



# MARITIME REVIEW

PUBLICATION OF THE MARITIME LEAGUE

Issue No. 23 - 1

JAN - FEB 2023

## THE DUALITY OF NATURE - THE PPA AND ITS CONTRIBUTION TO THE PHILIPPINE ECONOMY

### Also Inside:

- » Some Notes on the 40th UNCLOS Anniversary
- » Defending our Patrimony
- » Small Fishers are Key to Food Security Players
- » Our Maritime Industry and Seafarers' Education, Training, & Safety
- » Getting to Know PCG Commandant ADM Artemio M Abu



# DESIGNED & BUILT TO LAST



PROVEN  
PERFORMANCE



Marine Technology Center, A. Soriano cor. Arzobispo Sts., Intramuros, Manila City ☎ (02) 8527 9055 • (02) 8527 6666

[www.propmech.com](http://www.propmech.com)





## THE MARITIME LEAGUE

### FOUNDING FATHERS

Former President Fidel V Ramos+  
Commo Carlos L Agustin AFP (Ret)+

### HONORARY CHAIRMAN

Hon Jaime J Bautista

### CHAIRMAN AND PRESIDENT

VAdm Eduardo Ma R Santos AFP (Ret)

### TRUSTEE AND VICE PRESIDENT

VAdm Emilio C Marayag Jr AFP (Ret)

### TRUSTEE AND TREASURER

RAdm Margarito V Sanchez Jr AFP (Ret)

### TRUSTEE AND AUDITOR

Capt Oscar D Orbeta PN (Ret)

### TRUSTEE AND CORPORATE SECRETARY

VAdm Edmund C Tan PCG (Ret)

### TRUSTEE AND ASST. CORPORATE SECRETARY

John Paul D Agustin

### TRUSTEES

Joseph Emilio A Abaya  
Capt Tomas D Baino PN (Ret)  
LTJG Christian R Chua PN (Res)  
Herminio S Esguerra  
Roberto D Gothong  
Vicky Viray-Mendoza  
Phillip L Ong  
Christopher S Pastrana  
Commo Mariano S Sontillanosa AFP (Ret)

## THE MARITIME REVIEW

### MANAGING DIRECTOR

Commo Mariano S Sontillanosa AFP (Ret)

### EDITORIAL BOARD

#### CHAIRMAN

VAdm Emilio C Marayag Jr AFP (Ret)

#### MEMBERS

Capt Tomas D Baino PN (Ret)  
LTJG Christian R Chua PN(Res)  
John Paul D Agustin

#### BUSINESS MANAGER

Col. Ricardo D Petrola PN(M)(GSC)

#### EXECUTIVE EDITOR

Vicky Viray-Mendoza

#### GRAPHICS AND LAYOUT

Mia Lea E Desalisa

#### TECHNICAL STAFF

Ardee G Ocampo

The Maritime Review is published bimonthly on behalf of the Maritime League and is supplied to members as a part of their annual membership package. The opinions expressed by the writers do not necessarily reflect those of the Maritime League

📍 Ground Floor, Unit B, Waypoint Bldg,  
No. 4 Bayani Road, AFPOVAL, Taguig City  
🌐 [www.maritimeleague.com](http://www.maritimeleague.com)  
✉ [marrev@maritimeleague.com](mailto:marrev@maritimeleague.com)  
☎ +63 (2) 8715-7412

# Table of Contents

## MARITIME CALENDAR

04 *Maritime Events Calendar*

## CHAIRMAN'S PAGE

05 *Some Notes on the 40th UNCLOS Anniversary*

## SUSTAINABLE FISHERIES

06 *Small Fishers are Key Food Security Players*

## FEATURE STORY

08 *The Duality of Nature: The Philippine Ports Authority and its Contribution to the Philippine Economy*

## NATIONAL DEFENSE

12 *Defending our Patrimony - The need to Reshape the AFP's Operational Plan*

## MARITIME EVENT

14 *Maritime Expo at SMX on September 2023*

## SHIP MANNING

15 *Seafarer Support Services and Partnership Working are Vital for Maritime Industry's Future*

## MARINE TECHNOLOGY

16 *New Report Demonstrates How Maritime Industry Challenges are Met Most Effectively Through Connectivity*

## MARITIME FORUM

17 *Philippines Hosts ASEAN Maritime fora in Manila*

## MARITIME EXERCISE

18 *Philippine-U.S. and Philippine - Australian Exercises Combine: Sama Sama-Lumbas*

## MARITIME SAFETY

19 *Need for Maritime Security Oversight on Violations by Mercenaries and Private Military*

## OFFSHORE WIND ENERGY

20 *France's First Commercial Offshore Wind Farm in Full Operation*

## JOINT LAW ENFORCEMENT

21 *Naval Forces Central Leads the Recovery of Endangered Marine Species in Tabogon Cebu*

## MARITIME ENVIRONMENT

24 *BIMCO Launches Campaign to Call For Removal of Single-Use Plastics*

25 *Oceana Urges U.S. to Approve NOAA's Proposed Vessel Speed Rules*

## PROFILE

26 *Getting to Know the Coast Guard Commandant ADM Artemio M Abu*

## MARITIME HISTORY

28 *A Brief History of the Philippine Navy Seals from the Underwater Operations Team to the Naval Special Operations Command*

## MARITIME DISPUTES

30 *Three Rounds of Coercion in Philippine Waters in 2022*

## SHIP DESIGN

32 *A Frigate's Life Cycle Cost, Midlife Refit, and Integrated Logistics Support System*

## MARITIME EDUCATION

34 *Our Maritime Industry and Seafarers' Education, Training, and Safety*

## MARITIME BOOK REVIEW

36 *Book Review: The Autumn of Our Discontent Fall 1949 and the Crises in American National Security*

## ABOUT THE COVER

The Port of Manila is the main seaport for shipments and sea travel to the Philippines. Maritime trade at Manila Bay began around the 1500s, during the Spanish colonial period. Today, the Port of Manila remains the primary gateway for domestic and international commerce. The Port of Manila is composed of 3 sections: North Harbor, South Harbor, and the Manila International Container Terminal (MICT). The North Harbor with 53 hectares of space has 7 piers, which are labeled with even numbers, Piers 2 to 14. It is the base of operations for 2GO Travel's ferries and cargo, specifically Pier 4. The South Harbor with 80 hectares of space has 5 piers, which are labeled with odd numbers, Piers 3 to 15. The piers of South Harbor can accommodate several cruise vessels, military ships, and sea freights concurrently. The MICT is between the North and South Harbors, and is the largest container terminal in the Philippines that features modern facilities with a real-time IT control system to manage its operations.

Photo Credit: theloadstar.com

# MARITIME EVENTS CALENDAR

## JANUARY 2023

- 19 – 20 PORTS IN INDIA - VIVANTA BY TAJ-PRESIDENT, MUMBAI, INDIA  
19 – 22 KREUZFAHRT AND SCHIFFSREISEN - MESSE STUTTGART, STUTTGART, GERMANY  
21 SMALL SHIP CRUISING EXPO - LOWRY CONFERENCE CENTER, DENVER, COLORADO, USA  
23 – 24 INTERCEM SHIPPING FORUM (INTERCEMSF) - ATHENS, GREECE  
23 – 25 MARITIME WEEK AFRICA - CAPE TOWN, SOUTH AFRICA  
**24 MARITIME FORUM #178 - VIRTUAL CONFERENCE HOSTED BY DEPARTMENT OF FOREIGN AFFAIRS MARITIME AND OCEAN AFFAIRS OFFICE (DFA-MOAO)**  
24 DROP SHIPPING IN A POST-WAYFAIR WORLD WEBINAR VIRTUAL CONFERENCE  
26 LONDON SHIP FINANCE FORUM - GROSVENOR HOUSE, JW MARIOTT HOTEL, LONDON, UK  
26 – 27 WORLD OF SHIPPING PORTUGAL – AN INTERNATIONAL RESEARCH CONFERENCE ON MARITIME AFFAIRS - CARCAVELOS, PORTUGAL  
30 – 31 TECHNOLOGY, SYSTEMS AND SHIPS SYMPOSIUM (TSS) SHERATON PENTAGON CITY HOTEL, WASHINGTON DC, USA

## JANUARY – FEBRUARY 2023

- 30 – 2FEB TECHNOLOGY SYSTEMS AND SHIPS/COMBAT SYSTEMS SYMPOSIUM SHERATON PENTAGON CITY HOTEL, WASHINGTON DC, USA

## FEBRUARY 2023

- 1 – 2 SHIP RECYCLING CONGRESS - PARK PLAZA VICTORIA AMSTERDAM, AMSTERDAM, THE NETHERLANDS  
1 – 2 MARITIME RECONNAISSANCE AND SURVEILLANCE TECHNOLOGY LONDON, UNITED KINGDOM  
6 – 10 TRAINING COURSE ON PACKAGING AND SHIPPING INFECTIOUS MATERIALS - VIRTUAL CONFERENCE  
7 EUROPEAN DYNAMIC POSITIONING CONFERENCE (EDP) LONDON, UNITED KINGDOM  
7 THE ANNUAL JOINT SHIPPING CONFERENCE - APELLA, NEW YORK, USA  
7 – 8 AMERICAN MARITIME FORUM - MIAMI CONVENTION CENTER, KOZHIKODE, INDIA  
7 – 8 HELLENIC MARITIME FORUM - DIVALI CARAVEL JOTEL, ATHENS, GREECE  
8 – 10 ASSOCIATION OF PACIFIC PORTS WINTER CONFERENCE HILTON HAWAIIAN VILLAGE WAIKIKI BEACH RESORT, HONOLULU, USA  
**9 MARITIME FORUM #179 - VIRTUAL CONFERENCE HOSTED BY CEBU PORTS AUTHORITY (CPA)**  
9 13TH ANNUAL CAPITAL LINK GREEK SHIPPING FORUM LEOF ANDREA SIGGROU, ATHENS, GREECE  
11 CRUISE, BBQ AND BLUES FESTIVAL AND CAR SHOW ORO VALLEY MARKETPLACE, ORO VALLEY, USA  
13 – 14 BREAKBULK MIDDLE EAST - DUBAI WORLD TRADE CENTER, DUBAI, UAE  
13 – 17 TRAINING COURSE ON LEGAL MANAGEMENT AND THE SHIPPING BUSINESS - VIRTUAL CONFERENCE  
13 – 24 PANAMA CANAL CREDIT UNION EDUCATIONAL CRUISE CONFERENCE PANAMA CITY, PANAMA  
15 SMART MARITIME NETWORK CONFERENCE - SS ROTTERDAM, ROTTERDAM, THE NETHERLANDS  
14 – 16 OCEANOLOGY INTERNATIONAL NORTH AMERICA SAN DIEGO CONVENTION CENTER, CALIFORNIA, USA  
14 – 17 FPSO EMEA CONGRESS 2023 - COPTHORNE TARA HOTEL LONDON KENSINGTON, LONDON, UK  
15 – 16 GREEN SHIPPING SUMMIT - ROTTERDAM, THE NETHERLANDS  
16 – 18 LOGISTICS 2023 - PRAGATI MAIDAN, NEW DELHI, INDIA  
24 EAST COST MARITIME FORUM - THE LALIT GREEN EASTERN KOLKATA, KOLKATA, INDIA

## FEBRUARY – MARCH 2023

- 27 – 1MAR INTERNATIONAL CONFERENCE IN SOUTHEAST ASIA ON THE FUTURE OF MARITIME TECHNOLOGY AND USE OF THE SEA - GRANDE CENTER POINT, PATTAYA, THAILAND  
28 – 2MAR SUBSEA TIEBACK FORUM AND EXHIBITION - MOODY GARDENS HOTEL SPA AND CONVENTION CENTER, GALVESTON, USA

## MARCH 2023

- 1 – 2 CAL MARITIME CONFERENCE (CMC) - CAL MARITIME, VALLEJO, USA  
2 HAMBURG SHIP FINANCE FORUM - EMPIRE RIVERSIDE HOTEL, HAMBURG, HAMBURG, GERMANY  
2 – 3 SUITABLE SHIPPING FUTURES DIALOGUE - KUEHNELOGISTICS UNIVERSITY, GROSSER GASBROOK 17, HAMBURG, GERMANY  
4 – 5 INTERNATIONAL CONFERENCE ON MARITIME METEOROLOGY, MARINE MODELING AND ANALYSIS (ICMAMMMMA) RIO DE JANEIRO, BRAZIL  
6 – 7 9TH INTERNATIONAL LNG CONGRESS (LNGCON 2023) HILTON DUSSELDORF, DUSSELDORF, GERMANY  
8 – 9 MARITIME BATTERY FORUM - ABELDA-LOCATIE 3E KATENDRECHTSE HOOFD, ROTTERDAM, THE NETHERLANDS  
15 – 18 ASTA GLOBAL RIVER CRUISE EXPO - BUDAPEST, HUNGARY  
17 – 19 OPEN SHIPPING DAYS - WAAGNATIE EXPO AND EVENTS, ANTWERP, BELGIUM  
19 – 23 AMPP ANNUAL CONFERENCE + EXPO 2023 COLORADO CONVENTION CENTER, DENVER, COLORADO, USA  
21 – 23 CMA SHIPPING ANNUAL EXPO AND CONFERENCE HILTON STAMFORD, CONNECTICUT, USA  
21 – 23 WORLD MARITIME WEEK - BILBAO EXHIBITION CENTER, BARAKALDO, SPAIN  
21 – 24 METHANOL FOR MARITIME INDUSTRY MASTERCLASS VIRTUAL CONFERENCE  
27 ANNUAL CAPITAL LINK INTERNATIONAL SHIPPING FORUM NEW YORK, USA; VIRTUAL CONFERENCE  
**28 MARITIME FORUM #180 - MARITIME ACADEMY OF ASIA AND THE PACIFIC (MAAP)**  
27 – 30 SEATRADE CRUISE GLOBAL - FORT LAUDERDALE BROWARD COUNTY CONVENTION CENTER, FORT LAUDERDALE, FLORIDA, USA  
28 HONG KONG SHIP FINANCE FORUM - RENAISSANCE HONG KONG HARBOR VIEW HOTEL, HONG KONG  
28 – 30 INTERNATIONAL OFFSHORE WIND PARTNERING FORUM - BALTIMORE CONVENTION CENTER, ONE WEST PRATT ST, BALTIMORE, MARYLAND, USA  
28 – 30 MEDITERRANEAN PORTS AND SHIPPING GRAND HYATT ATHENS, ATHENS, GREECE

## MARCH – APRIL 2023

- 31 – 1 APR BRITISH COMMISSION FOR MARITIME HISTORY NEW RESEARCHERS CONFERENCE - UNIVERSITY OF PORTSMOUTH, PORTSMOUTH, UK  
31 – 1 APR NEW RESEARCHERS IN MARITIME HISTORY CONFERENCE UNIVERSITY OF PORTSMOUTH, PORTSMOUTH, UK

## APRIL 2023

- 3 – 5 SEA – AIR – SPACE 2023 - GAYLORD NATIONAL RESORT AND CONVENTION CENTER, NATIONAL HARBOR, MARYLAND, USA  
6 – 10 SALES CRUISE - ORLANDO, FLORIDA, USA  
11 – 13 CLEAN WATERWAYS - HILTON DENVER CITY CENTER, DENVER, COLORADO  
18 – 19 2ND HAMBURG MARITIME FORUM - ALTONAER FISCHAUKTIONSHALLE, GROSSE ELBSTRASSE 9, HAMBURG, GERMANY  
18 – 20 OCEAN BUSINESS 2023 - NATIONAL OCEANOGRAPHY CENTRE, SOUTHAMPTON, UK  
20 FUTURE FESTIVAL ORLANDO - ORLANDO, FLORIDA, USA  
24 ANNUAL CAPITAL LINK SINGAPORE MARITIME FORUM WESTON HOTEL, SINGAPORE, SINGAPORE  
24 – 25 INTERNATIONAL CONFERENCE ON SMART AND GREEN TECHNOLOGY FOR SHIPPING AND MARITIME INDUSTRIES, LONDON, UNITED KINGDOM  
**25 MARITIME FORUM #181 - BUREAU OF FISHERIES AND AQUATIC RESOURCES (BFAR)**  
25 MARINE MONEY SINGAPORE SHIP FINANCE FORUM THE ST REGIS SINGAPORE, SINGAPORE  
26 PORTS AND FREEPORTS DEVELOPMENT CONFERENCE CONGRESS CENTRE, LONDON, UNITED KINGDOM  
25 – 27 FERRY SAFETY AND TECHNOLOGY CONFERENCE BROOKLYN WATERFRONT MUSEUM, BROOKLYN, NEW YORK, USA  
25 – 27 INTELLIGENT SHIPS SYMPOSIUM - DELTA HOTEL PHILADELPHIA AIRPORT, 500 STEVENS DRIVE, PHILADELPHIA, USA  
27 21ST DIGITAL SHIP ATHENS CONFERENCE - DIVANI APOLLON PALACE AND THALASSO HOTEL, AGIOU NIKOLAOU, VOLIAGMENI, GREECE  
24 – 28 SINGAPORE MARITIME WEEK - SINGAPORE, SINGAPORE  
29 – 30 SHIPYARD OPEN STUDIOS - SAN FRANCISCO, USA

# SOME NOTES ON THE 40TH UNCLOS ANNIVERSARY

by VAdm Emilio C Marayag Jr AFP(Ret)



United Nations Secretary General António Guterres and UN General Assembly (UNGA) President Csaba Körösi led the international community to the 40th year celebration of the UN Convention on the Law of the Sea (UNCLOS) in New York City on 8-December-2022. Philippine Ambassador and Permanent Representative of the Mission to the UN Antonio Lagdameo joined the commemorative event.

During the occasion, Secretary General Guterres cited that last year's UNCLOS celebration is "an important reminder to continue using this critical instrument to tackle today's challenges" and become more relevant as the world faces the ill effects of climate change that bring about food and energy shortages, rising sea levels, disastrous floods, and other natural calamities. On the other hand, UNGA President Körösi mentioned that the Convention has become a "common language and guidance on how to define sovereign and navigational rights at sea; how to delineate maritime borders between neighbors; and how to regard and manage this vast treasure and heritage of humankind." For his part, Ambassador Lagdameo said that together with UNCLOS the 2016 Arbitral Award of the Permanent Court of Arbitration (PCA) is "a singular contribution to the strengthening of the Convention" and cited that both documents are the mainstays of the Philippine positions and actions in the South China Sea.

Ten days earlier, on 28-November-2022, the International Maritime Organization (IMO) headed by its Secretary General Kitack Lim celebrated the UNCLOS' anniversary. IMO shares the view that UNCLOS is the "Constitution of Oceans," a "treaty regime of IMO that sets a legal framework for ships that ply oceans and how we relate to our oceans." Apart from regulating rights and duties of states over their use of oceans including ship design and safety of life at sea, IMO considers the covenant as a major factor to enhance shipping contribution to the "global mission to combat climate change and shipping automation and digitization."

Another significant event during the anniversary year was a joint conference in April by US Navy War College, Maritime Institute of Malaysia, World Maritime University and Korean Maritime Institute with participants from other maritime institutions worldwide, including the International Tribunal for the Law of the Sea (ITLOS). Held via zoom, this 3-day conference tackled various topics like illegal, unreported and unregulated (IUU) fishing; continental shelf; Covid-19 pandemic; climate change, new technologies and biodiversity beyond national

jurisdiction, and capacity building in the law of the sea.

The Philippines' UNCLOS celebration formally started in July during the 6th anniversary of the Hague Ruling by the Permanent Court of Arbitration (PCA), which is a UN Observer. The country's foreign affairs department hosted two maritime forums in December, one of which was with the ASEAN members. These conferences highlighted the country's contributions for the "negotiation, development and promotion of UNCLOS." Foreign Affairs Secretary Enrique Manalo stressed the "crucial role" of UNCLOS and the importance of adherence to a rule-based international order as he urged the ASEAN "to uniformly subscribe to the UNCLOS as an instrument of international law."



I attended one of these forums where Secretary Manalo and senior Philippine Postal Service officials formally launched a commemorative stamp showing the country's delegates to the signing of the historic document 40 years ago in Montego Bay, Jamaica. The proceedings, featuring current and former senior department officials and leading maritime experts from both government and the academe, delved on topics pertaining to archipelagic doctrine, extended continental shelf, peaceful settlement of maritime disputes, marine scientific research, and government's efforts to improve the nation's archipelagic initiatives to optimize maritime entitlements.

Some views and proposals that would need strong political will to materialize include: completely debunking China's nine-dash line narrative by drumming up support from the international community; and crafting and implementing a national "maritime security strategy" that would harmonize government actions and initiatives to comply with UNCLOS, secure maritime borders, and establish zones of freedom, friendship and cooperation with neighboring states.

The recent announcement of the President to encourage the nation's fishermen to harvest fishery resources in our maritime zones and the continuing Congressional support to modernize the armed forces will not only strengthen our food security and protect the patrimony for the next generations but would also fortify the rules-based international order under UNCLOS. 🚢



# SMALL FISHERS ARE KEY FOOD SECURITY PLAYERS

by OCEANA Philippines

**M**unicipal or artisanal fisherfolk provide more food fish for humans than commercial or industrial fishers. Almost all or 90 to 95% of their fish catch are for human consumption.

Such is the critical role of small fishers in attaining national food security, said Oceana, an international organization advocating to protecting the world's oceans, at the recent Small-Scale Fisheries (SSF) Summit, in Rome, Italy.

"Indeed, fish is critical to nutrition and food systems, and small fishers play a pivotal role in providing people and communities their daily food requirements," said Atty. Rhea Yray-Frossard, Oceana's Campaign and Research Director, at SSF Summit panel session on "Small-scale fisheries and their role in local food security."

She represented Oceana at the SSF Summit, held September 3 to 4, 2022, that shared stories of artisanal Filipino and Chilean fisherfolk in conserving fishery resources through inclusive and participatory implementation of fishery laws and regulations, in partnership with their respective national fishery agencies, and local governments.

Sonia Sharan, Oceana global impact and economics manager; Cesar Astete, Oceana senior campaign manager in Chile; and Chilean fisherman Rodrigo Flores were present,

"Together we shared stories of Filipino and Chilean fisherfolk, and our continuing advocacy to bring their voices to the international forum. We presented the study fish nutrition systems in the Philippines and Chile," Yray-Frossard said. "We also informed other fisherfolk and partner-CSOs on Oceana's major strides and milestones towards better fisheries management in the Philippines since 2014," she added.

Another critical contribution of small-scale fisheries is that it provides at least 40% of the global catch, making them a major fish food provider, according to the UN-FAO.

"Thus, we should all the more empower small-scale fisherfolk, including the women as they are our strong allies and heroes in protecting and restoring the abundance of our oceans that provide all of us not only with affordable nutritious food, but also as their sustainable source of livelihood and income," she added. Further, she said, "as they are highly vulnerable to adverse impacts of climate change and the pandemic, there is a compelling need for government to provide them needed support and technical assistance" at her presentation, entitled "Steering the Boat with Filipino Fisherfolk in the Philippines."

"We strongly urge government to continue to give our small fishers a voice in decision-making especially in management bodies under the Local Government Code, Fisheries Code, and the Fisheries Management Areas Management Boards. Likewise, working with stakeholders, there is a strong need to implement an effective ecosystem approach to sustainably manage the country's fishery resources," she added.

Atty. Rhea Yray-Frossard, Campaign and Research Director of the international advocacy organization Oceana emphasized the important role of artisanal fisherfolk in food security at the recent Small-Scale Fisheries (SSF) Summit in Rome, Italy.

At the SSF Summit panel session, she informed them of Oceana's work with fisherfolk on the "FMA Classroom" that serves as a platform to connect with fisherfolk amid the pandemic, the fostering of stronger linkages with coastal communities in blocking successfully a proposed legislation that would relinquish their rights in municipal waters, and share community-based initiatives by fisherfolk in the implementation of a science-based, inclusive and participatory Fisheries Management Area (FMA) system.

Said policy was implemented in 2019 by the Department of Agriculture-Bureau of Fisheries and Aquatic Resources Fisheries (DA-BFAR) through Administrative Order No. 263.

At the SSF Summit, Oceana also presented two recently published reports that identify the most important fisheries and farmed species for food security and livelihoods, and highlighted the role of small-scale fisheries in local food security in the Philippines and in Chile.

She said small-scale fisheries play a key role in Filipino food and nutrition security and livelihoods, but are under threat from overexploitation, climate change, and macro-economic shocks. "We also discussed potential policy interventions to safeguard the small fisheries sector," she added.

Oceana recently conducted a study on the "Fish in Nutrition Systems in the Philippines" together with the Department of Science and Technology-Food and Nutrition Research Institute (FNRI) and MRAG Asia Pacific.

The Rome Summit was part of the observance of 2022 as the "International Year of Artisanal Fisherfolk and Aquaculture" or IYAF. It served as a forum among small fishers and fishing industry workers, NGOs, and decision-makers, ahead of the 35th Session of the Committee on Fisheries (COFI) of the UN Food and Agriculture Organization (FAO), September 5-9, 2022 in Rome. 🚢



**FastCat**  
FerrySafe. FerryFast. FerryConvenient.



# THE DUALITY OF NATURE: THE PHILIPPINE PORTS AUTHORITY AND ITS CONTRIBUTION TO THE PHILIPPINE ECONOMY

by Ms. Ivan Kaye F. Bantigue

The dual nature of premodern states' local and global sociopolitical structures has further long-term implications for Asia. As the bay and river's significance in transporting material in the North and South abounded, the number of cargoes to meet the economic demands also increased, bringing development in the barging and lighterage industry. Since the barge's entry, the number of dockworkers and stevedores has grown, along with dependence on the river as a source of livelihood. As a result, people began arriving from rural areas to the big cities looking for work opportunities, adding to the overgrown labor force along the river areas.

**Choice of Sea Port.** The Philippines, whose geographical location is an outlying of Southeast Asia, are blessed with hundreds of bays doubling into ports. Manila, the country's capital, is on Manila Bay, on the banks of the Pasig River. The bay is 120 miles in circumference and could accommodate all the world's navies, owing to its average depth – suitable for large ships. Furthermore, mountains such as those in Bataan and Cavite provinces surround the capital, blocking dangerous monsoon winds. Looking back, Manila took a long time to make what it is now, for its ground used to be the sea. It took centuries before this foreshore began to be filled up. Only when a triangle of land appeared did construction work begin on the site, which eventually became the City of Manila.

The Pasig River, Manila's first port, continues to provide services in some cities and municipalities. The river's historical importance traces back to the early 1500s, when traders from neighboring countries, especially from Asia and the Middle East, depended on the river as a mode of transportation for goods and services. During the Spanish arrival, Manila began to experience further growth and formation. Pasig River and its tributaries became the maritime transport's midpoint and distribution center of cargoes and goods. The river continued to serve as a significant material transport in the Philippines' north and south. Vailing, such as barges and boats, replaced the flat-bottomed Casco to accommodate increased trade. The barge's entry or lighter number of dockworkers and stevedores grew and depended on the river as a livelihood source. As a result, people began arriving from the rural areas to the big cities looking for work opportunities, adding to the overgrown labor force along the river areas.

The Philippine Ports Authority (PPA), a government-owned and controlled corporation (GOCC), was created on 11-July-1974 with Presidential Decree (PD) No. 505, subsequently amended by PD No. 857 in December 1975. The decree broadened the scope and functions of the country's planning, development, financing, operation, maintenance, and port or port districts. The current port of Manila consists of the following: (1) The Port District Office Manila, composed of Manila International Container Terminal (MICT), which caters exclusively to international container

traffic; (2) the Port Management Office North Harbor, which handles both domestic passengers and car goes; and (3) the Port Management Office South Harbor, which manages both general and containerizes cargo of foreign origin. Meanwhile, the Manila International Container Terminal, between the North and South Harbors in the Manila Port, is a crucial facilitator of Philippine trade, as the terminal's increase of annual capacity of container handler fleet transformed it into the largest and most modern container terminal in the country.

**Port Development.** The PPA dominated several ports, becoming the country's leading developer, operator, and regulator of ports. It has four categories: (1) the PPA port system consisting of public and private ports; (2) ports under the jurisdiction of independent port authorities; (3) and municipal ports developed for Local Government Units and the Road RORO Terminal System. Executive Order (EO) No. 159, issued on 13 April 1987, gave the PPA corporate autonomy to ensure the development and port projects in the port program. The government's EO was for the PPA to implement State policy that integrated programs in the country's planning, developing, financing, operating, and maintenance of ports.

The port area's expansion allowed for a trade increase within the domestic and foreign domains. It also caused passenger traffic within the said port, leading to changes in some ship activity. In the case of Manila North Harbor, it accepted domestic and foreign ship calls. Nine port gateways currently operate the Integrated Management System (IMS): Batangas, Puerto Princesa, Legazpi, Iloilo, Davao, Cagayan de Oro, General Santos, Ozamiz, and Zamboanga. The IMS combines multiple management system standards, such as the Quality Management System, Environmental Management System, and Occupational Health and Safety.

Aside from the IMS, the PPA successfully bid out its Electronic Terminal Management System project, which will feature cloud-based Unified Electronic Ticketing capabilities. This project will provide a digitized and systematized process, requiring less physical interaction and manual intervention, recording, and simultaneous submission of passenger manifest and vessel voyage information, which can effectively be scaled and extended to support future phases of the PPA port terminals' terminal management process.

**Mapping the Port's Economic Contribution.** The port area's expansion allowed for an increase in the number of trades domestically and internationally. It also caused passenger traffic within the said port, leading to changes in some ship activity and affecting the factors in port efficiency, such as physical infrastructure, industry structure, regulation, cargo handling services, tariffs, and the firms' behavior involved in the port industry. The forms of infrastructure and ports undergo rapid changes; the government identifies those buildings, infrastructure within the ports, cargo operations, and other port services that must improve. However,





this unsatisfactory performance affects several countries as well. Moreover, management planning brought financial losses to the state, businesses, and consumers.<sup>1</sup> Despite natural phenomena that challenged human movement, the PPA's shipping and trading performance as the country's maritime transport sector improved, thereby continuing its economic growth in 2021. A 5.6% increase in the recorded gross domestic product (GDP) contributed to the rise in the economic production of PPA in 2021, which resulted in the government's financial and economic improvement, domestic

|                            | 2021        | 2020        | 2019        |
|----------------------------|-------------|-------------|-------------|
| <b>Cargo (in MT)</b>       | 262,050,892 | 243,989,538 | 266,417,209 |
| Domestic                   | 96,509,473  | 93,594,169  | 104,428,354 |
| Foreign                    | 165,541,419 | 150,395,369 | 161,988,855 |
| Import                     | 94,639,394  | 90,150,167  | 100,298,176 |
| Export                     | 70,902,025  | 60,245,202  | 61,690,679  |
| <b>Container (in TEUs)</b> | 7,373,516   | 6,757,742   | 7,865,906   |
| Domestic                   | 2,869,282   | 2,740,434   | 3,165,695   |
| Foreign                    | 4,504,234   | 4,017,308   | 4,700,211   |
| Import                     | 2,276,594   | 2,005,247   | 2,336,971   |
| Export                     | 2,227,640   | 2,012,061   | 2,363,240   |
| <b>Passenger</b>           | 23,076,974  | 24,886,437  | 83,721,395  |
| Disembarked                | 11,791,926  | 12,588,486  | 42,308,684  |
| Embarked                   | 11,285,048  | 12,276,337  | 41,198,946  |
| Cruise Ships               |             | 21,614      | 213,765     |
| <b>Ship calls</b>          | 379,226     | 321,934     | 503,098     |
| Domestic                   | 367,448     | 310,361     | 491,836     |
| Foreign                    | 11,778      | 11,573      | 11,262      |

market reopening, and continuous supply of goods and trade despite the restrictions.

**Table 1: Comparison of the 2019 pre-pandemic to 2021 level of cargo**

The country's economic recovery total cargo throughput reached 262.05 million metric tons (MMTs). Domestic cargo, which accounted for 36.83% of the total cargo throughput, was up to 96.509 MMTs compared with the 93.594 MMTs recorded in the previous year. The country's foreign trade constituted the total cargo volume and recovered despite the uncertainty caused by the global pandemic. Foreign cargo posted a growth of 15.146 MMTs. The containerized cargo volume increased by 615,775 twenty-foot equivalent units (TEUs) to 7,373,516 from 6,757,741 TEUs last year. Domestic container traffic posted 128,848 TEUs or a 4.70% increase, while foreign container traffic increased by 486,926 TEUs, with both import and export container volumes posting gains of 271,347 TEUs and 215,579 TEUs, respectively, or 13.53%. Aside from cargo, passengers are also an economic contributor. At 2021's end, passenger numbers accommodated by the port recorded 23,076,974, which is slightly lower than last year's total passenger volume of 24,886,437. For 2021, the PPA's contribution to economic expansion through cargo movement handling in nationwide ports exceeded 2020 by 18.06 MMTs. The container throughput of 7.37 million TEUs in 2021 was 615,775, higher than the volume handled in 2020. With the domestic market's reopening and gradual lifting of restrictions, trade volume improved, enabling it to generate ₱17.67 billion in total revenues, ₱1.03 billion higher than in 2020.

**Table 2: Top 10 commodities for domestic, import, and export commodities in 2021**



**PORT CONGESTION.** The Manila Port experienced port congestion likely related to the number of containers stocked. The increase of trucks loading and unloading cargo from the port also increased, resulting in a transportation problem called "truck traffic." Because of the higher cargo volume movement, the city of Manila lifted a truck ban giving a specific time slot for the container trucks to load and unload goods in Manila and transfer to various places. The PPA implemented a policy that covers the container's relocation stocked in the port.

The comprehensive solutions to these port problems formulated solutions that also addressed the congestion problem. The Manila Port extended its operating hours to accommodate clearance payments, especially for shipments, created roads linking the ports to skyways and expressways, and developed infrastructure programs.

Moreover, the PPA suggested the creation of alternative gateways in Subic and Batangas. The overcapacity in shipping lines reflected the movement of containers from port to shipping companies, and affected shippers and consignees due to in-

container withdrawal/return delays. Depending on the vessel size, the total number of vessels hired per day was \$8,000-12,000.

If a ship must anchor more than its regular dwell time, the shipping line must shoulder the cost of extra days of stay. The government had foreseen the increase in trucking rates to transport containers to the port must be accepted so that every container evacuated from Manila will reduce congestion.

Port congestion affected international shipping lines, which opened another new container yard in Kawit, Cavite for the customers' benefit and continued searching for more relocation sites to establish off-dock containers to decongest the current containers in Navotas, Manila.

According to the Center for the Advancement of Trade Integration and Facilitation, the ideal port optimization should only be 70% capacity. Still, the current state of the Manila Port has a total of 95%. More than 75 containers are at the port, and 22,000 are empty. Others contain fortified and due-for-release goods, leaving port equipment with no elbow room to board.

Because product delivery takes 7 days to at least three weeks, Company and OFW packages, exports, and product imports experience delays. Trucking costs have also reported an increase from ₱8,000 to ₱80,000, and an additional charge of ₱300 for port stakeholders for terminal handling, container imbalance charges, and emergency recovery fees.

Although the government provided a possible solution to this problem, such as (a) opening other ports in Batangas and Subic, (b) lines to temporarily waive some of the fees for a period of 2-3 months for international shipping, (c) transporting empty containers using barges to the Subic Port, (d) providing a separate 24/7 single lanes for truckers, and (e) temporary lifting of truck ban in areas, especially in Manila, these are band-aid solutions because the ports are still congested with containers in the container yards.

**SMUGGLING.** The Bureau of Customs is one of the leading agencies responsible for controlling and monitoring the export and import of dual-purpose articles in the Philippines. Cargoes with no documents and no import entries, are called outright smuggling, and happen in the archipelago and at port entry. Technical smuggling is also done through under-evaluation, under-declaration of the volume shipped, misclassification, and diversion of cargo.

The Federation of Philippine Industries proposed access to the Inward Foreign Manifest to stop “swing operations,” in which the containers are spirited out of the Customs Personnel, concealing the price of the container, especially in the type of product and the price in the local market—all indications of what cargo was brought together with the volume and value. Misclassification of products results in a declaration of lower tariff trade.

Another form of diversion of tax and duty-free cargo happens when items destined for free trade zones, such as Clark and Subic, lose transit to the Manila Port or are taken out from these zones for not paying the corresponding imports.

**TERRORIST ATTACK.** Aside from the economy, the Manila Port also faces security problems. On 27-February-2004, terrorists attacked and bombed *Superferry 14*, a passenger ship weighing 10,192 tons carrying 899 passengers and crew, claiming 116 lives. *Superferry 14* sailed out of Manila at 11 pm on D-Day bound for Cagayan de Oro, stopping at Bacolod and Iloilo City.

The bomb consisted of eight pounds of dynamite planted in

a TV set by an Abu Sayyaf member, causing a powerful explosion and a massive fire that destroyed *Superferry 14* in Manila Bay the hour it left Manila. During the Search and Rescue Operations, the coast guard divers recovered four bodies; 12 more were found the following week. The search continued until 7-March-2004, with the recovery of 63 more bodies.<sup>2</sup>

Six al-Qaeda-linked militants had been charged with the bombing, but the government rejected the claims and identified Abu Sayyaf as the perpetrator instead.

Former Transportation and Communications Secretary, Leandro Mendoza, said the investigators believed the Abu Sayyaf targeted *Superferry 14* because its WG&A owners did not comply with an Abu Sayyaf letter demanding protection money worth \$1 million for the “unhampered use of waters” around Mindanao, a tactic called sea denial to a target’s use of the sea.

Philippine National Police Spokesperson Leopoldo Bataoil said, “the terrorist group will do anything to disrupt and destroy business if the company fails to provide the money.”<sup>3</sup>

**SHIP SINKINGS.** Maritime disasters played a role in the use of the Manila Port through various incidents involving the sinking of ships, especially passenger ferries. There is a multitude of reasons that a vessel can sink.

However, many causes are entirely preventable if vessel owners and other responsible parties take all required and necessary actions and precautions.

Unfortunately, this is not always the case; in turn, numerous maritime workers and even ship guests and passengers have been injured or killed because of the employers, captains, and vessel owners’ negligence.

In cases where negligence and carelessness led to accidents and injuries, the negligent party is typically responsible for compensatory damages, as was the case of (a) MV *Princess of the Stars*, a ferry owned by Sulpicio Lines that capsized and sank on 21-June-2008, off the coast of San Fernando, Romblon during the 20-June-2008 landfall of Typhoon Frank and (b) the collision of MV *St. Thomas Aquinas*, a passenger ferry operated by 2GO Travel, with MV *Sulpicio Express Siete* of Philippine Span Asia Carrier Corporation (formerly known as Sulpicio Lines) on 16-August-2013.


**CONCLUSION.** The patterns of development in the Manila Port were identified from the biographical location of the port that lies in the bodies of Pasig River, which leads to trade opportunities both locally and internationally, highlighting the Philippine products from raw to processed. The tool of exchanging goods also increases port productivity from its establishment until the contemporary period.

Natural forces, such as the *longue durée* (long-term) human factors (e.g., government and administrations) and short-term decisions and policies of government officials, contributed to the rise and fall of the Manila Port. In the modern period, the Port of Manila became an asset to the Philippine economy; millions of pesos come in and out, signifying a vast earning for the country. Opening other ports also contributed to the Philippine economy’s development, especially importing commodities.

This expansion leads to additional services and equipment, increased port productivity, and changes in the port industry. Port industries concerned themselves with port machinery improvements, especially the number of products that need to be shipped from island to island, the demand of local and



international passengers, and competition from other local and international ports.

The port of Manila's geographical location provides tremendous wealth to the Philippine economy. In Manila Bay, the Pasig River continued even after the end of the galleon trade until the Americans came and expanded the port, which also involved establishments, shipping, mining, food, and supplies. At present, it contributes billions of pesos. It is connected to other businesses but is also a victim of its success as it is subject to expansion and problems such as smuggling, terrorist attacks, and maritime disasters. 

1. *Competition Policy and Regulation in Ports and Shipping*
2. *The SuperFerry 14 bombing in 2004 was the world's deadliest Marine Terror Attack. Esquire Magazine.*
3. *SuperFerry sinking, a terrorist attack, Philistar Global. 12-Oct-2004.*

#### REFERENCES

- Philippine Ports Authority, 2021. Healing as One Maritime Nation. Annual Report, Manila: Philippine Ports Authority.
- . 2021. "Philippine Ports Authority Statistics." Philippine Ports Authority. 3 December. Accessed 28-December-2022. <https://www.ppa.com.ph/?q=content/statistics-1>.
- Federation of the Philippine Industry. Anatomy of Smuggling: Manila
- Manila, a Tradition in Trade. n.d.
- Meersman, Hilde, Eddy Van de Voorde, and Thierry Vanelander. 2012. "Port Congestion and Implications to Maritime Logistics." (Emerald Group Publishing Limited).
- Palma, Mary Ann. 2009. "The Philippines as an Archipelago and a Maritime Nation: Interest, Challenges and Perspective." (RSIS Working Paper) (182).
- ICTSI Administration. n.d. ICTSI Factbook. — . n.d. ICTSI Profile.
- Patalinghug, Epictetus F., Gilberto Llanto, and Alexis Follino. 2015. "Port Congestion and Underutilization in the Greater Capital Region: Unpacking the issue." (Philippine Institute for Development Studies) 07 (1656-5266)
- Hartendrop, A.V.H. 1961. History of Industry and Trade of the Philippines: The Magsaysay Administration. Manila: Philippine Education Co.
- ICTSI Administration. n.d. ICTSI Factbook.
- — . n.d. ICTSI Profile.
- Joaquin, Nick. 1990. Manila, My Manila. Manila.
- n.d. 2004. Reforms in Ports and Shipping. none: none.
- Scott, William Henry. 1989. "The Mediterranean Connection." Philippine Studies (Ateneo de Manila University ) 37 (2): 131-144.

#### ABOUT THE AUTHOR



*Ivan Kaye F. Bantigue has been a professional teacher since 2014. She finished her bachelor's degree in Secondary Education, majoring in Social Studies at the University of Santo Tomas, College of Education in 2014. The same year, she pursued her graduate studies at the same university, taking up a Master of Arts in History, and finishing in 2019. She is pursuing her Doctoral degree in History at the same university and is affiliated with the University of Santo Tomas, Faculty of*

*Arts and Letters. The author's field of expertise is in the Economic History and Maritime Trading activity of the Philippines.*

# iSoftware

iSoftware Systems Technologies, Inc.

<https://issti.com>

+63(2)8874-2006

info@issti.com

+63(2)8874-1522

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

**RhinoCeros**  
design. model. present. analyze. realize...

**Orca3D**

**Auto APTEM Software**

**Simerics**  
TECHNOLOGY BY DESIGN

**EXPRESSMARINE**  
Structural Modeling plug-in for Rhino3D

**AUTODESK**

**MAXSURF**  
Integrated Naval Architecture & Ship Construction Software

**ShipWeight**

**SACS**

**MOSES**

**NavCad**

**prop elements**

**PropExpert**

**PropCad**

**SHIPCONSTRUCTOR**

# DEFENDING OUR PATRIMONY

## THE NEED TO RESHAPE THE AFP'S OPERATIONAL PLAN

by MGEN Melchor P Rosales (AFP) (Ret)

The 2023 budget deliberations and recent legislative hearings once more brought to the fore their observation about our present inability to confront intrusions into the West Philippine Sea and the Philippine Rise. One senator urged “the government to expedite the buildup of defense forces in the WPS.” Another congressman was advocating to stress lethality in the development of this force. These statements were all in line with the President’s statement that “We will never give up a single millimeter of Philippine territory.”

When a Chinese vessel sank the F/B Gem\_Ver while anchored in the Recto Bank, the Filipino people made known their sentiments. The Social Weather Station, in its June 2019 survey, reported that 91% of our people want to regain control of islands in the West Philippine Sea.

It also showed that 92% urged government to “strengthen the military capability of the Philippines.” 84% of our people want alliances formed “with other countries that are ready to help us in defending our security in the West Philippine Sea.” The Officer-in-Charge of the Department of National Defense during the DND budget deliberations stated that the Armed Forces of the Philippine (AFP) is one of the weakest forces in the region.

Indeed, there is an urgent need as well as an opportunity to establish a new defense posture for the AFP. This will necessitate an expansion of the AFP operation plan.

Two primordial reasons for our lack of external combat power appear to be: First, our dependence on the U.S. to protect our country externally. Additionally, For 55 years the AFP operational strategy -- IPSP code name Katatagan, then Lambat Bitag followed by other code names that were adopted once a new administration took over. It was however mostly focused on counter insurgency.

We hardly developed an external protection capability even after the U.S. pulled out its bases in the country.

The constitution however mandates that “The State shall protect the nation’s Marine Wealth in Its Archipelagic Waters, Territorial Sea, and Exclusive Economic Zone (EEZ) and reserve its use and enjoyment exclusively to Filipino Citizens.”



The Philippine geography shows we comprise 300,000 square kilometers of land area and 2 million sq.km. of maritime area.

Our defense plan, therefore, must have both internal and external considerations.

In 2011, the AFP already published its strategic intent aimed at maintaining a “credible deterrent posture” against foreign intrusion or external aggression, and other illegal activities while allowing free navigation. This intent still has to be operationalized.

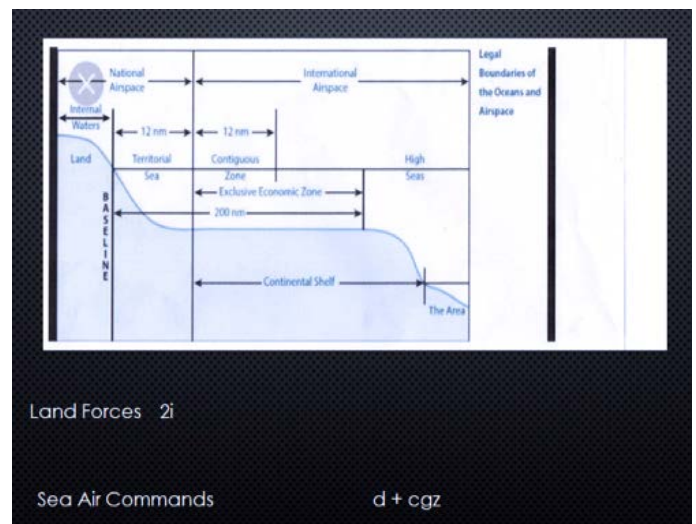
The Department of Foreign Affairs enunciated in 2018, “the red lines” to prevent any takeover or building of facilities in the Scarborough Shoal, the Spratlys, and other islands within Philippine waters. It sought to protect our people from being deprived of their means of livelihood, and also to secure sources of food and natural resources from the blue economy for the future generations of Filipinos.

We, however, have been wanting in this regard, as we still do not have a credible manner of defense. It is not surprising that the AFP ranked 51 out of 100 countries in one worldwide survey.

It behooves upon us, therefore, to start crafting a more comprehensive operational strategy.

The expanded operational paradigm recommendation is:

Anchored on the formula 21 + D + CGZ, where 21: Address Insurgency + Capability to defend against Invasion; D: Deterrent force Capability to prevent further encroachment; and CGZ: Counter Grey Zone operations to deal with external operations short of war.



A study of Chinese deterrence at the time they were building up a blue water navy reveals an asymmetric strategy developed two decades ago against the fleet of U.S. carrier battle groups which involves controlling the sea from land. They developed a missile umbrella through their anti-access area denial strategy.

We can also adopt this concept.

Our expanded deterrent forces must focus on lethal systems against a surface fleet. There is a need for economy of force modernization. The most effective combination is the use of multi-directional maritime attack tactics combining sea mines, anti-ship missiles launched from land-based aircraft, surface to air batteries, mobile launchers, ship-based missiles, and torpedoes. This system



must include new capabilities on ISRT by be the most cost-effective way to utilize what remains of Horizons 2 and 3.



Initially, it requires establishing up to three maritime joint commands, along with the proper equipment and trained personnel. The AFP West Command to cover Spratly's and WPS; Joint North West Luzon command for Scarborough Shoal and defense of Manila; and Joint North east command to protect the extended Continental Shelf and The Philippine Rise.

In light of the demand for additional Enhanced Defense Cooperation Agreement (EDCA) bases during the review of the Mutual Defense Treaty, we must now ask for the U.S. to develop the deterrent force utilizing Article II of the MDT. Article II states that *to effectively achieve the object of this treaty, the two parties separately and jointly by self-help and mutual aid will maintain and develop their individual and collective capacity to resist armed attack.* The Philippines must request the U.S. for assistance and financial aid to cover funding of our requirements for deterrence and counter grey zone operations.

We will also need help from other nations, especially if Washington does not come through for us.

We can get part of our needs from our strategic partners, and other allies, such as Japan, South Korea, Australia, India, and the European Union, among others through grants, soft loans, or long-term concessional loans.

There are creative ways to generate funds. We cannot sacrifice our capability to defend and protect our patrimony for reasons of lack of money.

China operates in the South China Sea (SCS) with its maritime fleet called the People Armed Forces Maritime Militia (PAFMM). They call these their Second Navy. These are deployed in close tandem with their fishing fleet that provides a gray zone capability for Chinese maritime law enforcement efforts in the 9-dash line against areas already recognized by UNCLOS and UN arbitration as part of the Philippine EEZ.

This is how they acquire artificial islands and implement their cabbage strategy and salami slicing tactics in operations short of war.

To counter grey zone operations, we must also organize, develop, and maintain air, naval and a coast guard auxiliary. Other bottoms composed of the Bureau of Fisheries and DENR, along with other government bureaus and private air and maritime companies will act as force multipliers.

Protecting our EEZ can be accomplished by expanding our current defense posture with a comprehensive operational concept, by not limiting it to internal security but likewise addressing the imperative of external defense.

This is the first step to have a minimum and credible unilateral capability to defend our territory.

All of these become mandatory due to the bill requiring a Comprehensive Review of the Executive Branch (CREB). This will authorize the President to rightsize the operation of the Executive Branch by analyzing and designating the appropriate roles, mandates, structure, functions, size systems, and processes of the government agencies to ensure effective, responsive, and efficient service delivery.

More importantly, the protection of our energy sources to fill up the loss of Malampaya makes these interventions crucial for the country. We need a protective force for our plans in the exploitation of the Reed Bank, Philippine Rise, and other patrimonial assets. We can do no less.

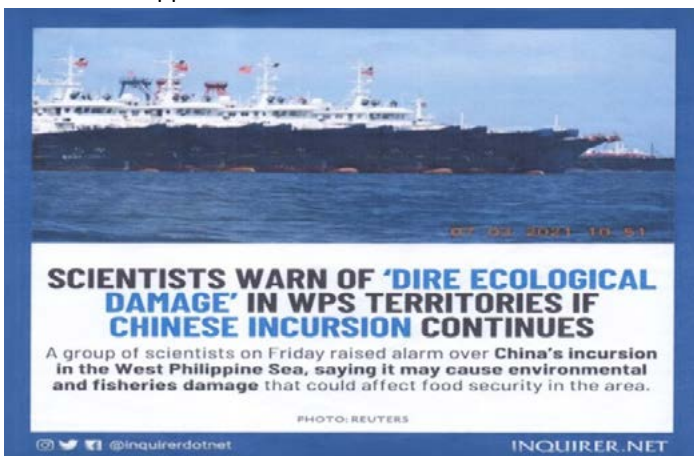
Even if we are a small state, we must show resolve in protecting our EEZ and ECS ourselves through deterrence-oriented equipage, and joint operations. This is the only way for us to insure our food and energy security and recover our national pride and dignity to defend our patrimony. 🚩

**References:**

- New Navy Fighting Machine in the South China Sea by Dylan Ross and Jimmy Harmon, 2012
- Rise of China in Asia – Security Implications Edited by Caroline Pumphrey, January 2002
- Joint Operational Warfare: Theory and Practice by Milan N. Vejo
- Chinese Maritime Militias: A grey zone Force by Jeremy Oliver, 2019
- Chinese Anti – Ship Ballistic Missile Development by Andrew Erickson, 2013
- Hybrid and Asymmetric Warfare: What to do? by Swedish Defence University, Stockholm Sweden
- Joint Publication JP 3-32 Joint Maritime operation, U.S. Government, Sept. 2021
- Air Force Doctrine Document 3-1 Air Warfare by USAF 2000
- National Security Policy 2017-2022
- Inquirer.net
- Philippine Star
- You tube

**About the Author**

*MGEN Melchor P Rosales is with the (PMA) Philippine Military Academy Class of 1968. He earned an MBA from Ateneo, and a Masters in Global Affairs from Fletcher School, Tufts University; and attended CGSC and AFP CGSC in 1998. Rosales was an Air Attaché assigned to the Philippine Embassy in Washington DC; a former Undersecretary of (DILG) Department of Interior and Local Government, and Administrator of the Office of Civil Defense. Rosales is a multi-awardee in military operations.*





# Maritime Expo at SMX in September 2023

## Maritime League

In response to the growing opportunities in shipbuilding and waterfront development, The Maritime League as the organizing body, in partnership with the Department of Transportation (DOTr) and its attached agencies, will be hosting the Maritime Expo on 6-8 September, 2023 at the SMX Convention Center, Mall of Asia Complex, Pasay City, Philippines.

This Conference and Exhibition, consistent with the League's objectives, aims to advance the interests of the Philippine maritime industry, promote maritime development and safety through better information, cooperation, and synergy of effort among the stakeholders of the maritime industry.

### **Maritime Expo 2023 will be showcasing the following event highlights:**

More than 5,000 trade visitors and 150 exhibiting brands!

3-day Maritime Conferences

B-Level and C-Level Conference Attendees

Maritime Expo 2023 will feature discussions on the latest issues and developments in the Maritime, Oil & Gas, and Defense Industries.

### **Some quick facts about the Philippines Maritime and Shipbuilding Industry:**

The Philippines is ranked 4th in the world in Shipbuilding and 1st in South East Asia per the UNCTAD June 2022 report.

Maritime transport is the backbone of international trade and a key engine driving globalization and competitiveness. Around 80% of global trade by volume and over 70% by value is carried by sea, as per the UNCTAD estimate.

A copy of our Maritime EXPO 2023 event brochure is inserted in the Maritime Review for your perusal.

As of mid-January 2023, there are currently 20 corporations that have reserved a booth at the Maritime Expo 2023.

To book your booth, please feel free to contact us by phone at **8 7157412** or email to: **bookings@maritime-expo.com** for more information.

Thank you and we look forward to welcoming you to the **Maritime Expo 2023!**



# SEAFARER SUPPORT SERVICES AND PARTNERSHIP WORKING ARE VITAL FOR MARITIME INDUSTRY'S FUTURE

by ISWAN



**A**s the International Seafarers' Welfare and Assistance Network (ISWAN) reports a high demand for its helpline services over the last year, it is clear that accessible welfare and support services for seafarers worldwide remain a priority for the maritime industry.

In its newly released annual review covering 1st April 2021 to 31st March 2022, ISWAN reports that the total number of calls and messages handled by its free, 24-hour, international helpline "SeafarerHelp" was still 81% higher during the last financial year than before the pandemic in 2019/20. Demand for ISWAN's helpline for crew working in the superyacht industry, Yacht Crew Help, has also grown steadily since its launch back in November 2020, and ISWAN now operates 16 bespoke helplines for companies and organizations in the maritime industry, adding 5 new helplines in the last year.

Over 80% of ISWAN's helpline cases are dealt with in-house, and many from the last year were referred to ISWAN's staff in India, the Philippines, and Nigeria who offer practical humanitarian support to seafarers and their families living in these regions.


The most common reasons for seafarers and their family members contacting "SeafarerHelp" included requests for information (including health-related enquiries about COVID-19 and ISWAN's COVID-19 vaccination drive in India) and financial or debt problems, with many seafarers enquiring about financial support administered by ISWAN for those affected by COVID-19 and Typhoon Rai in the Philippines. At the end of March 2022, ISWAN also launched the Ukraine Crisis Support Fund on behalf of the Seafarers International Relief Fund in response to the war in Ukraine.

With seafarers facing challenges ranging from personal struggles to global crises, seafarers' mental health remains a key area of work for ISWAN. Stakeholders from across the shipping,

superyacht, and cruise ship industries continue to approach ISWAN to deliver its Mental Health Awareness Training for the Maritime Industry to their shoreside and seagoing staff. ISWAN's Social Interaction Matters (SIM) Project also completed its trials of social interaction initiatives on board merchant vessels in 2021 and the project's Phase Two report, recommendations and guidance for the industry have since been released this year.

ISWAN is working to make free support more accessible for seafarers around the world, especially those with limited connectivity on board. To complement its existing services, the organization launched the ISWAN for Seafarers app in June 2021 in partnership with The Shipowners' Club. The app offers a direct line to ISWAN's helplines and offline access to resources for seafarers, and was downloaded over 2,800 times in the last financial year alone by seafarers of 70 nationalities.

ISWAN's Chief Executive Officer Simon Grainge said: 'The effects of the COVID-19 pandemic are still very much being felt by seafarers but the last year has brought new challenges, such as the crisis in Ukraine, on top of those that seafarers already deal with on a daily basis, like spending months away from loved ones, long hours, and fatigue.

"The last year has shown what a powerful difference the industry can make when we all work together. The Seafarers' International Relief Fund (SIRF, launched by The Seafarers' Charity in May 2021), brought together welfare organizations and created a focal point for fundraising to support seafarers and their dependents through the major problems they have been facing. We are proud to be part of this initiative, and we are thankful for all our funders and partners who make the work we do for seafarers and their families possible." 

**Source:** <https://www.seafarerswelfare.org/about>

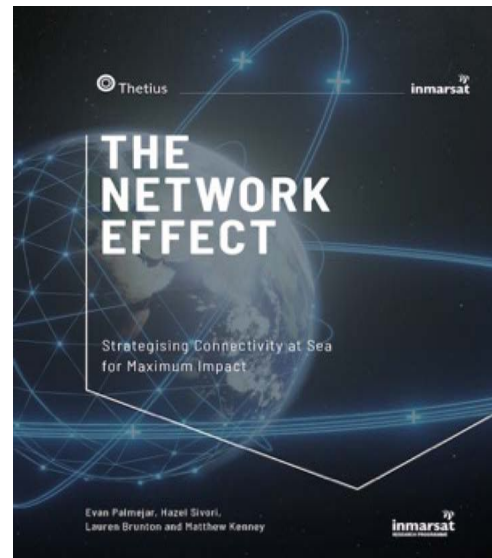
# NEW REPORT DEMONSTRATES HOW MARITIME INDUSTRY CHALLENGES ARE MET MOST EFFECTIVELY THROUGH CONNECTIVITY

by INMARSAT

A new report compiled by maritime innovation consultancy, Thetius, makes a compelling case that shipping companies seeking to meet current and emerging challenges facing the maritime industry will benefit from a strategic approach to connectivity. Published by Inmarsat, a world leader in global, mobile satellite communications, 'The Network Effect: Strategizing Connectivity at Sea for Maximum Impact' also provides guidance on effective connectivity framework strategies.

'The Network Effect' details the business benefits and specific capabilities that shipping companies can access by applying an effective connectivity strategy across their business IT, crew, and operational networks. These include voyage and port-call optimization, emissions reduction, condition monitoring and condition-based maintenance, trade facilitation, seafarer welfare and training, remote surveys and pilotage and telemedicine services.

reducing running costs and improving profit margins; the ability to attract and retain talented crew; and the capacity to future-proof operations and build in competitive advantages.



Book Cover: *The Network Effect: Strategizing Connectivity at Sea for Maximum Impact*

Ben Palmer, Inmarsat Maritime President said, "Ultimately, a good connectivity strategy relies on a clear understanding of the company's business goals, the technologies needed to attain those goals, and any additional influencing factors such as resource availability and investment requirements. In that sense shipping is no different to any other industry: collecting, collating, analysis and harnessing the value of data relies on resilient, reliable, secure, globally available connectivity services. It is also critical to recognize that implementing a connectivity strategy is a continuous and iterative process that requires constant monitoring, frequent reassessment, and regular feedback from internal and external stakeholders. As this report makes clear, this is both necessary and highly valuable to modern shipping operations both in terms of driving competitive advantage, and addressing decarbonization goals."

The report is available for download: (<https://j-l-a.us5.list-manage.com/track/k?u=af149bc1342b1fb5513034e2e&id=e55d709d67&e=9caed17c7a>), 'The Network Effect: Strategizing Connectivity at Sea for Maximum Impact' concludes with step-by-step instructions and best-practice guidelines on how to develop and implement a successful connectivity strategy. 🚢



*The Network Effect report from Inmarsat and Thetius emphasizes need for strategic thinking on connectivity in modern shipping operations*

Matthew Kenney, Thetius Director of Research and Consulting said, "Against a backdrop of evolving regulatory requirements and increasing emphasis on seafarer welfare, connectivity and data are indispensable to shipping company competitiveness. However, simply purchasing data is no longer enough. If shipowners are to reap the full rewards of operational optimization, decarbonization, and a loyal and talented crew, the right connectivity strategy is essential."

According to the report, once a shipping company has established its objectives and identified the capabilities needed to achieve them, it will benefit most from finding the right combination of communication services to best support those capabilities. By joining the dots between business goals and connectivity options, operators gain access to a host of benefits including opportunities to optimize and drive efficiency, while



# PHILIPPINES HOSTS ASEAN MARITIME FORA IN MANILA

by Department of Foreign Affairs



12TH ASEAN MARITIME FORUM.  
DFA-OPCD photo by Philip Adrian Fernandez

**M**AKATI CITY 07-December 2022 – The Philippines hosted the 12th ASEAN Maritime Forum and the 10th Expanded ASEAN Maritime Forum in Manila on 06 and 07 December 2022, gathering participants from ASEAN and its partners in a two-day discussion on a wide range of maritime issues.

Established in 2010, the AMF is a venue for dialogue on a wide range of maritime issues such as maritime security trends, maritime cooperation, maritime domain awareness, and maritime environmental protection, among others.

Among the topics discussed at the 12th AMF were stocking of maritime-related activities in ASEAN, review of the implementation of the 1982 UNCLOS in its 40th anniversary, and exchange of views on regional maritime developments.

Assistant Secretary Daniel Espiritu of the DFA Office of ASEAN Affairs cited the AMF's importance as a single venue to discuss cross-cutting maritime issues of common concern, proving beneficial for ASEAN to coordinate its work across all sectoral bodies and ASEAN-led mechanisms.

The EAMF, on the other hand, is a Track 1.5 venue for ASEAN and its Dialogue Partners to discuss a wide range of maritime issues. It was established in 2012 with the Philippines as inaugural Chair.


There were expert presentations and discussions at the 10th EAMF on ASEAN's implementation of UNCLOS, implications of sea-level rise, information exchange mechanisms, and combating IUUF in the region.

Assistant Secretary Espiritu noted the importance of holding the EAMF in Manila on its 10th iteration, recalling that the inaugural EAMF was also held in Manila in 2012.

Assistant Secretary Espiritu, Assistant Secretary Maria Angela Ponce of the DFA Maritime and Oceans Affairs Office, and Deputy Assistant Secretary Noel Novicio of the DFA Office of ASEAN Affairs co-chaired the two meetings.

The Philippines also took the opportunity in hosting the two fora in Manila to commemorate the 40th anniversary of the 1982 UNCLOS.

In a keynote message at the dinner for this commemoration, Secretary for Foreign Affairs Enrique Manalo said: *"It is often said that the UNCLOS is a 'constitution of the oceans.' The heft of this description should not be lost on us, 40 years onward. The crafting of a constitution for any country is a massive national undertaking. Not only does it lay down the foundations for structures and institutions for a country, but a constitution distills into a single document the common values and norms shared by a people."*

*"In ASEAN, reference to the UNCLOS is now a staple in statements and outcome documents pertaining to maritime security and cooperation. It has essentially been elevated to the status of agreed language...Now more than ever, ASEAN must be more intentional with its words. There must be no doubt that for ASEAN, we uniformly subscribe to the UNCLOS as an instrument of international law,"* Secretary Manalo said. 

**Source:** <https://dfa.gov.ph/dfa-news/dfa-releasesupdate/31479-ph-hosts-maritime-fora-in-manila>



From left: Secretary for Foreign Affairs Enrique A. Manalo, Office of ASEAN Affairs Assistant Secretary Daniel Espiritu, and Assistant Secretary for Maritime and Oceans Affairs Office Maria Angela Ponce.  
DFA-OPCD photo by Philip Adrian Fernandez

# PHILIPPINE-U.S. AND PHILIPPINE-AUSTRALIAN EXERCISES COMBINE: SAMA SAMA-LUMBAS

by Lt.jg. Mohammad Issa, U.S. Command Destroyer Squadron 7 Public Affairs



**M**ilitary personnel from the Philippines, United States, Australia, France, Japan, and United Kingdom kicked off exercise Sama Sama-Lumbas in Cebu, Philippines on 11-October-2022.

Sama Sama is an annual bilateral navy-to-navy exercise between the Philippine Navy (PN) and the U.S. Navy (USN), while Lumbas is a yearly bilateral navy-to-navy exercise between PN and the Royal Australian Navy (RAN). This is the first time that the bilateral exercises would be conducted simultaneously.

“In the two years since we last had an in-person Sama Sama opening ceremony, a great deal has changed in the world,” said Vice Adm. Karl Thomas, Commander, U.S. 7th Fleet. “What has not changed is the interests our navies and nations share in a free and open Indo-Pacific.”

The interoperability exercises with the PN, USN, and RAN focuses on warfighting capabilities, while the French Navy (FN), Japan Maritime Self-Defense Force (JMSDF), and Royal Navy (RN) participate primarily in humanitarian assistance and disaster relief training.

“Exercises like this allow us to work together multilaterally, not only to enforce our commitments to our partner nations, but also to expand our regional relationships,” said PN Rear Adm. Caesar Bernard Valencia, acting flag officer in command.

The shore phase includes a series of activities comprised of subject matter expert exchanges on maritime domain awareness and intelligence, maritime aviation, band, surface warfare missile engagement, replenishment-at-sea, medical, explosive ordnance disposal, visit, board, search and seizure, legal, and underwater construction operation of navies.

“The combining of the exercises provides an opportunity to further broaden our shared cooperation with a range of friends and on a larger scale than ever before,” RAN Commodore Ray Leggatt, chief of staff, Navy Headquarters.

At-sea events took place in the Sulu Sea on 14-18 October.

They include division tactics, deck landing qualifications, replenishment-at-sea and approach, search and rescue, etc.

“This year’s joint exercise shall undoubtedly reinforce the longstanding alliances and friendships among our respective nations while opening avenues to complement our joint regional security efforts,” said Lt. Gen. Bartolome Vicente Bacarro, Chief of Staff, Armed Forces of the Philippines.

U.S. assets and representatives participating in Sama Sama-Lumbas include the Arleigh Burke-class guided-missile destroyer USS Milius (DDG 69), a P-8 Poseidon, staff from Commander Task Force (CTF) 72, CTF 73, CTF 75, CTF 76, Destroyer Squadron (DESRON) 7, and U.S. 7th Fleet. “The emphasis on multilateralism in this exercise shows agreement between our leadership that the only way to truly uphold the rules based international order is together,” said VAdm Thomas.

Sama Sama-Lumbas is a multilateral exercise and includes forces from Philippines, the United States, Australia, France, Japan, and the United Kingdom designed to promote regional security cooperation, maintain and strengthen maritime partnerships, and enhance maritime interoperability.

Milius is assigned to CTF 71/Destroyer Squadron (DESRON) 15, the Navy’s largest forward-deployed DESRON and the U.S. 7th Fleet’s principal surface force.

As the U.S. Navy’s forward-deployed destroyer squadron in Southeast Asia, DESRON 7 serves as the primary tactical and operational commander of littoral combat ships rotationally deployed to Singapore, functions as Expeditionary Strike Group 7’s Sea Combat Commander, and builds partnerships through training exercises and military-to-military engagements.

Under Commander, U.S. Pacific Fleet, 7th Fleet is the U.S. Navy’s largest forward-deployed numbered fleet, and routinely interacts and operates with 35 maritime nations in preserving a free and open Indo-Pacific region. 🚢

**Source:** <https://www.pacom.mil/Media/News/News-Article-View/Article/3188105/philippine-us-and-philippine-australian-exercises-combine-sama-sama-lumbas-kick/>



# NEED FOR MARITIME SECURITY OVERSIGHT ON VIOLATIONS BY MERCENARIES AND PRIVATE MILITARY

by UN OHCHR



UNITED NATIONS  
HUMAN RIGHTS  
OFFICE OF THE HIGH COMMISSIONER

**N**EW YORK (1-November-2022) –A growing reliance on private contractors to protect vessels, commercial shipping, offshore platforms, ports, and other maritime infrastructure has exposed human rights violations perpetrated by mercenaries and private military and security companies, UN experts said.

A report presented to the General Assembly by the Working Group on the use of mercenaries explores how the maritime security sector has evolved as a direct response to the challenge of piracy and other threats, including interstate warfare or militarized disputes, and terrorism in multiple geographical regions.

As maritime security has become a focus of concern among States and other international actors, there is a trend towards the hybridization of security provision at sea, where public and private security combine.

*“While these shifts carry the potential for more secure maritime transit, it may also come at a cost to human rights, including the disproportionate use of force, violations to rights to life, liberty, and due process guarantees,”* the experts said.

The Chair of the Working Group, Sorcha MacLeod, said non-existent or weak regulatory frameworks create a situation where the lack of monitoring and oversight enable human rights abuses to flourish. *“Similarly, labor rights of private security personnel themselves are also at substantial risk. The proliferation and weak regulation and management of weapons at sea, particularly via floating armories, are also problematic,”* MacLeod said while presenting the report.

The Working Group highlighted a reported increase in the use of maritime vessels to transport weapons for mercenary purposes, and the potential risks of human trafficking via the maritime transfer of coerced mercenary recruits from certain countries. *“We are concerned by the opacity around the use of*

*maritime vessels to support mercenary-related activities; further data collection and research are required in this area.”*

The experts are concerned by lack of accountability for such violations. *“Proper oversight and regulation of private military and security companies operating in the maritime context is urgently needed, in particular to ensure that victims of abuses at sea perpetrated by such actors can gain access to justice and effective remedy,”* the Working Group concluded.

\*The experts: Sorcha MacLeod (Chair-Rapporteur), Jelena Aparac, Ravindran Daniel, Chris Kwaja, Carlos Salazar Working Group on the use of mercenaries as a means of violating human rights and impeding the exercise of the right of peoples to self-determination

The **Working Groups** and **Special Rapporteurs** are part of what is known as the **Special Procedures** of the Human Rights Council.

Special Procedures, the largest body of independent experts in the UN Human Rights system, is the general name of the Council's independent fact-finding and monitoring mechanisms that address either specific country situations or thematic issues in all parts of the world.

Special Procedures' experts work on a voluntary basis; they are not UN staff and do not receive a salary for their work. They are independent from any government or organization and serve in their individual capacity.

For further information or media enquiries please contact: [OHCHR-mercenaries@un.org](mailto:OHCHR-mercenaries@un.org).



**Source:** <https://www.ohchr.org/en/press-releases/2022/11/violations-mercenaries-and-private-military-and-security-companies-highlight>

# FRANCE'S FIRST COMMERCIAL OFFSHORE WIND FARM IN FULL OPERATION

by Vicky Viray Mendoza



Wind turbines at the Saint-Nazaire offshore wind farm. Photo Credit: Eolien Maritime France | Lenergeek.com

France's Saint-Nazaire Offshore Wind Farm had been under construction for about 10 years. The wind farm is located off the coast of Brittany in north-western France consists of 80 units of 6 megawatts (MW) Wind Turbine Generators.

The first offshore wind turbine was installed in April and the wind farm delivered its first power to the French national grid in June 2022. More nacelles continued to be phased in.

France's first commercial-scale offshore wind farm began fully operational on Wednesday, 23-November-2022 adding 480 MW of capacity to the grid at a time when Europe is scrambling to secure energy supplies partly as a result of the war in Ukraine due to Russia's invasion.

The Saint-Nazaire wind farm, spread over an area of 78 km and located between 12 and 20 km off France's west coast, features 80 turbines that will provide clean energy to power the equivalent of 400,000 homes annually, or 20% of the Loire-Atlantique region's electricity consumption.

The last of the wind farm's 80 GE Haliade 150-6 MW wind turbines was installed at the site located between 12 and 20 kilometers off the coast of the Guérande peninsula by Jan De Nul's Vole au vent in early September.

Eolien Maritime France (EMF) –a consortium of EDF Renewables, Enbridge, and the Canada Pension Plan Investment Board– developed and owns the Saint-Nazaire offshore wind farm. "Enbridge is excited about the arrival of the first commercial-scale offshore wind project in France, the Saint-Nazaire Offshore


Wind Farm, and about our role as a leader of the global energy transition," said Enbridge Senior Vice President, Power, Strategy and New Energy Technology, Matthew Akman.

The Saint-Nazaire project took about 10 years to complete. In September, French President Emmanuel Macron visited to inaugurate the Saint-Nazaire wind farm. He vowed to cut red tape to reduce the development time by half of what it takes in France to get renewable projects off the ground.

Saint-Nazaire Offshore Wind Farm will contribute to achieve the target of 40% renewable energy by 2030, and carbon neutrality by 2050 in France. President Macron said he wants France to have about 50 offshore wind farms by 2050.

"Over the past 10 years, this project has contributed to the construction of the offshore wind power industry in France and has mobilized a significant number of jobs during construction and now in the operating phase."

"This first wind farm is part of the EDF Group's strategy to double its net capacity of global renewable energy to reach 60 GW in 2030. We are also participating in the National Low-Carbon Strategy of the government, which aims to achieve carbon neutrality by 2050 through energy conservation, nuclear power and the acceleration of renewables." said EDF Renewables CEO Bruno Bensasson.

About a hundred workers shall continue to be employed at the site to operate and maintain the wind farm. 



# NAVAL FORCES CENTRAL LEADS THE RECOVERY OF ENDANGERED MARINE SPECIES IN TABOGON, CEBU

by NAVAL FORCES CENTRAL



**H**eadquarters, Naval Forces Central (HNFC), Lapu-Lapu City, Mactan, Cebu, 16-December-2022 – The Philippine Navy through Naval Forces Central Lead the recovery and confiscation of marine species (Tridacna) locally known as “Taklobo” in Tabogon, Cebu on 15-December-2022.

The said joint and inter-agency operations were composed of the operatives and elements from Naval Forces Central, Cebu Police Provincial Office (CPPO), Tabogon Municipal Police Station, Philippine Coast Guard, Philippine Air Force, and Bureau of Fisheries and Aquatic Resources 7 (BFAR-7) which led to the successful buy-bust operation against illegal trading/selling of endangered marine species (Tridacna) at Sitio Gutob, Barangay Camoboan, Tabogon, Cebu.

As a result of the operation, a certain Natividad N RUIZ @ NATI, a 76-year-old businesswoman and a resident of the aforementioned locality was apprehended after being caught in the act of selling the Giant Clams in violation of Sec 102 (Paragraph B) of RA 10654 (Prohibition on fishing or taking of rare,

threatened, or endangered species); and was placed under the custody of CPPO for the filing of an appropriate case.

Likewise, the buy-bust marked money worth One Hundred Thousand Pesos (Php 100,000.00), 1 Giant Clam weighing 10 kilograms (as an item for sale), and approximately thirty (30) Tons or thirty thousand (30,000) kilograms of Tridacna Giant

Clam shells locally known as "Taklobo" with an estimated market value of Three Hundred Sixty Million Pesos (Php 360,000,000.00) were all confiscated during the operation, and turned-over to BFAR in Carmen, Cebu for scaling and evaluation.

The successful conduct of this joint and inter-agency operation depicts the government’s determination together with other law enforcement agencies and local government units in eradicating the illegal trading/selling of all endangered marine species which are vital in maintaining and restoring the health of the coral reefs ecosystem as well as the preservation and protection of marine life and environment in our seas. 🚢

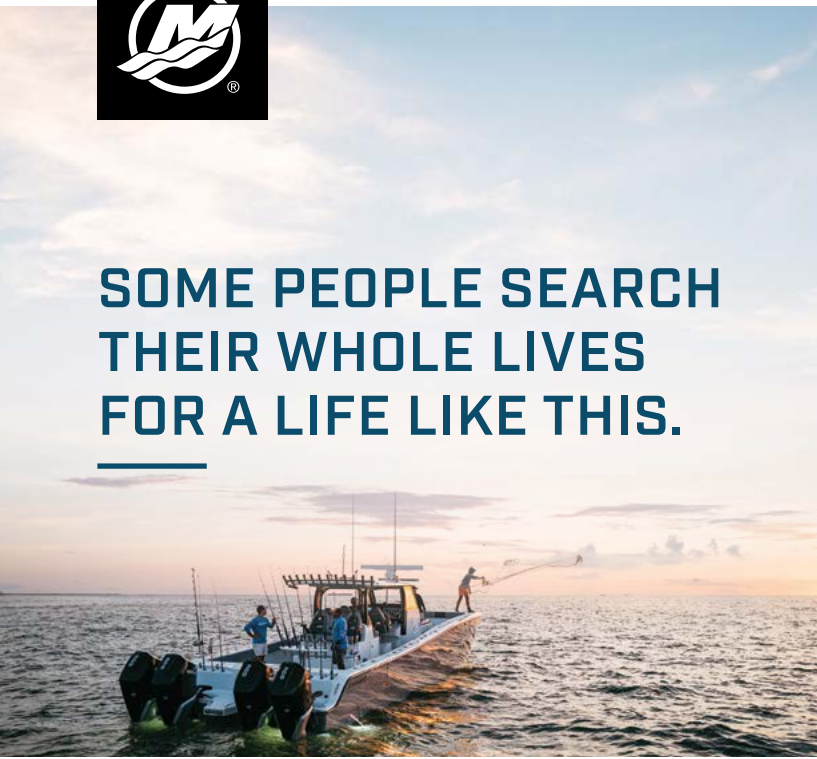
**Source:** <https://www.facebook.com/navforcentral/posts/pfbid02ciZhsKzcYVD3YnGhrMcztDxqMtJC5Qsaqj37Uso3tDUc6tk9GLmxwPF6CWkw1jWbI>





SOME PEOPLE SEARCH  
THEIR WHOLE LIVES  
FOR A LIFE LIKE THIS.

---



**SOLANDA ENTERPRISES, INC.**

730 Anda cor. Solana & Magallanes Sts., Intramuros, Manila  
Tel (632) 8527-8261; (632) 5328-5351 Fax (632) 8527-1315  
www.solanda.com Email: solanda@solanda.com

**ACS**  
ADVANCED COMPOSITE SYSTEMS





**MERCURY**  
GO BOLDLY.®

[MercuryMarine.com](http://MercuryMarine.com)



# BIMCO LAUNCHES CAMPAIGN TO CALL FOR REMOVAL OF SINGLE-USE PLASTICS

by BIMCO



BIMCO has launched a campaign to raise awareness and help support removal of single-use plastic bottles from ships.

Today, even if plastics on board ships are sorted, managed, and discharged to shore in a proper way, mismanagement of waste on land means it can still reach the ocean. With up to 1.75 billion plastic bottles a year being used on board ships, BIMCO believes removing unnecessary plastics is the industry's best option to help remove a source that may end up in the ocean.

As a first step BIMCO has partnered with Ocean Bottle on co-branded reusable bottles which would symbolize the change needed within the shipping industry; ships moving from single-use plastic bottles to sustainable alternatives such as onboard water supplies or larger dispensers.

*"We've learnt from members who have successfully implemented initiatives to remove single-use plastics bottles from their ships that providing crew with a reusable bottle, alongside other actions, can make a big difference. Over half of the companies that recently completed a BIMCO survey are already providing such bottles,"* BIMCO Head of Intergovernmental Engagement Dr. Bev Mackenzie, said.

**Onboard water systems cut costs and emissions.** BIMCO estimates that an onboard system is a quarter of the cost of providing water in single-use plastic bottles and can pay for itself in just one year. In addition, BIMCO evidence suggests that refills can save around 2,355 kg of CO2 emissions per ship per

year. Refilling a bottle from a modern system also supports crew welfare as today's alternatives provide good quality, safe, and tasty drinking water.

*"Whilst solutions exist, we still have work to do and will be working with our members to support them in selecting onboard systems and bottles to best suit their needs. What we do know is that our industry's small steps in phasing out single-use plastic bottles could have a big impact,"* Mackenzie says.

Every bottle bought by BIMCO will fund the collection of 11.4 kg (over 1,000 single use plastic bottles in weight) of Ocean Plastic from the world's most polluted waterways. Plastic is collected by locals from some of the worst affected coastal communities such as the Philippines, Brazil, Egypt, Ghana, India, and Indonesia, who then exchange the plastic for money or receive digital credit to swap for tuition, tech goods, healthcare, and micro-finance. This infrastructure is made possible with help from partners, Plastic Bank and Plastics for Change and Re-Purpose, who set up collection sites and ensure transactions to collectors are secure through traceable technology.

The BIMCO-Ocean Bottle branded bottles will be handed out among key stakeholders, leaders, and volunteers over the months to come to help address single-use plastics onboard and spread the campaign message. 🚢

**Source:** <https://www.bimco.org/news/priority-news/20221121-campaign-to-call-for-removal-of-single-use-plastics>





# OCEANA URGES U.S. TO APPROVE NOAA'S PROPOSED VESSEL SPEED RULES

by USA Oceana

Oceana urges President Biden to expediently approve the National Atmospheric and Oceanic Administration's (NOAA) proposed vessel speed rule to protect critically endangered North Atlantic Right Whales. Oceana delivered about 20,000 petition signatures and a letter calling for the government to enact new safeguards for these whales. With the extinction of the species on the line, concerned citizens from all 50 states, Washington D.C., and Puerto Rico signed in support of NOAA's proposal. Director Gib Brogan said: *"We can't wait any longer for action. The urgency of the threats to North Atlantic Right Whales cannot be understated. Their very existence perilously hangs in limbo as current safe-guards established by our government are insufficient. NOAA's proposal is not only necessary, it is imperative for the future of this critically endangered species. We urge President Biden to seal his commitment to environmental preservation and hold his agency accountable for following existing law by swiftly approving NOAA's vessel speed proposal. North Atlantic Right Whale mothers are heading south for calving season where they will face the threat of thousands of speeding boats traveling in their migratory zone. These whales are slow surface swimmers. Curbing speeding boats where they swim is essential to lessening the chance of boat collisions. Smaller boats exempt from speed regulations can and do hit North Atlantic Right Whales, and the new rules would be a step in the right direction to protect them."*

13 congressional leaders wrote to NOAA to support the proposed rule: *"We are encouraged to see several critical changes in the proposed rule that better address vessel strike risk throughout the North Atlantic right whale's U.S. range. These improvements mirror the recommendations issued in the agency's June 2021 North Atlantic Right Whale Vessel Speed Rule Assessment. We urge the National Marine Fisheries Service to finalize a vessel speed rule as soon as possible after reviewing comments received during the current public comment period."*

29 environmental groups signed a letter of support: *"While we are in favor of these improvements from the previous rule and ask that you approve a final rule as quickly as possible, the National Marine Fisheries Service should also consider requiring vessels covered by this rule to carry and continuously transmit automatic identification system devices for public vessel tracking, improving*

*monitoring and enforcement of speed limits, designating dynamic speed zones following visual confirmation of a single North Atlantic Right Whale, including an exemption for permitted disentanglement vessel actively engaged in a response."* Oceana also submitted a 28-page letter to the National Marine Fisheries Service, detailing existing threats and risk mitigation strategies for North Atlantic Right Whales. Studies find that slowing boat speed to 10 knots reduces a North Atlantic Right Whale's risk of death by collision by 80%–90%. The North Atlantic Right Whale Consortium released its new population estimate for North Atlantic Right Whales, which stands at around 340, of which 80 are breeding females.

**Background.** North Atlantic Right Whales were named for being the "right" whale to hunt because they were often found near shore, swim slowly and tend to float when killed. They were aggressively hunted, dropping their population from 21,000 to fewer than 100 by the 1920s. After whaling of North Atlantic Right Whales was banned in 1935, their population increased to 483 individuals in 2010, but that progress has now reversed.

Collisions with boats is a leading cause of North Atlantic Right Whale injury and death. They are slow swimmers at 6 mph near the water's surface. They are dark in color without a dorsal fin, making them difficult to spot. Studies find a vessel's speed is a major factor in vessel-related collisions. At high speeds, boats cannot maneuver to avoid them, and Right Whales swim too slow to move out of harm's way. They are at great risk of being struck, causing blunt-force trauma or cuts from ship propellers.

Entanglement in fishing gear used to catch lobster, crab, and other species is another leading cause of North Atlantic Right Whale death. About 85% of whales have been entangled at least once. Ropes have been seen wrapped around their mouths, fins, tails, and bodies, which slow them down further, making it difficult to swim, reproduce, and feed; and can cause death. The lines cut into the whales' flesh, lead to deadly infections, severed fins, tails, with deep cuts into the bone. 🐋

**Source:** <https://usa.oceana.org/press-releases/oceana-calls-on-president-biden-to-approve-noaas-proposed-vessel-speed-rules-to-protect-north-atlantic-right-whales/>

# GETTING TO KNOW THE COAST GUARD COMMANDANT ADM ARTEMIO M ABU

by LTJG Christian R. Chua PN (RES)

**M**uch has been written about this honorable and patriotic man. He is known as the man who is making the PCG radiate. “R.A.D.I.A.T.E.S.” as an acronym for Responsible, Accountable, Disciplined, Inspired, Able, Team-spirited, Servant leaders, which he always reminds to the men and women of PCG, for them not to forget to pursue professional excellence, have commitment to public service, and be an inspiration to one another.

In an interview with members of the Maritime Review Magazine, the 29th Commandant of the Philippine Coast Guard, ADM Artemio M Abu had expressed his intention that he will make the best representation to the PCG institution, and together with his men, he said they will bring the Philippine Coast Guard to the next level of success in doing public service.

Thus far, ADM Abu has been leading the PCG as one of most successful agencies in terms of Public Affairs, as they are the most visible and interesting agency to follow in social media, connecting many Filipinos. A very long list of PCG accomplishments achieved in just merely 10 months upon his assumption is quite an incredible feat.

ADM Abu is a graduate of the prestigious Philippine Military Academy, and a proud member of PMA Tanglaw-Diwa Class of 1992, where his military leadership was honed. Such leadership skills continued to develop as he handled a number of leadership assignments to include CG Provincial Head of the provinces of Camarines, Masbate, and Palawan. He also was assigned as the Commander of CG Ready Force, overseeing career management of officers and men assigned aboard coast guard ships back then. His exceptional performance of duty, leadership excellence and organizational skills has earned him his worthiness to the PCG Command, where he got entrusted with higher responsibility to organize the CG District in Southern Visayas covering the provinces of Negros Occidental, Negros Oriental and Siquijor. He further served as the Commander CG District in Southern Tagalog covering the provinces of Batangas, Marinduque, Quezon, Oriental Mindoro, Occidental Mindoro, and Romblon.

This long and extensive leadership experience, excellent performance of duty, admirable work ethic, backed with a great mind being a valedictorian in both elementary and high school, higher and specialized education in Canada, Japan, U.S., and the U.K., not to mention a CG Central Staff duty in Education and Training, has earned him the respect and loyalty of his men, that came seamlessly upon assuming the Commandant of the PCG.

Further in the interview, ADM Abu mentioned he deeply studied the art of leadership.

Maritime Review representative asked if he could discuss the strategic direction of the Philippine Coast Guard (PCG) under his leadership. He was also asked for some anecdotes of his childhood years and before entering the PMA to provide a snapshot of his

younger days that we may fully understand how he came about to be the PCG Commandant in about 3 decades after his graduation from PMA.

ADM Abu is an officer and gentleman, and above all, he is well-known for his leadership style. He was very candid in sharing his humbling life story, which is the source of his successful leadership quality.

ADM Abu starts off by saying that he comes from a very poor family. His farmer parents came from destitute families that did not have the wherewithal to invest in their education. ADM Abu is one of 11 siblings. Early on, his parents put emphasis on learning how to work with others, called “pakikisama.” His parents stressed that they had to learn how to cooperate well, and be humane to their fellowmen. To his parents, having these characteristics were worth more than having a lot of money. In addition, his parents also instilled that their children must have a high level of honesty and truthfulness.

ADM Abu applied these learnings to the PCG. Additionally, he recalled his parents counseling him to look at the person in the eye when speaking. It shows a sign of respect and trustworthiness. In a deeper and sinister level, avoiding eye contact can mean betrayal.

Decision-making skills from farmer parents taught him timeliness is key. Any decision must be sound and correct, but no amount of perfection makes sense unless it is timely, crafted at the right time. When a farmer spreads fertilizer on the plants, it necessitates pre-preparation of the soil from weeds, before planting seeds and finally harvesting. Doing these prior steps without a clue of timing can ruin your crops, and all the hard work you put in. With the PCG officers, he coaches them to be unafraid of making a decision as it is part and parcel of the job. He would remind them that a good decision must have two factors: it must be sound and timely.

ADM Abut further explains that he prepared himself for the longest time to be a Coast Guard Commandant. It included his aspiration to shine. It was not enough for him just to be a member. He aspired for greater heights. He had self-imposed challenges and developed benchmarks for himself. But he did not compare himself with others for fear of becoming bitter and vain. He simply went about creating high standards for himself that he believed were right to follow.

In civil management, first, one learns from experience. We are all born on a level playing field. At birth, all we knew was to cry. But then why is it that some shine and excel? Why do some become experts? It is because these people learned from experience. ADM Abut was a class officer since grade 1 until he took his masters. In his masteral class, he was also voted class president. He did not aspire for this but he got it. He duly notes that people are always watching. He was class president from 1981 until he graduated in 1985 from high school. His classmates never voted for anyone



else to replace him. He wanted others also to lead, but perhaps it had already been ingrained in his classmates that he was the best qualified to lead his class.

He says the first part of leadership is that all manifestations of leadership skills are based on actual experience. Second, one learns through formal training. This is the reason why we need to study, whether it is a workshop, training session --wherever it is that we will learn. In PMA, the best in academics are sent to the best schools in the world. Third, one learns through role modeling. Having a role model to emulate is key to moving forward. One can set their own standards later. In becoming a commandant, he was a Rear Admiral at that time, and later became a 3-star but he believed his track record would speak for himself, and his colleagues who truly got to know him deeply would take him to the highest post of the PCG. He said, *"I feel I have the support of the rank and file as I made good relations with them. Sa matagal na panahon, pinag-igi ko ang aking pakikitungo sa kapwa."* As a young man, ADM Abu learned this trait from his father.

Moreover, ADM Abu says that since he will be passing this way only once, he has promised the Coast Guard that he will make the best representation of the institution and take it to the next level. He said, *"Kailangan makilala ang Coast Guard, maipakita natin that it is a credible, relevant, and reliable agency. Kaya sinabi ko sa kanila na samahan ako in bringing the Coast Guard to the next level of success in public service. We will make the Coast Guard a symbol of hope, and a source of national private discreet missions."*

Many people, however, will find this too ambitious. But ADM Abu said, *"I have a proven formula for that. Other agencies call it internal cleansing. I call it proper housekeeping, which starts from within. Let us fix ourselves before we fix other people's problems. I*

*started with the transformation of my family, the Coast Guard. That is our metric now – there must be order, peace, and unity within the family to be able to give of oneself in service to the nation."*

ADM Abu said he would like the Coast Guard to have an identity based on culture –a culture of trust, discipline, respect, excellence, teamwork, and human relations. That culture would be the "voice" of the Coast Guard. Furthermore, he said the Coast Guard radiates because they are disciplined and inspiring. To radiate means to shine, to make a name for itself.

The PCG personnel has increased from 8,500 during PRRD's regime to nearly 23,000 at present. It has modernized and now has brand new larger vessels. ADM Abu thanks his staff, whom he selected from different disciplines, for their belief in his mantra to radiate.

In the past, the PCG had a credibility issue. As a result, ADM Abu was summarily dismissed. He defended his innocence, stating he was never involved in the squabble. He fought for his reinstatement and benefits for his 32 years of service. The Monday morning ADM Abu visited his parents, his father asked why he was home. ADM Abu told his father that he had been dismissed from the service, without benefits and perpetual disqualification to all public office. ADM Abu will never forget that day because his father was about to punch him. But he calmed his father down by saying that he will not allow anyone to tarnish his name, particularly because he was an innocent party.

In final, CPCG Abu imparted that he wants the Coast Guard to become a champion in the exercise of leadership and public service. *"Kailangan champion kami in exercise of leadership. Public service ang pinakamahalaga sa lahat,"* CPCG Abu said. 🚢



Donning the rank of Admiral (4 star) on 10-March-2022.



Admiral Abu together with the heads of Malaysian Maritime Enforcement Agency Director (Left) and Indonesian Maritime Agency (Right) during the 7th Contact Group on Sulu and Celebes Seas Meeting in Manila on June 28, 2022.

# A BRIEF HISTORY OF THE PHILIPPINE NAVY SEALS FROM THE UNDERWATER OPERATIONS TEAM TO THE NAVAL SPECIAL OPERATIONS COMMAND

by CGA CDR Mark R Condono

## THE BEGINNINGS

Formerly known as the Underwater Operations Team or UOT as the present day Philippine Navy Seals were then known, the unit was conceived by then LT Ramon N Baluyot PN while in operations with the Philippine Marines in the Sulu Sea Frontier against dissidents and combating piracy which was prevalent in the area during those times.

## ACTIVATION AND EVOLUTION

Based on Headquarters Philippine Navy General Orders No.17 dated 10-October-1956, the UOT was activated on 05-November-1956. The unit was patterned after Italy's Decima Flottiglia MAS (Decima Flottiglia Motoscafi Armati Siluranti) or Decima Mas and the United States Navy's Underwater Demolition Team (UDT) which evolved into becoming the U.S. Navy Seals of the today. The UOT at that time had a strength of 1 Officer and 6 Enlisted Personnel which was under the Administrative and Operational Control of the Headquarters, Service Squadron. On 16-March-1957 through HPN Circular Number 53, the UOT became the Underwater Operations Unit (UOU), and the on the following day, Administrative and Operational Control of the UOU was placed under the Headquarters Patrol Force.

## The UOU IN SEATO: TRAINING FOR THE COLD WAR (BILATERAL & MULTILATERAL EXERCISES)

By March to April 1962, the Underwater Operations Unit would become part of SEATO Exercise TULUNGAN in which during D-Day of the exercise, LT Ramon Navarro PN spearheaded the landings as a Beach Recon and Demolitions Group. Exercise TULUNGAN was a large scale exercise involving the Australian, Philippines and United States Forces. In January 1963, LT Ramon Baluyot would be in the thick of action during Exercise BAWI—the first major AFP exercise involving all branches of service.



*Italian-built Swimmer Delivery Vehicle of the UOU, PN*

It was also in the 1961-62 period that 3 Italian-made Cosmos CE2F/X60 Swimmer Delivery Vehicles were procured for use by the unit. Two examples of the craft exist at the Philippine Navy Museum in Fort San Felipe and at the AFP Museum in Camp Aguinaldo. Specifications of the Cosmos CE2F/X60 Swimmer Delivery Vehicle:

- Length: 7 meters
- Weight: 2.1 tonnes
- Maximum depth: 100 m
- Range: 50 nmi (95 km) @ 4 knots
- Speed: 5 knots (underwater)
- Crew: 2

In August 1965, the UOU was again on Exercise HASAAN (or sharpening) in which the UOUs along with the Philippine Marines were airdropped on an island, the exercise scenario was that the Island of Balabac in the Province of Palawan was occupied by hostile forces. Prior to the Amphibious landing of the exercise two teams of the UOU were inserted and they destroyed beach obstacles.

In September 1966, Bilateral RP-US Exercise BOLADOR commenced with the objective of capturing Corregidor being occupied by a fictional aggressor force. UOU participation was to conduct advance reconnaissance and demolition of beach obstacles in the landing area. Exercise BOLADOR is notable as the first instance the Philippine Marines conducted a heliborne assault or vertical envelopment tactics employing 16 Helicopters.

By 1967, one UOU team participated in another large SEATO Exercise "SIYASAT" involving forces from the U.S., Australia and the United Kingdom.

In May 1967, Exercise GURAMI was conducted to test the joint capabilities of the Philippines UOU and the United States Underwater Demolitions Team or UDT and in support to the Philippines Marine Recon and Raiding assault. The primary objective of the exercise was the infiltration and elimination of the a fictional irregular warfare training group that had set up base in Western Mindoro.

The UOU was led by now LCDR Ramon Baluyot PN while the Marine Contingent was led by then LCDR Rodolfo Punsalang PN, with CDR Jose E Diaz PN as Coast Guard and Task Group 105 Commander for the Exercise on board the U.S. Destroyer Escort USS Weiss (APD-135).

UOU Teams during the exercise were led by LTJG Luis Del Mundo PN, LTJG Bonifacio Gempis, and their American counterparts namely: LTJGs Mike Collins, John Roberts, and Ensign Manuel Isaac USN. Techniques gained on Exercise GURAMI were the river reconnaissance and the successful support by both PN UOU and USN UDT for the Philippine Marine Assault Force.



## ACTIONS DOWN SOUTH

On 05 to 14-July-1973, Operation Pamukpok was launched in Tuburan Basilan, considered as the first successful amphibious operation on an enemy stronghold. Overall Command as Amphibious Task Force 32 was led by CAPT Leonardo G Bugayong PN along with 2nd Battalion Landing Team (Landing Force 33) under LCDR Arturo T Asuncion PN with the 4th, 5th, and 9th Marine Companies under ENSIGNS Fundador Demandante, Romelino Gojo and LTJG Renato Naco PN.

In support were NAT 32 under Captain Bugayong and the Transport Group TG 32.2 with LCDR Francisco Mendoza Jr in Command and CO of Landing Ship Medium RPS Oriental Mindoro (LP-68) along with RPS Cagayan (LT-86), RPS Misamis Oriental (LT-40) and Repair Ship RPS Narra (AR-88). Also in support Task Group 32.7 as the Control Group with LT Vicente Gariza as TG Commander and CO of RPS Catanduanes (PG-62) with Patrol Craft Fast 308,310, 314, 315 and 1 UOU team.

On 15 to 19-September-1973, Operation Batikus was launched when an amphibious landing was made at Siasi Island in Sulu with the objective of restoring peace and order in the town of Sewing, Siasi, and to prevent the capture of Siasi by insurgents. Naval Task Force 32 was the primary unit for the operation with one UOU team performing as part of Marine Landing Force 33.

Apart from the actions down south during the period, UOU teams were also part of various humanitarian assistance and disaster response during floods in the national capital region and various provinces all over the archipelago, including and search and rescue missions on ships sunk.

UOU also provided lifeguards during various Fluvial Parades and in one occasion in 1972 a Joint UOU Team with SEABEES Personnel conducted a rescue of more than 200 families in the Province of Panay during a flood.

## A HERO'S TALE

On 05-March-1975, an amphibious landing was made at the towns of Kandiis and Matamal, Tuburan Basilan comprising 7 ships of the Navy with 11 smaller craft in support. They landed 3 Marine Battalion Landing Teams and 1 Army Battalion.

The Officer In Charge of the UOU team was Ensign Renato A Caspillo PN whose task was to conduct deep penetration and reconnaissance on the Kandiis River and eventually destroy the enemy stockpile of arms and ammunition.

After accomplishing their mission and on the phase of withdrawal, heavy enemy fire ensued. While supervising his team withdrawing in an orderly manner, he was hit by enemy fire and issued orders to the recovery boat captain, "Recover all Divers, never mind me." He continuously provided cover fire while his team was extricating. At the age of 25, ENS Caspillo displayed remarkable combat leadership. As a fitting tribute, a road was named after him at the NWSU 6 HQ.

## THE COAST GUARD SPECIAL COMPANY AND THE UOU

On 16-November-1972, the Coast Guard Striking Force (CGSF) was activated with a strength of 3 Officers and 50 Enlisted Personnel under the Headquarters Law Enforcement Command. The force underwent several name changes from Task Force 41 to Elite Company and by 02-October-1974, it was known as the Coast Guard Special Company.

In late 1973 while it was still known as the Elite Company, CG Personnel organized a SAR team that worked with the UOU team and prove its mettle on the various Search and Rescue operations in various areas in the mission parameters of SOLAS.



*Riverine Utility Craft of the PN recovering a UOU Frogmen during an exercise.*

## TRANSFER TO NOF, NAME CHANGES TO PRESENT

On 16-March-1964, transferred under Headquarters, Naval Operating Forces. A few years later, UOU evolved into a larger unit and was designated as the Underwater Operations Group or UOG.

Apart from the ultimate sacrifice made by Ensign Caspillo, heroic deeds abound in the unit, UOU personnel were also lost during the tragic sinking of RPS *Datu Kalantiaw* in 1981.

By 1983, the UOG, would be renamed the Special Warfare Group (SWAG), and again as the Naval Special Warfare Group (NSWG) during the 1990's.

On 30-May-2005, it became the Naval Special Operations Group (NAVSOG). It then evolved into the Naval Special Operations Command (NAVSOCOM) of today. 🚤



*NAVSOCOM Logo*

## SOURCES:

- History of the Philippine Navy by Capt Silverio Aquino PN (GSC) and LT Isidro G Espela PN, HPN 1976,
- The Philippine Navy 1898-1998 by Commodore Regino P Giagonia AFP, HPN, 1998.
- Southeast Asian Special Forces by Ken Conboy (Elite Series 33), 1991.

## About the Author:

*PCGA CDR Mark R Condono is Deputy Administrative Officer, Philippine Korean Friendship Center, and Museum Curator; and PEFTOK Korean War Memorial Hall Museum under the Dept of National Defense-Philippine Veterans Affairs Office. In 2007, he was Research Officer at the Office of the Naval Historian, PN; and Projects Officer at the Marine Historical Branch of Fleet Marine Warfare Center, PN. He earned a BS Architecture at Palawan State University. In 1997, he completed the Basic Naval Reserve Officers Training Course, PN. He is with Bravo Class of 1999, PCG Auxiliary Officer's Indoctrination Course. In 2002, he took the Aerospace Power Course at Air University, USAF. In 2008, he took the Military History Operations Course at U.S. Defense Technical Information Center. He is with Class 26 Executive Course on National Security at the NDCP.*

# THREE ROUNDS OF COERCION IN PHILIPPINE WATERS IN 2022

by Asia Maritime Transparency Initiative

In three separate incidents in the months of March and April, Chinese law enforcement vessels have challenged marine research and hydrocarbon exploration activities within the Philippine exclusive economic zone in the South China Sea.

## Round One: China Squares off with Taiwan and Philippines over Marine Research

The *Legend*, a research vessel belonging to the Taiwan Ocean Research Institute under the Ministry of Science and Technology, set off from Taiwan on March 13 sailing toward the Philippines. The *Legend's* schedule shows that it was booked to conduct research in the Philippines as part of Taiwan's New Southbound Policy, an initiative of President Tsai Ing-wen to enhance relations with South and Southeast Asian countries. According to the *Associated Press*, the research trip was part of a joint project of the National Institute of Geological Sciences at the University of the Philippines and National Central University in Taiwan that aims to map geologic features that could trigger earthquakes, tsunamis, and other potentially catastrophic phenomena.

On March 15, Automatic Identification System (AIS) data from Marine Traffic shows the *Legend* began to conduct hydrographic surveys along a 50-nautical-mile wide grid to the northwest of the Philippine Babuyan Islands. On March 23, as *Legend* continued research 60 nautical miles NW of Luzon, China Coast Guard (CCG) 5203 left Mischief Reef in the Spratly islands. It began shadowing *Legend* at a distance of 2-3 nautical miles the next day. Taipei responded on March 25 by dispatching its own Coast Guard (CG) 5001 *Chiayi*, a 125-meter heavy patrol vessel, from Taiwan-occupied Pratas Island. The CG 5001 maneuvered to keep the CCG 5203 away from *Legend* in the next 2 days, with the opposing coast guard vessels in some instances coming within 1000 meters of each other.



The CCG 5203, CG 5001, and Legend on March 26.

On March 27, the 60-meter CG 117 *Taichung* relieved the CG 5001, staying until March 30 when it was itself relieved by the 120-meter CG 129 *Kaohsiung*. On April 1, AIS data shows the *Legend* moved closer to the Philippine coast and the CCG 5203 left, heading for disputed Scarborough Shoal where China

maintains a constant coast guard presence. On April 6 the *Legend* again moved farther offshore, operating 70 nautical miles west of Luzon. This time it was accompanied by a Philippine Coast Guard patrol vessel, the 45-meter BRP *Capones*. The CCG 5203 returned that same night to again shadow the *Legend* with BRP *Capones* providing protection.

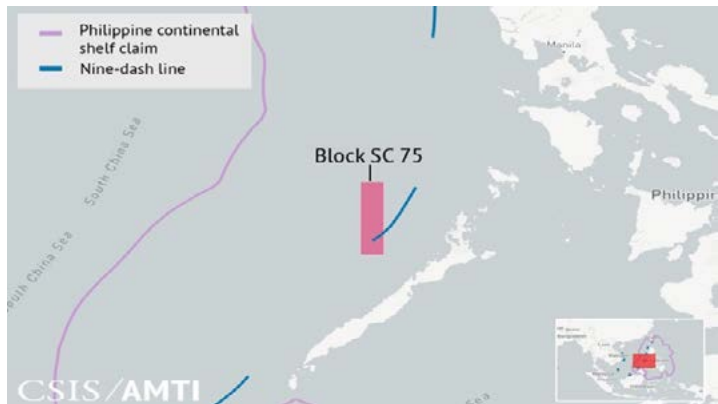


AIS tracks the Legend, BRP Capones, and CCG 5203 on April 7.

Late on April 7, BRP *Capones* returned to port in San Fernando, Philippines, while the CCG 5203 continued tailing the *Legend*. The game of cat and mouse ended on April 9 when the *Legend* returned to Taiwan.

## Round 2: The Geo Coral and the End of Philippine Exploration

Further south along the Philippine coast, another situation was developing. Events this time centered around the *Geo Coral*, a survey ship owned by Norwegian seismic exploration company, Shearwater GeoServices. AIS data shows the *Geo Coral* arrived in Block SC 75, just 60 nautical miles off the Philippine coast west of Palawan, on April 4 where it met up with supply ship *Mariska G*.



As reported by the *maritime observer* Duan Dang, the Philippine PXP Energy in February announced plans to conduct 3D seismic surveys in SC 75. It also planned to drill two appraisal wells in SC 72 in Reed Bank, an underwater feature claimed by China but which a 2016 arbitral ruling determined is part of the



Philippine continental shelf. Soon as the *Geo Coral* and *Mariska G* arrived in SC 75, they picked up a tail: CCG 4201.



AIS tracks of *Geo Coral* and its supply ship *Mariska G* tailed by the CCG 4201

CCG 4201 closely followed the two vessels for the next two days until, on April 6, the Philippine Department of Energy ordered PXP Energy to “put on hold all exploration activities for SC 75 and SC 72 until such time that the SJPC [Security, Justice and Peace Coordinating Cluster, part of the president’s Cabinet] has issued the necessary clearance to proceed.” The *Geo Coral* and *Mariska G* abruptly left SC-75, spending the next four days surveying closer to shore in block SC 54 before leaving Philippine waters en route to their next contract in South Korea.

**Round 3: Philippine Vessels Met by CCG, Militia at Second Thomas Shoal**

A few weeks later, Chinese law enforcement and militia ships again interfered with Philippine research activity, this time conducted by the M/V DA-BFAR, a 60-meter research vessel operated by the Department of Agriculture’s Bureau of Fisheries and Aquatic Resources (DA-BFAR).

DA-BFAR sailed from Palawan on April 20 heading for Second Thomas Shoal. That underwater feature is occupied by the Philippines and was ruled part of the Philippine EEZ and continental shelf in 2016. As it approached the shoal on April 21, the DA-BFAR drew the attention of CCG 5304. AIS data indicates that the 5304 pursued the DA-BFAR at extremely close distances, coming as close as 100 meters in multiple instances.

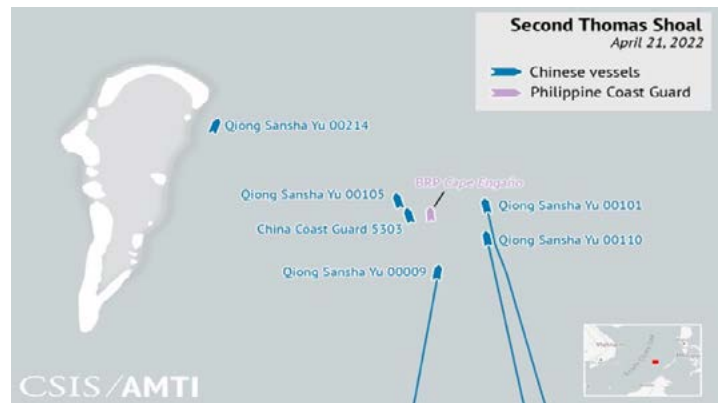


AIS tracks M/V DA-BFAR and CCG 5304 maneuvering at close range on April 21.

As CCG 5304 pursued, CCG 5303 and two Hainan-based militia vessels, Qiong Sansha Yu 00401 and Qiong Sansha Yu 00105, closed in from the north. Under pressure, M/V DA-BFAR

turned around 12.7 nautical miles from Second Thomas Shoal. It retreated 13 nautical miles east before heading north toward Philippine-occupied Nanshan (Lawak), tailed by CCG 5304.

Meanwhile, a 44.5-meter Parola-class patrol vessel of the Philippine Coast Guard, the BRP Cape Engaño, approached Second Thomas from the east, having left Palawan earlier that day. It was marked by the CCG 5303 and Qiong Sansha Yu 00105, which each shadowed it at distances of approximately 1 nautical mile as it headed toward Second Thomas Shoal. The three vessels stopped approximately 6 nautical miles east of the shoal and three more militia vessels began steaming up from the south: the Qiong Sansha Yu 00009, 00101, and 00110.



AIS tracks of the BRP Cape Engaño surrounded by Chinese coastguard and militia, April 21.

The newcomers passed less than a mile to the east of the Philippine Coast Guard ship before taking up a position at the north end of Second Thomas. The vessels all maintained their positions for several hours before the Cape Engaño turned back eastward, encouraged by the approaching CCG 5303, which tailed it until it left the area heading northwest toward the unoccupied Whitsun Reef.

**An Uncertain Future**

All three incidents demonstrate Beijing’s determination to control maritime activity within the nine-dash line, and to create a high risk of collisions at sea to do so. In one instance, its tactics clearly succeeded, convincing the Philippines to backpedal on an October 2020 decision to lift a nearly decade-old moratorium on oil and gas exploration in areas of its continental shelf that fall within the nine-dash line. This follows a complete lack of progress on joint exploration despite a 2018 memorandum of understanding with Beijing, making it unclear whether the Philippines will ever be able to access its hydrocarbon resources at Reed Bank. On other fronts, Philippine law enforcement, Philippine Navy, and marine science actors have been stepping up their activities in the South China Sea despite an increasingly assertive China. But with a new administration taking power at the end-June-2022, it remains to be seen how forcefully the Philippines will continue to assert those rights.



Source: <https://amti.csis.org/three-rounds-of-coercion-in-philippine-waters/>

# A FRIGATE'S LIFE CYCLE COST, MIDLIFE REFIT, AND INTEGRATED LOGISTICS SUPPORT SYSTEM

by CAPT Tomas D Baino PN (Ret)



## INTRODUCTION

A Navy ship is a National Defense Security Investment. It is always out of sight to those who truly understand operation and maintenance. It is a hidden cost in the Integrated Logistics Support System (ILSS) and midlife refit.

It is now time to start caring, saving money, and extending the useful life of a naval surface vessel and are dependent on the proper utilization and response on the integrated logistics support system (ILSS) and midlife refit which define the life cycle cost of a naval surface vessel.

## STARTING RIGHT THE FIRST TIME IN NAVAL SURFACE SHIP ACQUISITION PROGRAM

The most important aspects in Naval Surface Ship Acquisition are enumerated and defined in the following sequence:

- War Fighting Doctrine – is the primary document in the identification of threat – how to neutralize by what weapons. Without doctrine, a Navy combatant is as good as anyone not knowing how to survive a hostile threat.
- Naval Staff Requirement – are the requirements and statements that lead in shaping the ship design desired by the Naval Staff such as personnel, intelligence, operation, through Logistics Support Sustainment, plans and future projections, etc., of a Frigate.
- Circular of Requirements (COR) – is defined by the Navy Technical Working Group (TWG) as the manner by which the Naval Staff Requirements provides an outline information guide to the Naval Architect, weapons engineer, logistics, etc. on:
  - Seaworthiness
  - Survivability
  - Offensive and defensive capability
  - Habitability
  - Operability

- Maintainability
- Reliability
- Firefighting
- Navigational safety
- Signature management control
- Early warning signs
- Others

- Technical Specification – the inclusive responsibility of the ship designer / shipyard based on the circular of requirement about how material factors can be achieved by the Frigate in his role, task, mission, and capabilities.

Without the aforementioned factors, the Navy is embarking on a guessing game, a hit-or-miss approach in Frigate acquisition, not knowing the Frigate's future projection in its service to the Navy Fleet. Acquiring a Frigate without matching the threat and ensuring a high probability of success is a waste of Government funds, resources, and taxpayer's money. It is a costly mistake.

## LIFE CYCLE ELEMENTS OF A FRIGATE

This is defined as the totality of how the Frigate will be sustained by the Navy throughout the serviceable life span in the Navy, with corresponding prohibitive expenditures compared with the meager fund resources of the Government.

- Administrative – are all expenses covering salaries, sea duty pay, shore power service, tug boat assistance, conferences, joint naval exercises, office supplies, etc.;
- Ship Operations – include but not limited to fuel and lube oil, victualling provisions, ordnance and ammunition, shore, etc. required to sustain ship operations; and
- Level of Maintenance – there are three levels of maintenance of ship.
  - Level I – Ship crew conducting the preventive maintenance in order to ensure preservation of the ship system and



sub-systems operation to preserve ship functionality to sustain operation.

- ⊕ Level II – Ship requires outside assistance in conducting preventive maintenance to sustain operational availability;
- ⊕ Level III – Ship repair requires drydocking, major overhaul, etc. to restore the operational readiness and operative availability back to the original capability; and
- ⊕ Others such as accidental unforeseen events.

**MIDLIFE REFIT.** Midlife refit is a life extension and Fleet Rehabilitation And Modernization (FRAM), updating and improving the capability of the Naval Vessel responsive to the modern dynamic technology. This involves replacement of sensors to a more agile system propulsion power source, hull replating, and underwater appendages, among others.

**EXPENDITURES.** There are three levels of expenditures in ship acquisition, operation, and maintenance. These are:

- Acquisition Cost of the Frigate which is the tip of the iceberg normally in the range of 15%-20% of the total life cycle cost;
- Operation and Maintenance Cost – is the submerged portion of the iceberg which is estimated in the range of 20% to 60% of the total life cycle cost;
- Midlife Refit – is a life extension through the Frigate retrofit responsive to the current need of the Fleet in the estimated range between 60% to 80%;
- Disposal Value – is the scrap value of the Frigate from the fleet moth ball or reserve estimated range between 10% to 20%; and
- Others.

**OBSERVATIONS.** The role of the Frigate is to provide naval defense, sovereignty patrol, participate in naval exercises to hone the skill and capability in warfighting at sea, which is the sole core competence of a Navy.

The frigate must never be involved in Maritime Protection role and enforcement so as not to duplicate the function of the Coast

Guard and prevent duplication of Government budget resources.

**RECOMMENDATION.** The sequence in naval surface ship acquisition must be implemented without any great deviation from the Doctrine and Circular of Requirement to achieve best buy and cost of money to match the expected performance, and eliminating unnecessary equipment acquisition that will later on become a white elephant.

The Navy must not duplicate functions of the Coast Guard and should only focus on the core competence of a Navy in warfighting at sea capability in order to eliminate extra cost.

**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 the former Commanding Officer of the Naval Shipyard, Philippine Navy and was involved in co-production of the 78 Foot Gunboat with Halter Marine Shipyard of USA and Patrol Craft Escort Refit Program of the Philippine Navy and Joint United States 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 has also undergone an orientation seminar with Blomh and Voss in MEKO Warship Design and Construction in Hamburg, Germany. ⚓

**Main Reference**

1. Janesat <https://www.janes.com/defence-news/news-detail/pns-second-and-final-jose-rizal-class-frigate-arrives-in-philippines>



**COMMODORE**  
Maritime Solutions Inc.

+63(46)4724685  
info@commodore.com.ph  
<http://www.commodore.com.ph>



**BOATS · EQUIPMENT · SERVICES**



Quality high performance defence / pilot / patrol / SAR / offshore aluminum workboats from **Maritime Partner AS**



Routinary dry-docking services & repair; Equipment installation, maintenance repair & restoration services



Custom and ready-made FRP cruising / speed / recreation / leisure boats using the latest composite technologies.



Custom and ready-made 38' to 100' monohull / catamaran / trimaran FRP interisland ferry boats ranging from 36 to 200 pax.



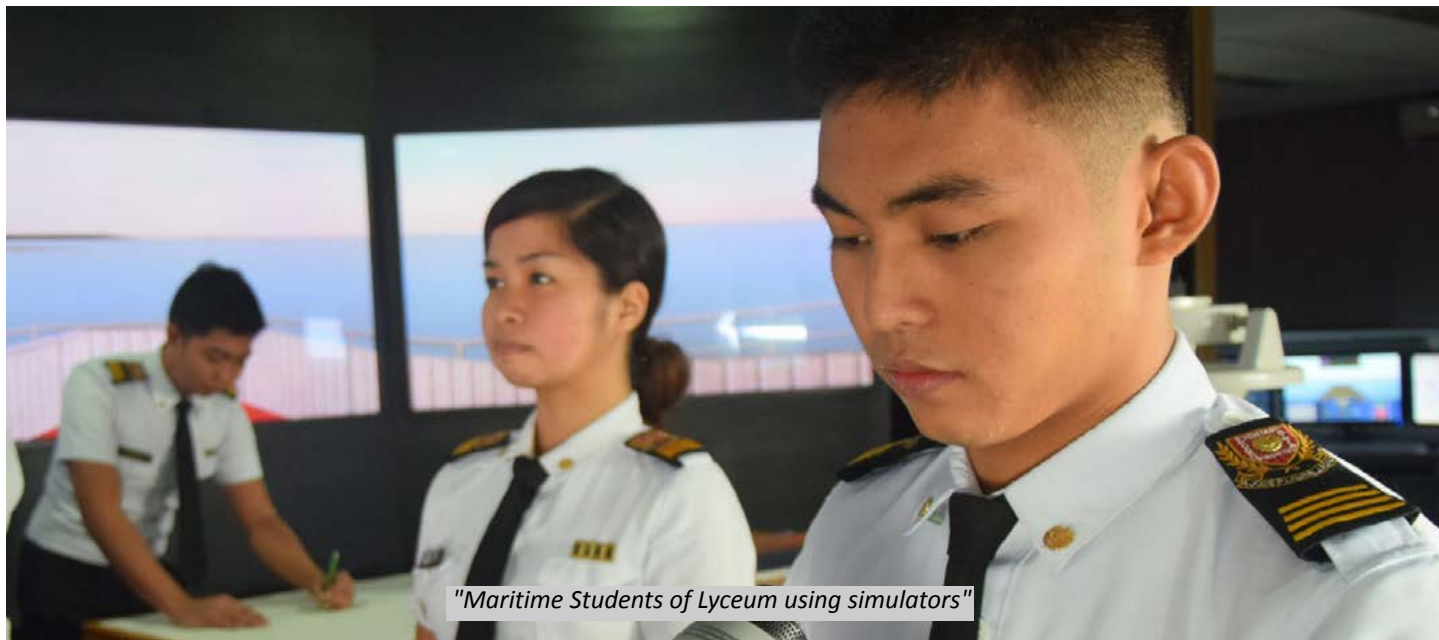
Turn-key and custom marine materials handling equipment (davits, cranes, winches, etc)



Naval Architecture & Marine Engineering using advanced 3D CAD/CAM software tools

# OUR MARITIME INDUSTRY AND SEAFARERS' EDUCATION, TRAINING, AND SAFETY

by Karl M. Garcia



I have been writing for the Maritime Review since the first quarter issue of 2021, but it is only lately that I attended a zoom meeting of the esteemed Maritime League. I attended the forum co-hosted with the Maritime Industry Authority (MARINA). Let me say that because I attended a Maritime Forum for the first time, my apprehensions of being an outsider who does not belong was diminished by the feeling of belongingness.

I am glad to know the 10-year program of our Maritime industry, though there are other interesting inputs that I think should be considered to be inserted by the authorities of the inter-agencies. Those are sea planes for travel and tourism, and food boats. Those are all good suggestions but let me focus on 3 controversial issues—the Internal Evaluators, the EMSA Audit, and maritime education and safety at sea.

Although I have written about Interagency cooperation, safety at sea, and maritime education, upon attending that meeting alone I submit that I have a lot to learn and understand.

In my observations on maritime education, I did mention the EMSA audit, but my thinking was more on shifting the focus on Maritime Seafaring to other courses instead, like Naval Architecture, Coastal Management, and other related courses for the Blue Economy.

Our Maritime Domain awareness focused more on maritime security. Thanks to the initiatives of many wonderful people, we refocus awareness on accepting that we are an archipelago and we must learn to protect, maintain, and manage its upkeep and the like. But we have long way to go.

## The Importance of Roadmap

Any undertaking or decision making must have a direction

and to that you must be guided by your mission and vision so you would not easily get distracted or lose sight of the goal. You will be guided by a roadmap.

## MIDP, and the Maritime Voyage plan

As stated above, we already have the Maritime Industry Development Plan (MIDP) and plans must be flexible and upgradeable because changes are bound to happen. In fact, the only thing permanent is change.

The next step is to have the maritime Voyage Plan patterned after the Strategic Sail Plan of the Philippine Navy.

The MARINA made public its 10-year MIDP, Strategic Voyage Plan 2022-2028, and the Philippine response to the European Maritime Safety Agency (EMSA) report.

Here is an excerpt to the article regarding MARINA's Proof of Commitment:

*"Today is a very significant day for the Maritime Industry Authority. What we are doing is to highlight the excellent service that we want to give for the maritime nation," VADM Empedrad expressed.*

*Through the establishment of MIDP, the MARINA envisions to accelerate and expand domestic shipping services that renders the country's economic environment more conducive for flourishing of businesses, influx of investments and facilitation of trade within the country; build modern and seaworthy ships through a globally competitive ship building, ship repair, and ship breaking industry; and promote and develop the Philippines as a human resource capital for ship management and other maritime services.*

*Meanwhile, the agency's very own Voyage Plan outlines the 6-year organizational development strategy that focuses*



on accelerating the integrated and rational development of the maritime industry in the Philippines, and its dream of aggressively instituting good governance in its existing infrastructure and systems.

*The Voyage Plan will be subjected to external auditors.*

*"I will always welcome third party audits because the outside auditors can see what we cannot see. Therefore, the Voyage Plan will be subjected for audit by the Institute for Solidarity in Asia (ISA)," VADM Empedrad said.*

*As for the country's response to the EMSA report, the MARINA shared its 200-page document titled, 2022 Philippine Response — Our Strategic Actions in Addressing the EMSA Audit.*

*"I believe, with all my heart, that the contents of the report substantially addressed the issues of EMSA. And it is not only addressing the issues EMSA but it is also raising the level of our compliance to the STCW," VADM Empedrad emphasized.*

*It should be recalled that the MARINA was able to beat the 10-March-2022 deadline set by the European Commission (EC) for the submission of the Philippine corrective actions on maritime issues," VADM Empedrad added.*

### **Combined Roles of Marina, CHED, and DOH**

To quote former Marina Administrator Narciso A Vingson Jr:

*"We can best help our seafarers by ensuring that they are provided with IMO standards; Maritime Education by CHED; Maritime Training by MTI; and cleared as befit to work by DOH."*

As a result of public hearings on the proposed addendum and amendments to CMO 67 back in 2018, MARINA, CHED, and DOH signed the Implementing Rules and Regulations (IRR) of Executive Order (EO) 63 or the "Further Strengthening the Authority of the Maritime Industry Authority as a Single Maritime Administration for the Purpose of Implementing the 1978 International Convention on Standards of Training, Certification and Watchkeeping (STCW Convention) for Seafarers, as amended," to seal this new collaborative effort.

Prior to the signing of the IRR, CHED and MARINA already signed the Joint CHED-MARINA Memorandum Circular No. 1 on July 10. The said guidelines outline four important areas of collaboration: (1) qualifications and composition of the monitoring team; (2) key areas of evaluation; (3) conduct of monitoring and evaluation of findings; and (4) reporting and appeal procedures.

### **Onboard Training**

MARINA has conducted public consultations for the guidelines of Cadets on Philippine Registered Ships.

Then MARINA set limits of cadets for shipboard training.

However, shipboard training maybe difficult to be accomplished by all who want to graduate.

Notwithstanding all the joint efforts of MARINA and CHED, some still are not able to go on board after graduation.

One of my suggestions to up their chances of going on board is to enrol in an institution with not just compliant, but with the highest standard. Then the National Maritime Polytechnic's role of being the Government agency is to fill the gap or upgrade the education of the seafarers, which may no longer be necessary if only the Higher Education Institutions (HEI) will up their standards to the highest level.

Have the Navy and Coast Guard train and absorb the graduates who failed to board a ship.

The Coast Guard has courses for non-officers and the Philippine Navy has the Naval Education, Training and Doctrine Command for officers.

I am sure they may be willing to have room for the mariners who failed to go on board.

The seafarers have chances to become Warrant officers or even commissioned or non-commissioned officers eventually but they may have to start with the Naval Rating ranks."

### **Other Issues:**

#### **Schools of Thought on the Management Courses**

One school of thought is that the Maritime Labor Convention (MLC) is superfluous.

Another is that it is our commitment to comply with all requirements set by the auditors and evaluators.

Our commitment should be honoured wholeheartedly, and contending issues that may ensue among former and present maritime leaders can always be resolved by means of dialogue or cooperation, whenever and wherever possible.

#### **The Issue of Ambulance Chasing**

According to Dr. Conrado Oca, president of the Associated Marine Officers and Seamen's Union of the Philippines (AMOSUP), many Filipino seafarers have been victimized by people or groups that persuaded them to make improper personal injury claims against their employers.

And, Dr. Oca said, this practice, also called ambulance chasing, has affected the international reputation of Filipino seafarers.

To address the issue, MARINA hosted a forum to forge a memorandum of understanding on ambulance chasing by formalizing the formation of a broad alliance in the combat against illegal practices that victimize Filipino seafarers.

At the forum, Dr. Oca said they have long tried to find a way to stop ambulance chasers, but they realized that the best solution is to inform seafarers about how they can properly address their grievances or issues with their employers through the appropriate agencies and authorities without the need to pay third parties excessive professional or consultation fees.

*"We will always believe that tripartism—or the cooperation among employers, the government, and workers organization—is the best approach,"* Dr. Oca said.

To protect seafarers, Dr. Oca said, they should be informed of their rights.

*"We hope to reach out to them about their contractual rights, legal avenues, and the processes involved in claiming their benefits. This initiative is also greatly supported by some shipping companies,"* Dr. Oca added.

### **CONCLUSION**

Although the Maritime Industry has a 10-year plan for our Blue Economy, the Philippine archipelago has its citizens lacking in Maritime Awareness.

Maritime safety must never exclude the safety of our seafarers.

Our Maritime Education must always improve not just to comply with certain audits, but in continuing to raise the bar, it would be audit proof. 🚢

### **About the Author:**

*Karl Misa Garcia's interest in the Maritime Industry goes way back when he was an employee of Asian Terminals, a port operator in South Harbor Port of Manila. But his interest in everything maritime maybe in his DNA being a son of a former Navy Officer. He also had a stint as a consultant to Senators Biazon and Trillanes. He is a graduate of BS Computer Science from AMA Computer University. He earned his MBA from De La Salle University Graduate School of Business*

# BOOK REVIEW: THE AUTUMN OF OUR DISCONTENT

## - FALL 1949 AND THE CRISES IN AMERICAN NATIONAL SECURITY

by Vicky Viray Mendoza

### INTRODUCTION

The intersection of the ideological and military events – the American sentiment regarding international Communism and the Cold War, the military's concern over grand military strategy given the global security concerns in the advent of thermonuclear weapons, had a significant effect on U.S. policies. The confluence of these elements were factored in the development of the National Security Council (NSC) Memo 68 in the late winter of 1950. NSC 68 set the conditions for building and maintaining a large armed force at a time of peace. The intersection of these components in the autumn of 1949 was key in the germination of a more assertive national security policy.

### SUMMER

While at peace in the summer of 1945, the development of American atomic weapons was seen as a threat to Russian security and its international aims. When the Russians achieved a major Cold War victory with a successful testing of their atom bomb, the Soviet Union effectively ended the U.S. atomic monopoly as the autumn of 1949 began.

**“It Seems That We Muffed It.”** Unbelievably, no one knew how long the Soviets had operated an atomic program. To Stalin, WW II was the inevitable result of world economic and political forces based on modern monopoly capitalism. Unbeknownst to Americans, Igor Kurchatov's uranium atomic stockpile became functional in 25-December-1946. The Soviets now had a working reactor. A CIA memo to the Combined Chiefs of Staff planners estimated the Soviet stockpile would grow by about 25 Nagasaki-type plutonium bombs every year until 1953. While the U.S. was electronically monitoring the USSR and getting information about its border activities, what was occurring within Russia's vast interior remained a mystery. With the USSR spanning 11 time zones and a land mass of 8.5 million sq. miles, getting timely and accurate assessments on events deep inside Soviet territory was difficult, if not impossible. Much of the information was obtained from POWs who were once held in the USSR during WW II. Americans were in a quandary about how the Russians got that far so fast. In truth, there was espionage going on since 1943 perpetrated by German Klaus Fuchs who had a major role in the Manhattan project.

**Old Rivalries in a New Era.** Disturbing competition and internecine fights for the role of atomic air bombing missions unfolded between the U.S. Navy and the U.S. Army Air Corps. Later, the National Security Act of 1947 organized the U.S. Navy which included the Marine Corps, and created the U.S. Air Force by breaking it from the U.S. Army. With competing mindsets, the Navy-Air Force rivalry was in play in the post WW II years, each

claiming to be the most qualified to fulfill the air defense role. The USAF's B-36 had many shortcomings, just as the USN's Aj-1 Savage and P2V Neptune aircraft, but the USAF fought better and harder than the USN to get the air defense mission.

**USS *United States (CVA-58)*.** By 1949, it was a fight between the expansion of the Convair B-36 mega-bomber versus the heavy aircraft carrier CVA-58 which could now carry the weight of an AJ-1 Savage, displacing 65,000 tons compared to a *Midway*-class carrier's 45,000 tons. But under Defense Secretary Louis Johnson, the CVA-58 was scrapped despite its previous congressional and presidential approval, and made further cuts in the number of carriers and accompanying air wings. In contrast, the budget for the B-36 grew for 39 additional bombers. Defense Secretary Louis Johnson's cancellation of the CVA 58 without consulting CNO ADM Louis Denfeld nor NAVSEC John L. Sullivan, had completely blindsided Navy leadership.

Senior navy officers railed against the airpower-centric views of Defense Secretary Johnson in what became known as the “Revolt of the Admirals.” The naval services viewed it as part of a larger effort by the Air Force, in collusion with the Army, to finally minimize their ground counterpart and rival –the naval aviation and Marine Corps. With the loss of Marine aviation, the USMC could be reduced to a little more than a garrison force with limited combat power. In utter disgust, NAVSEC John Sullivan resigned.

**The “Dirt Sheet.”** A bullet letter listed all the shortcomings of the B-36 and the corruption behind the officers who supported it. All of this was fictitious and the Air Force got together to rebut the accusations. The Navy did not like what the letter said but was not prepared, showing poor preparation on their part, but that was because the Navy said it was not the source of the Dirt Sheet. The dirt sheet arose from Defense Secretary Johnson's cessation of the CVA 58, the straw that broke the camel's back.

**A Nonexistent Stockpile.** After all the Navy and Air Force saber battling for the defense role of atomic air bombing, it turns out that there is almost nothing in the bomb stockpile because the bomb parts have a limited shelf life.

**The August Hearings.** The USAF presentation effectively refuted all the allegations in the dirt sheet or “anonymous document.” As to the mile range of the B-36, significant engineering modifications had been made in the last couple of years that improved the B-36's performance. The select committee's final report came out strongly not only in support of the B-36 but also in validating its mission profile, an impressive USAF vindication. The USAF then identified the dirt sheet writers as Cedric Worth, Special Assistant Secretary of the Navy for Air Kimball, and CDR Tom Davies, who did it on their own accord. Worth stated that he was concerned



over defense policies that were weakening the nation. The next hearing would begin on 5 October, and the Navy arrived better prepared with many flag officers effectively supporting their roles and missions, as well as the cause for securing the naval aviation mission.

**As the Summer Ends**, more intrigue came. Events in Asia along with continued internal domestic pressures, led to a season of tension, debate, argument, and discontent. Seismic shifts in the way America viewed itself and its military were soon to come. The U.S. would endeavor to establish a new national security strategy fundamentally different from any that preceded it. The U.S. needed to decide whether it should build the most lethal and technologically advanced weapon ever built. By the spring of 1950, the seeds for change would come to fruition.

### AUTUMN

On 1-October-1949, on the Tiananmen Square Gate, Mao Tse-tung announced the establishment of the Peoples Republic of China (PRC). He stated that it was because they had defeated the reactionary Kuomintang (KMT) government led by Chiang Kai-shek and backed by U.S. imperialism that the great unity of the people was achieved. In just over 3 years, the People's Liberation Army (PLA) crushed all the offensives launched by several million troops of the U.S.-supported KMT. The establishment of another major communist country was a U.S. loss. It was a Chinese historical victory made just a week after the announcement of the Soviet's first atomic bomb. Years later, Department of State (DoS) strategist Paul Nitze clearly and plainly identified these two events as rationales for the new national security policy. These two events would lead to the U.S. autumn of discontent.

**Wars before the War.** On 12-April-1927, Chiang Kai-shek turned on the Chinese Communist Party (CCP). In the Shanghai Massacre, countless CCP members were killed or imprisoned by KMT forces with tacit support of Western powers. The U.S. rewarded Chiang's efforts by recognizing the KMT as the legitimate government of China on 25-July-1928, although Chiang was only in control of part of the country. While the KMT was still larger in size and better equipped as WW II was coming to an end, it later faced a renewed CCP with stronger rural grassroots support that grew from 40,000 to 1.2 million people. The Red Army ballooned from 50,000 soldiers in 1937 to 1.2 million by 1945 plus 2.6 million troops in organized militia. The KMT achieved so much in advancing a wealthy urban China. But the corrupt nature of the KMT and its exploitation of the peasant masses only made the CCP more appealing.

In September 1931, the Imperial Japanese Army (IJA) invaded China, and annexed Manchuria in 1932. The Japanese reinstated the deposed Chinese Emperor Henry Pu Yi as head of state of Manchukuo. At the Sino-Japanese War's end, the CCP governed 20% of the population. Building its ranks, membership, and territorial control during the war, CCP and the Chinese Red Army established a firm hold on the rural population that would pay future dividends. Although Japan was the real foe, KMT and CCP preferred to protect their respective party. In September 1945, the poorly prepared –diplomatically and intellectually– U.S. Ambassador to China MGEN Patrick Hurley, tried to reconcile KMT and CCP but failed, and he resigned.

**War after the War.** Upon Japan's surrender on 2-September-

1945, China was a powder keg with the competing interests of the KMT, CCP, U.S. and USSR. While the KMT was harsh and cruel in dealing with the peasant masses, it was supported by the U.S. and the USSR. Later, the U.S. military and DoS who came in contact with CCP forces found there indeed was rapport between the peasantry and the Chinese Red Army. It was the simple communist program of decent treatment, fundamental civil rights, sufficient food and clothing for the peasants that brought about a genuine unity between the CCP and the people.

Replacing MGEN Hurley was the highly respected GEN George Marshall. To influence Chiang Kai-shek, Marshall imposed an embargo of U.S. military aid to the KMT on 29-July-1946. With visceral distrust between the two sides, the mission was doomed from the start. By January 1947, the U.S. began to sense it was losing China to the communists. GEN Marshall was recalled and later named Secretary of State.

**The China Lobby.** The staunch anti-communist "China Lobby" hoped to reverse KMT misfortunes and defeat the CCP through continued U.S. aid to Chiang's KMT. Within the U.S. Congress, Representatives and Senators solidly behind the KMT were called the "China Bloc." The topic of China became a postwar partisan issue. As the scenario became bleaker, the CCP having taken Nanking and Shanghai on 25-May-1949, the stubborn and ruthless Chiang and the KMT left mainland China in December 1949, and became refugees in Taiwan.

**The China White Paper** reported on the Sino-American relationship covering 1844 up to the Spring of 1949. Truman's aim was to show the U.S. did all it could to help the KMT party, but the main faults of the KMT—corruption and mean treatment of the peasantry— could not bring unity to the country. Despite U.S. financial and military aid, the KMT fell to the "Red Menace."

**Now What?** In January 1950, Truman announced that the U.S. would not provide military aid to KMT on the island because the NSC concluded the island lacked sufficient strategic value to justify U.S. military intervention. This announcement essentially terminated the U.S. role in Chinese civil war. While a potential loss of Taiwan would indeed weaken the U.S. position in the Far East, the U.S. still had strategic footholds in the Philippines, Ryukyu Islands, and Japan proper. The issue at hand became whether the U.S. should recognize Mao Tse-tung's government. While other countries were quick to give it recognition, the U.S. withheld its formal approval for decades until 1979. According to Representative Walter Judd, since December 1945, the U.S. policy in Asia in fact if not in words, had been one of abandonment of the Chinese government.

In January 1949, Dean Gooderham Acheson became Secretary of State until 1953. He laid out 3 requirements for recognition of a new government: (1) controls the country it claims; (2) recognizes all international treaties and agreements; (3) rules with the approval of those it claimed to represent. The CCP met the first and third, but the second was a concern. Acheson believed the defense of Taiwan was not in the U.S. national interest and the CCP was hardly worthy of recognition.

**Rebel with a Cause.** Many naval officers rejected the idea of postponement of the October hearing as further budgetary decisions might be made in the intervening months. CAPT John Crommelin, a decorated naval aviator who served with distinction

in the Pacific War, charged that the Joint Chiefs of Staff had a land-locked concept of national defense.

He saw the Air Force and the Army dominating both the military establishment and the national strategy as a combined team. They imposed their collective will on the sea service. Crommelin also criticized the constant downsizing of the Navy budget. Naval officers quickly came to his defense. One was Fleet Admiral William Halsey, who said Crommelin was trying to do something good for the country at the risk of losing his career.

Thinking that the October hearings were in jeopardy, CAPT Crommelin handed to the press VADM Gerald Bogan's confidential letter to Navy Secretary Francis Matthews regarding the low ebb of the Navy's morale. The release of the confidential letter would be a violation of operational security and a punishable offence. The Editorial cartoon of the Washington Evening Star on 14-September-1949 depicts CAPT Crommelin's charges that the other two services were conspiring against the Navy. Deputy CNO VADM Arthur Radford, Commander in Chief of the Pacific Fleet, endorsed the letter. VADM Radford argued that the majority of naval officers in the Pacific Fleet concur with CAPT Crommelin and the ideas of VADM Bogan, Commander of the First Task Fleet in the Western Pacific.

Regardless of its confidential nature, CAPT Crommelin argued that its release was necessary for the interests of national security. CAPT Crommelin was suspended from service for insubordination and placed under house arrest, with charges compiled for a pending court-martial. Despite facing punitive action, this sacrifice was worthwhile as on that same day the decision was made to proceed with the October hearings. Naval scholars agreed that the October hearings would have been postponed had CAPT Crommelin not acted. CAPT Crommelin was punished. Instead of getting his next billet as rear admiral, he got a post under a rear admiral.

The "Revolt." Regardless of whether VADM Radford's actions singularly or in conjunction with CAPT Crommelin forced the October resumption of hearings, and the stage was now set for another punishing round between the Air Force and the Navy on 6-October-1949 lasting 12 days. They argued their roles and missions, and again the Navy did a poor job. The naval aviators did indeed have a case to make, but they executed it poorly.

But the October session took place in a strategic context. With Mao Tse-tung's PRC proclamation days earlier and scarcely two weeks since Truman announced the Soviet explosion of Joe-1, international communism scored two major successes since the end of the August hearings. These two geopolitical events significantly tipped the scales. The Congressional Committee took no further action regarding the B-36 program and declined to reverse the cancellation of USS United States. The committee closed its proceedings on 21-October-1949.

The first month of autumn 1949 sowed the seeds for a review of national security policy. The arguments between Air Force and Navy, combined with the explosion of Joe-1 and the "loss" of China, primed the slate for a new approach.

Joe-1 was a nuclear bomb used in the USSR's first nuclear weapon test. It was named RDS-1 and known as "First Lightning." The U.S. assigned the code name Joe-1 in reference to Joseph Stalin. Joe-1 was detonated by the USSR on 29 August. The atomic arms race ensued, leaving the U.S. wondering whether the Soviets

had already begun to build thermonuclear bombs. The swift catch-up of the Soviets to the Americans was suspicious. True enough, it involved espionage that took place within the Atomic Energy Commission's laboratory itself.

**Expansion and the "Super."** The three departments, Department of Defense (DoD), Atomic Energy Commission (AEC), and the Department of State (DoS), in a rare statement of unity, supported an increase in funding without an associated reduction. The three were all supportive of a stepped-up atomic-energy program. It was all about the need for larger, more powerful weapons given the Soviet explosion of Joe-1, spurring interest in the next-generation "Super" weapon (thermonuclear bomb) assuming the Russian goal has always been thermonuclear, and that their success at fission might only be a way toward fusion.

With the Joint Committee on Atomic Energy (JCAE) pushing for fusion research, the idea of fusion and the "Super" gained momentum. The three clearly drew connections to the current national security policy 20/4 that focused on the "containment" of communism and the Soviet Union. The atomic weapons were to be a deterrent to keep the Russian bear at bay.

ADM Radford, USAF Sec Symington, USMC GEN Vandenburg, and LT GEN LeMay testified at the JCAE on 7 October their dissatisfaction with the deficient number of available atomic weapons. In contrast, David Lilienthal, Head of the Atomic Energy Commission (AEC), was highly suspicious of atomic weapons and was loath to increase the dangers of annihilation it posed. On 19 October, Truman only approved the expansion of AEC, and the complete review of DoD atomic weapons targeting, strategic planning, and requirements.

That same day, the thermonuclear research was suspected to have been accessed by Soviet espionage through Klaus Fuchs, a physicist who had communist sympathies. In September, an encrypted 1944 KGB message from Fuchs addressing the process of gaseous diffusion was uncovered. As Fuchs espionage came to light, the Americans now feared they might now be behind Russia. Nevertheless, the General Advisory Committee (GAC) members were unanimous that the "Super" should never be built, even if the Soviets do so. America should take the moral high ground, and retaliate with its existing fissionable weapons.

AEC Commissioner Lewis Strauss remained staunchly supportive of the "Super." Months earlier, AEC Head David Lilienthal, was painted as a communist sympathizer, and accused of failing to properly vet AEC Commissioners because Gordon Dean and Sumner Pike changed their mind and supported Strauss. Lilienthal succumbed to political pressure despite his exoneration. On 7 November, he resigned from AEC.

**Denfeld's Demise.** CNO ADM Louis Denfeld was viewed as a rebel by SECNAV Francis Matthews for just being against the unification designed by Matthews himself. Matthews told Truman that he needed a CNO who believed in the things he believed in, and sought permission to "transfer" Denfeld, and put forth Forrest Sherman based on Nimitz' recommendation.

Denfeld believed he was removed as CNO for criticizing the emphasis on strategic bombing. He said, *"The Air Force saw the danger that the Navy would encroach on its prime mission. Accordingly, our brother fliers and their zealous lay supporters went to work to 'sink' the USS United States (CVA58)."*

Since SECNAV Matthews' letter to Truman specifically asked



that ADM Denfeld be “transferred,” the admiral was subsequently offered the position as Commander in Chief, U.S. Naval Forces Eastern Atlantic and Mediterranean, based in London. While Matthews tried to soften the blow to this assignment, tantamount to a demotion, the admiral refused.

In his written response on 14 December, ADM Denfeld quoted Matthews’ words back to him: *“I was, in your opinion, not loyal to my superior and did not have ‘respect for authority’ ... It could conceivably happen that other nations having read of this public accusation would not have the necessary respect for and confidence in me.”* ADM Denfeld requested to retire after 40 years of service. In his last act of defiance, his letter included a postscript stating, *“In view of the fact that your letter to the president... as well as the announcement that I was being offered the London assignment, have been given to the press, I most respectfully urge the text of this letter also be made public.”* Denfeld clearly wanted a full public accounting of his removal. To ADM Denfeld’s followers, his removal, in the guise of a transfer, was an act of retaliation by SECNAV Matthews.

Purple Heart Naval aviator CAPT John Crommelin, who was under house arrest, was notified on 24 October he could submit a written explanation for compromising a classified document. Given Crommelin’s temperament, he would look forward to being court-martialed and make himself a martyr. With Crommelin’s outstanding war record, he just might make himself a hero again. Thus, the new CNO Forrest Sherman, a naval aviator, gave Crommelin a letter of reprimand and exiled him to San Francisco to work on the staff of the commander, Western Sea Frontier. The letter effectively terminated Crommelin’s chances of ever attaining flag rank. Ever the rebel, he refused when ordered to refrain from making any public statements criticizing defense officials. He was furloughed in April.

Secretary Matthews then struck CAPT Arleigh Burke’s name off of the promotion list for admiral. The multi-awarded captain with an impressive combat record held a Navy Cross, Silver Star, and a host of other decorations. He got depressed and filed for a 30-day leave. But when the modified list was forwarded to the White House, Truman’s naval aide caught wind of Burke’s removal and informed the president of the illegality of Matthews’ move. SECNAV Matthews and Defense Secretary Johnson were made to answer for Burke’s removal. Chastened, both civilian secretaries placed Burke’s name back on the list.

When the Korean War broke out, NAVSEC Matthews’ and Defense Secretary Johnson’s frugal policies became political liabilities, and they were removed from office. After the North Korean attack in 1950, the nation found the U.S. Army unprepared for conventional sustained ground combat. The Naval service was sullen after the budget cuts it had to endure under Johnson. The Washington Times wrote, *“Wartime control of the Mediterranean has probably now been cast away... The Security of the U.S. and safety of the free world are being impaired daily, yet smart talk of the economy is all the explanation we get.”* Johnson returned to practicing law, and Matthews resigned in 1951. He became ambassador to Ireland.

In a twist of fate, after the crisis, CAPT Burke became CNO six years later in August 1955, jumping over a number of senior officers in line for the CNO post.

**McMahon’s Monologue.** Initially the overall sentiment was

decidedly against building the Super largely from the humanitarian perspective. For Senator McMahon and AEC Commissioner Strauss, however, the Super was required to counter an immoral and uncontrollable enemy like the Soviet Union. For them, it was a technological weapon that was part of a larger life-and-death struggle between good and evil. On 21 November, McMahon drafted a 7-page letter to Truman rationalizing the need for the Super. He said it would be the U.S. bargaining chip for any mutual agreements with USSR.

Truman set up a working group to evaluate the matter. The 3-member review panel comprised State Secretary Dean Acheson, AEC Chair David Lilienthal, and Defense Secretary Louis Johnson, and was called the Z Committee. Lilienthal and Johnson never got along, while Acheson decided to take Lilienthal’s side arguing that a study of the broader implications was needed. Johnson saw the diplomatic opportunity with the Soviets for weapons control. But mainly, building the Super was a simple matter of national defense. Acheson began to see the requirement of building the Super if only to check Soviet expansion and maintain global balance of power. Obviously, with their differing views, the Z Committee had no agreed conclusions. They would not meet again until 31-January-1950.

**Autumn Draws to a Close.** With the winter solstice, the tumultuous autumn of 1949 came to an end but left many unanswered questions. No longer possessing an atomic monopoly, facing a communist-controlled China, the U.S. military at an impasse over grand strategy, and learning about the potential of thermonuclear weapons, many officials felt a wholesale change in U.S. national security was in order. Like no time before, the continental U.S. was now vulnerable to a significant enemy attack. The Head of Policy Planning Staff (PPS) at DoS, George Kennan, became chagrined with the unfolding events and looked for more thoughtful solutions, hoping to avoid an arms race. He began to withdraw, increasing time spent at the Library of Congress to find a better solution.

At that point, DoS Strategist Paul Nitze became steadily involved with the Pentagon and military issues, and became more and more influential. He was eyed to succeed Kennan. The U.S. would embark on something wholly different in the American experience, laying the framework for a significantly larger military force, including both conventional and nuclear weapons, as part of a permanent overseas presence. This new path for national security would be outlined by Nitze, soon after his ascension as PPS Head in 1-January-1950 while Kennan would become Special Envoy to South America. The stage was already set for wholesale changes. NSC 68 and its wide-ranging effects had fully germinated by the end of January 1950.

## WINTER

The Weapons Systems Evaluation Group (WSEG) of DoD began in September to evaluate the atomic offensive as described in the new Offtackle War Plan. The group’s findings were to be released in January 1950, and were anxiously awaited by those in uniform and those on Capitol Hill. Many hoped the more in-depth WSEG analysis would help validate the concepts of atomic bombing strategy. Up until this effort, the only analysis of the atomic offensive was the inconclusive Harmon Report. Many also thought the WSEG report would help determine whether the

USAF's B-36 bomber or the USN's USS *United States* was the best foundation for an American military strategy.

**WSEG Report No. 1.** WSEG findings showed grave deficiencies on the U.S. enemy capability arena, and these deficiencies had to be corrected in order to improve the basis for future planning and evaluation. The WSEG study identified the *Offtackle* War Plan was infeasible. One of the findings suggested a reexamination of the entire targeting process, something Lilienthal had been calling for since the military increased its atomic bomb requirements last spring.

The report also shed some light on the USAF-USN rivalry. The Air Force bombers appeared to be more vulnerable than they claimed, and much more interpretations of the findings was still required. With the deficiencies in medium-bomber count and the inability to sustain the planned sortie rate, the USAF was woefully ill-equipped. This deficiency in airframes might have been mitigated through the use of naval aviation. Having sea-based air platforms certainly provided dynamic tasking and operational flexibility for U.S. forces. A sea-based air strike capability was a unique Navy feature unmatched by the USAF.

The Navy might have been justified in its arguments against the claims of USAF regarding execution of strategic bombers and bombing, the high attrition of unescorted bombers, and the sustaining of bomber offensive in both crew and aircraft over an extended period of time would be either difficult if not impossible. But as the USAF contend, the planned air bombing campaign just might be an effective military execution.

The WSEG report, however, only provided potential effects, identification of deficiencies, and data for further analysis.

**"Sands Were Running Out of the Glass."** When the Americans were polled in late March, 68% believed the USSR would use a thermonuclear bomb on the U.S., with 69% approving the development of such weapons as well; 77% believed the nation should make the H-bomb; 45% did not think America should try to work out an agreement on the atom bomb with the USSR before trying to make an H-bomb. The tide continued to turn in support of the Super. AEC Commissioner Lewis Strauss also believed that the Soviets might already be developing thermonuclear weapons, warning that *"the sands were running out of the glass."* Strauss wanted a "quantum jump" in weapons.

Truman asked, *"Can the Russians do it?"* The Z Committee nodded, with NSC RADM Sidney Souers saying "there isn't much time." Truman replied, *"We have no other choice, we'll go ahead."* That afternoon, the White House released President Truman's formal announcement to the Americans: *"It is part of my responsibility as Commander-in-Chief of the armed forces to see to it that our country is able to defend itself against any possible aggressor. Accordingly, I have directed the Atomic Energy Commission to continue its work on all forms of atomic weapons, including the so-called hydrogen or super-bomb."*

Coups de Grace is an action that ends something gradually getting worse, or that kills in order to end suffering. Alger Hiss' second trial came to an end. Hiss was found guilty on two counts. A longtime DoS representative who served as an American diplomat to the nascent UN, Hiss became a lightning rod concerning communist infiltration into the federal government. Hiss proclaimed at the House Un-American Activities Committee

(HUAC) he was not a communist and had never met Whitaker Chambers who was a writer and former member of the Communist Party. Representative Richard Nixon, chair of HUAC and a virulent anti-communist, sought to make a name for himself by vilifying and convicting Hiss. While Hiss' first trial ended in July 1949 in a hung jury, his second trial ended just before Truman's thermonuclear decision. Four days later, Hiss was sentenced to 5 years in prison.

Tipped off by the FBI during the previous autumn, security and espionage investigators in the U.K. (now MI-5 and MI-6) began tracking left-leaning German Physicist Klaus Fuchs. During questioning, the former member of the Manhattan Engineering District (MED) and attendee of the 1946 thermonuclear technology conference, finally confessed to spying for the Soviets. His arrest only underscored the existing suspicions of communist incursion in the government.

Wisconsin Senator Joseph McCarthy claimed on 9-February-1950 to have a list of 205 known communists "working and shaping policy" in DoS. McCarthy quite irresponsibly exacerbated fears over communist infiltration.

McCarthy took these fears to a new level, making the search for communist sympathizers a sport within American political and social circles. His count of suspected communist infiltrators was speculative at best, and changed based upon the audience. Few were ever discovered. His efforts forced out more than 2,000 people from their jobs in the federal service while he continued to smear, harass, and harangue anyone with any semblance of communist affiliation—or more likely those deemed a political foe. While anti-communist sentiment was an American phenomenon since the end of WW I, these events raised suspicions and enabled the rise of "McCarthyism."

Concerned with communist plots everywhere in the U.S, any support of the UN, internationalism, fluoridation, and some vaccinations were now seen as Bolshevik ploys to undermine American society. Dozens of skilled performers and writers in Hollywood were "blacklisted" for their communist affiliations.

By 1952, American scientists would engineer the first man-made fusion event, and two years later, develop the first thermonuclear weapon.

**The Inception.** Nitze and Kennan agreed that air supremacy was a key factor in winning WW II. But Nitze was also aware of the limitations of airpower. He feared that tactical aviation was deficient to support a ground campaign let alone execute an extended aerial offensive. Nitze understood how hollow the 1950 force structure was compared with the proposed war plans. Even if he accepted the overly optimistic USAF claims regarding the strategic offensive, if the military budget and structure were not increased, the U.S. was just setting itself up for a doctrinal straightjacket in handling strategy and warfare. With no other form of war-making capability given the constraints in budget and staffing, the American nation would be forced to resort to waging atomic wars that many Americans did not want that, but feared that Soviets were advancing.

Under this scenario, if the U.S. committed to do combat in Taiwan, there would be no credible military force available to counter a Soviet force moving into Western Europe. Had this occurred, the U.S. military might have sufficient resources to



deter local aggression, but certainly not a credible defensive force elsewhere on the globe. The U.S. strategy was only to use the leftover stocks from WW II until new ones were built and forwarded to locations in need.

Given the anticipated nature of future combat, the extended time to speed up production and forward equipment to contested regions was now a luxury the nation no longer had. The nation needed a credible standing military and had to have it in place by 1954 because Nitze surmised that by then the Soviets would have a sizeable atomic arsenal with strategic bombers able to reach the U.S. continent. Events during the autumn of 1949 cultivated this thinking, but it came much too late for the U.S. troops sent to Korea in the summer of 1950.

**Legacies.** While NSC 68 would not become policy until after the North Korean invasion in June 1950, the communist offensive served as the impetus for the policy's eventual approval in September 1950. Communist aggression on the Korean Peninsula only validated what most in the West were already thinking: global monolithic communism threatened Western democracies as it sought world domination through military aggression. Time would eventually reveal the localized motivation of Kim IL Sung, with only a lukewarm approval from Stalin for the North Korean Offensive. Yet in the early 1950s, the democracies believed most, if not all, that communist nations were unified in an effort to undermine the West.

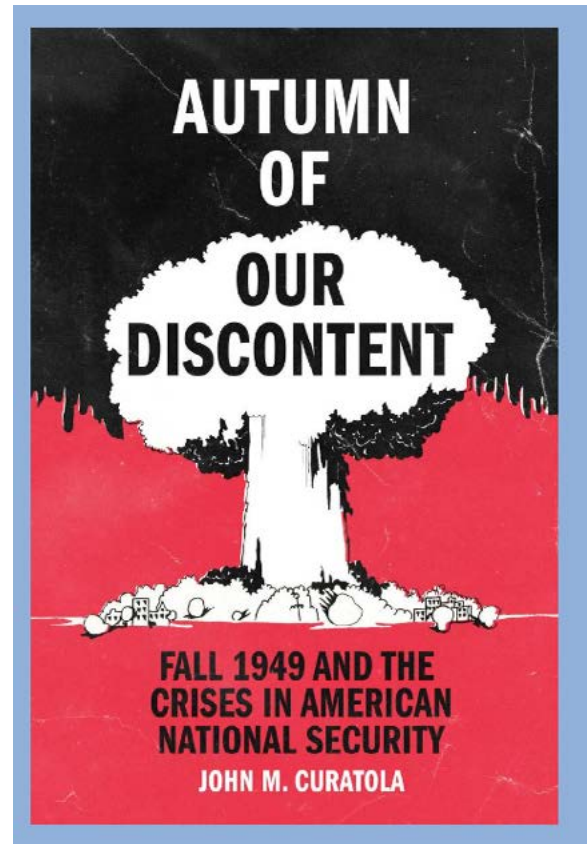
The autumn of 1949 still resonates in the American experience. Not only was it a confluence of diplomatic, military, and economic concerns, but it also laid the groundwork for a new military tradition. The events of that season served as the stimulus for the questioning of the American military posture, leading to Truman's request for a wholesale review of national security policy. The results of this assessment not only increased the defense budget but also laid the foundations for a large peacetime standing military, breaking the American tradition of maintaining only a small-cadre military. The arguments over the efficacy of strategic bombing, atomic global balances of power, the establishment of another major communist power, concern over domestic communist infiltration, the embedded argument of strategic vs. tactical airpower, and the morality or immorality of thermonuclear weapons—all these were on the table simultaneously. The NSC 68 made the U.S. a very different nation, one that would now maintain military potency in conventional and atomic capabilities during both peace and war.

The U.S. armed forces are still seen as a primary tool for American foreign policy, providing a range of response options. Whether it is combat operations, humanitarian efforts, a noncombatant-evacuation mission, or a show of force, the U.S. military maintains both size and capability that few nations, if any, can match. Despite its shrinking size in the post-Cold War era, it still remains the most capable and expensive military in the world. Until the nexus of events in late 1949, the idea of a large peacetime military funded by a substantial percent of the national budget was unfathomable.

Since the inception of NSC 68, the use of military power, with its unique capabilities and formations, is now a major component in U.S. interactions in the global environment. A multitude of successive and concurrent events during the autumn of 1949 made it all possible.

## RECOMMENDATION

The book, **The Autumn of Our Discontent – Fall 1949 and the Crises in American National Security**, authored by John M. Curatola and published by USNI is about the events shortly after World War II leading to the Cold War between the U.S. and the USSR. The storyline is quite detailed with factual events specific to the autumn of 1949 with some spill-overs to 1950, because of two geopolitical events that would change the course of the U.S. military forever: when the U.S. “lost” China to Communism, and when the Soviets detonated Joe-1. The history of the in-service fighting between the U.S. Air Force and the U.S. Navy becomes more understandable. The defense of the seas needs air support, and a navy air wing would thus be the perfect support unit. Although the defense of the air is the role of the Air Force, having a sea-based air strike capability on the enemy would surface as a unique and efficient Navy feature in 1949. I would recommend the reading this part of naval history by navies that have not yet built a carrier ship but are considering to build one. The naval air wing will prove to be a tactical strike force, particularly for countries with a long coast line. 🚢



### About the Author:

*John M. Curatola is a professor of military history at the US Army School of Advanced Military Studies at Fort Leavenworth, Kansas. Dr. Curatola is a retired Marine Officer of 22 years with a Doctorate from the University of Kansas. In addition to his published works, he has lectured extensively on airpower and early Cold War topics at the National Archives, on C-SPAN, and at international venues.*





# SEABEES AND ENGINEER RETIREES GENERAL SERVICES COOPERATIVE

**Our Vision:**

To be a successful cooperative engaged in Construction Engineering and Manpower provider in the Construction Industry, that provides Livelihood Assistance and additional Financial Resources for Seabees Retirees, their dependents and other members of SERGS Cooperative.

**Our Mission:**

To undertake Quality Construction Engineering Projects, or provide Skilled Labor and Construction Management and other Engineering Services, in order to provide Livelihood Assistance and additional Financial Resources to Retired Seabees and other members of SERGS Cooperative.

**Objective:**

To engage in General Services particularly in Construction Engineering, Repair and Maintenance of Facilities and Buildings.

**RADM MARGARITO V SANCHEZ JR AFP (RET)**  
Chairperson, SERGS Cooperative

SURVEYING • PLANNING • DESIGN • ESTIMATES  
CONSTRUCTION • REPAIR • AIRCONDITIONING

**IN PARTNERSHIP WITH:**



## ARISTOS CONSTRUCTION

PCAB License No.: 45198  
Classification: General Engineering

**RADM MARGARITO V SANCHEZ JR AFP (RET)**  
President

**For Inquiries and other concerns:**

**Address:** Ground Floor Unit B, Waypoint Bldg. No. 4  
Bayani Road, Fort Bonifacio, Taguig City

**Tel No.:** 8 7157412 / 09770338155

**E-Mail:** sergscooperative@yahoo.com

**Our Clients:**



and many more...





AMOSUP - PTGWO - ITF

# Maritime Academy of Asia and the Pacific - Kamaya Point

Associated Marine Officers' and Seamen's Union of the Philippines-PTGWO-ITF

Kamaya Point., Brgy. Alas-asin, Mariveles, Bataan, Philippines

Tel. No.: (02) 784-9100

Fax No.: (02) 741-1006

Mobile No.: (0917) 533-8263

URL: www.maap.edu.ph

E-mail: info@maap.edu.ph



### Courses Offered:

BSMT - Bachelor of Science in Marine Transportation

BSMarE - Bachelor of Science in Marine Engineering

BSMTE - Bachelor of Science in Marine Transportation and Engineering

### Courses Offered:

Master of Science in Marine Transportation  
(Marine Superintendent)

Master of Science in Marine Engineering  
(Technical Superintendent)

### MAAP Profile

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

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

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

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

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

### Testing Assessment Center of TESDA



Full Mission Bridge Simulator



Full Mission Engine Simulator



AMOSUP Seamen's Training Center



Full Mission Bridge Simulator on Motion Platform



Japanese Compact Ship Handling Simulator

### Our Curricula



# ONE STANDARD EVERYWHERE, EVERY TIME:



## EXCELLENCE UNCONTAINED.

Established in 1988 in Manila, Philippines, International Container Terminal Services, Inc. (ICTSI) develops, manages and operates gateway ports in the Asia Pacific, Americas, Europe, Middle East and Africa.

Starting with the privatization of the Manila International Container Terminal, ICTSI's current diverse portfolio includes capacity expansion projects and greenfield investments in developed and emerging markets.

ICTSI is an acclaimed private sector partner of governments requiring high-performing, profitable ports.

More important is ICTSI's distinct neutrality. As an independent business with no shipping, logistics, or consignee-related interests, ICTSI offers the same level of service excellence to every port community stakeholder.



EXCELLENCE UNCONTAINED

#### HEAD OFFICE

ICTSI Administration Bldg., Manila International Container Terminal  
MICT South Access Road, Port of Manila, Manila 1012, Philippines  
☎ +632 245 4101 📠 +632 245 2245 ✉ info@ictsi.com  
[www.ictsi.com](http://www.ictsi.com)

ARGENTINA • AUSTRALIA • BRAZIL • CHINA • COLOMBIA • CROATIA • D.R. CONGO • ECUADOR • GEORGIA • HONDURAS • INDONESIA • IRAQ • MADAGASCAR • MEXICO • PAKISTAN • PHILIPPINES • POLAND