

# The Future of Sea power: Two Models

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# Characteristics of the 'National' Policy Approach

- **State-dominated economy with mercantilist tendencies.**
- **Wary of globalisation**
- **Local, not global preoccupations**
- **Modest transparency**
- **Conditioned democracy or autocracy**
- **Continental outlook ?**

# **Model 1**

## **Nation-centred Navies**

**Seapower – the capacity to influence the behaviour of other people by what you do at or from the sea.**

# Mahan

- **Dominance of Sea Power**

**Control of the sea by maritime commerce and naval supremacy means predominant influence in the world ... [and] is the chief among the merely material elements in the power and prosperity of nations.**

- **By Battle and Command of the Sea**

- **Dismissal of Alternatives**

# Characteristics of the 'Collaborative' Policy Approach

- **Open Economy**
- **High policy transparency**
- **Democratic**
- **Encourages globalisation**
- **Maritime outlook ?**

This, with the vast increase in rapidity of communication, has multiplied and strengthened the bonds knitting together the interests of nations to one another, till the whole now forms an articulated system not only of prodigious size and activity, but of excessive sensitiveness, unequalled in former ages.

# **System Challenges**

- **Conflict between Sea Users**
- **Maritime crime**
- **Resources degradation and environmental deterioration**
- **Involvement in the quarrels of others**
- **Deliberate attack**

**Model 2:**

**Collaborative Navies**

***... a community of commercial  
interests and righteous ideals.***

Mahan

# **Collaborative Naval Necessities:**

- **Maintaining Sea Control and the Capacity to Manoeuvre**
- **Maintaining Good Order at Sea.**
- **Projecting Power Ashore.**
- **Maintaining a Maritime Consensus.**

# **1: Maintaining Sea Control**

# **2: Maritime Security: Maintaining Good Order at Sea**

# Challenges to Maritime Security

- **Piracy**
- **Over-fishing**

# Other Challenges to Good Order

- Piracy
- Over-fishing
- Pollution

# Other Challenges to Good Order

- Piracy
- Over-fishing
- Pollution
- Disorder

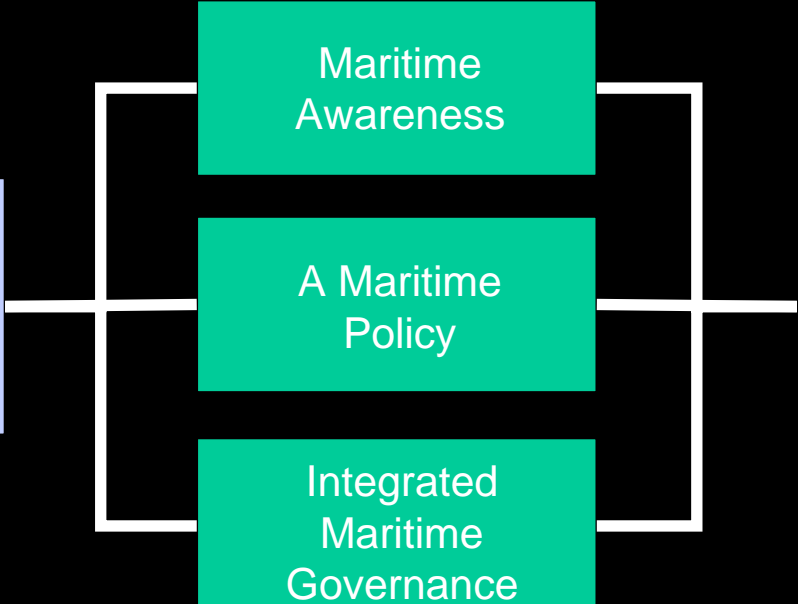
**GENERAL  
REQUIREMENTS**

**Maritime  
Awareness**

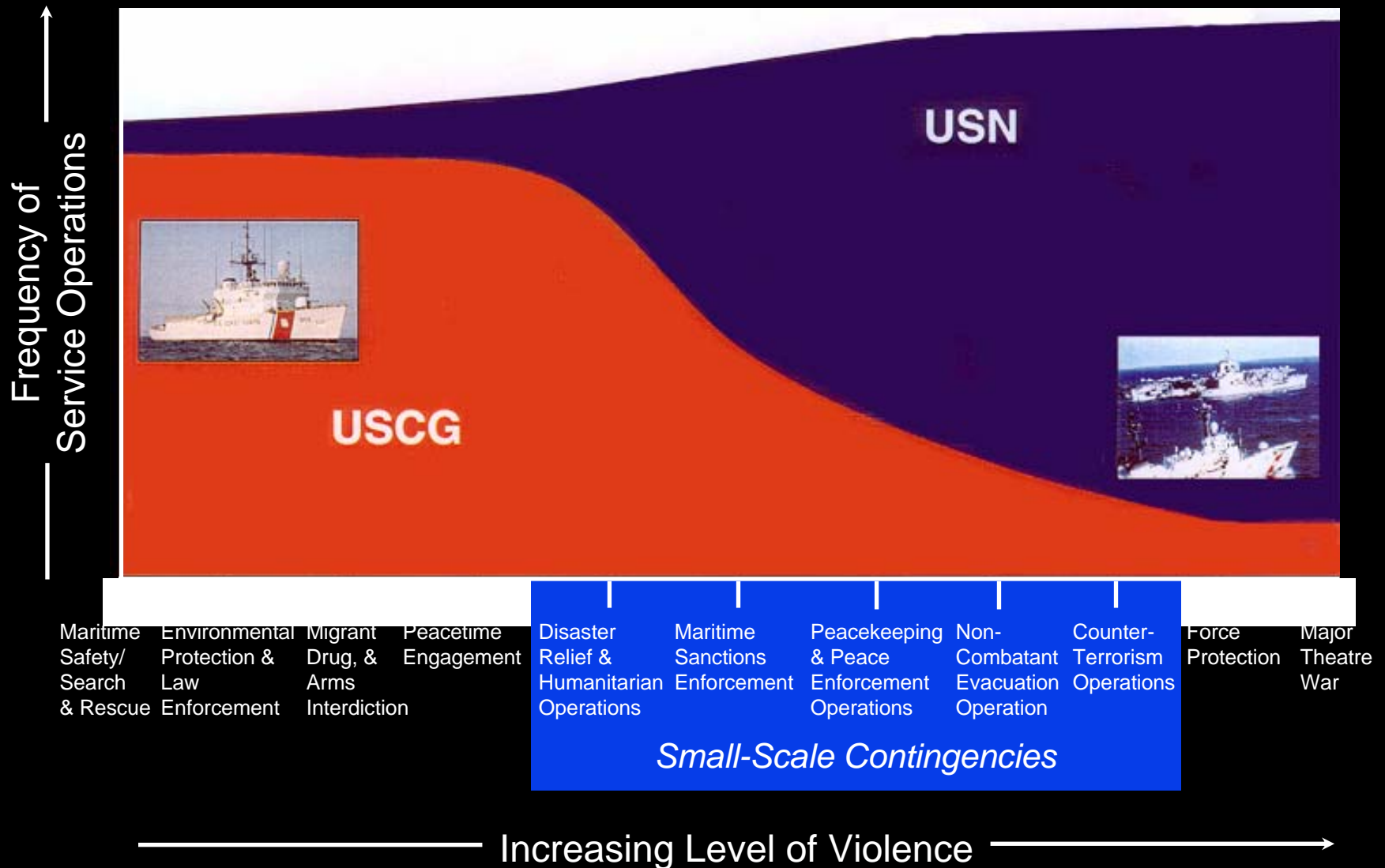
**A Maritime  
Policy**

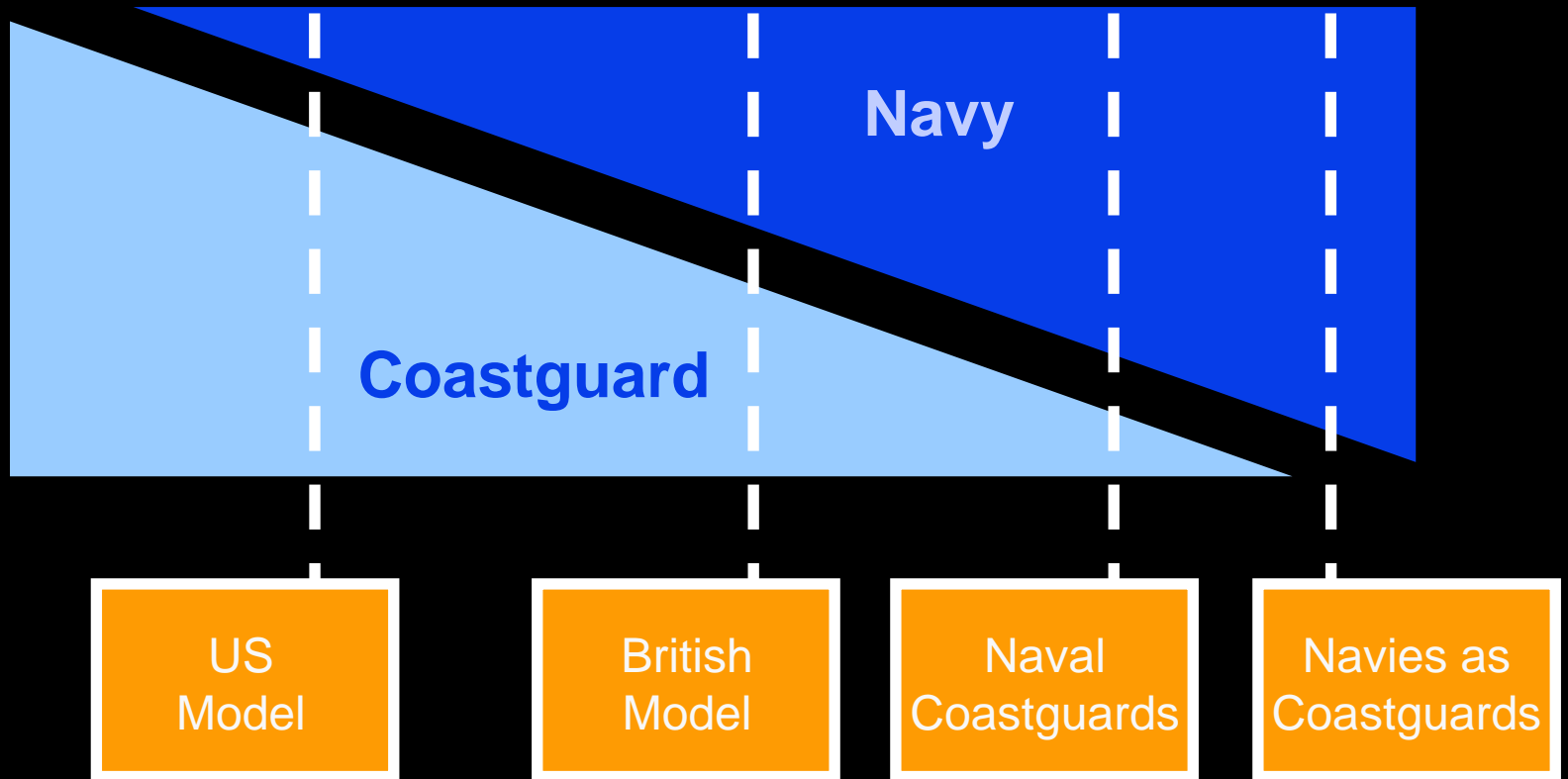
**Integrated  
Maritime  
Governance**

**Implementation  
by Coastguard  
and Navy**



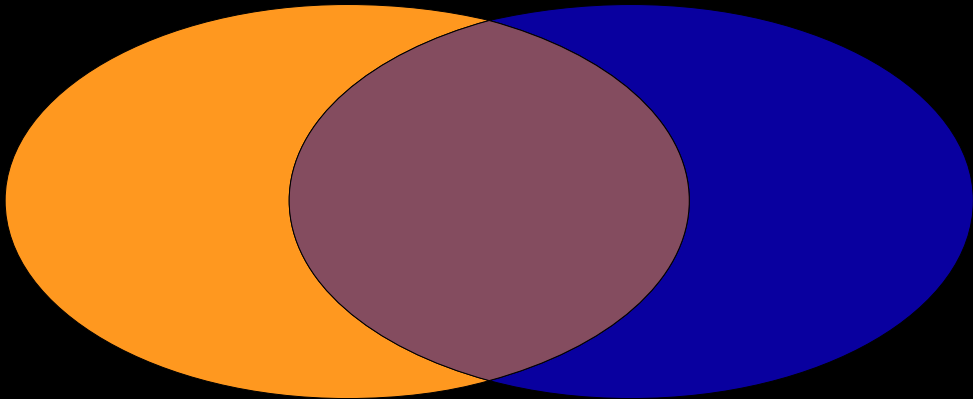
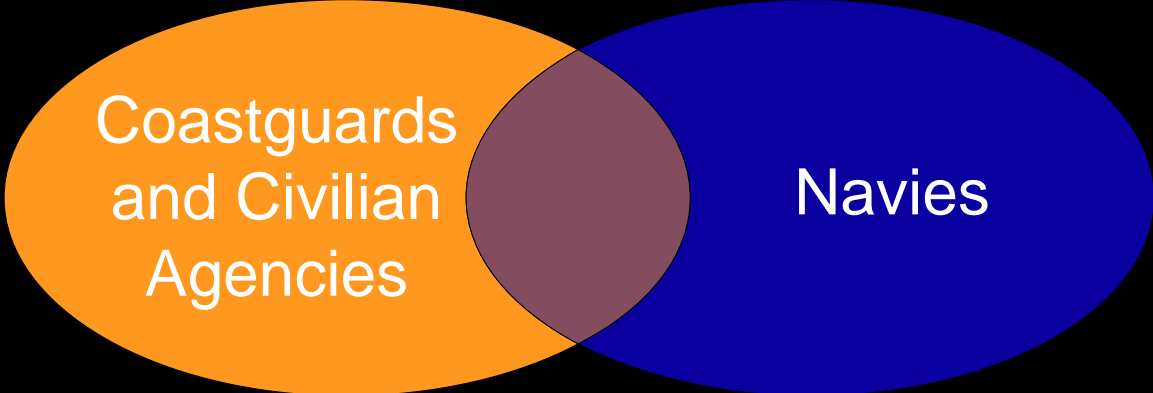
# Spectrum of Coast Guard - Navy Missions





**Enforcing  
The Law**

**Defending  
Security**



# **3: Maritime Power Projection**

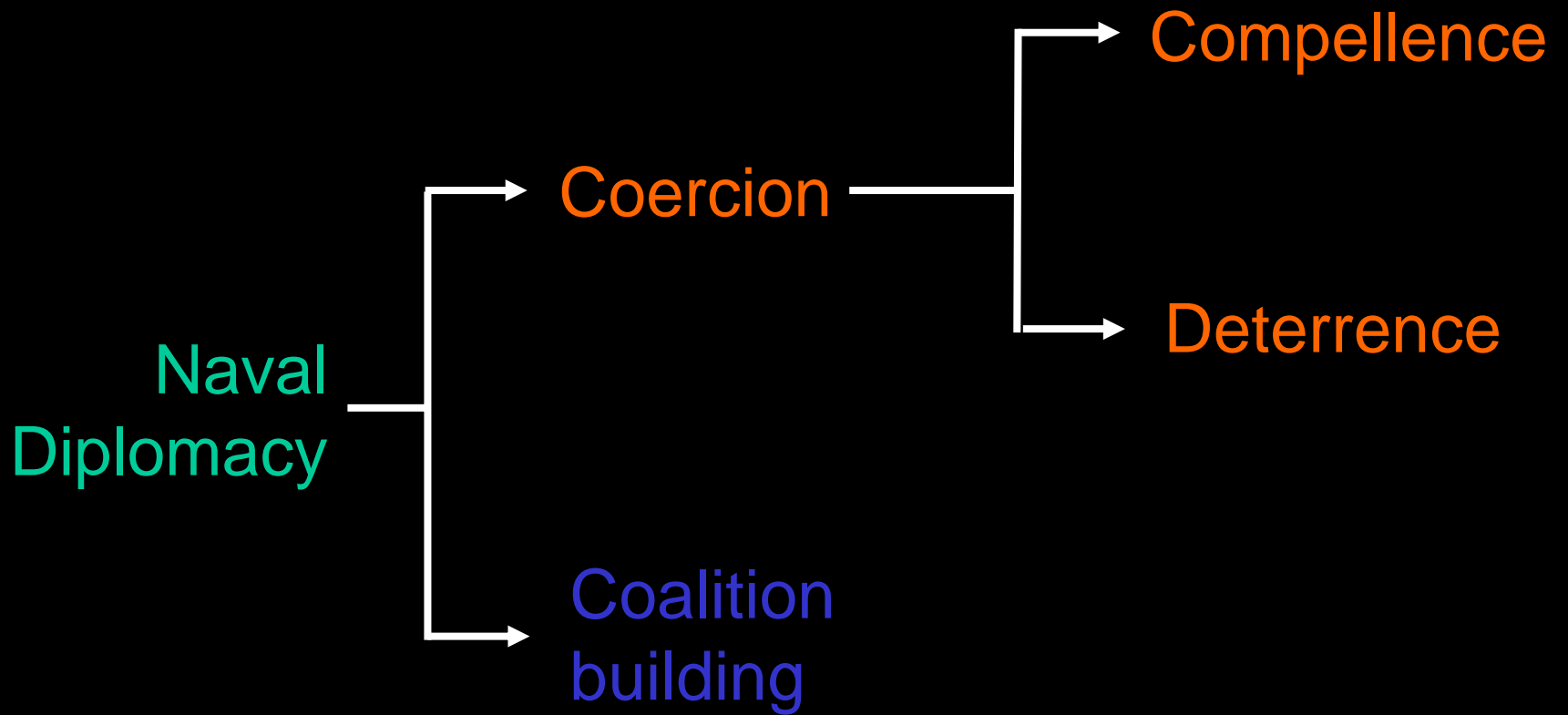
***Since men live upon the land and not upon the sea, great issues between nations at war have always been decided - except in rarest cases - either by what your army can do against your enemy's territory and national life or else by the fear of what the fleet makes it possible for your army to do.***

Corbett

- **80% of capital cities are within 300 miles of coast**
- **70% of world's population live within 200 miles of the coast**
- **122 states have access to the sea**
- **Almost all market places for international trade lie within littoral area**

**Maritime Power  
Projection  
In Time of Conflict**

**Maritime Power  
Projection  
And Naval Diplomacy In  
Time of Peace**



# **4: Maintaining the Maritime Consensus**

**Has Globalisation a Future ?**

# **Model 1**

**‘Nation- Centred Navies’  
Continue !**

# **‘National’ Maritime Functions**

- **An emphasis on sea control and peer competition**
- **Exclusive Homeland Defence**
- **Enablers**
- **Independent all round capabilities**
- **Preserving a national defence industrial base**

# Conclusion

**Striking a Balance ?**

***I don't think we ever thought very much about war with a big W. We looked on the Navy more as a World Police Force than a warlike institution. We considered that our job was to safeguard law and order throughout the world - safeguard civilisation, put out fires on shore, and act as a guide, philosopher and friend to the merchant ships of all nations.***