite often. Maria now had a totally different view of TR. He is not the callous person she thought he was, and Edit took good care of Maria. She handed Wake a letter from TR.

73. The Letter. Savoy Hotel on the Strand, London, Great Britain, 19-July-1905.

In TR's letter to Wake, he was to head for Portsmouth Naval Station. The rooms would be at Hotel Wentworth, likewise for the Russo-Japanese negotiating parties. Official talks will be held at the naval station but work will be done in the evenings at the hotel. Wake is to send daily coded cable briefs. Wake is also to brief TR in person on Japan's naval capabilities and tactics at Tsushima, and the negotiators.

PART 4. THE WAGES OF PEACE

74. Night Work. Hotel Wentworth. New Castle, New Hampshire, August 1905.

Finance Minister Sergei Yulyevich Witte could spot a spy a mile away. Maria had the charm and guile to penetrate his armor. Witte spoke only French and Russian, and some German. Maria spoke French perfectly. Maria struck a conversation with Witte on the veranda and by the 3rd glass of Hennessy, they were sharing stories of their children. Wake wished Witte luck in ending the war and saving more lives.

75. Code of Honor. Hotel Wentworth. New Castle, New Hampshire, 28-August-1905.

Why should Russia give so much reparations, and Sakhalin, when Japan started the war! It would be against their Code of Honor. Wake replied cautiously, telling Witte to give them money for the prisoners of war and divide Sakhalin in the 50th degree Latitude, the north to Russia, the south to Japan. It neither violates Russia's Code of Honor, nor Japan's. Witte agreed. Komura said Japan desired peace. The treaty was signed in a week. The Russo-Japanese War was over.

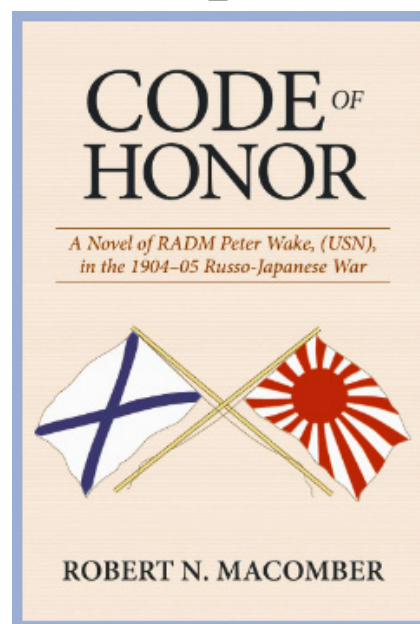
76. The Wages of Peace. Family Dining Room, White House, Washington DC, 3-January-1907.

The Russian ambassador to the U.S., Baron Roman Rosen handed a note to Wake from Rachkovsky saying that MGEN Sonnenblume had died, and he was responsible for the attempts on Wake and that Rachkovsky made him join the Russian fleet to help him flee from the Germans. Wake did not believe this. They were at dinner to honor Pres. TR with the Nobel Peace Prize and a check for \$38,500. Pres. TR intimated that the funds would go towards setting up a permanent industrial peace committee.

77. Nobody Does it Better. Family Dining Room, White House, Washington DC, 3-January-1907.

Ambassador Baron Rosen conveyed the Great Tsar Nicholas II's sincere appreciation for all that was done to secure a just peace, and secondly to announce an award to RADM Peter Wake, as recommended by Prince Sergei Alexievich Constantinovich Dyvoryanin Romanov to Tsar Nicholas II, for saving the life of Russian sailors, among them Prince Sergei, at the Battle of Tsushima; for saving the life of a Russian soldier by performing a delicate surgery while on a train crossing Siberia; and for repeatedly proving by his skill and courage that he is a true friend of all Russians and their beloved Tsar. Rear Admiral Peter Wake was presented the highest imperial award of Russia normally given only to Russians, the exalted Order of Saint George. Then Pres. TR handed Wake a box and in it was a sword. He declared, *"I present this sword to a U.S. naval officer and gentleman, who knows not only how to use it but also when to use it."* The room was filled with the sound of applause. Pres. TR quietly said to Wake, *"The war never would've ended, and I never would've been awarded that Nobel Peace Prize, if it hadn't been for your incredible abilities and perseverance, Peter. Thank you for all you did out there around the world, and then up at Portsmouth. Nobody does it better."*

RECOMMENDATION. The book Code of Honor – A novel about RADM Peter Wake USN, during the 1904-05 Russo-Japanese War, authored by Robert N. Macomber, and published by USNI is a gripping story about intelligence work by a trio of U.S. Navy and Marine officers set during the historical Russo-Japanese War in 1904-05. Three Americans journey on board the Russian Fleet flagship, Suvorov, commanded by VADM Zinovy Petrovich Rozhdestvensky, the beloved and only hope of Russia. It opens the mind of the readers to both the necessity and the deadly perils of espionage on land and at sea. Although clandestine missions may come with the thrill and exuberance of winning, it may also beget instant death once your role is detected. Survival is a matter of having the loyal and trusted people around to warn you at the right moment, with enough time to escape. It would be truly difficult to put this book down. 🚢





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