



# the beecroft cradle

A yearly publication of Nigerian Navy Ship BEECROFT

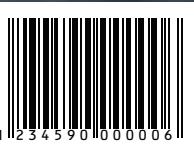
October 2021

## NNS BEECROFT: COMBATING ILLEGAL MARITIME CRIMES & PROVIDING AID TO CIVIL POWER



## THROUGH THE LENS OF THE COMMANDER

AN INTERVIEW WITH THE  
COMD NNS BEECROFT  
COMMODORE BASHIR  
MOHAMMED DSS psc fdc mds mdss



WHEN  
THE NAVY  
IS READY

MUST  
READ  
BOOKS  
FOR NAVAL  
OFFICERS



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Kind Regards,

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## vision

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To leverage on all factors of national location, technology, training, teamwork and synergy to re-energise the Nigerian Navy and enhance her as a well-motivated and ready naval force in the discharge of her Constitutional mandate and other assigned tasks in fulfillment of national security objectives

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mission

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To optimise the deployment of the Nigerian Navy in the performance of her Constitutional roles and the undertaking of assigned task while promptly responding with commensurate actions to other emerging national security challenges.

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Excerpts of speech during the

# CHIEF OF THE NAVAL STAFF'S ANNUAL CONFERENCE IN KANO

September 2021



“ ... Evidently, the Nigerian Navy has continued to expand over the years and will likely continue, going forward. Our administrative process must therefore evolve to optimally meet with the needs of today, giving more responsibilities to principal staff officers, aides and commanders to ease administration of service and to leverage on all factors of national location, technology, training, teamwork and synergy in re-energising the Nigerian Navy and enhancing her as a well-motivated and ready naval force in the discharge of her constitutional mandate and other assigned tasks in fulfilment of national security objectives... ”

VICE ADMIRAL  
AZ GAMBO AM GSS psc ensp (RSA) MTM FMNIM LMUSNI FCIS FIIPS FCAI  
CHIEF OF THE NAVAL STAFF

THE FLAG OFFICER  
COMMANDING WESTERN  
NAVAL COMMAND

## THE SYNERGY: WESTERN NAVAL COMMAND & NNS BEECROFT

It is with great pleasure that I felicitate with the Commander, officers, ratings and civilian staff of the Nigerian Navy Ship (NNS) BEECROFT on the publication of the third edition of the Cradle Magazine.

The in-house magazine of NNS BEECROFT no doubt will showcase the various operational antecedents, events, infrastructural development and achievements of the Base in fulfilment of the Chief of the Naval Staff Strategic Directive 2021-5.

It is gratifying to note that the patriotism and competency exhibited by officers and ratings of the Base in the discharge of its mandate has not only earned the Nigerian Navy success in its operations but has also shown the Nation that the Nigerian Navy is the best Maritime Force in the sub-region. The educative, informative, entertaining articles and pictorials in the Cradle Magazine will certainly encapsulate the essence of the establishment of the Nigerian Navy. Also worthy of mention is the synergy between NNS BEECROFT and other security agencies in curbing criminalities which has sustained a peaceful environment in Lagos State through Operation MESA and Operation AWATSE. The Command, therefore, will not hesitate to render possible support for the Base to achieve its objective of maintaining our nation's territorial integrity and curbing criminal activities in maritime space.



BJ GBASSA  
Rear Admiral  
Flag Officer Commanding

May I at this point, congratulate the entire editorial board on this edition of the publication of the Cradle Magazine. I look forward to the continued publication of this periodical to serve as a reference material and credible source of information dissemination to the heterogeneous target audience. 'Onward Together'.



THE FLAG OFFICER  
COMMANDING NAVAL  
TRAINING COMMAND

## THE RESILIENT NIGERIAN NAVAL BASE

I am very pleased to witness the publishing of another edition of 'The Cradle' Magazine showcasing the activities of the Base. It is worthy to note that this new edition chronicles the impressive achievements of the Base over the past one year towards attaining the Nigerian Navy objectives.

**L**et me commend the Commander NNS BEECROFT, officers, ratings and civilian staff for their commitment towards ensuring the safety and security of our maritime domain. Over the past months, the impressive strides of the Base in combating maritime crimes, notably crude oil theft, kidnapping and pipeline vandalism, to mention but a few, is not only noteworthy but also commendable. I, therefore, urge the commander, officers, and ratings of the NNS BEECROFT to maintain the current tempo in eradicating criminalities in our waters and not rest on their oars.

I also wish to commend the Editorial Board of 'The Cradle' for sustaining the legacy of producing a high quality publication both in intellectual propensity and packaging. As the cradle of the NN, nothing less is expected.

I pledge my total and unwavering support to the Commander NNS BEECROFT in his endeavour

to attain new heights in professionalism and service delivery in the years ahead.

Finally, on behalf of officers, ratings and civilian staff of the Naval Training Command, I commend you for attaining this great feat.

Congratulations and ONWARD TOGETHER.

KA LAWAL GSS Pcs(+) Fwc (+) PGD MTN M Sc MNIM ACIS FIIP  
Rear Admiral  
Flag Officer Commanding  
Naval training Command



# COLLABORATION AND COOPERATION: THE SOLUTION WE NEED

The Nigerian Maritime Environment is challenged by numerous maritime crimes that have impacted the nation's economic prosperity and well being. Incidences of illegal bunkering, illegal, unreported and unregulated fishing, poaching, piracy, sea robbery and the likes combine to place enormous pressure on security agencies tasked with the security of waterways.

NS BEECROFT along with its tender units have continued to discharge this responsibility employing new strategies and innovation to stay ahead of criminal elements fomenting trouble in the maritime space.

The maritime environment has so many players who must continually seek avenues for collaboration and cooperation to mitigate capacity shortfalls. The Base has always been

ever ready to support maritime stakeholders, sister services and other security agencies to ensure maritime commerce thrive in a safe and secure environment. The task is challenging however, the synergy in Lagos area and indeed the south western states offer great promise for combatting these illicit maritime crimes. Thankfully, visible progress is being made and all hands are on deck to ensure we continue to make progress.

I must commend the editorial team who have put together some of our activities detailing modest strides in the period since I took command. I also place on record my deep appreciation to the Chief of the Naval Staff, Vice Admiral AZ Gambo for his exemplary leadership and untiring support. In addition, I express my profound gratitude to the Flag Officers Commanding Western Naval Command and Naval Training Command for their good will messages. We promise to continue to work tirelessly to improve our operational concepts and strategies to ensure the maritime environment is rid of all crimes. This resolve we intend to keep as our duty to nation building. Thankyou and Onward Together.

Cdre B Mohammed DSS Psc fdc mds mdss  
Commander  
NNS BEECROFT





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# THE CRADLE: HERALDING THE BIRTH OF IMPACTFUL STORIES

The yearly publication of the Cradle Magazine has always been a veritable platform to engage with the public, maritime stakeholders and the wider naval community.

The third edition is coming on the heels of the global pandemic that challenged the world but has provided context that helped us learn new ways to do our job, and guarantee Nigeria's prosperity at sea. In the past, the magazine has focused heavily on the military audience with scant materials for our civilian readership. This year we commence the journey to reinvent the magazine and make it more friendly and interesting while still telling our stories as it should. Deciding the content of this year's magazine was tough as so many people from all walks of life made submissions. The editorial team had to painstakingly go through dozens of articles and choose contents that would deliver a scintillating and unique masterpiece.

The magazine content is divided into sections and the contents were arranged for logical flow. Basically, the strategic context gave way to some operational activities before dovetailing into many other topics that is presently shaping discourse around the world. The magazine assumed a more gender friendly posture to give credence to the Armed Forces of Nigeria's gender policy recently promulgated in December 2020. Thus, issues affecting female personnel were captured in their own words.

I must not fail to thank the Commander BEECROFT for his untiring support for the board throughout the period our job lasted. Equally, this magazine is a product of teamwork expressed by the hard work and painstaking commitment by members of the editorial board. I make bold to say you will not be bored reading this interesting magazine owing to the good work by the board. Please help us spread the message that the Navy is vital to the economic prosperity of Nigeria. You may not always see us, but we are quietly toiling out at sea to preserve Nigeria's territorial integrity and guarantee her economic well-being.

The magazine enjoyed so much support from our friends and well wishers; with support like these, we need not fear any foe!! I thank our readership for staying loyal to this year's publication. Thank you and God bless.

Cdr Abiodun Folorunsho  
Editor in Chief



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the beecroft  
**cradle**

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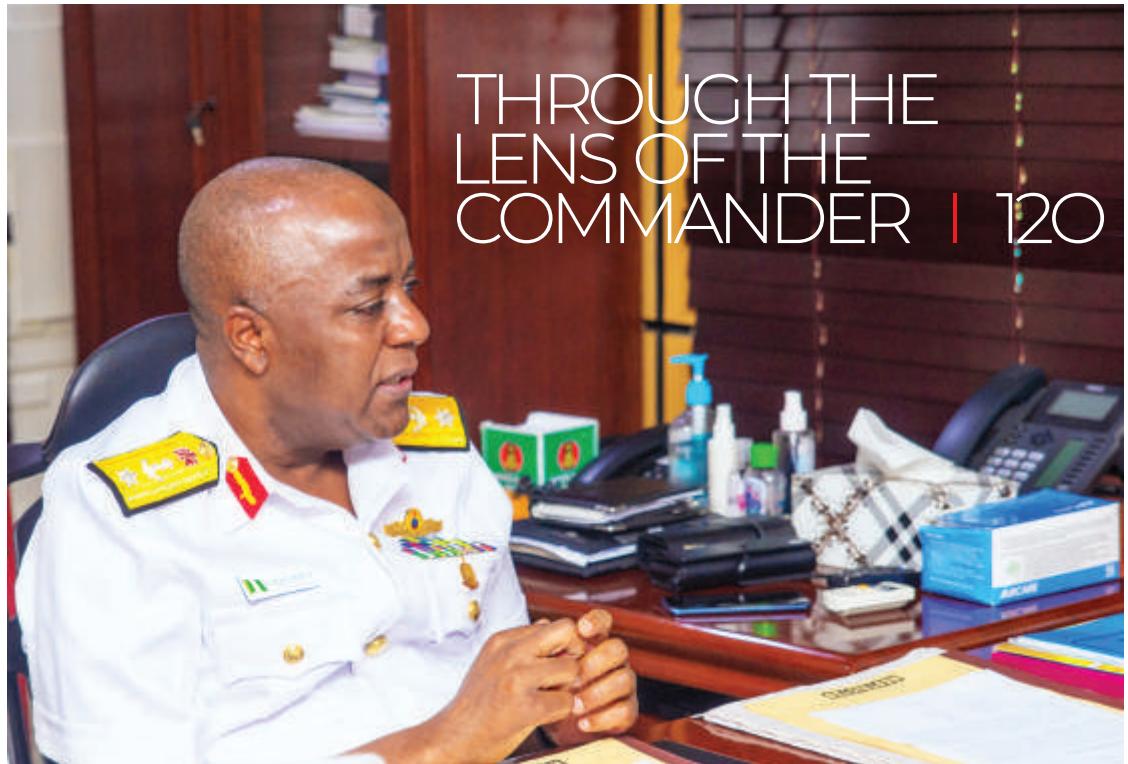
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# **NNS BEECROFT:** COMBATING ILLEGAL MARITIME CRIMES & PROVIDING AID TO CIVIL POWER

The Nigerian Maritime environment is bedeviled with several challenges that affect commerce, security and invariably the revenue stream of the country. Specifically, piracy, sea robbery, illegal bunkering, kidnapping, smuggling and other maritime crimes have continued to pose significant challenges to the nation.



The Gulf of Guinea, a route for commercial shipping into Nigeria has overtaken the Gulf of Aden and Somalia as the leading global piracy hotspot. According to the International Maritime Bureau, the number of kidnappings at sea reported in this region increased by 40 per cent between 2019 and 2020, with the Gulf accounting for approximately 95 per cent of global kidnappings. In 2019, there were 111 acts of piracy compared to 25 in the Indian Ocean. Kidnapping for ransom is the most prevalent crime with 146 people kidnapped in 2019, compared to 60 in 2017. Similarly, illegal, unreported, and unregulated (IUU) fishing amounts to over 65 percent of the legally reported catch, the highest level globally. This represents an annual loss of \$1.5 billion in fishing revenue and contributes to the scarcity of fishery resources further accentuating social and

economic tensions in the region.

Lagos waters, adjacent to the Gulf of Guinea is home to ports that handle most of Nigeria's general cargo and have numerous tank farms for refined petroleum products. In addition, it is home to a high volume of shipping activities, with an equally high revenue generation capacity by government agencies such as NPA and NIMASA. It is in this environment that NNS BEECROFT performs NN policing duties to combat maritime crimes and ensure an atmosphere where commercial activities can thrive.

The Nigeria Navy is constitutionally tasked with the mandate to secure Nigeria's maritime environment, which possesses strategic importance to the nation's economy. The



maritime space contiguous to southwestern states fall under the purview of Western Naval Command and is headed by Rear Admiral BJ Gbassa who provides the operational and administrative direction for all activities undertaken in the area. Nigerian Navy Ship BEECROFT is the main operations base of Western Naval Command with headquarters in Lagos and tasked to perform the policing duties in the area of responsibility.

Nigerian Navy Ship BEECROFT established in 1930, is the premier Base of the Nigerian Navy and was once the Naval Headquarters at the inception of the Nigerian Navy. The Base's span of control stretches from Nigeria's border with the Republic of Benin at Latitude 0020 40'E to Longitude 0050E with a coastal stretch of about 154nm from West to East encompassing the inland areas of all South-West states. The Base polices a total sea area of approximately 30,800 square nautical miles, representing 37 per cent of Nigeria's total sea area. This includes territorial waters, inland waterways, harbours, backwaters and a portion of the nation's economic exclusive zone (EEZ) within its boundary. The Base continues to discharge these duties under the strategic guidance of the Chief of the Naval Staff not minding the large maritime area while keeping pace with events and activities in the ever-changing operational environment.

For effective control of the area of operation, BEECROFT has tender units such as the Forward Operations Base in BADAGRY in Lagos and Ogun State, Forward Operations Base IGBOKODA in Ondo State and the Fleet Support Unit BEECROFT in Lagos. The Base also





THE BEECROFT CRADLE



has outposts in Epe and Atlas Cove Island. Together with these units lies the responsibility of executing policing duties at sea drawn from the Nigerian Navy's role as enshrined in the constitution and as directed by higher command from time to time. Specifically, the base is to combat illicit maritime crimes of piracy, pipeline vandalism, illegal bunkering, smuggling, illegal fishing, sea robbery, human trafficking, illegal immigration and provide assistance to government institutions as well as maritime stakeholders. The base is also responsible for securing critical national infrastructures within her area of operation with particular attention to pipeline vandalism and oil theft. In times of national crises, BEECROFT offers military aid to civil authority as the situation demands.

NNS BEECROFT is also the mother base for naval capital ships in Lagos area, providing logistics support to sustain naval operations. Similarly, the Base is tasked with combating militancy and other forms of subversive activities, providing escort and security for VIPs and Private Maritime Logistics Security Company vessels in her Area of Responsibility. The Base is also responsible for facilitating burial ceremonies of deceased personnel as directed by naval headquarters.





## ACTIVITIES OF NNS BEECROFT

Operationally, NNS BEECROFT patrols waterways, harbour, territorial sea, and creeks in its Area of Responsibility to combat piracy, smuggling, illegal bunkering, poaching and illegal dumping of waste, among others. In particular, the Base has continued to ensure the safety of critical national infrastructures in Atlas Cove Island. To this end, operations have been conducted and are still ongoing to arrest, deter and rid the location of illicit dealings, vandals and other criminal elements. Only recently, about 11 suspects were arrested for pipeline vandalism at Abagbo segment of the NNPC pipelines on Friday, September 10 2021. The patrol team acting on credible intelligence arrested the pipeline vandals with 62 kegs of 50 litres and 18 kegs of 25 litres filled with products suspected to be Premium Motor Spirit (PMS) siphoned from NNPC pipelines. Similarly, 2 fibre boats with 175 HP each were recovered from the vandals.

In keeping with the Chief of the Naval Staff's zero tolerance for illicit maritime crimes, the Base has upped the ante, conducting military operations to arrest and confiscate proceeds of maritime crimes. The Base has curtailed the activities of illegal bunkerers by monitoring oil approvals by Naval Headquarters strictly. Vessels caught infringing the nations maritime laws are arrested and all erring vessels are investigated by the Base and handed over to appropriate prosecuting agencies depending on the type of crime



committed. In this regard, the Base hands over such vessels to the EFCC, Nigerian Police Force, Immigration services, NIMASA or NSCDC as the case warrants.

As of October 11, 2021, the base had arrested 37 ships suspected to be involved in crude oil theft, possession of illegal petroleum products and other nefarious maritime crimes. Similarly, 3 other large wooden boats containing several drums of stolen petroleum products are berthed in the base. Although these exhibits are usually handed over to prosecuting agencies, the Base is however forced to protect the ships and products as these agencies lack the capacity to take over the vessels fully. This task has become a huge burden for the base both financially and personnel wise.

Nigerian Navy Ship BEECROFT conducts harbour patrols within the ports and anchorage



area to prevent illicit and illegal activities such as sea robbery. In October 2021, 5 suspects were arrested with a boat laden with 11 kegs of 50 litres each of PMS during a routine harbor patrol at the creek. Recently, the Base handed over a 10-man trans-border syndicate, arrested with 210,000 litres of AGO to NSCDC around Snake Island. In the same vein, 16 vandals with boats laden with products suspected to be PMS were equally handed over to NSCDC. This frequency of arrests attest to the Base' resolve to rid the maritime environment of illegalities. This also points to the economic potential of the rich resources of the nation's waters that make saboteurs continue to try their luck. The cost of the products and vessels in custody is over \$500 million, further cementing the critical role the Nigerian Navy plays in the economic prosperity of Nigeria.

Providing support are 2 tender units, Forward Operating Base IGBOKODA and BADAGRY

under the direct supervision of the Commander BEECROFT. The operational concept of the forward operating bases is mainly to reduce the reaction time of NNS BEECROFT to emergencies at the border end of Badagry-Porto Novo River and IGBOKODA areas. These units also help increase the time on tasks of NN Platforms operating off their waters. They have also been actively involved in combating illicit maritime crimes. For instance, FOB IGBOKODA gunboat team deployed at NN outpost at Safa-Arogbo in Ese-Odo LGA Ondo state for anti-illegal bunkering operations arrested a boat laden with 40,000 litres of illegally refined AGO. Similarly, FOB BADAGRY have also been engaged in multiple arrests of rice and Premium Motor Spirit (PMS) smugglers along the border. Between June and October 2021, the unit has impounded over 50,000 litres of PMS and many bags of rice from smugglers. These units are force multipliers, aiding NNS BEECROFT to cover her



Area of Operation effectively.

In recent times, Base patrols have encountered a disturbing trend whereby several Nigerians attempt to board outbound commercial vessels in order to leave the country. Thus, the Base has stepped up patrols in harbor, anchorage and inland waterways and arrested over 55 stowaways since January 2021. The recent arrest of 5 stowaways in October 2021 confirms the desperation of these youths not minding the dangers involved. These stowaways are usually handed over to the Nigerian Immigration Service after vetting and medical examinations.

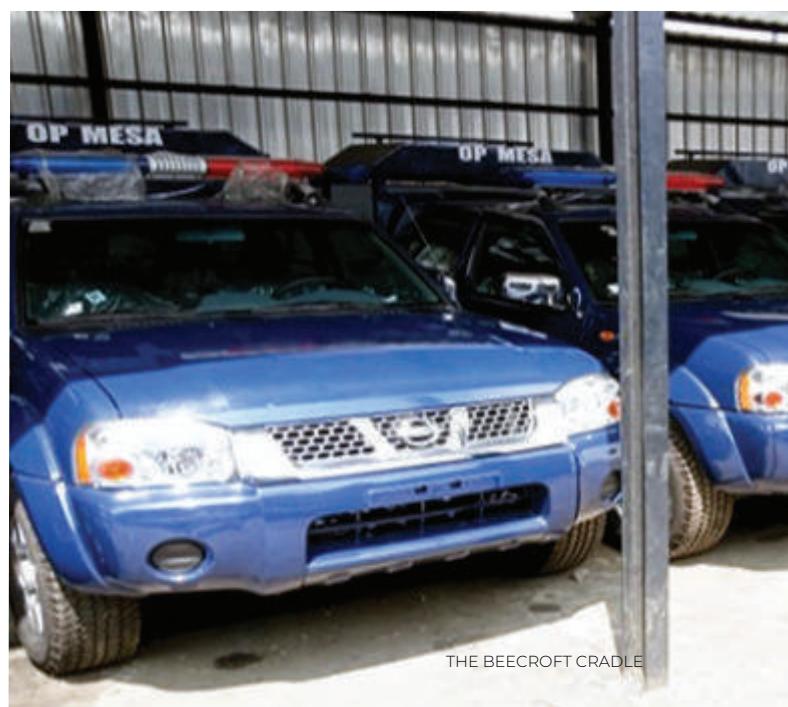
#### **AID TO CIVIL POWER: OPERATION MESA IN PERSPECTIVE**

Operation MESA is the military component of the Lagos State Government security scheme established to support the Police in combating criminality in Lagos city and its environs. The operation comprises military personnel from the Army, Navy and Airforce units in the Lagos area, with each of the Services assigned a designated Area of Responsibility.

The Nigerian Navy component of OP MESA covers Apapa, Ajegunle, Ijora, parts of Mile 2 Area, Iponri-Costain, Oyingbo and Igando area where it conducts both day and night patrols. The patrols feature commercial areas, ports, public facilities such as PHCN facilities, Ijora waterworks and tank farms amongst others. The outfit also conducts joint raids around troubled spots and

criminal hideouts based on intelligence reports from time to time. These raids have greatly contributed to the seizure of illicit substances and illegal local weapons, which has reduced the capacity of the criminal elements to foment trouble in the AoR.

The NN component of OP MESA responds promptly to distress calls from members of the public on diverse issues ranging from attacks on individuals, civil unrest and armed robberies. Complaints from Iponri/Costain areas regarding attacks on civilians are also responded to regularly. In addition, illegal structures are cleared permanently to dislodge criminals and stop illicit drug trade in the areas. In one of such clearance operations, locally made pistols,





cutlasses, portable axes and other assorted weapons used to attack and rob innocent citizens of their belongings were recovered. This has greatly assisted to reduce crime in the vicinity due to the activities of OP MESA.

The OP MESA has collaborated with LASTMA, NPA and the Police to ensure free flow of traffic in Tincan Island and Apapa general areas. Despite this collaboration, traffic congestion still occurs in some areas of Apapa, Kiri Kiri and Tincan, especially during closing hours. At such times, OP MESA puts in extra effort and strategies to ensure the free flow of traffic in order to ease the flow of traffic for commuters and prevent crimes.

During public protests and riots, the NN component joined the Army and Airforce units along with the police to conduct combined patrols to protect lives and properties from hoodlums and vandals. The NN component of OP MESA, was instrumental in maintaining law and order during the ENDSARS protest. The strategic deployments at the port, security installations and strategic economic national assets preserved them from irate mobs who had planned to destroy them. The Base secured the

The base is also responsible for securing critical national infrastructures within her area of operation with particular attention to pipeline vandalism and oil theft. In times of national crises, BEECROFT offers military aid to civil authority as the situation demands.

Nigerian Port Authority, Police station at Apapa, several Local Government headquarters and large commercial outfits within Lagos metropolis. The management of the NPA was particularly appreciative of NNS BEECROFT's timely intervention, which saved the day. The Base equally conducted sting operations that led to the location and recovery of looted items worth over 100 Million Naira. These items were handed over to the Lagos state government so they are returned to their rightful owners.

The Base has also been very active in search and rescue operations particularly seafarers who have had mishaps at sea in the recent past. The successful rescue of 12 crew of a capsized fishing vessel, Lady BARBARA belonging to SEABLESS Fishing Company Limited in August 2021 bears relevance. The incident drew praise from maritime stakeholders who lauded the swift response by the Navy, which helped limit the casualty to one.

Similarly, the Base also responded swiftly when cadets of the National Intelligence Agency encountered difficulty at sea during routine training on October 5, 2021. Again, the unit intervened and successfully evacuated the stranded cadets and deposited the deceased cadet at the Nigerian Navy Hospital Obisesan. During the courtesy call by the top management staff of the NIA to the Commander BEECROFT, they were unanimous in their assessment that indeed the Nigerian Navy is a partner for progress and a vital asset in the Nigerian maritime environment.





These incidents however pale in comparison to the large cache of cocaine seized by a combined team of INTERPOL, NDLEA, NCS and NPA led by NNS BEECROFT personnel on October 13, 2021. The Nigerian Navy tracked the vessel, MV CHAYANEE NAREE based on credible intelligence from Interpol that the vessel was attempting to smuggle narcotics into Nigeria. Using the Nigerian Navy's Maritime Domain Awareness assets, the vessel was discovered to have departed Santos, Brazil on September 19, 2021. Accordingly, Nigerian Navy Ship EKULU intercepted the vessel on October 9, 2021 immediately it entered Nigerian waters and escorted her to NPA port where the Navy took custody of the vessel. Thereafter, the combined team undertook an extensive and comprehensive search of the vessel for narcotics and other contraband items. The search, which began on October 9, 2021, yielded results on October 13, 2021 when a bag containing cocaine wrapped in 30 slabs and weighing 32.9 kg was found in the Vessel's Cargo Compartment One.

During the media parley, the NDLEA noted a key decision, which was instrumental to the discovery by the team. The team had encountered a challenge; they could not search the vessel at night. However, this period affords the crew the opportunity to relocate the narcotics and sabotage the effort of the team. NNS Beecroft thus barred any discharge at night and placed men onboard the vessel to enforce this directive. This directive was key in ensuring that the crime scene was not manipulated, hence the discovery of the stash of cocaine.

The NN and indeed NNS Beecroft's contributions have led to reduced incidences of piracy, sea robbery and other maritime crimes in the period under review. The Group Managing Director NNPC, Mr Mele Kyari attested to the drastic reduction in pipeline vandalism and petroleum product theft at the Chief of the Naval Staff Annual Conference Kano in September 2021. Similarly, the 2021 International Maritime Bureau's report indicates that piracy in the GoG is at its lowest since 1994.

These incidents combine to underline the vital role the Nigerian Navy plays in ensuring the security, safety of the maritime environment and the corresponding effect on the economic and social wellbeing of the country. It also highlights the good synergy that exists between the Nigerian Navy Ship BEECROFT and other maritime stakeholders in ensuring that the Nigerian Maritime environment is policed and free of economic saboteurs and spoilers. The base is committed to the vision of the Chief of the Naval Staff and the mandate of the constitution that clearly outlines the functions of the Navy in the maritime space. Under the dynamic leadership of the incumbent Commander Nigerian Navy Ship BEECROFT, Commodore Bashir Mohammed, there have been numerous operations in support of maritime stakeholders, the civil populace and political masters as contributions to the peace and prosperity of the country. The unit remains committed to ridding Nigeria's territorial waters of maritime crimes as directed by the Chief of the Naval Staff, Vice Admiral AZ Gambo and as captured in the constitution.

RC No: 386103



# SEABLESS FISHING CO. LTD.



August 10, 2021

To

The Commander  
NNS Beecraft  
Naval Base  
Apapa Lagos

Dear Sir,

### RE: LETTER OF APPRECIATION

We write to sincerely appreciate your organization huge efforts in salvaging all except one, the crew members on our vessel Lady Barbara which capsized by the break water entrance while sailing out on 4<sup>th</sup> August 2021.

Indeed, we are grateful for the onerous rescue mission and pray to God not to have such terrible incidence again.

Many thanks

Yours faithfully,

For: SEABLESS FISHING CO. LTD

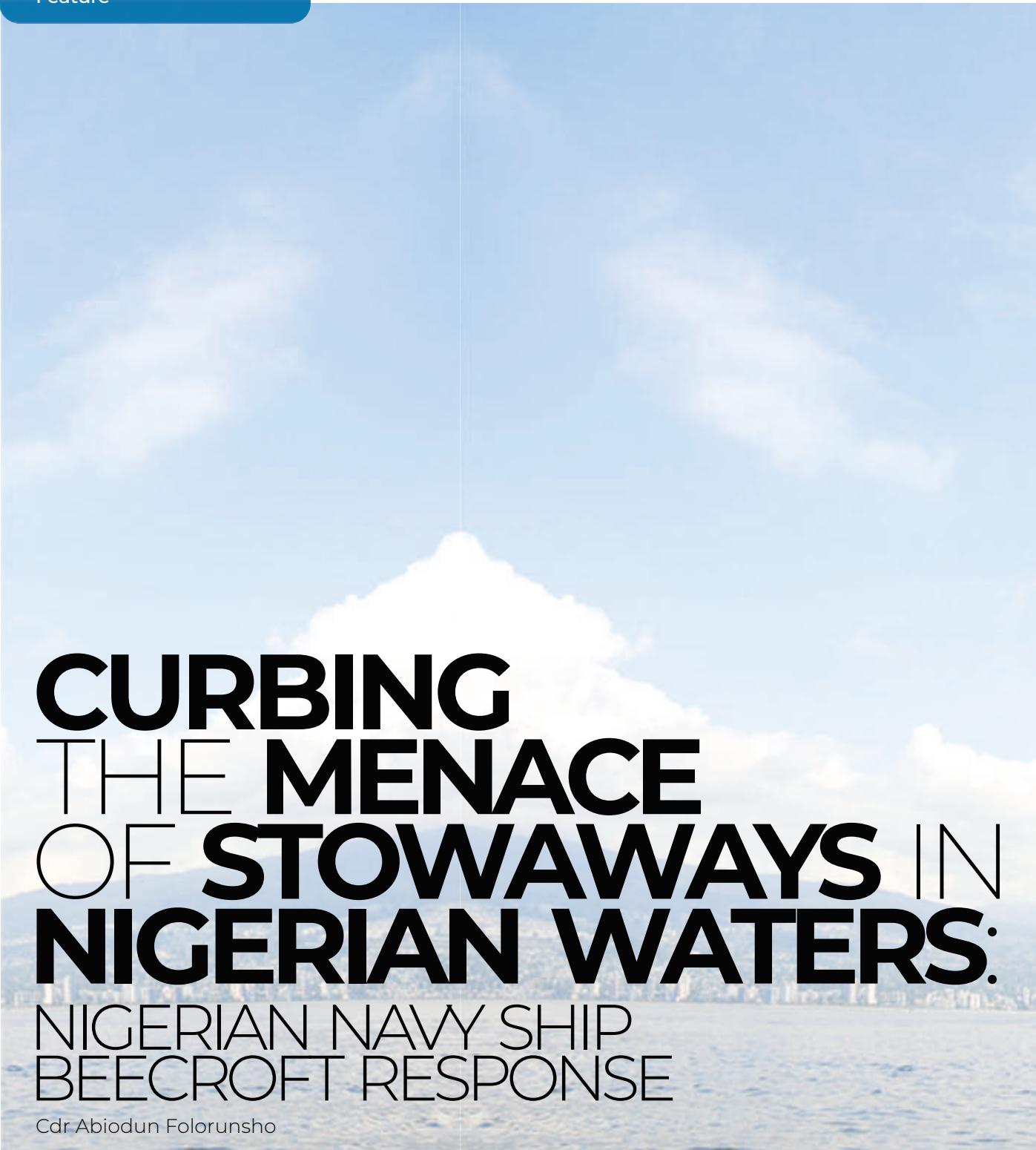


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Human Resource Manager



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# **CURBING THE MENACE OF STOWAWAYS IN NIGERIAN WATERS: NIGERIAN NAVY SHIP BEECROFT RESPONSE**

Cdr Abiodun Folorunsho

The issue of stowaways has become a global issue and ties into the migration of African youths to Europe in search of greener pastures. Recently, 2 incidents in Spain and Lagos in September 2021 shed light on the challenge and the increasing role of the Nigerian Navy in curbing this practice.

**T**he Spain incident, which was reported in the media involved the tanker vessel, CHAMPION PULA, which arrived Las Palmas on September 25, 2021 for loading operations with 4 stowaways stuck at the rudder.

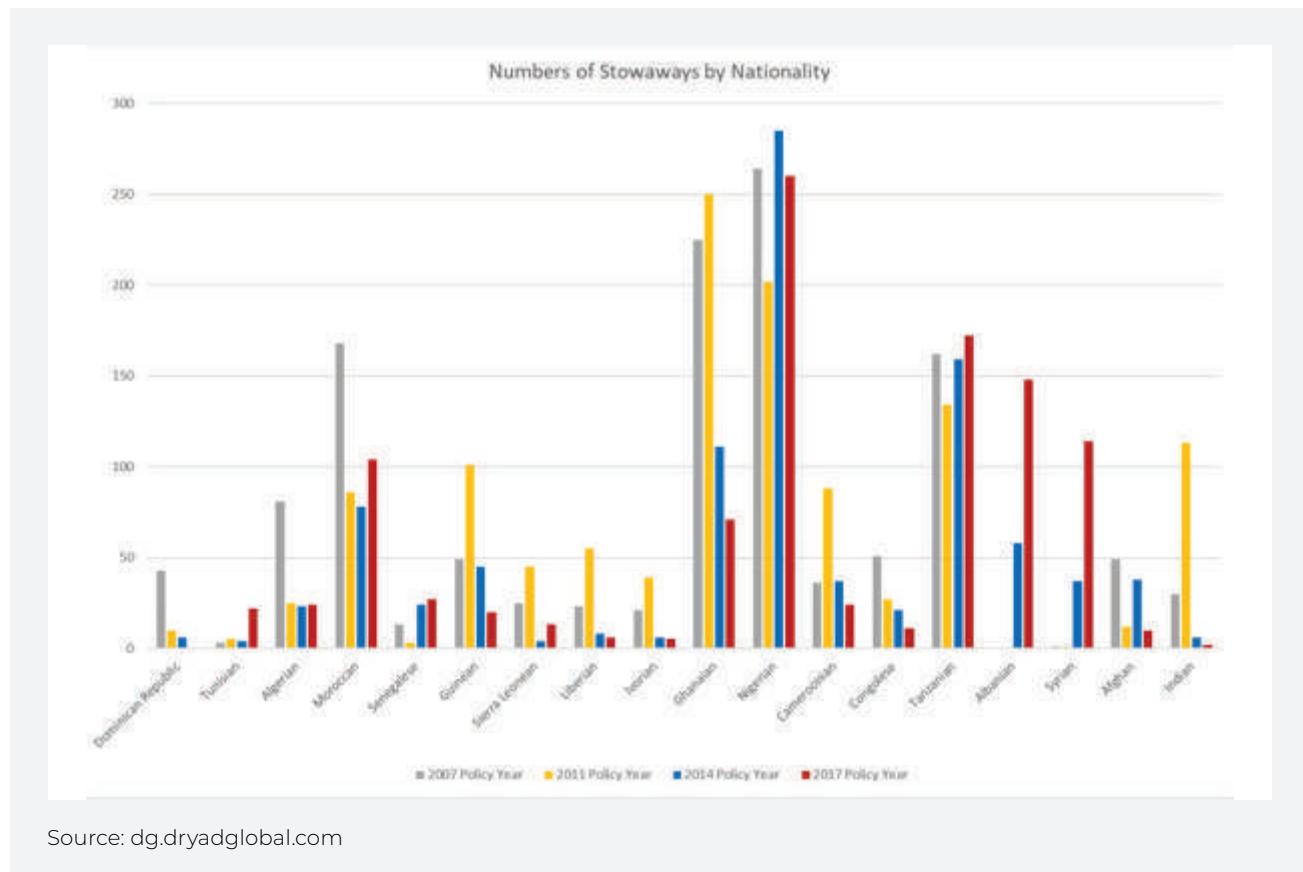
The Spanish port authorities discovered the stowaways sitting on the rudder, close to the propeller, having survived over a 10 days voyage on the open sea, with minimal food and water.



On the same day this happened in Spain, the Nigerian Navy Ship (NNS) BEECROFT patrol team arrested 5 stowaways huddled on the rudder of an MT JANE vessel at the Lagos anchorage. The stowaways were arrested and brought back to the Base where a medical examination was conducted to ascertain their well-being. Investigation revealed that they came from different parts of the country to Lagos with the intention to leave for Europe in search of greener pastures before the Nigerian Navy apprehended them. Subsequently, the

suspects were handed over to the Nigerian Immigration Service for further investigation and prosecution.

Although ports are restricted areas under the ISPS code, Stowaways gain access to a ship through 3 main ways. First, they pay bribes to port workers, they hide in false walls painted in colours that match the rear wall of the containers and finally, Stowaways jump into the water before climbing up the stern part or rudder of the ship. This last scenario is the most prevalent. The



issue has become so frequent with over 50 stowaways arrested between January and September 2021. The danger of this practice and the bad image it gives Nigeria means all stakeholders must work together to arrest this ugly development. Chart One shows the total number of stowaways by nationality for 2007, 2011, 2014 and 2017 with Nigeria featuring prominently in the collated data. Statistics reveals that these nationalities have been amongst the 10 countries with the highest number of stowaways in any of the 4 studied years.

One of the functional requirements of the International Ship and Port Facility Security (ISPS) Code is to prevent unauthorized access to ships including stowaways. The Code requires a ship security assessment to be conducted, which should consider all possible threats of unauthorized access. Preventing stowaways from getting onboard is an important part of fulfilling a vessel's obligations under the FAL Convention and ISPS Code. The relevant procedures and measures to do so, including access control and searches, must be clearly





The Nigerian Navy on its part is doing a lot to reverse the trend with aggressive patrols around anchorage positions, prompt arrest of stowaways and engaging leaders of coastal towns' adjacent port cities on the need to advise their wards.

stated within a ship's formal security plan.

Ship owners including the crew must employ measures to deter stowaways from gaining access to their vessels. Furthermore, port authorities could ensure that access to ships in harbour is curtailed in compliance with the ISPS Code. Youths must also be discouraged from embarking on such dangerous missions with very little reward, as they would be deported when arrested should they succeed in evading security operatives in Nigeria. The Nigerian Navy on its part is doing a lot to reverse the trend with aggressive patrols around anchorage positions, prompt arrest of stowaways and engaging leaders of coastal towns adjacent port cities on the need to advise their wards. In the Lagos area, NNS BEECROFT will continue to conduct search and rescue missions to ensure that stowaways are rescued and safely returned back to land.



# COMBATING PIRACY IN NIGERIA / THE GULF OF GUINEA

## EXAMINING THE LEGAL FRAMEWORK

Lt Cdr Faruk Ahmed

Piracy poses a serious threat to international peace and security, and it has destabilizing effects on international navigation and maritime trade. The top regions experiencing piracy today are the Gulf of Aden, the Gulf of Guinea (GoG), the Malacca Strait and the South China Sea. All these regions are important shipping routes, critical to global trade.

The GoG is recently experiencing a surge in piracy and other maritime crimes. The International Maritime Bureau's (IMB) latest global piracy report as of July 2021 indicates 68 incidents of piracy and armed robbery against ships, the lowest total since 1994, down from 98 incidents during the same period in 2020. In the first 6 months of 2021, IMB's Piracy Reporting Centre (PRC) reported 61 vessels boarded, 4 attempted attacks, 2 vessels fired upon and one vessel hijacked. Despite the overall decline in reported incidents, violence against crew has continued with 50 crew kidnapped, 3 each threatened and taken hostage, 2 assaulted, one injured and one killed throughout the first half of 2021. The GoG continues to be particularly dangerous for seafarers with 32% of all reported incidents taking place in the region. The region accounted for all 50 kidnapped crew and the single crew fatality recorded by IMB during the first half of 2021.



The Nigerian Government in a bid to curb piracy and other maritime offences recently, in June 2019 enacted the Suppression of Piracy and Other Maritime Offences Act (SPOMO Act). This Act domesticated piracy provisions of the United Nations Convention on the Law of the Sea 1982 (UNCLOS) and the Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation 1988 (SUA) and its Protocols.

Since the enactment of this legislation, only 2 cases have gone to court for trial and only one out of the 2 cases has gone to full trial and concluded as of July 2021. Despite these prosecutions, the incidents of piracy and other maritime offences in the GoG have not abated.

### **NIGERIA'S LEGAL FRAMEWORK AGAINST PIRACY**

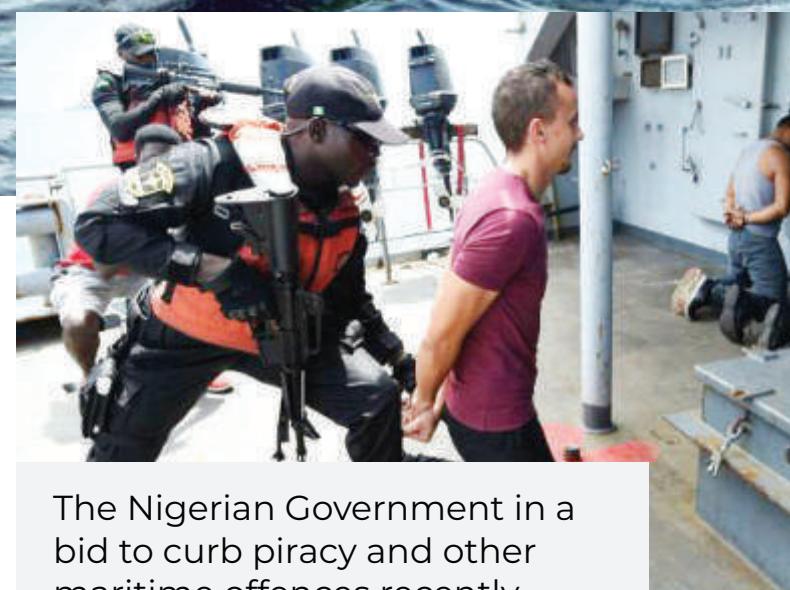
The seas historically have been and continue to be the basis for human life. The ever-increasing use of the seas necessitates international rules regulating various human activities in the seas. Piracy was in the recent past resurrected due to an increase in the number of attacks on merchant vessels (MVs). The reasons were manifold but mainly due to states' inability to police their maritime zones because they lacked navy or coast guard vessels. Piracy has been defined to mean:

- (a) any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
  - (i) on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;
  - (ii) against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;

- (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
- (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b)."

UNCLOS only obligated all states to cooperate to the fullest possible extent to repress piracy on the high seas or in any other place outside the jurisdiction of any state. In furtherance to this provision, Nigeria in 2019 enacted the SPOMO Act to curb piracy and other related maritime offences. The Act did not only domesticate the anti-piracy provisions under the UNCLOS, but also the provisions of the SUA Convention and its Protocols. Although the enactment of the Act is a milestone in the legal framework against piracy and other related offences in Nigeria and the GoG, more has to be done to achieve a robust legal framework against the menace stand alone.

The SPOMO Act, though commendable, is the only independent law against piracy in the whole GoG region despite having the Yaounde Code of Conduct. This will make the anti-piracy legal framework in the region less effective. The definition provision of Piracy and related offences under the SPOMO Act can be said to be adequate with stringent punishments enough to deter would-be offenders. This is because the definition section is almost the same with that of UNCLOS except that the place at sea where the offence could be committed under the SPOMO Act is 'international waters' as against 'high seas' used in UNCLOS. This makes the maritime area where the offence of piracy can be committed more specific. It is however important to note that International water was not defined in the SPOMO Act. This will be a challenge in court as defining what international waters mean would



have cleared the ambiguity.

It is also observed that Section 17(3) provides that 'law enforcement and security agencies' will be responsible for gathering intelligence, patrolling waters and investigating offences. However, the law is not specific on which law enforcement agencies are responsible for these functions. Specified law enforcement agencies in this regard would prevent inter-agency rivalry. Additionally, Nigeria's Armed Forces Act (AFA) saddles the Nigerian Navy with the responsibility of enforcing and assisting in coordinating the enforcement of national and international maritime laws in Nigeria however, the SPOMO Act under Section 17(2) saddles the Nigerian Maritime Administration and Safety Agency with coordinating all maritime activities under the Act. This conflicts with the provision of the AFA and could lead to inter-agency rivalry and stall the essence of the SPOMO Act.

The SPOMO Act gives the Federal High Court the exclusive jurisdiction to try the offences under the Act. It is however, observed that having a regular court to try offences under the Act slows down the trial process as the first case under the Act that went to trial in July 2020 was only

The Nigerian Government in a bid to curb piracy and other maritime offences recently, in June 2019 enacted the Suppression of Piracy and Other Maritime Offences Act (SPOMO Act).

concluded in July 2021 despite the order for accelerated hearing. There is the need to have a standalone court that would provide for a day-to-day hearing of such cases for speedy dispensation of Justice.

The Federal High Court recently on July 23, 2021, in the case of the Federal Republic of Nigeria vs Frank Insort Abaka and 9 Others Charge Number 4 count-charge of piracy and sentenced each of them to 12 years imprisonment with an



additional fine of N250,000.00 on each of the counts for each of the accused persons. The convicted pirates were arrested by the Nigerian Navy on May 16, 2020 at the GoG onboard Fishing Vessel HAI LU FENG II when they hijacked the vessel. It is important to note that Section 12 of the SPOMO Act provides for life imprisonment for an offence of piracy however, the court awarded 12 years imprisonment. The court believes the section allows it to use its discretion to award lesser punishment as provided by the

section of the Act. Considering the seriousness of the offence of piracy, there is the need for an amendment of the SPOMO Act to make the punishment of life imprisonment mandatory and not discretionary.

It is pertinent to note that section 1(4)(ii) of the AFA saddles the NN with the responsibility of enforcing and assisting in coordinating the enforcement of national and international maritime laws ascribed or acceded to by Nigeria. There is therefore the need for the NN to have investigative powers of offences under the SPOMO Act spelt out. Additionally, the NN could also be given the prosecutorial powers for offences under the SPOMO Act as the NN has maritime law-trained lawyers and is still training.



#### **THE YAOUNDE CODE OF CONDUCT**

Realizing the importance of regional cooperation in combating piracy and related maritime offences, the 2 regions that constitute the GoG region that is the Economic Community of Central African States (ECCAS) and Economic Community of West African States (ECOWAS) in 2013 at Yaounde jointly adopted a regional anti-



piracy agreement known as the Yaounde Code of Conduct. The provisions of the Code of Conduct if implemented would go a long way in tackling maritime insecurity in the GoG. It is a good model for effective regional cooperation, as it represents a comprehensive and common maritime security strategy for the entire maritime domain of West and Central Africa. However, its implementation is hampered by the fact that it is not legally binding on member states. Nigeria's SPOMO Act alone cannot address the issue of piracy and other maritime offences in the GoG region. There is therefore the need to have a legally binding regional agreement against piracy and other maritime insecurity in the GoG.

#### **PRIVATELY CONTRACTED ARMED SECURITY PERSONNEL ONBOARD MERCHANT VESSEL**

On the issue of PCASP onboard merchant vessels against piracy, armed robbery and other related





## Piracy threatens international peace and security destabilizing international navigation and maritime trade.

crimes, there is no legally binding international legal framework for the use of PCASP onboard merchant vessels. It could therefore be said that International law is ill-equipped to address the issue of the use of PCASP on board merchant ships which gives room for states to regulate the issue.

The unique selling point for Private Maritime Security Companies (PMSCs) who deploy PCASP on board merchant vessels is that to date, no vessel with PCASP has been successfully hijacked. The wide operational area of modern day pirates which makes it difficult for the military to patrol and deter successful pirates' attacks, the overstretch of state resources and



the recent upsurge in piracy have made the shipping industry resort to the use of PCASP for the protection of ships and cargoes. The reason being that shipowners were unable to secure the services of government military or law enforcement personnel as vessel protection detachments (VPDs) when such requests were made. There are however international soft laws, though not legally binding, that regulate the use of PCASP onboard merchant vessels to repel piracy and related crimes. Some of these laws include International Maritime Organisation's (IMO) Interim Guidance to Private Maritime Security Companies (PMSCs), IMO's Interim Guidance for Shipowners, Ship Operators and Shipmasters, and IMO's Interim Recommendations for Flag States among others.

There are also issues surrounding the legality of the use of PCASP onboard merchant ships. These issues bother PCASP and the right of innocent passage. Most states do not allow carriage, embarkation/disembarkation and usage of firearms in their territorial sea. Although all ships of all states have the right of innocent/transit passage through territorial seas/straits of coastal states, this passage is said to be innocent if 'it is not prejudicial to the peace, good order and security of the coastal state...' The carriage, embarkation/disembarkation and use of firearms in the territorial sea of another state can be said to be non-innocent. Where passage is non-innocent, the coastal state has the right to ask the defaulting ship to either leave its territorial waters, to use state authorities to force the ship out of the territorial sea, or arrest, detain and institute proceedings against the defaulting ship. Arguably, the mere carriage, embarkation and disembarkation of PCASP and firearms on board a MV traversing a coastal state's territorial sea may be seen as breaching the coastal state's customs/immigration rules concerning the import/export of arms and persons, resulting in



the interference of the MV's navigation considered as prejudicial to the coastal/port state's peace, good order or security. It is also arguable that such carriage, embarkation and disembarkation of PCASP and firearms by a MV in the territorial sea of a coastal state may only breach the customs law but not the law regarding the safety of navigation. There is also no law in Nigeria allowing the use of PCASP in Nigeria's maritime domain. There is therefore the need for an internationally legal binding agreement regulating the use of PCASP onboard merchant vessels from where States could take a cue.

#### CONCLUSION

Piracy threatens international peace and security, destabilizing international navigation and maritime trade. Although incidents of piracy

have reduced in the first half of 2021 compared to 2020, threats in the GoG are still high. The need to curb piracy and other maritime offences using the legal framework led Nigeria to enact the SPOMO Act in 2019. The enactment of the Act though commendable, amendment of the Act in certain areas could make it better. Areas requiring amendment include specifying agencies responsible for investigations, making life imprisonment mandatory for the offence of piracy, making NN coordinator of maritime activities under the Act and giving NN prosecutorial powers. Other areas that could improve on the legal framework include the establishment of a specialized maritime court, making the Yaoundé Code of Conduct a legally binding document and having an international legally binding agreement regulating the use of PCASP onboard merchant vessels among others.

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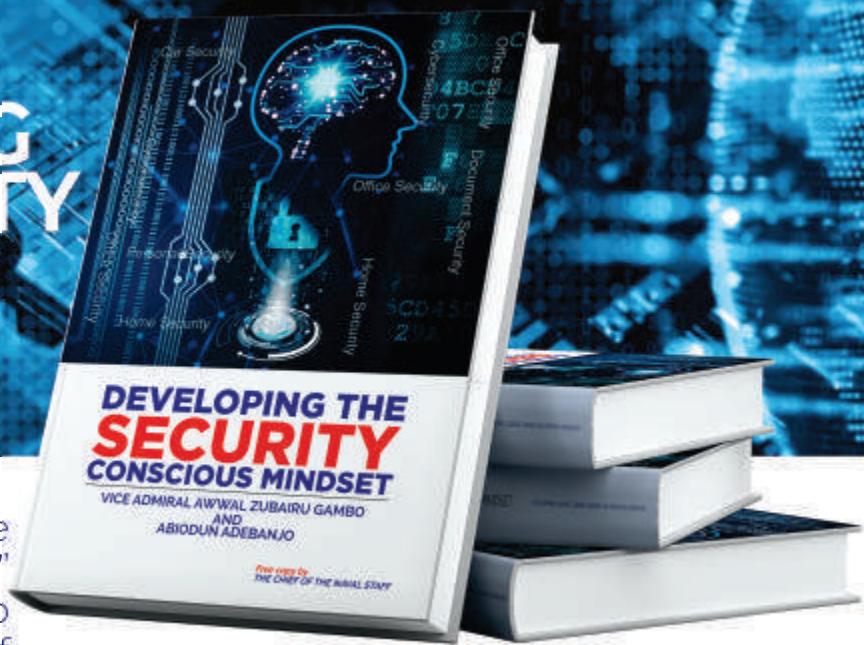
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# DEVELOPING THE SECURITY CONSCIOUS MINDSET



The book “Developing the Security Conscious Mindset” is a project that dived deep into the root causes of insecurity, a very pertinent issue that has plagued our country for a long time and that has turned out to be a major source of concern for all. Contrary to the general belief that insecurity is the act of security officials not being combat ready, the authors took a different angle to tackle the problem.

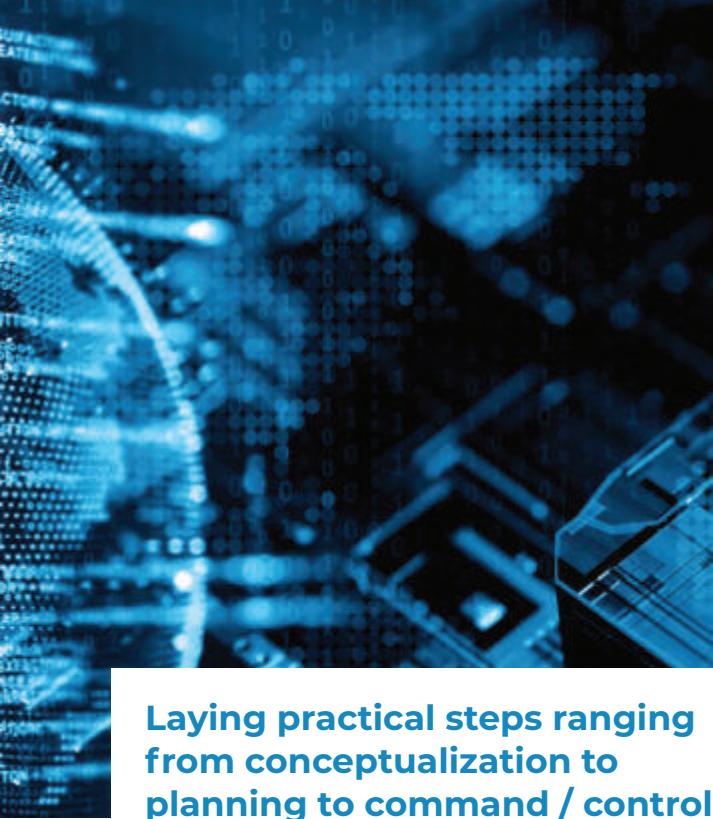
With the mindset as the central theme, the authors explored and gave detailed insights into the physical and mental strings attached to the concepts of insecurity and security. The book in all of its 9 chapters harped on the important role human consciousness and an active mindset play in ensuring a safe environment.

The book, which has a hundred and thirty-one pages, started off by presenting a definitive guide to the concept of insecurity before revealing some of its stimulating factors like political, leadership, economical and personnel. From here, the authors established the relationship between psychology and insecurity, using Dweck's postulations on the mindset as a framework. After a thorough explanation on the concept of insecurity, the authors then moved to talk about the exact opposite of the phenomenon: security. The book explained what security means in real terms and then provided

context as to the ways by which any society can remain actively secured. Laying practical steps ranging from conceptualization to planning to command/control to security management and then to communication, the book highlighted the deficiencies that are inherent in the present security arrangement of our country which ultimately leads to breaches.

Midway into the book, the authors took a swipe at the twin phenomena of insurgency and terrorism and their continued existence in Nigeria. Recommendations and tactics on how to subvert the evil twin were provided in the latter pages of the chapter that was devoted to the topic. Other prevalent social vices in the country like cyber-crime and kidnapping were also treated exhaustively and tips to overcome the challenges they pose were also proffered.

The book in its closing chapters offered a comprehensive and intense look at the role of



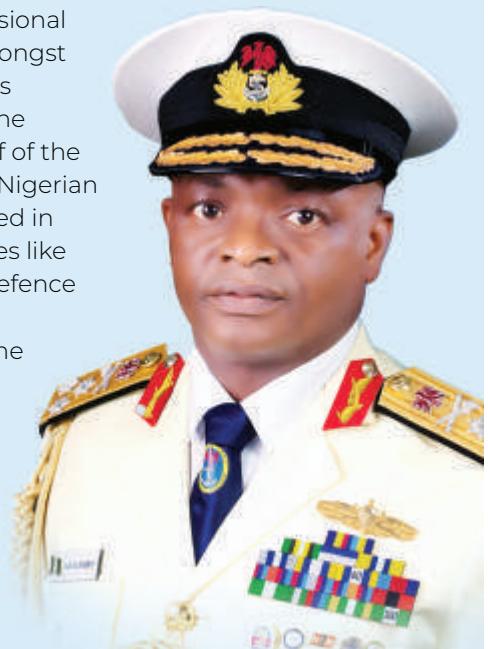
**Laying practical steps ranging from conceptualization to planning to command / control to security management and then to communication, the book highlighted the deficiencies that are inherent in the present security arrangement of our country which ultimately leads to breaches.**

consciousness in achieving security by exemplifying what constitutes a security conscious mindset. Significant attributes of a conscious and outstanding security officer were highlighted through the lenses of the 'who', the 'what', the 'where' and the 'why' characters. The authors in the last chapter of the book offered a conclusive narrative, giving a summative account of all the recommendations stated in the course of the first 8 chapters of the book.

In conclusion, this book is a well thought-out and written piece of scholarly discourse on security education in Nigeria. The authors did well enough to ensure the highlighted steps and solutions for all the challenges are understandable, applicable and achievable by any reader, regardless of their involvement in the security force or not. It is a welcome submission to the body of knowledge on security issues in Nigeria as it addresses the challenges and ways to improve our security awareness.

Abiodun Adebanjo attended the Ahmadu Bello University (ABU), Zaria where he obtained a Master's Degree in Political Science. His area of interest is "Analysis of Behaviour in Political Settings" with a focus on "Corruption as a phenomenon". As part of his contributions to the field of mindset and attitude change, Adebanjo has authored 2 other books; "Developing the Right Mindset: The Mindset and Attitude of Achieving Goals" and "Developing the Anti-corruption Attitude: The Precursor to Fighting Corruption in Nigeria". He presently works with the Economic and Financial Crimes Commission (EFCC) in the Department of Planning, Research and Statistics to be precise.

**V**ice Admiral Awwal Zubairu Gambo is currently the Chief of the Naval Staff. He holds a Bachelors' Degree in Economics from the Nigerian Defence Academy where he graduated in 1988 as a member of 36 Regular Course. He also bagged a Post Graduate Diploma in Transport Management (Logistics Option) from the Ladoke Akintola University of Technology, Ogbomosho and a Master of Science Degree in the same course in 2009. Vice-Admiral Gambo has attended several military courses both at home and abroad. In 2012, he was awarded ensp (RSA) after he successfully completed the Course 26 of 2012 as a member in the National Defence College, South Africa. He is a Fellow of the Certified Institute of Shipping (FCIS), member of the United States Naval Institute (USNI), Institute of Safety Practitioners (ISP) and International Institute of Professional Security (IIPS) amongst others. Up until his appointment as the twenty-third Chief of the Naval Staff of the Nigerian Navy, he had served in different categories like Acting Director Defence Affairs, Director of Procurement at the Defence Space Administration, Office of the National Security Adviser and many others.



VICE ADMIRAL  
AZ GAMBO AM GSS psc ensp (RSA) MTM FMNIM LMUSNI FCIS FIIPS FCAI  
CHIEF OF THE NAVAL STAFF



## THE CHIEF OF NAVAL STAFF'S VISIT TO FOB LEKKI





# PECULIARITIES OF WARSHIP ENERGY EFFICIENCY DRIVE

Cdr Abiodun Folorunsho

Arising from the Paris Agreement of 2015, nations and several industries have implemented operational and technical measures to cut back greenhouse gas (GHG) emissions harmful to the climate.

**T**he maritime industry has adopted energy efficient policies to reduce GHG emissions from international shipping as the world

bids to lower global temperatures by 1.5 degrees above pre industrial levels by 2050. There is a direct correlation between the amount of



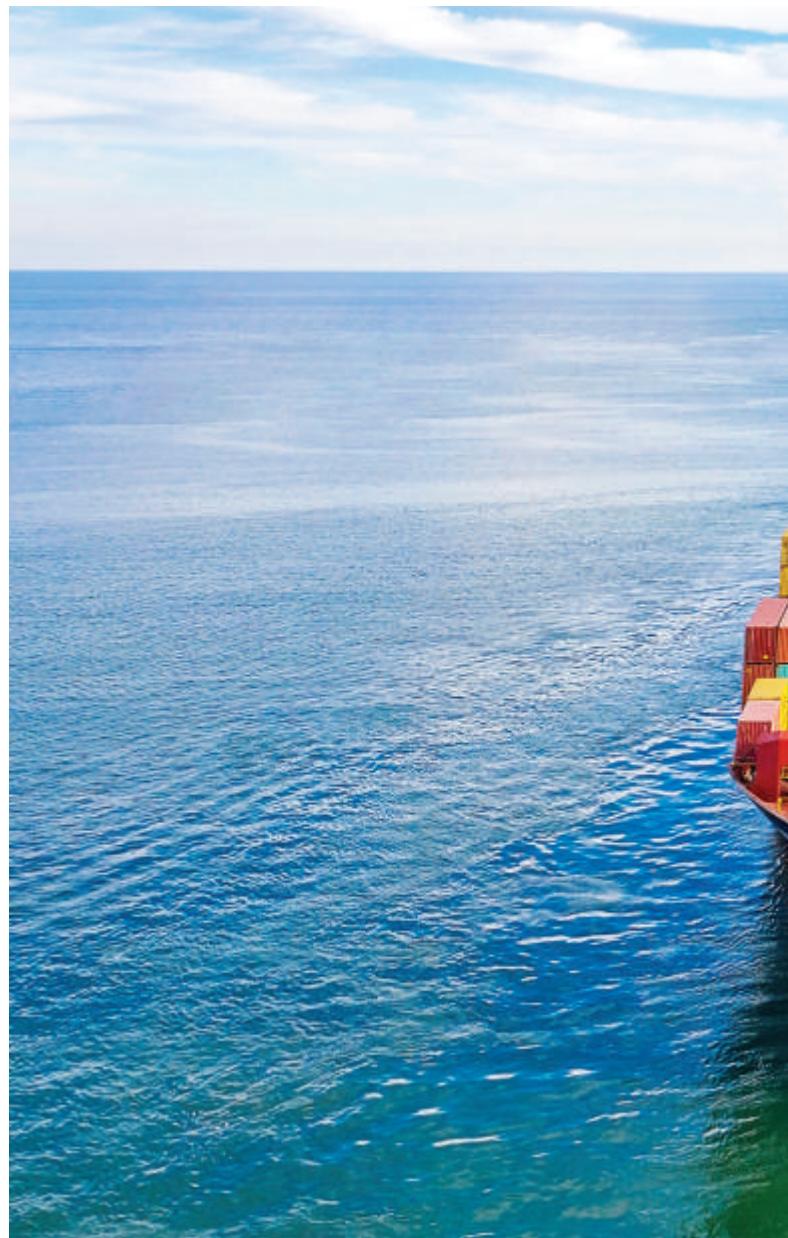
emission by a ship and the total energy consumed (amount of fuel consumed).

IMO guidelines for international shipping offer great potential for reducing GHG emissions but domestic shipping where warships are classed are exempted from the MARPOL regulation. This gives the impression that government operated ships are incapable of polluting the environment. This is at variance with the Paris Agreement and studies by reputable bodies around the world. The 4th IMO GHG Study revealed that thirty percent of total shipping emissions fall directly under national government responsibility; twice the reported total in previous studies (IMO, 2020). More pressing is the fact that the carbon capping exercise for commercial shipping by the IMO is not enforceable on naval ships despite the ongoing expansion of major navies around the world.

## Failure to meet the 2050 target implies that the harmful effects of climate change would then be irreversible.

The Paris Agreement places some responsibility on states specifically to determine their nationally determined contributions towards achieving the objective of the Convention. This implies that world navies must begin to do more in ensuring that the world lowers global temperatures as enshrined in the Paris agreement. Some navies around the world are taking steps to contribute to their respective nations' efforts. The US Navy (USN) and US Coast Guard (USCG) are an example as they have both taken steps to enforce policies to combat climate change. The Act to Prevent Pollution from Ships (APPS) compels all ships under the US Department of the Navy to comply with the provisions of MARPOL 78. Similarly, the Royal Navy (RN) and the Royal Canadian Navy (RCN) have also taken steps to ensure energy efficient practices in their operations. However, considering the urgency of climate change, challenges associated with shipborne pollution and its effect on the environment, there is the need for a holistic approach that takes the navies onboard. Thus enforcing energy efficient measures is essential in order for the planet to meet the Paris Agreement goals by 2050.

Failure to meet the 2050 target implies that the harmful effects of climate change would then be irreversible. Presently, the world is struggling to meet the deadlines it set for the reduction of GHG emissions. As per the IMO experience, more stringent measures are being phased in to drive international shipping towards limiting GHG emissions. No matter the best effort of the IMO, total emission from commercial shipping is just about 3 percent equivalent to the total emission of Germany. It is expected that domestic shipping would be compelled under a UN backed convention in the nearest future particularly as present projections indicate the world is on course to miss the target based on present energy usage.



Primarily, operational efficiency in mission tasking trumps any environmental concerns when ship acquisition or retrofitting of a warship is undertaken. A recent survey amongst naval stakeholders revealed their primary concern was preserving mission effectiveness by increasing tactical and shore energy security. Reasonably, guaranteeing mission effectiveness was the key concern for navy stakeholders while energy ecology effects were rated as the lowest concern (Cannon et al. 2010). However, governments around the world are concerned about guaranteeing energy independence through energy conservation and security. Thus aligning the objectives of the governments to those of the sailors is equally important, as the human element is critical in achieving energy efficiency goals in warships. This variance in objectives imply that any energy efficient improvement method must factor the peculiarities of a warship as it differs from a commercial ship.



There are several significant differences between a warship and merchant ship, which has a direct bearing on energy efficiency. Unlike merchant shipping, navy fleets are non-homogenous with different propulsion architecture, hull form, control solutions and size, making the adoption of a universal energy efficiency policy impracticable. Shipping companies normally operate a certain type of ship i.e. containership, bulk carriers etc. Conversely, Navy fleets comprise several diverse groups of vessels that contain all kinds of ships such as mine countermeasure vessels, frigates, cruisers, destroyers, aircraft carriers, submarines, auxiliary vessels etc. Some of these differences are enumerated subsequently.

## **DIFFERENCES BETWEEN WARSHIPS AND COMMERCIAL SHIPS**

Navies are challenged in meeting their energy reduction commitment due to the peculiarities of warships and the operational requirement over its lifetime. Thus, this piece highlights some of these peculiarities that must be factored into any energy efficient improvement method for existing or newly built warships.

## **WARSHIP HULL ARMOUR REQUIREMENT**

The hulls of warships are mostly reinforced to cater for enemy hits as this poses the greatest threat for ships in combat in addition to the traditional hazards of fire, collision, grounding and flooding. Specifically, warship designs offer protection against plunging artillery fire and missiles (decks), small anti-ship missiles and low level, horizontally launched rockets and small missiles (ship side). They are designed to protect



the side below the waterline from mines as well as the ship's bottom, which is strengthened against torpedoes and as a structural design requirement (ComNavOps, Commander, 2018). The armor requirement for warships implies more weight, which is added resistance that must be considered in its power requirement. This implies more energy use compared with a similar sized commercial ship.

### SPEED REQUIREMENT

Most commercial ships speed range from 16 – 25 knots whereas warships have speeds in excess of 30 knots. Warships need more speed to close up with the enemy ship or escape an imminent attack. Typically, ship resistance increases as speed increases, more steeply with further speed increment. Similarly, the power required to propel a ship through water is the product of total hull resistance and ship speed, and so engine power increases even more rapidly than resistance. More power implies that warships carry more engines in order to achieve the designed speed. Similarly, power redundancy requirement means extra engines, which means extra fuel consumption!

### CREW SIZE

Navy ships have a larger crew compared with commercial ships of the same or slightly larger size. While merchant ships consider crew cost, navies typically require redundancies to mitigate

unforeseen tasks (maintenance underway, medic care, damage control etc) in combat situations. The larger crew requirement for Navy ships means more weight and hoteling facilities. Thus, more energy is required to power the warship HVAC - Heating, Ventilation and Air Conditioning system which in turn affects the overall fuel consumption.

### ACQUISITION PATTERN

A key differentiator between commercial and military shipbuilding is the timescale for the design and building process as identified in Table 1. For a warship, this is significantly longer, in part due to the desire to incorporate advanced technology in order to maintain strategic military advantage. By contrast, the commercial focus is on the adoption of currently available technologies in order to reduce the timescales and to start generating revenue as quickly as possible. Thus, while commercial ships can quickly integrate energy efficient improvement methods, warships less so due to their unique acquisition pattern which takes longer to adapt any improvement method.

Unlike commercial ships, warships need to analyse the mission effectiveness of new builds to quantify the impact of alternate propulsion and power architectures on their operational effectiveness. Different propulsion and power architecture has a significant impact on the amount of energy to be consumed (energy

**Table 1 Warship Vs Commercial Ship Acquisition Pattern.**

	Design and Build	Expected Life	Focus
Commercial Ship	3 Years	10-20 Years	Revenue Generation
Military Warship	15 Years	30-50 Years	Military Effect

Source: Shanks, 2008

\*Typically, warships have a 30-year lifecycle. Guaranteed refits and good maintenance practices can however prolong the lifespan of a warship.



Overall, the Paris Agreement of 2015 represents the most coherent path to reverse the harmful effect of climate change and limit global warming to 1.5°C by 2050

efficiency) in any warship. Ship manoeuvrability and performance carries greater priority than fuel efficiency for naval operations. Thus, there has to be a compromise between mission effectiveness requirement and energy efficiency. Most warship mission effectiveness analysis is modelled on 4 criteria of warfare area mission effectiveness, surge to theatre, operational presence, and vulnerability.

### **WARFARE AREA MISSION EFFECTIVENESS**

Warfare Area Mission Effectiveness is evaluated as the percentage of missions completed by any warship in 3-warfare scenarios of small boat interdiction, denial of access and missile defense. The ship performance parameters and capabilities considered are speed, acceleration, and ship turning.

### **SURGE TO THEATRE**

Surge to Theatre is evaluated in terms of the number of refuelling and the amount of fuel required to reach the theater of operations from a homeport at maximum surge speed of 25 knots (frigates). There are different surge speeds per design and class of ship.

### **OPERATIONAL PRESENCE**

Operational presence is evaluated as the time the ship variant can remain on station while conducting missions in theatre. This is measured by the endurance of the warship predominantly in energy efficiency terms.



## Vulnerability

Vulnerability is the probability of losing mission capability following damage from threat weapons. Armour requirements of warships are a key requirement for analysing vulnerability as part of mission effectiveness, often prioritized over energy efficiency requirements in warships. This is mainly due to the combat function and environment the warship is expected to operate.

Energy efficient improvement methods must take cognisance of the aforementioned peculiarities so navies can better contribute their quota in ensuring that the 2050 target is met. Overall, the Paris Agreement of 2015 represents the most coherent path to reverse the harmful effect of climate change and limit global warming to 1.5°C by 2050. Navies around the





The Nigerian Navy acquisition pattern in the recent past is embracing newer technologies that aligns with the provisions of the IMO guidelines for energy efficiency.

world offer huge potential in net GHG emissions reductions through energy efficient policies in warship acquisition and management. This is however difficult to achieve due to high-energy demand for several redundant systems on warships with large carbon footprint. Thus, nations must key into the global target and ensure that their navies have energy policies that are environmentally friendly, economically sound and mission capable.

The Nigerian Navy acquisition pattern in the recent past is embracing newer technologies that aligns with the provisions of the IMO guidelines for energy efficiency. Transition to the low sulphur fuel oil with a low sulphur content of 0.2 per cent for most Nigerian Navy ships is proof of the NN's contribution in the fight against climate change. Embracing low sulphur fuel is good, however, more deliberate attempts to incorporate energy saving measures on existing ships and ensuring that future naval acquisitions are energy efficient holds environmental and economic benefits.



# THE FALL OF AFGHANISTAN TO THE TALIBAN: ITS IMPLICATIONS FOR NIGERIA'S COUNTER TERRORISM EFFORTS

Lt Cdr Adetayo Adesokan  
additional content by Lt Cdr Zakari Tomu

The twenty-first century came with a new dimension of security challenges. Nations no longer go to war as was seen in the past, however non state actors became stronger to the extent of waging war against states. The activities of terrorist groups became emboldened and made headlines in the media. Terrorist organisations like Al-Qaeda in Afghanistan and Iraq sieged villages, towns and even regions in states.

These terrorist organisations most often get sympathy from both locals and international groups based on ideology and faith, exacerbated by massive corruption, negligence and bad governance. In Afghanistan for example, the Taliban are known for their strict and brutal medieval Islamic laws that have zero tolerance to women's rights. Despite this known fact, they still get sympathy from both locals and international organisations.

According to DOD Military Dictionary, Terrorism is defined as 'the unlawful use of violence or threat of violence, often motivated by religious, political, or other ideological beliefs, to instil fear and coerce individuals, governments or societies in pursuit of terrorist goals.' Terrorist organizations tend to instil fear as a means of

intimidating governments/citizens into a particular course of action. Conversely, counter terrorism is the political and military activities designed to prevent terrorism. The activities of terrorist groups like Boko Haram (BH) and ISWAP have continued to prevail despite efforts of the Nigerian Military and government to curb their menace. Some security experts are of the view that the collapse of Libya led to proliferation of arms in Africa which has enabled terrorists like BH/ISWAP to prosecute their terror war in Nigeria. While the Nigerian government is yet to curtail the menace of BH/ISWAP, Afghanistan fell into the hands of Taliban whom the world believed to be supporting the activities of terrorists especially with the cache of weapons and ammunition the US Military left behind in Afghanistan.





The purpose of this article therefore is to examine the implications of the Taliban taking over Afghanistan to Nigeria's counter terrorist efforts. The article will cover the overview of USA operations in Afghanistan, the nexus between terrorists in Afghanistan to Nigerian counter terrorist operation. Also, the article will discuss the implications of the fall of Afghanistan to Nigeria's counter terrorism efforts and way forward. It is assumed that the reading is familiar with the history of BH in Nigeria and the article will be limited to Nigeria's counter terrorist operations from 2011 to 2021.

### **BRIEF HISTORY OF AFGHANISTAN**

Afghanistan is a landlocked country located in Central South Asia, with Kabul as its capital. It is bordered by Pakistan to the East and South, Iran to the West, Turkmenistan and Uzbekistan to the North, and Tajikistan and China to the Northeast. The country has an estimated population of about 31.4 million people with a total land area of about 652,864 square kilometres. Afghanistan's land area is predominately mountainous with few plains in the north and southwest. The major ethnic groups in Afghanistan are the Pashtuns, Tajiks, Hazaras and Uzbeks.

Afghanistan has a long history of domination, foreign conquerors, and strife among internally warring factions. The country resisted the war from Alexander the Great, British incursion, Soviet Union and recently, the US and NATO 2-decade invasion that tumbled the Taliban's regime. In the early eighties, the Taliban took over the government in Afghanistan after a furious fight with the Russian Army. The Taliban's victory over the Russian army was believed to be with the help of the western countries, which provided the weapons needed to prosecute the war. Also, some Islamic extremists who believed the war was a holy war, migrated to Afghanistan to support the mujahideen to fight the Russians.



After the war, the Taliban made Afghanistan a safe-haven for terrorist groups like Al-Qaeda to breed and stage war to different parts of the world. This was evident after the infamous 9/11 attacks on the World Trade Centre in New York, acclaimed to be mastermind by Osama Bin Laden. The USA government believed that Osama was hiding in Afghanistan, hence they launched a war to disseminate the Taliban government and installed a democratic elected government. However, 20 years later, the Taliban came back stronger and took control of Afghanistan in 11 days. This incident is of concern to the world especially Nigeria where counter terrorist operations against BH have been ongoing for the past 10 years.

### **OVERVIEW OF US OPERATIONS IN AFGHANISTAN**

The War in Afghanistan (Operation Enduring Freedom) began on the 7th of Oct. 2001, in



The USA government believed that Osama was hiding in Afghanistan, hence they launched a war to disseminate the Taliban government and installed a democratic elected government. However, 20 years later, the Taliban came back stronger and took control of Afghanistan in 11 days.

response to the 9/11 terrorist attacks on the United States. Following the Soviet withdrawal from Afghanistan in 1989 and the fall of the Afghan Communist government in 1992, a protracted civil war raged on between the various factions of anti-Communist Afghan fighters, who called themselves the Mujahadeen. The war consisted of 3 phases, the first phase was the toppling of the Taliban, which was considered as an ultraconservative political and religious faction that ruled Afghanistan and provided sanctuary for al-Qaeda (2 months). The second phase, from 2002 until 2008, was marked by a US strategy of defeating the Taliban militarily and rebuilding core institutions of the Afghan state. The third phase was counterinsurgency. This phase began in 2008 and accelerated with the US decision to temporarily increase US troop presence in Afghanistan, in 2009.

The US force implemented a strategy to protect the population from Taliban attacks. The

strategy included a timetable for the withdrawal of the foreign forces from Afghanistan and the gradual handover of security responsibilities to the Afghan military and police. However, many of the Afghan military and police units taking over security duties were ill-prepared to hold off the Taliban. By the time the US and NATO combat mission formally ended in December 2014, the 13-year Afghanistan War had become the longest war ever fought by the US. In February 2020 the Trump administration and the Taliban signed the Doha Agreement, which provided for the withdrawal of all foreign forces from Afghanistan in return for the Taliban pledge to prevent al-Qaeda from operating in areas under Taliban control. Consequently, on the 30th of August, 2021 the US Armed Forces completed their withdrawal from Afghanistan. Thus, marking the end of the 20 years war in Afghanistan.

#### **NEXUS BETWEEN TERRORIST IN AFGHANISTAN TO NIGERIA COUNTER TERRORISM OPERATIONS**

To understand the series of connections between terrorists in Afghanistan and their Counter Terrorism Operations in Nigeria, there is the need to understand the origin of terrorists in both Afghanistan and Nigeria. Prior to the joint



US and British invasion of Afghanistan, the country had been engaged in over 2 decades of war. On 24 December 1979 the Soviets invaded Afghanistan, ostensibly to restore stability following a coup that brought to power a pair of Marxist-Leninist political groups (the People's - Khalq- Party and the Banner - Parcham- Party). However, the Soviet presence caused a nationwide rebellion by fighters, known as the mujahideen, who drew upon Islam as a uniting source of inspiration. These fighters won extensive covert backing from Pakistan, Saudi Arabia, and the United States and were joined in their fight by foreign volunteers (who soon formed a network, known as al-Qaeda to coordinate their efforts).

The guerrilla war against the Soviet forces led to their departure from Afghanistan in 1989. Consequently, the mujahideen ousted Afghanistan's Soviet-backed government and established a transitional government. However, the mujahideen were politically fragmented,

and in 1994, a conflict escalated which led to the emergence of the Taliban who seized Kabul in 1996. The Taliban instituted a severe interpretation of Islamic law (Sharia law). That same year Osama bin Laden was welcomed to Afghanistan and established al-Qaeda's headquarters there. With al-Qaeda's help, the Taliban won control of over 90 percent of Afghan territory in 2001. The planning and execution of the 9/11 attack on the US was coordinated by al-Qaeda from Afghanistan. In the Aftermath of the attacks, the administration of US president George W Bush demanded that the Taliban leader Mullah Mohammed Omar deliver to the US authorities all the leaders of al-Qaeda in Afghanistan. However, Omar refused which prompted US officials to begin the implementation of their strategy to oust the Taliban from Afghanistan, with the launch of operation Enduring Freedom on 7 October 2001. Considering the aforementioned, it can be deduced that though the Taliban is not a terrorist organisation but rather a Political Group with



extremist religious motivation, it is strongly affiliated with a terrorist group who share the same extremist religious ideology.

Some security analysts opine that the Taliban does not have many connections with terrorists' groups in Nigeria and West Africa beyond sharing and fighting for a similar ideology of enforcing pure Islamic rule. However, despite the Taliban in Afghanistan being a continent apart from Nigeria, wave from its activities have always shaken Jihadist enthusiasm in our clime. It would be recalled, in the late 1990's and 2000's, the Taliban's franchise, Yobe Taliban, preached the Jihadist brand of Salafi doctrine, created panic in communities. The group's use of the name "Taliban" was not accidental. It was imported from Afghanistan where its founder, Mohammed Ali, was indoctrinated with militant Jihadist doctrine, supposedly meant to purge, or purify Islam from North to South of the Earth. Like the Afghan Taliban, the Yobe Taliban operated with fury and violence from the



Though the Taliban is not a terrorist organisation but rather a Political Group with extremist religious motivation, it is strongly affiliated with a terrorist group who share the same extremist religious ideology.

Kanama desert to adjoining communities.

The Yobe Taliban were dislodged from Kanama by the police and subsequently migrated to Goza Hills in Borno State to practice its terror-filled brand of Islam. Thus, they ran afoul of the law and in 2003 attracted the wrath of the police. The sect was once again dislodged by the mobile police force and melted into the populace in Maiduguri, and took over Markas mosque where the late Muhammed Yusuf, founder of Boko Haram, was Imam. Many members of the Yobe Taliban were ferried from the Markas mosque in Maiduguri to Afghanistan in the aftermath of the 9/11 terror attack and the United States invasion of Afghanistan, purportedly not to only study, but to fight in the Afghan-Taliban War against the US and NATO. Not surprisingly, bomb makers trained in Afghanistan returned to make Improvised Explosive Devices (IEDs), which Boko Haram fighters utilised in 2009 when the sect declared Jihad against the Nigerian government. Given the historical link between Boko-Haram and the Taliban, it becomes more apparent that the Fall of Afghanistan to the Taliban has implications on counter-terrorism efforts in Nigeria.



## IMPLICATIONS OF THE FALL OF AFGHANISTAN TO NIGERIA'S COUNTER TERRORISM EFFORTS

The most obvious global implication of the fall of the Afghan government to the Taliban is that the situation emboldens other terrorist organisations, especially in developing countries, to try their luck to take over governments and establish Islamic caliphate in their regions. It could be recalled that in 1979, the takeover of Iran in an Islamic Revolution had the ripple effect of igniting Jihadist political parties and movements to replicate similar feat in their countries. This was also the goal of Boko-Haram, to pave the way for Jihadists to overrun the country and declare it an Islamic caliphate. Initially, Boko Haram was an Islamic sect that believed northern politics was seized by a group of corrupt, false Muslims. Thus, it waged war against them, and the Federal Republic of Nigeria generally, to create a pure Islamic state ruled by sharia law. Though the Boko Haram that held on strongly to this goal may have faded and

given way to the Islamic State of West African Province (ISWAP), there is the possibility of a new group gaining inspiration from the feat achieved by the Taliban in Afghanistan.

The fall of Afghanistan to the Taliban has the potential for a rise in recruitment of volunteer fighters for Boko Haram/ISWAP in Nigeria. The incident makes for good propaganda for Boko Haram/ISWAP who have ascribed the take-over to the divine intervention of God. Accordingly, they would continue to use the incident to give potential recruits the belief that their violent movement is the work of God. Already Nigerian youths have been lured into terrorism through apocalyptic sermons about heavenly rewards for

The US force implemented a strategy to protect the population from Taliban attacks. The strategy included a timetable for the withdrawal of the foreign forces from Afghanistan and the gradual handover of security responsibilities to the Afghan military and police. However, many of the Afghan military and police units taking over security duties were ill-prepared to hold off the Taliban.





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those who sacrifice their lives in the Jihadist battles. The Taliban have already provided a template for other Jihadists to sustain recruitment over a long period of time. Consequently, terrorists in Nigeria would continue to use similar rhetoric to lure youths into their fold, while also pointing to the success of the Taliban over the US and NATO as a sign of

divine endorsement. Hence the need for the Government to develop a strategy for debunking this misleading rhetoric that has sustained terrorism in Nigeria.

Importantly, the withdrawal of the US from Afghanistan has freed up more Jihadist fighters to support Jihadist groups in Africa. President Muhammadu Buhari attested to this in an article published in the Financial Times where he observed that "with the US departure from Afghanistan, Africa has become the frontline of the "global war on terror". Already, West Africa has been the target of ISIS over the past few years. Considering that Africa has less international presence and attention unlike the Middle East, there could be an unmitigated influx of foreign Jihadist fighters to Nigeria, in support of Boko Haram/ISWAP. Jihadist supporters from Afghanistan potentially offer experience gained from 20 years of fighting the US and NATO as well as arms and equipment left behind during the hasty withdrawal of US troops. This implies that soon Nigerian troops could be up against a better trained, equipped, and supported terror group than they currently face. Accordingly, there is the need for the Military to invest in the training of personnel and procurement of equipment to match the potential challenge. Additionally, there is the need for the Government to identify countries



and international organisations that could mitigate the influx of foreign supporters to Nigeria and the West African sub-region at large.

## WAY FORWARD

Over the years, it has become apparent that Nigeria's counter-terrorism efforts have been focused on the military aspects of counterterrorism. The fight against Boko-Haram has been regarded by the Federal Government and the citizens alike as a task for the Armed Forces of Nigeria (AFN) to solve. However, key enablers such as the ability to recruit, financing and international support for terrorists are beyond the competency or capability of the AFN. The US military's withdrawal from Afghanistan, despite its military superiority, attests to the fact that military efforts are inadequate to provide a lasting solution to terrorism. Where the Taliban was weak militarily against its adversary, they capitalized on religious ideology and the inability of the US backed Government to develop or influence the rural population of Afghanistan, to grow its ranks and regenerate. Hence Nigeria could learn from this and reinforce the supremacy of the Nigerian constitution and rule of law as well as engage in robust psychological warfare to counter narratives that support terrorist recruitment.

### **Reinforce the Supremacy of the Constitution and Rule of Law:**

An environment where religious laws and beliefs are seen to be equal to or supersede the federal and state laws and authority, is a suitable environment for the propagation of Jihadist ideology. Though Hisbah and its parent ideology Sharia Law has taken its roots in Nigeria's constitution, there is a need for the Federal Government to ensure that the supremacy of the federal and state laws is clear to all citizens. The duplication of Legal and policing systems with a strong religious connotation, raises questions on

the authority of the Government and its ability to dispense justice. When faced with the choice to honour laws believed to be established by mortals and laws set by the supreme, there is a stronger potential for the former to be undermined in favour of the latter. Therefore, the Federal Government and State Governments need to reinforce the supremacy of Federal and State laws and systems.

### **Engagement in Robust Psychological Warfare to Counter Narratives that Support Terrorist Recruitment:**

The Taliban successfully put out a narrative of the US as foreign invaders and the US-backed Afghan Government as corrupt. The US could not counter these narratives which resonated with people across the world. Therefore, the Taliban was able to grow its ranks and attract foreign fighters and support. Like the Taliban, BH and other terrorist groups in Nigeria have effectively employed the media and other means of communication to put forward narratives and





propaganda that has aided their recruitment and attracted foreign support. However, the AFN alone is not suited to undertake the scale of psychological warfare required to counter the narratives that support the terrorist recruitment. This is even more apparent with the rise of the Taliban to power in Afghanistan which is another arsenal in their recruitment propaganda toolkit. Accordingly, there is the need for the FGN to task relevant Agencies such as the NIA, DSS, DIA and Ministry of Information and Culture among others to engage in robust media and counter propaganda campaigns to counter the narratives that support terrorist recruitment.

#### **Aggressive Rural Economic Development Efforts:**

The Taliban was able to exist and remain highly influential in the rural areas of Afghanistan, despite the development in Kabul. Similarly, while some Nigerian capital cities may experience some development or economic opportunities, the case is distinctly different for



Accordingly, there is the need for the FGN to improve cooperation with countries and international agencies/organizations that have the means to monitor and intercept migrating fighters, arms and transfer of funds in support of terrorists.

the rural communities. Specifically in the rural areas of the northeast which are vast and "ungoverned". There have been claims that some communities in Borno and Yobe states fared better under ISWAP control and have thus provided support for them. This indicates that there is a socio-political problem, and if the rural economies are performing poorly with little or no social programmes to lift people from poverty, extremist preachers would always find a ready pool to recruit from. Accordingly, there is the need for the FGN to support rural development and social programs to keep the larger rural population positively engaged. The most effective weapon in combating insurgency is competent state-backed economic, healthcare, and education policies that do not make insurgency an attractive career choice for young men. Counterterrorism is as much an economic and socio-political issue than it is a defence problem.





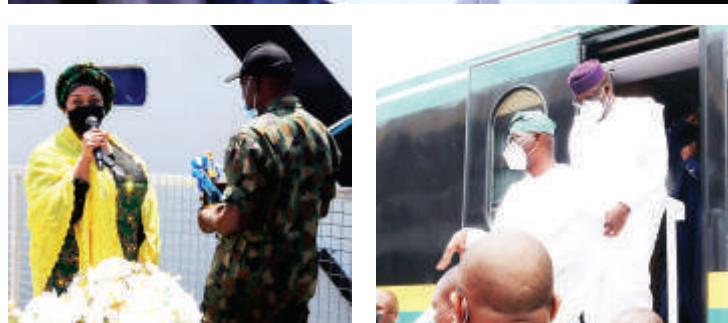
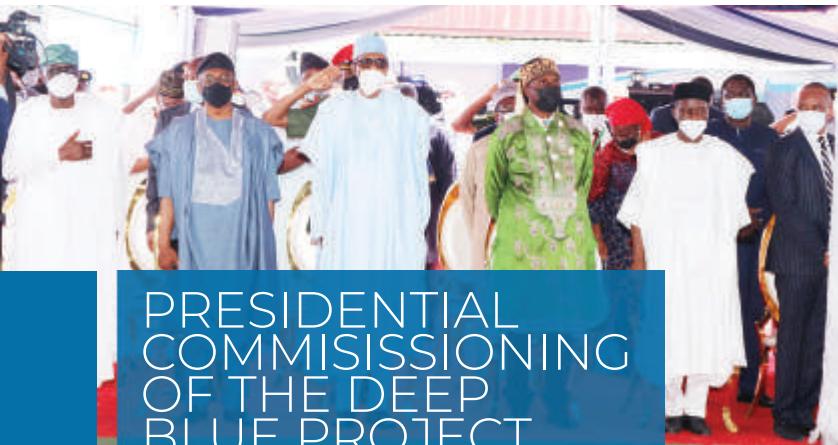
### **Improve International Cooperation to Mitigate Transfer Personnel, Arms and Financing of Terrorists in Nigeria:**

Considering the links between the Taliban and terrorists in Nigeria, there is a possibility that terrorists in Nigeria could receive support directly or indirectly. With the fighting concluded in Afghanistan, some fighters may look for new frontiers. Similarly, financiers and arms suppliers with similar ideology may shift their focus to terrorists in Nigeria. Accordingly, there is the need for the FGN to improve cooperation with countries and international agencies/organizations that have the means to monitor and intercept migrating fighters, arms and transfer of funds in support of terrorists.

In conclusion, the effects of the fall of Afghanistan will continue to be felt for many years to come particularly for countries plagued by insurgency and terrorism. The biggest effect remains that these terrorists will become emboldened, taking on established forces with the experience in Kabul being a motivating factor. Nigeria's situation is however unique and peculiar thus it would be impracticable to superimpose what works elsewhere on our experience. Notwithstanding, the lessons learnt

The most obvious global implication of the fall of the Afghan government to the Taliban is that the situation emboldens other terrorist organisations, especially in developing countries, to try their luck to take over governments and establish Islamic caliphate in their regions.

offers a glimpse into the future and helps when formulating more homegrown strategies to defeat insurgency and terrorism for good. All hands must be on deck to defeat these terrorist's destructive ideologies and guarantee peace in the affected areas on the back of cohesive strategies that are for purpose. Like always, Nigeria will win this war and terrorism will be a thing of history.



# OCCUPATIONAL RADIATION EXPOSURE:

## A GUIDE ON HOW TO PROTECT NAVAL OFFICERS FROM RADIOACTIVE POISONING.

The World Health Organisation (WHO) defines radiation as 'energy that travels in the form of waves or particles and is part of our everyday environment'. Radiation occurs frequently around us through the cosmic rays as well as some radioactive materials found in our environment.

Frequent exposure to these radiations during official duties poses serious health challenges to personnel. Humans are exposed to natural radiation elements such as food, water, and the environment as well as human-induced radiation such as electromagnetic waves daily (eg X Ray, radon, and gammon rays)

The atmosphere consists of radioactive waves which the nervous system has been programmed to manage effectively due to their level of impact on the human system. When these radioactive waves increase beyond the specified body mass index which ranges between 18.5 - 24.9, it begins to affect the nervous system and damages the DNA causing various health challenges to its victim. The effect of the radiation on the body depends on the amount of

radiation the victim is exposed to, the impact on the nervous system, the affected parts of the body, and how sensitive the body reacts to radioactive waves. A build-up of minor accumulated radioactive waves gradually leads to cancer over some time as excessive exposure to radioactive rays causes Acute Radiation Syndrome which can result in cancer in the body. These symptoms begin gradually with slight headaches before escalating into complicated issues.

Occupational radiation affecting personnel can be managed properly if the patient seeks urgent medical care. Before diagnosing the patient, caregivers should identify the amount of radiation absorbed by the body, likely symptoms experienced by the patient, and the type of radiation the patient was exposed to. This will



## NIGERIAN NAVY RESCUES 12 CREW OF A CAPSIZED VESSEL

Nigerian Navy Ship (NNS) BEECROFT rescued twelve crew of a capsized fishing vessel named LADY BARBARA belonging to SEABLESS Fishing Company Limited. The rescue was done sequel to a search and rescue Operation conducted after a distress call was put across to the Base. In response to the call, the patrol team of the Base in collaboration with some personnel of Nigerian Customs swung into action leading to the rescue of 12 out of the 13 crew onboard the vessel at the entrance to Lagos Harbour.

Narrating the unfortunate incident which took place in September 2021, the Commander NNS BEECROFT, Commodore Bashir Mohammed, confirmed that failure of the main engine of the fishing vessel and heavy waves led to the mishap. He added that the timely intervention of the Base was responsible for saving the lives of the crew.

The rescued crew was handed over to the representatives of SEABLESS Fishing Company Limited, Mr Affa Azeez, for proper medical treatment. Commodore Mohammed commended the search and rescue team of the Base and reassured Nigerians of the Chief of Naval Staff's commitment towards sustaining her constitutional roles which includes the safety and security of lives and property within Nigeria's Maritime environment.

serve as a guide to the type of treatment to be administered by the medical practitioner.

Naval Personnel can manage occupational variation through:

### **Seek medical checkups:**

A thorough medical checkup on radioactive waves' impact on the body will go a long way in reducing the impact of radiation on the body. When required to carry out a test requiring radiation, it is essential to ask if exposure to such radiations will further hurt the body system or request for a test with no radiation if possible.

### **Reduce electromagnetic variation from your cell phone:**

Scientists are yet to verify the impact of excessive exposure of the cell phone on the human body. It is advisable to reduce the time spent on our cell phones. Preferably use headsets and speakers to maintain a distance between the phone and your head.

### **Minimize exposure to radioactive waves:**

During official duties, try as much as possible to reduce radiation emergencies by locating a safer place or staying indoors.

### **Ask questions:**

No man is an island of knowledge. Asking questions from colleagues when you notice certain changes in your environment is not a bad idea at all. Surfing the web for more information when you don't feel comfortable is also necessary to keep safe.

Staying safe requires a deliberate effort by an individual. Occupational radiation exposure can be minimized if the aforementioned steps are taken into consideration.

# CELEBRATING SAMSUNG HEAVY INDUSTRIES' 10-YEAR RECORD-BREAKING ACHIEVEMENTS IN NIGERIA

Sunday Adeniyi

The entry of the global shipbuilding giant, Samsung Heavy Industries (SHI) of Korea into the Nigerian market in 2011 had marked a turning point in the history of the Nigerian oil and gas industry.

**S**amsung Heavy Industries Nigeria (SHIN), a shipbuilding and offshore company in Africa set up in August 2011, is a subsidiary of the leading global shipbuilding giant, reputed to be the largest shipbuilder globally and one of the "Big Three" shipbuilders in South Korea.

The Nigeria's oil and gas industry recorded a breakthrough when SHIN made an investment of over \$300 million dollars to construct Africa's first fabrication and integration yard for Floating Production Storage Offloading vessel (FPSO), known as SHI-MCI in Lagos to carry out the Nigeria's first in-country fabrication and integration of process modules for the Egina FPSO.

SHI-MCI is SHIN's majority-owned subsidiary, which operates Africa's most advanced fabrication and integration yard in Lagos. Before the establishment of the yard, all the previous FPSOs deployed in the Nigerian oil and gas sector



THE BEECROFT CRADLE



were fabricated and integrated outside the shores of Nigeria.

This had led to loss of billions of dollars in capital flight and loss of employment opportunities as Nigerian companies and facilities were denied the opportunity to execute projects.

With its entry into the Nigerian market, Samsung Heavy Industries Nigeria Limited has since changed the game with the first ever fabrication and integration of the Egina FPSO in Nigeria.

The project provided opportunities for job creation and skills acquisition for Nigerians. It also saved Nigeria the huge capital flight as most of the jobs were domiciled in the country for local

companies and facilities.

As Nigeria's first world-class fabrication and integration yard equipped with the latest technology, tooling and production process management, SHI-MCI will continue to deliver world's largest-scale projects and channel 'massive revenue' into Africa.

This state-of-the-art yard also has the strongest quay wall in Africa, stretching over 502 metres, berthing water depth of 12.5 metres. It is also the first ISO 29001 and ISO 9001 certified yard in Africa, which ensures that the highest quality of work on the continent can be completed to global standards.

## SHIN's CONTRIBUTIONS TO THE NIGERIAN CONTENT DEVELOPMENT

SHIN has also set a record on Nigerian Content development with its unprecedented development of local manpower and local facilities that can execute complex projects and also compete anywhere in the world.

For the Egina project, over 2,500 Nigerians were employed directly by SHIN. This project included more than 560,000 man-hours of training provided to Nigerians who never had training in the shipbuilding or welding industries. SHIN also established a Welding Training Qualification Centre at SHI-MCI to train over 600 Nigerians, among which 104 Nigerians have received their international welding certification.

In total, over 9.7million man-hours of labor was carried out on Nigerian soil and the Egina represents an economic contribution of \$1.6 billion. SHIN had indeed broken many records in

the Nigerian oil and gas industry by delivering world's biggest FPSO vessel, Egina for the first time in Nigerian History.

The successful delivery of Egina FPSO had indeed transformed Nigeria into FPSO construction hub, as attested by Engr. Simbi Wabote, the Executive Secretary of NCDMB.

SHIN's journey in Africa doesn't end with a single FPSO. The SHI-MCI yard in Lagos is the start of the journey in Africa, and it is a journey that will deliver jobs, opportunities and economic prosperity for the country.

In August 2021, SHIN also recorded another feat as it announced the berthing of the 'Pacific Ruby', an international vessel at the SHI-MCI yard in Lagos as its first project since the successful completion of the Egina project.

The SHI-MCI yard will open a gateway for Nigeria to attract international projects in the future and will prove to the world that Nigeria is not only rich in its natural resources but has also become a major construction hub for the oil and gas industry in Nigeria.

**The SHI-MCI yard in Lagos is the start of the journey in Africa, and it is a journey that will deliver jobs, opportunities and economic prosperity for the country.**



## GIVING BACK TO THE SOCIETY THROUGH CSR

SHIN recently earned 'Award of Merit' from the Tertiary Education Trust Fund (TETFund) for being an exemplary corporation that makes submission of education taxes in Nigeria. SHIN has also maintained a track record of consistently giving back to Nigerians over the past 10 years as part of its Corporate Social Responsibility (CSR).

For instance, SHIN had secured 5,000 COVID-19 test kits from the South Korea Government to help the Nigerian government tackle and mitigate the impact of the COVID-19 pandemic and had also made generous donations of 496 bags of rice and 12,000 reusable facemasks to Lagos, Bayelsa, Kano and Plateau States in the country to boost the fight against the pandemic. SHIN had also been sponsoring the eye surgeries of Nigerians on a yearly basis since 2015 through the yearly Eye Camp to give free cataract surgeries to Nigerians who cannot afford the treatment.

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Since it started the programme, SHIN has sponsored the eye surgeries of 572 Nigerian patients, 1,593 outpatients and has also donated glasses to 99 patients.

The company had also donated electrical equipment, clothing and other relief materials to the victims of herdsmen and Boko Haram insurgents' attacks in Jos, Plateau State.

## GOODWILL MESSAGE

On behalf of Samsung Heavy Industries Nigeria (SHIN) and SHI-MCI FZE, I wish to wholeheartedly congratulate The Chief of Naval Staff, Vice Admiral Awwal Zubairu Gambo, The Commander, Nigerian Navy Ship Becroft, and the entire Editorial Board and Management of the Cradle Magazine on the publication of this year's edition of the Cradle Magazine.

We believe a communicative tool such as the Cradle Magazine published by NNS BECROFT, is of great importance first to the entire Nigerian Military, the Maritime Industry, the Oil and Gas Industry and the entire nation. We like to seize this opportunity to congratulate the Nigerian Navy for its efforts in looking inward for local construction of its tugboats, other boats of seaward defence class and other ongoing similar local construction efforts at various stages.

We are most encouraged by these simple acts of patriotism and efforts in boosting local content which is the hall mark and commitment of Samsung Heavy Industries Nigeria Limited to Nigeria (SHIN) as a whole.

Recognizing Nigeria's limitless potentials, Samsung Heavy Industries set its foot in Nigeria in 2011, followed by its huge private investment of approximately \$300million to build the SHI-MCI yard, a set of world-class fabrication and integration facilities in Lagos. This facility is the first of its kind in Sub-Saharan Africa, equipped with the latest technology and innovative production techniques, executed to the same high standard as our parent company in South Korea.

By constructing in-country fabrication and integration facility, Samsung was able to deliver

the world's biggest FPSO vessel, Egina for the first time in Nigeria Oil and Gas history. Through the Egina FPSO project, Samsung has also demonstrated that through real investment and rigorous training under health, safety and environmental policy, local fabrication and integration works can take place in Nigeria at world-class level.

Nigeria can now stand tall in the world, as it is now home to a world-class fabrication yard and the Nigerian workers have delivered Egina, a flagship





offshore project which produces close to 10% of Nigeria's total oil production.

Moreover, we have proved that Nigeria's local content rules work. They are not an obstacle to overcome: they are a platform from which to deliver shared economic success for ordinary Nigerians, for the country as a whole, and for international companies who believe in the potential of this incredible nation. SHIN will continue to work closely together with the Federal Government to achieve a future of extraordinary growth and opportunity. A future which builds capacity and capabilities within local companies and the local workforce. A future where the combination of Korean efficiency and expertise, fused with Nigerian talent and passion, presents limitless possibilities.

On this note I commend the publication of this edition of the Cradle Magazine and believe this edition will extend its reportage to the local content developmental strides of the Navy towards enhancing its operational efficiency.

We will be looking forward to another edition which we believe will feature the outstanding feats by corporate organisations in the maritime and offshore oil and gas industry and their contributions to the Nigerian economy and people.

*Jejin Jeon*

MANAGING DIRECTOR  
SAMSUNG HEAVY INDUSTRIES  
NIGERIA

THE BEECROFT CRADLE

## CELEBRATING SAMSUNG HEAVY INDUSTRIES' 10-YEAR RECORD-BREAKING ACHIEVEMENTS IN NIGERIA

### CHALLENGES

The past 10 years has not been a bed of roses for SHIN as the company is not insulated from the challenges in the Nigerian operating environment.

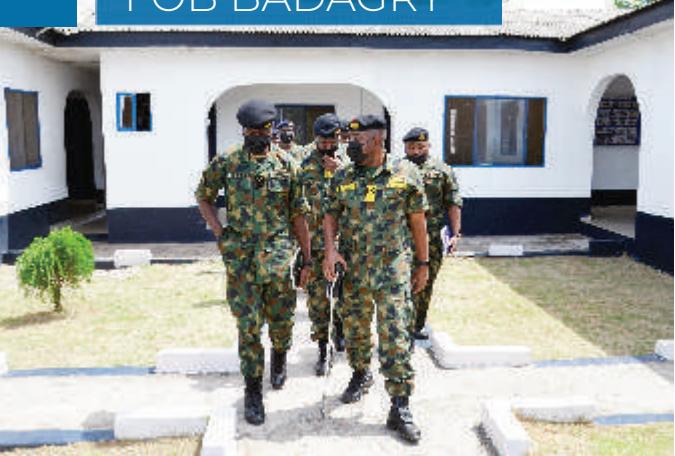
Despite the challenges facing its operations, SHIN has remained undaunted due to its faith in Nigeria and its long-term commitment to the country.

In view of the peculiar challenges facing SHIN in its operational base in Lagos, which has become protracted, the company needs urgent support from the Federal Government agencies in the area of obtaining operating licence to boost its contributions to the Nigerian economy.

A reputable and committed investor like the SHIN needs continued support from the Nigerian National Petroleum Corporation (NNPC), Nigerian Content Development and Monitoring Board (NCDMB), Department of Petroleum Resources (DPR), Nigerian Ports Authority (NPA), Nigeria Export Processing Zones Authority (NEPZA), Nigeria Customs Service (NCS), and Nigerian Immigration Service (NIS) and other agencies of the Federal Government.



COMMANDER'S  
FAMILIARIZATION VISIT  
FOB BADAGRY





# EFFECTIVE ANGER MANAGEMENT

Lt Cdr Ademola Oriyomi

Emotions are part of human physiology. According to science, there are 6 basic human emotions and these include happiness, sadness, disgust, fear, surprise and anger. Though anger is normal, it is a powerful and complex emotion triggered by feelings of threat to our physical or mental wellbeing. Ralph Waldo Emerson said “for every minute you remain angry, you give up 60 seconds of peace of mind”.

Therefore, releasing the pressure of anger that builds inside us is essential to our wellbeing as humans. But, if anger is not dealt with in a healthy way, it can have a destructive effect on our lives, relationships and mental well being. For instance, in 2017 Maryam Sanda, killed her husband, Bilyaminu Bello out of anger over suspicion of infidelity by the victim in Abuja. This story and many more, highlights the negative and destructive effects of unchecked anger in an individual.

## UNDERSTANDING CAUSES OF ANGER

The causes of anger are best understood by the understanding of the concept of anger. Anger is conceptualized as a tree arising from the roots of either fear or pain or combination of both. The idea of fear includes not just fear of something physical, but also psychological fear. For

Anger can be defined as a strong feeling of annoyance, displeasure or hostility. The need for personnel to exercise control over the emotion of anger necessitated this talk. Therefore, the purpose of this article is to outline the importance of understanding anger towards effective anger management.

example, fear of losing face, fear of loss of esteem or regard, fear of being laughed at and fear of being abandoned are triggers for anger. Additionally, pain is also more than just physical but includes emotional and psychological pain. Feeling pain from someone's words or actions,



the pain of loss of regard and feeling pain because of life's unfairness can trigger anger in a person. Therefore, the anger of a personnel being called names may have its roots in fear of shame or pain over a superior's unkindness, or combination of both. Consequently, it is imperative for military personnel in the AFN to understand what could trigger anger in subordinates in order to avoid untoward situations.

To better understand the underlying causes of anger, it will be helpful to situate it to experiences

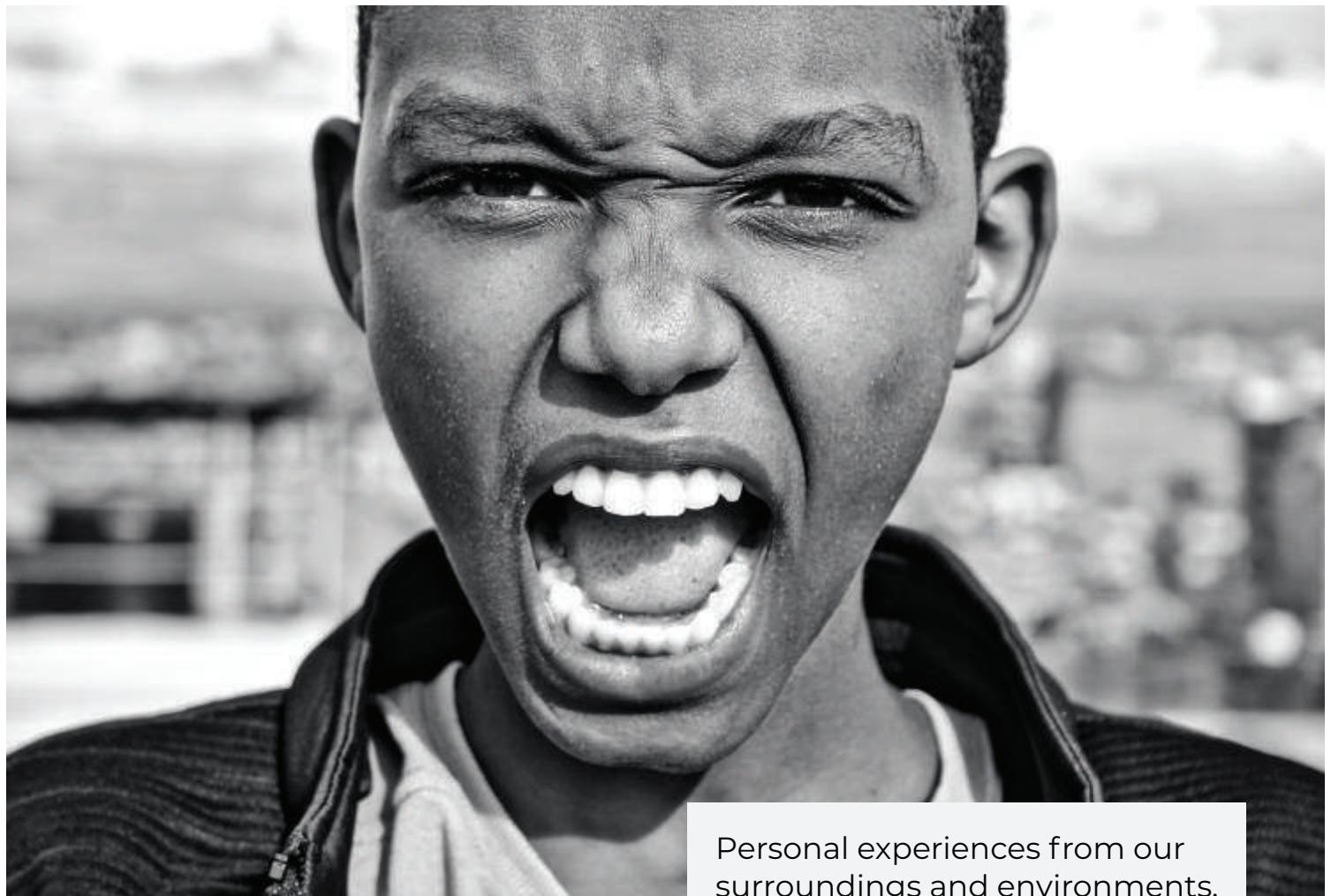
that influence anger. These include surroundings or environment, personal health issues, attitudes and expectations which are discussed subsequently

#### **Surroundings or Environment**

The physical location or situation we find ourselves as personnel can influence angry feelings in us. For instance, being stuck in a traffic or long queue, or bumped around in a crowded area could create frustrations and set off anger easily. But, most times we don't pay attention to these things in the background which usually set the stage for anger. Thus, it is important for personnel to pay attention to things in our environment that creates annoyance in us. This would help us in dealing with anger in a healthy manner.

#### **Personal Health Issues**

Personal health issues can trigger angry reactions. A personnel could become short-tempered when he/she is not feeling well, fatigued, or experiencing chronic pain and conditions. Furthermore, lack of adequate sleep, depression, stress and tension can also contribute to angry responses from personnel. Therefore, taking care of our health would go a long way in assisting us to effectively manage our anger issues.



### **Attitudes and Expectations**

Attitudes and expectations are perhaps the biggest factors that fuel and sustain anger. This is because most times we expect things to always be predictable, just, fair and honest, however, that is not always the case. Thus, anger becomes the result when the way we think or expectation clashes with the real world scenarios. For example, a personnel could become angry if a request for Pass was not granted by his/her superior or Service. A case in point is that of a soldier who killed his superior officer in

Personal experiences from our surroundings and environments, personal mental health issues, personal attitudes and expectations from the Military Service could trigger anger in personnel.

Maiduguri over the latter's refusal to grant him Pass. Therefore, it is imperative for personnel to be flexible in matching expectations with realities as a way of effective anger management.

## **TIPS FOR EFFECTIVE ANGER MANAGEMENT**

The emotion of anger is not always a negative feeling, it can be a positive outlet which could be embraced to bring about a positive change. Some tips for effective anger management are discussed subsequently.

### **Recognise Your Anger Warning Signs**

Physical clues such as rapid heartbeat, clenching your jaw or fist, and muscle tension can be clues to escalating anger. Pacing up and down and knots in the stomach could be an early warning.

These physical signals, in combination with anger-feeding thoughts and expectations, are pointers for us to calm down or walk away from a developing situation or scenario.

### **Buy Time**

Buying time involves giving time for rational thinking when feeling angry. All we need to do is pause for a moment, think about what is making us angry and think about the consequences. Thomas Jefferson said "when angry, count to 10



Identify people and situations that affect us, take control of your environment and avoid unnecessary aggravation.

before you speak. If very angry, count to one hundred". Delaying our reaction can make all the difference in resolving the situation calmly and constructively.

### **Avoid people, places and situations that bring out your worst**

Situations, people and places could trigger anger. So, we must identify such people and situations that affect us, take control of our environment and avoid unnecessary aggravation. We must look at our routines, activities, people, places, or situations that trigger irritable or angry feelings in us. For instance, personnel who get into fights every time they are out with a certain group of friends and colleagues need to avoid such. Such personnel must consider ways to avoid these triggers if they want to effectively keep their anger in check.

### **Protect Your Mental Health**

Protecting our mental health is an effective way to manage anger as personnel. This is because stress can make one lose his or her temper. The ways to protect our mental health are to keep physically active, eat a balanced diet, and drink responsibly if you must. Other ways are taking time to relax and enjoy yourself, accept who you are, do something you are good at and finally care for others.

In sum, getting angry is a normal human trait. Allowing the anger however, to degenerate to a dangerous level of probably physical assault is an abnormal situation. AFN personnel by virtue of their profession of bearing arms are the most vulnerable to anger. Fear and pain are at the

roots of anger in most people. A personnel may become angry from the pain associated with anxiety, shame, powerlessness, or disrespect shown to him which could result in negative consequences. Thus, understanding the triggers of anger is a necessary step towards effective anger management by military personnel.

Personal experiences from our surroundings and environments, mental health issues, attitudes and expectations from the Military Service could trigger anger in personnel. However, personnel must understand that realities and personal expectations are not usually at par with each other, especially in the Services. To effectively manage anger, military personnel must recognize their anger triggers, and avoid people and situations that bring out the worst in them. Protecting our personal mental health as military personnel is also another effective anger management technique. This could be done by eating a balanced diet and keeping physically active.



# BRAIN DRAIN IN NIGERIA

Lt Cdr OE Ehimosan

Saner climes have astutely established some programmes with the ultimate aim to scout for the best brains across the globe and lure them to their domains. These programmes come in the form of refugee programmes, visa lotteries, skilled migrant visas, international exchange programmes, fellowships, scholarships and the likes with Africans being among the greatest beneficiaries.

Unlike the Trans-Atlantic and Trans-Sahara slave trade of the 16th to 19th century that involved the forceful shipment of abled-bodied African people to Europe, Middle east and America to engage in slave labour, this advance form of slave trade takes the form of brain drain.

For clarity purposes, the term brain drain is a slang suggesting substantial emigration of skilled people out of a country. The availability of better professional job opportunities in other countries, a crippled economy within the nation, coupled with the desire to seek better education and higher standard of living, insecurity, human rights violations and high unemployment rates are just a few of the reasons people emigrate out of their countries to greener pastures. Sadly, Africa still remains one of the greatest causalities of this advanced form of slave trade.



Over the years, Africa has been robbed of her best brains and abled-bodied people who despairingly migrate out of the continent in droves to saner climes to search for better opportunities. The IMF's World Economic Outlook of 2017 reported an increasing number of African migrants in the OECD countries. Moreover, studies show that Africa loses about \$2bn annually due to professionals and executives migrating to countries such as the United States of America, Britain, Australia, and Canada.

While Africa is remarkably losing from brain drain, the host countries for emigrating Africans notably benefit from such trained experts. This scenario has continued to have a debilitating effect on the growth and socio-economic development of the continent. To be sure, the predominance of athletes of Nigerian descent who represented other countries in the just concluded Tokyo 2020 Olympic tournament was



Over the years, Africa has been robbed of her best brains and abled-bodied people who despairingly migrate out of the continent in droves to saner climes to search for better opportunities.

revealing. The recent airlifting of an indigenous drone maker out of Nigeria to start a new career in Finland and the viral video of officials from the ministry of health of Saudi Arabia conducting recruitment for the striking Nigerian resident doctors in Abuja, are some of such handy instances. The most heart wrenching among the instances is that of the resident doctors in Nigerian public hospitals who have been on an indefinite strike since August 2, 2021 over grievances that border on delayed payment of salaries and allowances, with the end not in view.

As important as the role of these doctors is to the health and well-being of Nigerians, one would have expected a speedy resolution of the bone of contention by the Federal Government. This is never the case, alas Saudi Arabia, a country that values excellence instantly seized the opportunity and began to recruit and ship these doctors to their abode. As this scornful news filtered through the social media, many

Nigerians watched in incredulity. Certainly, this must have served as an embarrassment to the powers that be. Consequently, the DSS was alleged to have invaded the venue of the recruitment and dispersed recruiters and doctors –ban which was later on refuted by the DSS publicly. The million dollar question is: Who else could have embarked on that face-saving mission, maneuvering the tight security framework and protocols in that hotel to disperse persons carrying out their legitimate activities? Undoubtedly, those that carried out that mission were commoners; they must have acted on orders from above. The entire mission might have been a well-thought-out scheme.

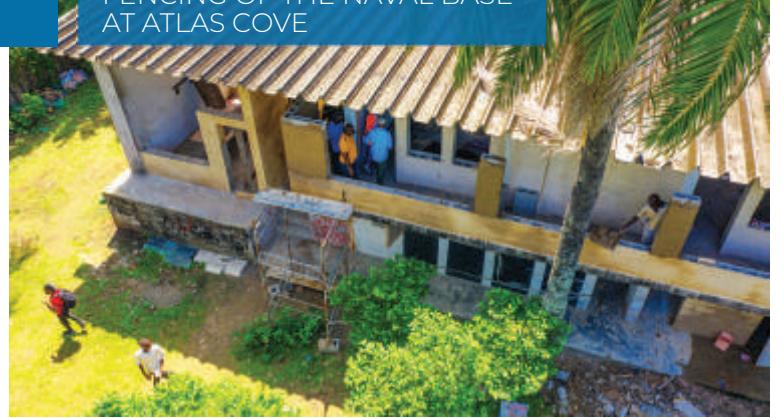
Data obtained from the General Medical Council of Britain highlighted that about 4,528 Nigerian-trained doctors have registered with the council in order to obtain a license to practice in the UK. In Saudi Arabia and the US, on the other hand, the story is also the same. A lot of Nigeria-trained doctors and other experts abound there.

Thus, the adoption of kinetic approaches such as primitive invasion of the recruitment center and dispersing the recruiters and doctors is not an ideal way to end the devastating menace of brain drain in the nation, especially in the health sector. These doctors will definitely find an alternative means to escape the shores of the country unless something drastic is done urgently.

That being said, the onus is on the authorities, and of course other African leaders, to holistically address the root causes of the existential brain drain. Now is the time to act fast before it gets too late.



**COMMANDER  
NNS BEECROFT'S  
INSPECTION OF THE ONGOING  
RECONSTRUCTION OF NNS  
BEECROFT'S HOUSE AND  
FENCING OF THE NAVAL BASE  
AT ATLAS COVE**





# Depression

## how much do you know about it?

Mrs R.O. Odom

Sadness, feeling down and having a loss of interest or pleasure in daily activities are familiar feelings for almost everyone. But if these issues persist and affect our lives substantially, they may lead to depression.

**D**epression is a leading cause of disability worldwide. According to the World Health Organization (WHO), it can affect adults, adolescents and children.

To better understand depression, the common myths about depression and facts are stated below

#### **Myth 1:**

**“Depression is not real. It's something in your head. It's being lazy”.**

Fact: Depression is a disease of the brain. Experts believe that certain chemicals go out of balance to cause the disease. Not one thing causes this. Many things including your genes, stressful events, illness and medicines can cause the imbalance.

#### **Myth 2:**

**“Depression always gets better by itself. Treatment doesn't really work. You usually can wait it out”.**

Fact: A few people get over depression on their own, but most people need treatment. Most people with depression can be treated and they return to their work and home routines. Without

treatment, depression can last for months or even years.

#### **Myth 3:**

**“Children cannot be depressed.”**

Fact: The most common myth of them all. Depression can develop in any age group, ethnic groups, economics groups and gender. In fact, depression can be a key determinant on a child's performance.

#### **Myth 4:**

**“Depression only happens if something bad happens to you” for example you only get it after a bad divorce or loss of job etc.**

Fact: Depression may start after something has happened but other things also may trigger it such as medicines, hormone problems, childbirth, using alcohol and drugs, all can trigger depression. Sometimes it happens for no clear reason.

#### **Myth 5:**

**“If you cannot get over depression, you're weak.”**

Fact: Depression is a disease; it is a problem with your brain chemistry not your character. You



cannot force yourself to get over it any more than you can make asthma or heart attack go away.

#### **Myths 6:**

**“Only people who are very depressed or think about suicide need medicine”.**

Fact: Many people with depression are helped by medicine. Medicine can improve or get rid of the symptoms of depression.

In all, be sure to have someone to talk to. Depression is as real as it gets. Look for a way to

bring out the happiness in you, and if you cannot, please seek help. Remember you are in charge of your happiness and it should change your attitude towards life. Finally, do not look for perfection in everything you do in life, rather wear a smile always and give it time.

*Mrs R.O. Odom, is a teacher in Nigerian Navy Primary School, Okokomaiko, Lagos.*



# MENTAL HEALTH AWARENESS: THINGS YOU SHOULD KNOW

Lt Elizabeth Ephraim

In a world where bizarre things are happening - killings, kidnappings, rapes, heart breaks and many more, it is important that we protect our mental health. Narrowing it down to the military profession, there is no gainsaying that it entails a huge sacrifice from personnel of the armed forces as it necessitates working round the clock with little or no relaxation time.

The culture of selflessness defines the personnel of the armed forces hence the reason they work indefatigably without recourse to their mental health. Recently one of the housemates in the ongoing big brother series titled "Shine ya eye" was withdrawn from the game on speculation of mental health grounds. This goes to show how germane mental health is. Sadly, this topic - mental health, is underrated.

Mental health is a state of well-being in which the individual realizes his or her own abilities, can

cope with the normal stresses of life, can work productively and is able to make a contribution to his or her community. It includes our emotional, psychological, and social well-being. It affects how we think, feel, and act. It also helps determine how we manage stress, relate to others, and make choices. Mental health is not static; it changes over time depending on many factors. Some of these factors that influence mental health include: levels of personal and workplace stress, lifestyle and health behaviours, exposure to trauma or abuse and genetics. When the demands placed on any individual

exceed their resources and coping abilities, their mental health will be negatively affected. Economic hardship, unemployment, underemployment and poverty also have the potential to undermine mental health. Mental health awareness is important as anyone can be affected at every stage of life, from childhood and adolescence through adulthood.

Mental health problems are common but help is available. People with mental health problems can get better and many recover completely. Some signs to look out for if you suspect mental health problems are; Eating or sleeping too much or too little, pulling away from people and usual activities, having low or no energy, feeling numb or like nothing matters and having unexplained aches and pains. Other signs are; feeling helpless or hopeless, feeling unusually confused, forgetful, on edge, angry, worried, or scared and yelling or fighting with family and friends. Experiencing severe mood swings that cause problems in relationships, having persistent thoughts and memories you can't get out of your head, hearing voices or believing things that are not true and thinking of harming yourself or others are more signs of mental health problems.

Some helpful tips on handling one's mental health are;

#### **Seek professional help when necessary:**

Unfortunately, in this climate, a lot of us consider consulting the services of a therapist as being wasteful or extravagant. As a matter of fact, we have so much going for us which could have a toll on our mental health. So, if getting professional assistance is what is required, do not hesitate.

#### **Engage in activities of interest:**

If you are a sucker for playing football, devote time to this. It could be an hour on a Saturday or even after the close of work. If cooking gladdens

you, make time to cook. Sometimes take a brisk walk if that soothes you. You could even go hiking, painting, swimming and visiting fun places with your friends. The most important thing is identifying what you like doing and getting rolling.

#### **Take your leave when due except there is a ban on leave due to service exigencies:**

Fortunately, the military does not monetize leave which could be a bait for people not to go on leave. Since that is the case, it is expedient that from time to time, apply for your leave and take some time to get enough sleep so as to rejuvenate. While at it, you could learn a new skill, a new game and above all it offers you the opportunity to bond with your family.

#### **Have a community of go-to friends and family:**

What this entails is that you should have a number of family and friends you can confide in when you need to vent and feel alright. It is okay to share your burdens and not bear them alone. Move away from anything or anyone that affects your peace of mind. Always be in the company of people that will make you cheerful. If a thing or person will not add value to you then flee.

#### **Stay positive:**

Undoubtedly, situations can make us pessimistic about life and make us hopeless. While that might be your reality, please by all means, stay positive and speak words of affirmation. Eventually, consistency in positivity will become your reality.

Conclusively, your mental health is important. It is the totality of your being so do whatever you can to protect your mental health. Also understand that mental health is not static hence from time to time, do a check on yourself. When you notice some of these signs, seek help from a professional in the interim and practice some of the tips shared above.

# WORK-LIFE BALANCE

## BALANCING FAMILY LIFE WITH MILITARY DEPLOYMENTS

Cdr Abiodun Folorunsho

*"The military is my husband's mistress and sometimes that lady gets all of the attention."*

- Anonymous

Depending on an officer's career path, the constant need to balance work and life is a continuous struggle. One can never plan enough or even too much as most of the variables are beyond the officer's control. Therefore, an average military officer is faced with 2 contending issues which he must continuously balance.

**T**he need to be dedicated at work, show presence and effectively discharge his duties on one hand and the need to fulfil his duties as a father, husband or fiancé in the little time left after serving the country.

Overtime, the need for military personnel to strike a balance between work and family is now more pronounced with militaries around the world paying more attention to the issue of family separation. The spike in emotional health challenges means it is no longer an individual phenomenon but a social issue that requires

innovative policy options. This opinion piece focuses more on the officer cadre due to the peculiar nature of their deployment.

In the past, a significant number of military wives were either housewives or career civil servants. Now the reverse is the case with more and more women taking on career jobs in the private sector which are quite demanding.

Presently, military postings in Nigeria are based on necessity such that it is difficult to predict where next the personnel will be posted. In the



However, policies in themselves are not enough, field commanders would have to implement them for the system to benefit. Commanders can ensure everyone benefits without affecting operational efficiency.

In Nigerian Navy, the appointment cycle is between shore and ashore with each lasting 18 months and 2 years respectively. The paucity of billets sometimes make it difficult for an officer to complete this cycle on a particular rank. Conversely the unique skill set needed for a particular appointment means certain officers with these skill sets would stay long on these postings. These factors combine to ensure that more and more officers stay longer periods away from their families. For instance, it is not uncommon to see an officer who has been away from his family for upwards of 9 years.

Insisting that an officer remains with his family sometimes comes at a cost. It could stunt an officer's growth particularly if he becomes undeployable having not gained sufficient spread in his appointment cycle. Equally, moving the family around could affect the stability of the homefront especially in the kids' education. In the past, this was possible due to the homogenous nature of available schools. Now, public schools have regressed such that parents with the means keep their wards in private schools.

There is a direct correlation between family separation and stress. Keeping families apart affects the officer's ability to perform his work well and when separation is not properly managed, could lead to divorce or improperly trained children. A number of officers are struggling with this. For instance, a junior officer resigned his commission in 2015, as he could no longer withstand the long absence from his family.

Officers cannot all resign their commission or seek divorce in a bid to solve this situation; hence the need to proffer useful tips that can help mitigate the challenge. It is pertinent to state that this phenomenon is not peculiar to the NN as most militaries around the world are also



addressing this unique challenge. Some suggested tips are as follows:

#### **NN could come up with a policy to address Family Separation for officers**

Naval authorities have shown a lot of appetite to address this challenge. Only recently, the mother base concept was adopted to allow ratings to move around where they have their families. This, if properly implemented, would go a long way to ameliorate family separation since the rating is still in the area where his family resides. It is more difficult to replicate this concept in the officer cadre due to the unique skill set needed to hold several offices that are key to the efficient management of naval administration and operations. Nonetheless, NHQ could intervene and ensure that the maximum period an officer



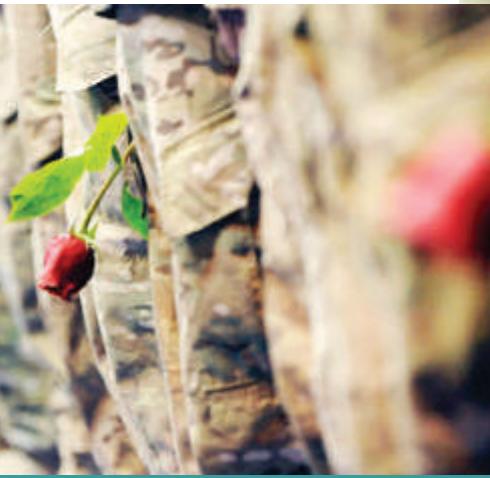
Naval authorities have shown a lot of appetite to address this challenge. Only recently, the mother base concept was adopted to allow ratings to move around where they have their families.

is deployed away from his family is 4 years. In instances where the officer cannot be immediately deployed due to service exigencies then he can be compensated and kept longer with his family when he is eventually granted that privilege. These measures should not affect the officer's promotion prospects particularly if care is taken to ensure that the appointment cycle is adhered to. Consequently, an officer's permanent residence could be one of the criteria used by the NAVSEC branch for officer's

deployment. This should only be in instances where it is possible.

**Naval commanders should imbibe a family centric approach to managing men**

This is no criticism as virtually all Commanders are taking steps to ease the stress of family separation on their men. Interestingly, officers of my generation can no longer complain as we are also in positions where we can make little differences. There is a firm policy on leave for men in place. However, policies in themselves are not enough, field commanders would have to implement them for the system to benefit. Commanders can ensure everyone benefits without affecting operational efficiency. Thus, innovative ways would have to be created so the unit does not suffer when key personnel are away



The points muted above will not solve all the problems as it is difficult to accommodate the need to keep families together when faced with service exigencies. Notwithstanding, it is pertinent to continue to innovative ways to prevent family separation while discharging our duties to our nation, Nigeria.

on leave. Similarly, Commanders can promote activities that involve the whole family. Family dinners, run ashore, picnics, boat rides etc would help strengthen bonds and give military families a sense of belonging. That way they will stop antagonising the system but begin to take ownership. Other area Commanders can intervene for good effect in ensuring that unit accommodations are family friendly so officers can bring their families during the school holidays.

#### **Military Officers can be creative**

Yes officers who bear the brunt must seek creative ways of circumnavigating this challenge and limiting the ill effects of family separation. Headquarters may promulgate every policy possible, the Commander may be very understanding and deployments will make it impossible to be together. A retired Admiral once admonished a group of officers, imploring them to recognise the importance of the family in their careers. One practical solution he suggested was to move the family to their duty station anytime the children are on holiday. This was the Admiral's way of confronting the issue such that



even now that the children are grown, they still fly from all over the world to keep the tradition going. This might look a little challenging for wives that are gainfully employed, however, that can be mitigated with proper planning with the wife's organisation. Similarly, officers could take advantage of the leave routine already in the service so they spend quality time with their families.

#### **Military wives as solution providers**

In some countries, officer's wives attend staff courses with their spouses. They are trained to better understand the rigours of the jobs their husbands are undertaking. Specifically, they were trained to help the officer fashion out smart solutions to their individual problems and help him climb through the ranks easily. The curriculum is richer than I have highlighted but the crux of my point is that the wife is seen as an asset for an officer's career management. In the absence of any institutionalised programme for military wives, NOWA could help fill this gap through seminars, symposiums; workshops etc to help spouses better manage the homefront when personnel are on long deployments. Similarly, NOWA could take up the role of institutional mentors and provide psychosocial support to military wives. Finally, NOWA members are wives to people that make policies and could advocate for institution wide policies that limit family separation.

Cdr Folorunsho is presently the Manager Production at the Naval Dockyard Limited, Lagos



# 5 adventurous places TO VISIT IN NIGERIA

After a very intense year filled with lots of national assignments that often come with so many missions that can be draining and exhausting, it is advisable to take time off to cool the steam and get rejuvenated. Going away on adventures in unfamiliar terrains surely is one of the different ways personnel can relax and enjoy their leisure time, especially when they are on official leave.

It can also be a time for reflection and meditation to increase tolerance for uncertainties. This article talks about 5 beautiful and historical places in Nigeria that you can visit during your leisure time.

**Kajuru Castle  
(Kaduna State):**

The Kajuru Castle is a luxury Medieval-German style villa, built over 3 decades ago in Kaduna

State, Nigeria. It was built by a German who was living in Kaduna at that time. Built with one metre granite stones, the villa is designed with bedrooms modeled after dungeons and several towers with crenelated walls. The medieval theme is seen through the castle, with a portcullis (a heavy vertically-closing gate) and a crocodile pit as part of the features. The castle is divided into a guest tower with 4 rooms, the main building with a knights' hall and a Master's suite (also known as Landlords Residence).



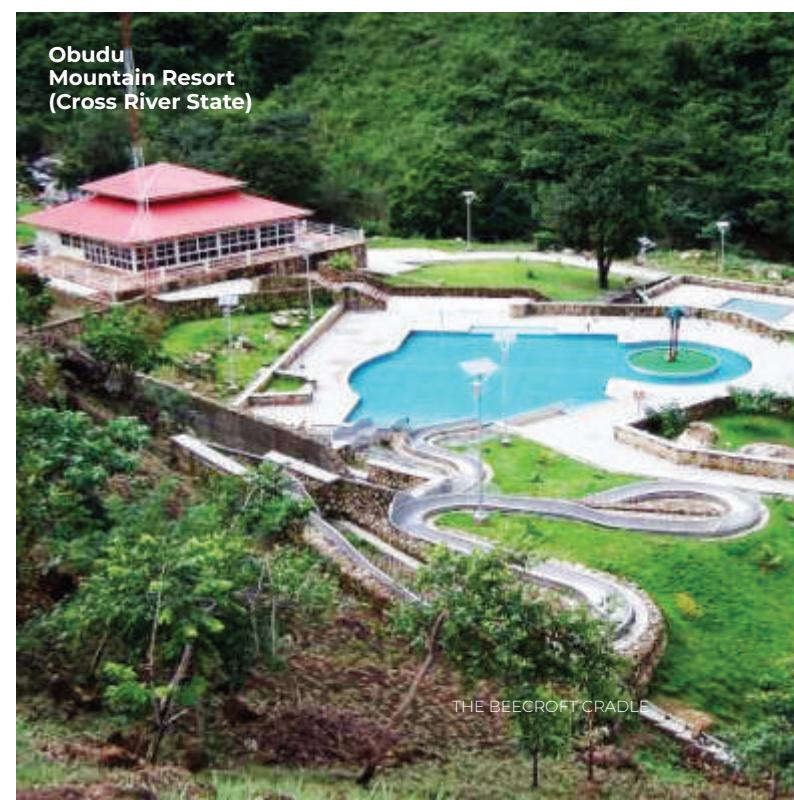
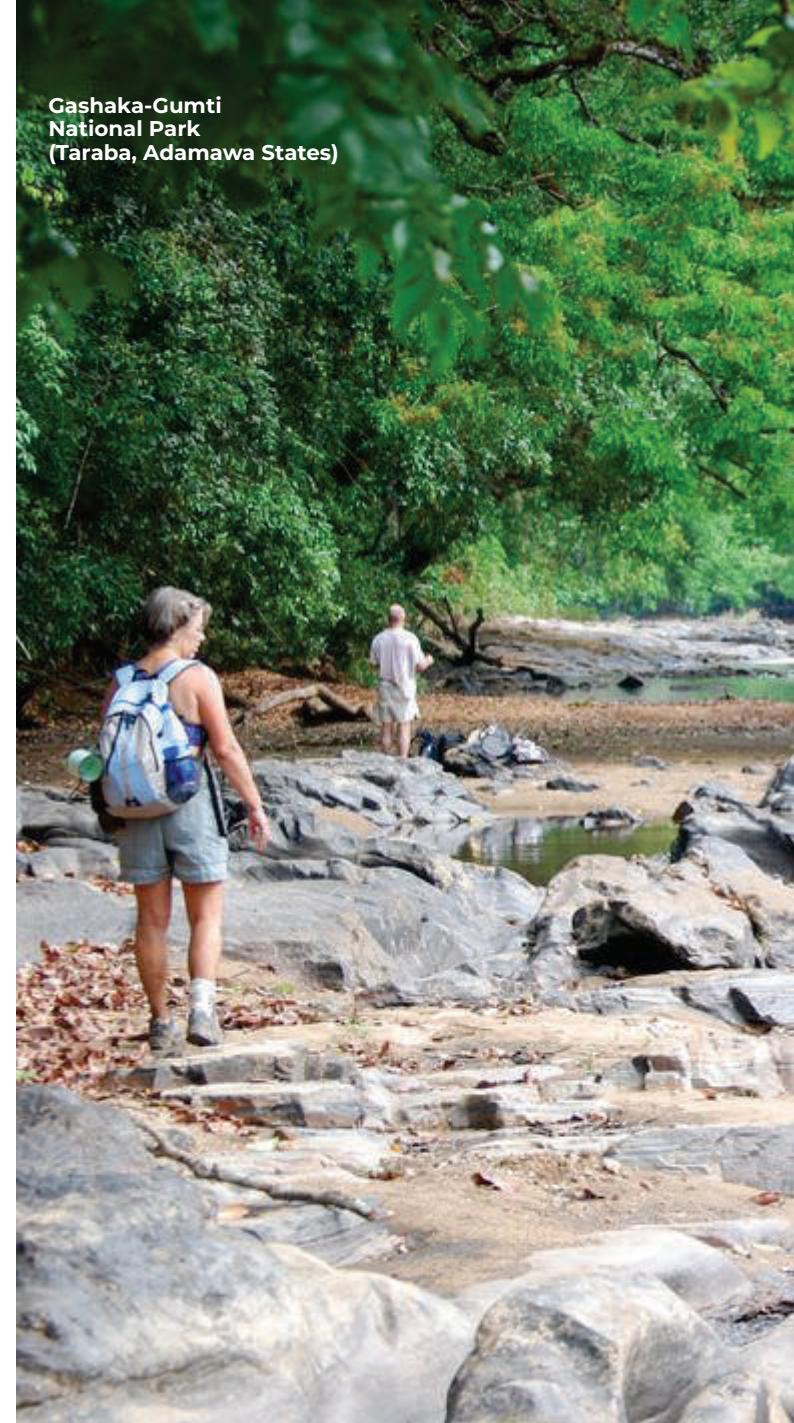
Several other notable features are turrets, an armory and a dungeon.

#### **Gashaka-Gumti National Park (Taraba, Adamawa States):**

The Gashaka-Gumti National Park is located in a mountainous region of North-East Nigeria adjacent to the international border with Cameroon. The largest park in Nigeria, which covers 6,731 sq km of the wilderness, the Gashaka-Gumti National Park derives its name from 2 of the region's oldest and most historic settlements: Gashaka village in Taraba State and Gumti village in Adamawa State. Visitors to the park are able to enjoy the lush forests, wide sweeping grasslands, cool highland plateaus, rugged moody mountains, abundant wildlife and fascinating ethnic cultures. The Park also houses Chappal Waddi, the highest peak in Nigeria.

#### **Obudu Mountain Resort (Cross River State):**

The Obudu Mountain Resort which is formerly known as Obudu Cattle Ranch, is one of Africa's finest, most interesting and spectacular tourist destinations. The ranch has numerous, pleasant and beautiful mountain-area and country-side picturesquely-views, with a well preserved, calm and serene environment to suit guests. Some of the features in the ranch include: the Becheve Nature Reserve, the Igaga Waterfall, the Holy Mountain, the Canopy Walkway, a natural swimming pool, gym facilities and a host of others.





### **Atican Beach Resort (Lagos State):**

Atican beach is a pristine ocean-side destination in Lekki, which houses one of the many private beach resorts in Lagos. The beach has been described as the finest beach you can find in Lagos because of its clean and calm ambience. Atican beach is one of the well-managed private beaches in Lagos. It offers white sparkling beach sand, a beautiful and serene environment which

makes it an ideal place for a private tour, couples' hangout, family get together, team bonding, corporate retreats and the likes. The beach lives up to its expectations as it offers live band music with cooking spots for different delicacies.

### **Freedom Park (Lagos State):**

Freedom park is a memorial and leisure park area in the middle of downtown Lagos in Lagos Island. Formerly Her Majesty's Broad Street Prisons, the park was reconstructed in 2010 to preserve the history and cultural heritage of the Nigerian people. Freedom Park is a National Memorial, a Historical landmark, a Cultural site and an Arts and Recreation center. The Park which is now a serene abode for individuals, has also become a venue for diverse social events and recreational entertainment.

# WOMEN ARE NOT THE PROBLEM, STANDARDS ARE.

SLt Jessica Nwamadi

Various reasons are given for the apparent glass ceiling women hit in many professions and the military has had its fair share in this phenomenon. But thankfully, the military has undergone an interesting evolution with the inclusion of women in the enlisting process.

In the world, the traditional social roles of women and men have remained unchanged for many years. Such roles are that of being the lady of the house, taking care of the family, being focused on children and their happiness. Traditional occupational roles attributed to women are related to caring for others (e.g., Home keeper, Nurse) and require communal characteristics (e.g., kind, sensitive). In most countries especially in Africa, attributes such as affection and sensitivity are considered more typical of a woman whereas, attributes such as aggressiveness or courage are considered more typical of men.

In the medieval times, there were no women in the Navies. Women were only mostly employed as laundresses, cooks, seamstresses or nurses and subjected to the Navy's Rules of Conduct. However, in the last 2 decades, along with the deepening social and economic changes, the social roles of women and men began to evolve.

Since the mid-twentieth century, an increasing number of women can be observed in the labour market. Moreover, women have entered into male-dominated roles particularly leadership roles in the military, and in the political arena.

Joining the Navy as a Regular Combatant has been an excellent career choice for me as it raised the barriers partaking in everything as it relates to the military. The Nigerian Navy offers a range of exciting career opportunities regardless of gender with a unique supportive working environment. With the recent evolution, the Navy has become so beneficial to me as well as other female officers who have received the same training, vocational development and promotion opportunities as our male counterparts within a strict framework of equality.

Since my commissioning into the Nigerian Navy in the year 2021, I have actively participated in various activities of the Navy ranging from local





exercises such as EX GRAND NEMO, to exercises with Navies of other countries such as EX OBANGAME. I have also not been left out in carrying out combat roles where I led and commanded troops. During the Senatorial Bye Election which took place in December 2020 in Epe Lagos state, I was deployed as security officer with my team and we successfully ensured a peaceful coordination of the election in the general area. I have also led troops in Internal Security operations; one of which was during the Sunday Igboho saga, my troops and I were deployed to the areas of protest to ensure that it remained a peaceful one. It is also noteworthy that career development and rewards are based on potential, effort and achievement.

The usefulness of having women being actively involved in carrying out military roles cannot be overemphasized. Over the years, women have also proven very helpful in military intelligence and information gathering.

Contrary to the general belief that as a woman in the Navy, family and lifestyle cannot be balanced, my experience so far has proven this conception wrong. The Navy jobs have regular hours, giving plenty of opportunities to socialize, spend time with family and make the most of the extensive sports, fitness and leisure facilities in the Base. A significant amount of time may be spent at sea but here too, days are structured to balance work



time with relaxation and most vessels feature plenty of exercise and entertainment equipment.

Just like every organization has its ups and downs, so does the Navy. One of which is the old infrastructures which are still in use and therefore puts restrictions on women being deployed to such places. But with more advancement; particularly the newer ships acquired as part of the ongoing fleet renewal of the Navy, some of these concerns are being addressed. We hope to see an even better Nigerian Navy with better standards in the nearest future.

# SEXUAL EXPLOITATION & ABUSE

## A GROWING HYDRA IN ORGANIZATIONS & THE SOCIETY

Lt Elizabeth Ephraim

*"Let's all be champions of protection and place the rights and dignity of victims and survivors at the heart of our efforts."*

— Dr. Natalia Kanem, UN Family Planning Association Executive Director.

Sexual Exploitation and Abuse (SEA) is a growing hydra in society, which has affected the overall output of various systems. Globally, statistics shows that approximately 15 to 25 per cent of women and 5 to 15 per cent of men were sexually abused when they were children (Adult manifestation of Childhood sexual Abuse 2018).

The gap between men and women may be caused by higher victimization of girls, lower willingness of men to disclose abuse or both. Most sexual abuse offenders are acquainted with their victims. Approximately 30 per cent of the perpetrators are relatives of the child - most often brothers, sisters, fathers, mothers, uncles, aunts or cousins. Around 60 per cent are other acquaintances such as friends of the family, babysitters, or neighbors. Strangers are the offenders in approximately 10 per cent of child sexual abuse cases (Julia Whealin, 2009).

The prevalence of SEA in the working environment, and our society at large, necessitated this article. The idea is to cultivate an organizational and societal culture of care

that nurtures a safe, trusted and respectful environment, where the rights and dignity of people are recognized, promoted and protected, thereby empowering people to speak up for themselves and others as well as take appropriate action to prevent and respond to SEA. SEA violates human rights hence it should not be condoned.

### SEXUAL EXPLOITATION AND ABUSE

For the avoidance of doubts, Sexual Exploitation according to the World Health Organization (WHO) is "any actual or attempted abuse of a position of vulnerability, differential power or





Sexual Exploitation according to the World Health Organization (WHO) is “any actual or attempted abuse of a position of vulnerability, differential power or trust for sexual purposes, including but not limited to profiting monetarily, socially or politically from the sexual exploitation of another”. It occurs when a position of power is used for sexual purposes against a beneficiary or vulnerable member of the community.

trust for sexual purposes, including but not limited to profiting monetarily, socially or politically from the sexual exploitation of another”. It occurs when a position of power is used for sexual purposes against a beneficiary or vulnerable member of the community for instance, a superior personnel of an organization refusing to grant a subordinate leave and other incentives because he or she wants to have sex with that person. Another example is a Non-Governmental Organisation staff depriving an Internally Displaced Person (IDP) of food, clothes and other benefits because he or she does not want to comply with the staff's demand for sex. Sexual Abuse on the other hand according to WHO, “is the actual or threatened physical intrusion of a sexual nature whether by force or under unequal or coercive conditions”. It is an abusive sexual behavior by one person upon another usually perpetrated using force or by taking advantage of the other. It is imperative to state that SEA includes sexual relations with a child in any context not only adults. A child here refers to a human being below the age of 18 years. Studies of SEA have found that it is markedly

more common in the military than in civilian settings. A Canadian study by Watkins et al (2018) found that key risk factors associated with military settings are the typically young age of personnel, the minority status of women, and the disproportionate number of men in senior positions. The research also found that the risk increases during deployment on military operations. While some male military personnel are sexually harassed, female military personnel are substantially more likely to be affected. Women who joined the military at a younger age face greater risk, child recruits (under the age of 18) and children in cadet forces also face an elevated risk.

However, other organisations just like the military are not immune from SEA. As such, it is imperative that policies that negate SEA are promulgated. In this light, the promulgation of the Gender policy by the Defence Headquarters is a step in the right direction in nipping this issue in the bud. Other organisations without SEA policies are therefore encouraged to enact policies with regard to that.

## ACTS OF SEXUAL EXPLOITATION & ABUSE

Some acts of SEA are but not limited to the ones below.

- a. Child sexual abuse
- b. Rape
- c. Demanding sex in any context or making sex a condition for assistance.
- d. Forcing someone to have sex with another person.
- e. Forcing a person to engage in prostitution or pornography.
- f. Groping/Unwanted touching of a sexual nature.
- g. Refusing to use safe sex practices.
- h. Videotaping or taking pictures and posting them without permission.

The military however, has zero-tolerance for SEA hence the reason for the promulgation of the Gender policy.

- I. Insisting on anything sexual, including jokes that may be uncomfortable, frightening or hurtful.

## FACTORS THAT INCREASE THE RISK OF SEA

It can be overwhelming to navigate through all the risks and dangers that we need to be aware of to stay safe from SEA however, below are some of the factors that increase the risks of SEA;

### **Stressful Home Environment.**

People from stressed environments, filled with tension and apprehension particularly at home, are vulnerable to older adults who promise stability and security, even if the stability comes with other unwanted behaviors. Also, people from stressful homes may feel that they cannot confide in a parent because the said parent is already burdened with problems and may not respond appropriately.

### **Low Self-Esteem.**

People with low self-esteem are especially vulnerable due to needs for affection, admiration, and acceptance. This is especially true for children who are targets of bullying or whose parents also display low self-esteem. They are more likely to be drawn to those who offer flattery, gifts, and special attention.

### **Unmonitored Access to Technology.**

Undoubtedly, technology has its benefits which have made life easy. Unfortunately, unmonitored access to technology can be a perpetrator's playground. The internet provides them with significantly greater access to potential targets along with added anonymity. Parents now feel an expression of love is gifting children internet enabled devices before they turn ten unbeknownst to them is the fact that perpetrators could send and demand erotic



content from children regardless of their location. Recently, a 17 year old who had raped a two-year-old confessed to having watched lots of pornography on his classmate's phone in school and decided to try it out on the little girl.

### **Poor Communication:**

Children who poorly communicate with their parents may become distant, isolated, and insecure, and therefore more susceptible to a perpetrator's grooming. They are less likely to confide in their parents about important topics such as the new adults in their lives, inappropriate behavior they are witnessing or experiencing, or body changes. If or when sexual abuse begins, a child who has poor communication with their parents will likely keep it a secret. They may live in fear of getting in trouble, being judged, or being ignored.

### **Loneliness:**

It can lead to feelings of neglect, isolation, and alienation. The need for company could lead to an acceptance of the acclaimed love being offered by the perpetrator of Sexual abuse.

### **Disabilities:**

People with one disability or the other are at least 3 times more likely to be sexually abused (Jones et al 2012). There are multiple reasons behind this fact, including the person's need for personal care, a desire for acceptance, a reliance on others, an inability to disclose abuse due to limitations in



communication, and a lack of education on healthy sexuality and sexual abuse.

#### **Prior Sexual Abuse:**

People who have been victims of prior sexual abuse are at a higher risk of being abused again. This is known as revictimization. A child survivor who lacks the support network and tools to cope

with their trauma may become more vulnerable to a recurrence of sexual abuse, whether in childhood, adolescence, or adulthood. Also, a child who has been subjected to sexual abuse that has not been dealt with is likely still in an at-risk environment that allows the abuse to continue.

## EFFECTS OF SEA

There does not appear to be a specific pattern of effects from sexual abuse experienced in the past. In fact, the after-effects of sexual abuse vary from one person to the next. The effects of SEA could be emotional and psychological, physical, economic and social. Some of these effects are; Decreased work or school performance as a result of stress conditions, increased absenteeism in fear of harassment, repetition, firing and refusal of a job opportunity which can affect a person's career and loss of income. Having to relocate to another city or another job, loss of references/recommendations, loss of trust in environments and people similar to where the abuse occurred, psychological stress and health impairment are other effects of SEA.

## ACTIONS TAKEN TO TACKLE SEA

In order to tackle the rising spate of SEA in organisations and the larger society, there is a need to have the following emplaced.

#### **There is a need for SEA awareness-raising or campaigns.**

People need to know what SEA means and how

#### **The following are some of the symptoms of SEA:**

Distress at exposure to reminders of the abuse, re-enactment of the trauma through play, feeling that the trauma is happening again, recurrent flashbacks or memories, nightmares, fears, a persistent recounting of the traumatic event, diminished interest in activities, avoidance of reminders of the trauma, problems with concentration, insomnia and disassociation. Overall, there is the feeling of insecurity, lack of trust for people and feeling of loss of self-worth that comes with being abused. Therefore, the need to curb SEA cannot be overemphasized.

to make a case if it happens. Sex education should be included in the curriculum of schools so that children can be aware when they are sexually exploited, harassed or abused. Studies have shown that creative campaigns with attention-grabbing slogans and images are effective tools to raise awareness on SEA and



related issues, for instance, the hashtag (#) movement such as #Metoo. Public commentators and religious leaders should also lend their voices to the campaign against SEA.

#### **Adopting the 'speak up' approach.**

Victims are advised to be as open as possible to trusted people when abused. Trusted parties are also encouraged to uphold the principle of confidentiality. To address these concerns, reporting mechanisms should be known, accessible and trusted so that victims who report sexual misconduct feel safe and protected.

#### **Investigations and disciplinary actions.**

When a case of SEA is reported, a thorough investigation should be carried out and commensurate disciplinary actions should be served. In September 2021, a report revealed that World Health Organization (WHO) staff were among 83 aid workers who sexually abused women and girls while tackling the Ebola outbreak in the Democratic Republic of Congo. The abuses, which included nine allegations of rape, were committed by both national and international workers between 2018 and 2020. After this incident, the WHO Director-General, Tedros Adhanom Ghebreyesus, said the act was "inexcusable". Amongst the measures taken, were the termination of the contracts of 4 staff members who were still employed by the organisation. Gleaning from the above, other organisations could take a cue from WHO, UN and many others with a working policy on SEA.

A healthy workplace can foster social, economic and professional growth and opportunities for the employees which affect the overall output of the system. The prevalence of SEA in the workplace and the society at large is worrisome thus the fight against SEA is a fight for all. The onus is on us to make the working space and society at large safe.

Conclusively, a healthy workplace can foster social, economic and professional growth and opportunities for the employees which affect the overall output of the system. The prevalence of SEA in the workplace and the society at large is worrisome thus the fight against SEA is a fight for all. The onus is on us to make the working space and society at large safe. Perpetrators should be sanctioned appropriately, and hopefully, that will serve as deterrents to others. Finally, victims should be encouraged to speak up because silence is never the answer.



# LIFESTYLE CHOICES FOR A HEALTHY HEART



Simple lifestyle choices can positively affect your cardiovascular health. Sounds simple doesn't it? Heart disease, and other related conditions are usually the major causes of death in many countries of the world, and it is alarming that one of the biggest contributors to these statistics is a lack of commitment to a heart-healthy lifestyle.

It is imperative for people to know that lifestyle choices are not only the best defense against heart disease and stroke, it's also their responsibility. In this regard, this article discusses heart-healthy lifestyle options. It is recommended that by taking these simple steps, one can reduce modifiable risk factors for heart disease, heart attack and stroke.

## Stop Smoking:

If you smoke, quit. If someone in your household smokes, encourage them to quit. This could be tough, or deemed inconvenient, but the benefits of this choice far outweighs the risk of suffering from a heart attack or stroke, and even worse, chronic heart diseases. It is therefore important

to work towards quitting smoking, as it plays an important role in your overall cardiovascular health and wellbeing.

## Choose Good nutrition:

A carefully selected, healthy diet is one of the best weapons you have to fight against cardiovascular diseases. The food you eat can affect other controllable risk factors: cholesterol, blood pressure, diabetes and being overweight. Choose nutrient-rich foods, balanced in all essentials such as—vitamins, minerals, fiber and other nutrients but are lower in calories—over nutrient-poor foods.

Research has shown that stress reaction in young adults predicts middle-age blood pressure risk. To curb this, it is imperative that people take care of their mental health and manage their stress levels effectively as this plays an essential role in overall wellbeing.

Also, choose a diet that emphasizes intake of vegetables, fruits, and whole grains; including low-fat dairy products, poultry, fish, legumes, nontropical vegetable oils, and nuts; and limits intake of sweets, sugar-sweetened beverages, and red meats. To maintain a healthy weight, one must also coordinate diet with physical activity, so as to ensure that you use as many calories as you take in.

#### **Manage your Blood Cholesterol Levels:**

Fat lodged in the arteries is a disaster waiting to happen sooner or later, which could trigger a heart attack or stroke. Reduce the intake of saturated fat, trans fat and cholesterol. There may be a need to take medication if one's blood cholesterol levels are unstable or unresponsive to healthy nutritional options. As such, you must take precaution and manage your blood cholesterol levels effectively as it is an important indicator of good health.

#### **Be Physically Active Every Day:**

Research has shown that at least 150 minutes per week of moderate-intensity physical activity can help lower blood pressure, lower cholesterol and keep your weight at a healthy level. Usually, doing something and starting small is better than nothing, this means that if you are inactive now, start out slow, as even a few minutes at a time may offer some health benefits. In fact, studies have shown that people who achieve moderate level of fitness are much less likely to suffer from heart-related conditions than others.



#### **Reduce stress:**

A few studies have noted a relationship between coronary heart disease risk and stress in a person's life, stating that they may affect the possibility for heart disease and stroke. For example, people under stress may overeat, start smoking or smoke more than they otherwise would. Research has shown that stress reaction in young adults predicts middle-age blood pressure risk. To curb this, it is imperative that people take care of their mental health and manage their stress levels effectively as this plays an essential role in overall wellbeing.

#### **Alcohol Consumption Limit:**

Drinking too much alcohol can raise blood pressure, increase the risk of cardiomyopathy (a condition that affects the heart muscles), stroke, cancer, and other diseases. It can also contribute to high triglycerides (lipids that give the body energy) and arrhythmia (a problem with the beating of the heart). When taking precautionary cardiovascular measures, limiting alcohol intake is very important as it is directly related to many heart-related conditions.

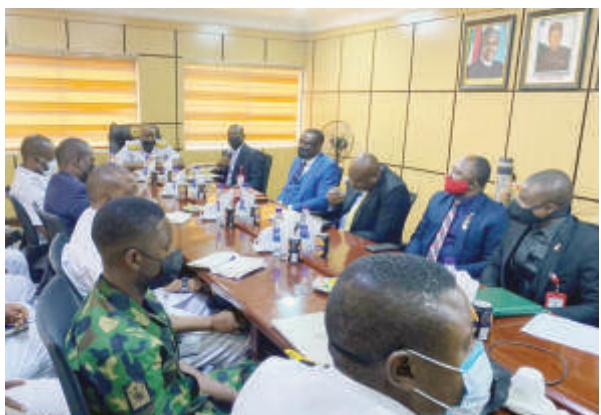
In general, the simple lifestyle decisions listed above would go a long way in preventing numerous heart diseases and other related conditions effectively; People should therefore be encouraged to follow them judiciously.

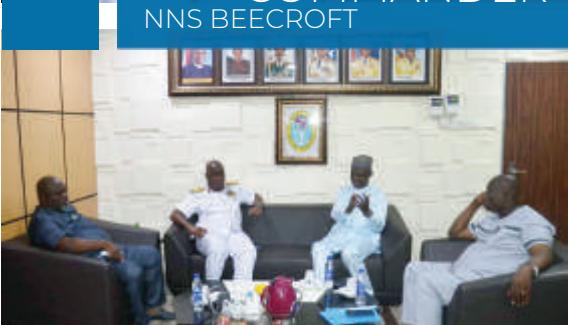


VISIT OF THE  
CUSTOMS AREA  
CONTROLLER  
WESTERN MARINE  
COMMAND TO THE  
COMMANDER  
NNS BEECROFT

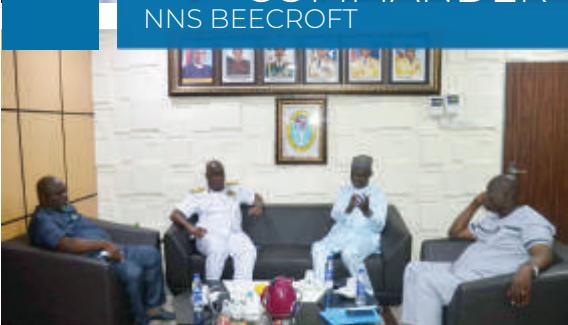


VISIT OF THE  
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NNS BEECROFT





COURTESY VISIT OF THE  
DIRECTOR NAVAL  
EDUCATION TO THE  
COMMANDER  
NNS BEECROFT





## NIGERIAN PORTS AUTHORITY

OFFICE OF THE MANAGING DIRECTOR

MD/

17/Mel/Vol.XX/705

19th July, 2021

The Commander,  
**Nigerian Navy Ship Beecroft**,  
 Naval Base,  
 Harbour Road,  
 Apapa,  
 Lagos.

Dear Sir,

**RE: REQUEST FOR GOODWILL MESSAGE FOR THE THIRD EDITION OF THE CRADLE MAGAZINE.**

Overtime, the Management of Nigerian Ports Authority (NPA), has savoured the collaboration which exists between the Authority and the High Command of the Nigerian Navy (NN).

The Authority reinstates its firm resolve at deepening the existing synergy between the two establishments.

On this premise therefore, on behalf of the Board of Directors, The Executive Management and entire Staff of the Authority, I congratulate you for the good work you are doing with "**The Cradle**" magazine, which has attracted readership across board within the Industry and beyond.

It is actually worth its billing.

Please accept our assurances of best regards.

  
**Mohammed Bello-Koko**  
 Ag. Managing Director





VISIT OF THE  
ADHOC  
COMMITTEE OF THE  
HOUSE OF REPS  
ON ASSESSMENT & RECOVERY  
OF LOOTS MOVABLE &  
IMMOVABLE ASSET



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Prof. Adebawale  
is 13th UI VC  
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•There's work to be done'

**Newspaper of the Year**  
Why Igboho's  
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will be granted,  
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- Over 2.5m Nigerians  
fully vaccinated P2
- National Assembly promises  
budget passage by Dec 16 P7



# THE NATION

VOL. 13, NO. 5555 FRIDAY, OCTOBER 15, 2021

TRUTH IN DEFENCE OF FREEDOM

N200.00

## ANAMBRA 2021

- Police to deploy 34,587 officers, men, 3 helicopters
- INEC: we are ready for improved poll AND MORE ON PAGE 27
- Supreme Court clears Soludo as APGA candidate



\*The vessel on which the drug was found, yesterday



\*The parcels of cocaine seized on the vessel...yesterday

Navy intercepts 32.9kg  
cocaine on vessel PAGE 3

11:06 15/10/2021

Home NEWS CRIME

**Navy Intercepts Vessel, Arrest 22 Over Cocaine Trafficking**

by Our Correspondent — 16 hours ago  
Reading Time: 2 mins read

The Nigerian Navy on Thursday said it has arrested 22 Thai seafarers over alleged attempt to traffick 32.9kg of cocaine from Brazil into the shores of Nigeria.

The seafarers who are currently being detained at the Nigerian Navy Ship (NNS) BEECROFT, Apapa, Lagos, were arrested on

TheGuardian

National

## Nigerian Navy rescues 12 crew members of capsized vessel

By NAN  
10 August 2021 | 6:52 pm

The Nigerian Navy Ship (NNS) BEECROFT, in a search and rescue operation, has rescued 12 crew members of a capsized vessel, named 'LADY BARBARA',

ONS INTELLIGENCE

news

### SAILOR MISSING, 12 RESCUED AS VESSEL CAPSIZE NEAR LAGOS

The Nigerian Navy rescued 12 crew members of a capsized fishing vessel, named 'Lady Barbara', belonging to Seabless Fishing Company Limited.

The Commander, Commado Bashir Mohammed said that the crew members were rescued on Thursday while the sailor was still missing.

The Search and Rescue Operation was conducted following a distress call put across to the Base.

In response to the distress call, the patrol team of the Base, in collaboration with some personnel of the Nigerian Customs, swung into action.

## CRIME &amp; SECURITY

THIS DAY

# NNS BEECROFT Operatives Arrest Five Europe-bound Stowaways at Lagos Anchorage



The stowaways



Handing over the stowaway's documentation to the NIS

## Stories by Chiomelle Ezobi

Operatives of Nigerian Navy Ship (NNS) BEECROFT have arrested five stowaways caught onboard MT JANE vessel at the Lagos anchorage. The arrest was effected by NNS BEECROFT patrol team during routine harbour patrol and they caught the suspects, who

had gained access onboard the vessel through her rudder compartment.

NNS BEECROFT Commander, Commodore Bashir Mohammed, in a signed statement stated that findings during the interrogation revealed that the stowaways came from different parts of the country to Lagos State with the intention of travelling to Europe. He said during interrogation, the

suspects confessed that they had the intention of leaving the country for Europe in search of greener pastures before they were apprehended by the Nigerian Navy.

Mohammed disclosed that the suspects have been handed over to the Nigerian Immigration Service (NIS) for further investigation and prosecution.

While commanding NNS BEECROFT patrol team for their due diligence, he advised Nigerians to always follow due process for migration to avoid endangering their lives.

He further conveyed the Chief of Naval Staff's commitment towards supporting the Nigerian Immigration Service and other Maritime stakeholders in curbing crimes within the maritime domain.

Home • Maritime

Maritime News

## Nigerian Navy Arrest Five Stowaways Aboard MT JANE Vessel Arrest

By Hybrid Communications • October 1, 2021

PRNigeria Authoritative and credible news Platform

Home > Security

Security

## Nigerian Navy Intercepts Vessel Smuggling Cocaine from Brazil

By PRNigeria • October 14, 2021

Like 1

**Nigerian Navy Intercepts Vessel Smuggling Cocaine from Brazil**

The Nigerian Navy in collaboration with NOLSEA, NCS and Interpol has tracked a vessel identified as MT CHAVONNE NAKER.

The vessel was attempting to smuggle cocaine into Nigeria.

The Nigerian Navy, in collaboration with NOLSEA, NCS and Interpol, has tracked a vessel identified as MT CHAVONNE NAKER.

Shedding more light on the operation, Commander Bashir Mohammed, Commander NNS BEECROFT, at a briefing on Thursday, said trots acted on credible intelligence to intercept the vessel.

Read the release

"I am Commodore Bashir Mohammed the Commander NNS BEECROFT. I have here with me representatives of the NOLSEA, NCS and Interpol. This brief is aimed at informing you on a:

CH 13041 • WEDNESDAY SEPTEMBER 22, 2021

CRIME & SECURITY

## NNS Beecroft Operatives Arrest 16 Pipeline Vandals, Recover Stolen Products

• Handover to NSCDC for prosecution

The suspects

Recovered products made one of the seized items

NNS BEECROFT operatives during the turnover to NSCDC



# NNS BEECROFT QUICK RESPONSE SQUAD

Captain Martins Fakrogha

The Quick Response Squad was established as a direct result of the uptick in attacks on military establishments, with the recent being the Nigerian Defence Academy. An initiative of the Commander NNS BEECROFT, it is aimed at strengthening the base security architecture to effectively counter any hostile attack on bases in Apapa area.

**T**hey are to serve as first responders in the event of any hostile attack before reinforcement is mobilized to the scene.

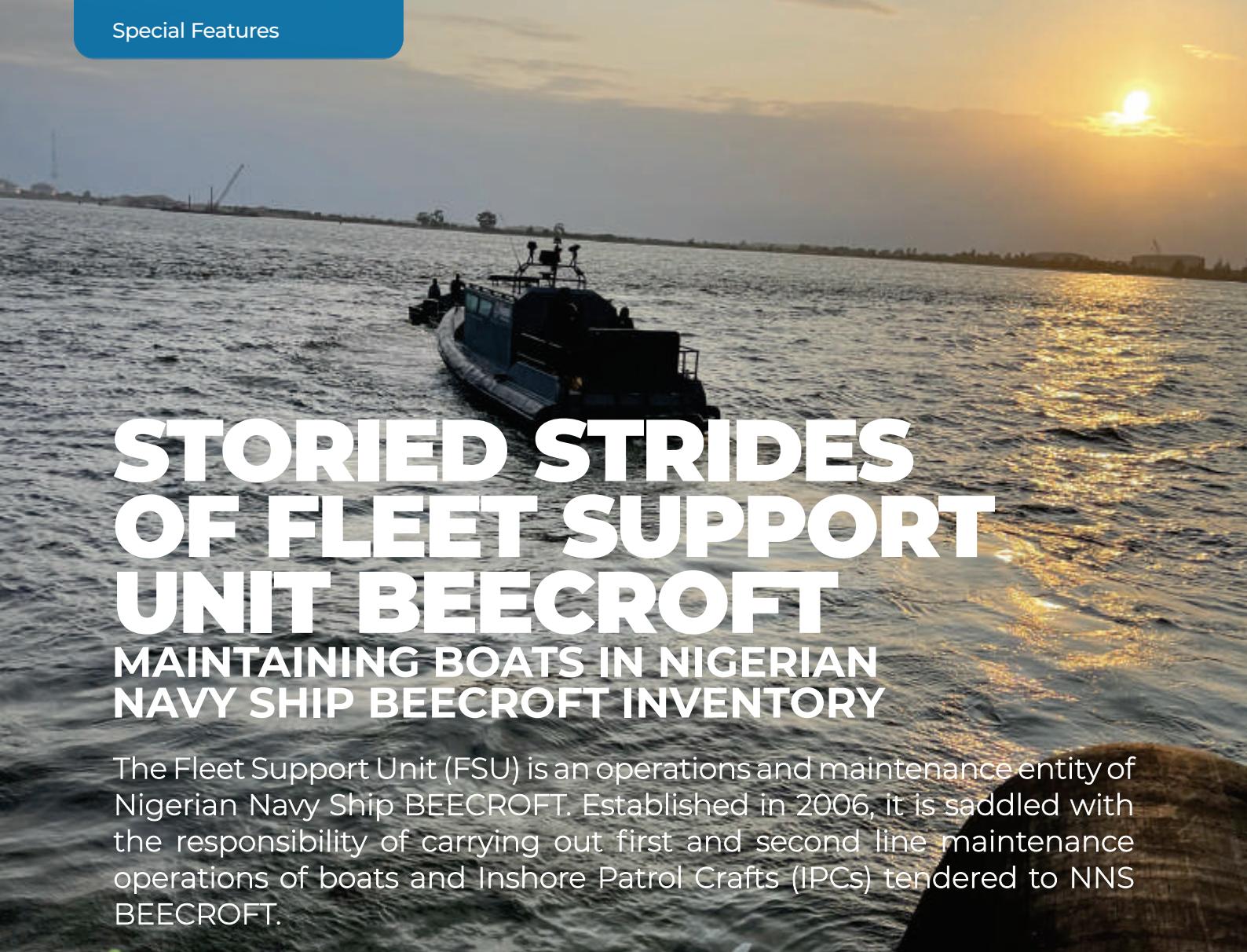
The Squad, commanded by sub-lieutenant, patrol from Aremu junction, to the Western Naval Command gate and down to the jetty

where the ships are berthed. The QRS personnel are engaged in routine training activities in line with their training program during working hours.

They are deployed from 1730 to 0730 daily to undertake security rounds around the



established patrol routes. During this period, they are to be at 5 mins notice to respond to any hostile attack on any NN unit in vicinity. Administrative control of the QRS activities lies with the OIC while the OOD has operational control particularly during the period 1730 to 0730.



# STORIED STRIDES OF FLEET SUPPORT UNIT BEECROFT

## MAINTAINING BOATS IN NIGERIAN NAVY SHIP BEECROFT INVENTORY

The Fleet Support Unit (FSU) is an operations and maintenance entity of Nigerian Navy Ship BEECROFT. Established in 2006, it is saddled with the responsibility of carrying out first and second line maintenance operations of boats and Inshore Patrol Crafts (IPCs) tendered to NNS BEECROFT.

**T**he Unit is headed by a technical officer of the rank of Commander/Captain designated as Officer in Charge (OIC) in line with its establishment order. Under its current leadership, and with the support of the Commander, this unit has successfully carried out minor and major maintenance actions on boats in furtherance of the Base' operations.

Some of these maintenance activities include the repair and relocation of ARESA Boat from Naval Dockyard Limited to the Base, repair of Wave Rider Boat hull, propulsion and electronics

equipment, Repair of P201 hull to prevent water ingress through the exhaust bellow and the installation of Engine Control Module onboard TUG MIRA. Other maintenance activities include the repairs of Tug RIMA Port exhaust fan and battery charging unit, stoppage of water ingress into Tug RIMA's G2 crankcase, patching of punctured RHIB fender, overhauling of Epenal 2 outboard engine and the routine repairs of the CNS Boat. Similarly, the Fleet Support Unit (FSU) undertake other maintenance activities like the fabrication of Zinc Anodes and electroplating of stern drive plates amongst others.

## OVERVIEW OF MAINTENANCE TASK CARRIED OUT BY FLEET SUPPORT UNIT BEECROFT

To carry out its activities effectively, the FSU BEECROFT is operationally responsible to the Fleet Support Group WEST and administratively to NNS BEECROFT. Some of the maintenance operations carried out in the period under review

would be highlighted. Similarly, the unit's relationship with NNS BEECROFT and its dependence on the Logistics Command for spares support would be highlighted in this article.



## REPAIR AND RELOCATION OF ARESA BOAT FROM NDL TO NNS BEECROFT

The 13M ARESA boat, acquired by the Nigerian Navy was involved in a fire incident which affected part of the hull, fender, windscreens, upholstery, navigational and communication equipment in 2019. In addition to these defects, the STBD Electronic Control Module (ECM) became defective which rendered the boat non-operational. As a result, the boat sank alongside NNS BEECROFT jetty and was later beach-landed along Offshore Marine Services (OMS) jetty for possible intervention.

The boat was subsequently towed from Offshore Marine Services jetty to Naval Dockyard Limited and hoisted on keel blocks in May 2021. Thereafter, the Fleet Support Unit Beecroft carried out an extensive repair of the various subsystems on the Boat. The repairs included the

hull, major machinery such as the two main engines and generator as well as the propulsion system. Equally, the servicing and repair of its starboard engine fuel system was carried out while a new Engine Control Module was installed successfully for proper operation of the engines. In addition, 2 new batteries were procured for starting the engines after the 2 kick starters were refurbished. On successful completion of repair work, the Boat was relocated to NNS Beecroft Jetty in August 2021 for the final phase of trial and subsequent deployment to sea.



## REPAIR OF WAVE RIDER BOAT

The Fleet Support Unit successfully refitted the Wave Rider Boat at the NNS BEECROFT Jetty. The boat was hoisted onto a cradle where extensive repairs on the hull, machinery and the propulsion system were undertaken. Some of the defects on the Boat include weak hull, damaged stern drive, bent piston rods, burnt top gasket, rings and defective big end bearings, bad monitoring guages amongst others. Although challenged by the lack of spares for the engine type, the unit was able to improvise and

completed the repairs in September 2021. Subsequently, the Boat was lowered and put to sea.



## REPAIR OF TUG MIRA AND STOPPAGE OF WATER INGRESS ON P201

With support from the Fleet Support Group WEST, the FSU replaced the defective secondary Electronic Control Module on the starboard main engine of TUG MIRA. In the course of the repairs, it was also discovered that the ports' main engine parameters were not displaying at the bridge due to defective primary Engine Control Module (ECM) connectors. As a result, the defective ECM connector was replaced and the tug is now operational. In addition to these, the problem of water ingress on the Tug's Generator 2 the defective Jabsco pump for G1 and exhaust fan were removed by the Unit. Afterwards, the Tug successfully underwent machinery trials and is back to full operational state.



There was a report of serious water ingress on P201 exhaust bellow in June 2021. The ingress was noted to have been coming out from the connection between the bellow pipe and the exhaust hose. As an intervention, the unit mended the pipe and replaced the hose. The bulkhead from where the pipe exited the boat was equally mended were which effectively stopped the ingress prevent the vessel from sinking.

## REPAIR OF RHIB FENDER & OVERHAUL OF EPENAL 2 OUTBOARD ENGINE

One of the Rigid Hull Inflatable Boat (RHIB) was discovered to have a ruptured fender in June 2021. This had to be immediately tackled to sustain the boats' buoyancy when deployed. Accordingly, the unit carried out patching of the punctured fender using appropriate fender mending materials sourced both locally and





overseas. This arrested the situation and restored the RHIB to normal state of operation.

The unit also effected major repairs on one of Bases' Epenal boat. The engine of Epenal 2 port outboard knocked due to burnt pistons and rings as well as defective cylinder sleeves. Accordingly, the FSU BEECROFT technical personnel overhauled the engine using spares approved by the Logistics Command and gotten from Technical Store Depot. Some of the spares were however procured from the local market. Also, the cylinder was honed, and the defective sleeves were replaced. These efforts subsequently returned the boat to a good operational state.

## REPAIR WORK ON CNS BOAT ORYX 54 FLY

The Chief of Naval Staff's Boat ORYX 54 Fly berthed at the Navy House waterfront in Lagos, is



maintained by the unit. Due to the immense significance of the Boat to the Nigerian Navy and the office of the Chief of Naval Staff, the Unit accords the maintenance of the Boat top priority.

Within the period under review, several defects were noticed and rectified onboard the Boat. Some of the rectified defects include a defective generator exciter coil, rotating diodes, battery charger, bow thruster contactors, rudder angle indicator and replacement of defective batteries. The maintenance efforts of the Unit have ensured that the Yacht maintains its status in line with international standards.





## INGENIOUS FABRICATION OF ZINC ANODES FOR BOATS

Zinc Anodes are used for efficient solutions for marine corrosion prevention and cathodic protection. To protect ships/boats hulls and other metallic systems onboard, pieces of zinc anodes are placed on hulls and other components exposed to seawater. These anodes are often called sacrificial anodes to shield the systems



onboard. Accordingly, boats within the Base are protected from corrosion in a similar manner. However, it was discovered that the anodes on most of the Boats in NNS Beecroft have degraded and were long due for replacement. The challenge however was getting the right sizes and shapes of anodes for each boat as they are of different classes and types. Consequently, the Unit devised an ingenuous way of tackling this challenge through local fabrication. Thus, different sizes of anodes were requested from the Logistics Command through the Technical Stores Depot Lagos. The anodes were then melted and remodelled to meet each boats' needs. The ARESA and Wave Rider boats have benefited from this ingenuity in anode fabrication by the Unit. This has ensured the continuous cathodic protection of the boats for elongated lifespan of their systems and components thereby prolonging their operational state.



## INGENIOUS FABRICATION OF STERN DRIVE PLATE

In the course of repairing the Wave Rider Boat, it was discovered that the Port Stern Drive Plate had degraded due to corrosion which contributed to leakages experienced on the boat's hydro jet drive. To remedy the situation, the Unit opened up the stern drive by removing the grid cover. Subsequently, the defective plate was filled with aluminium metal by electroplating at Naval Dockyard Limited, Lagos. The surface was then filed and grinded for smoothness and fitting on the grid for coupling and smooth operation. This ingenious local refit work prevented the procurement of the part from abroad, reduced downtime and saved the NN huge cost in foreign currency.



## RELATIONSHIP WITH FLEET SUPPORT GROUP WEST, NIGERIAN NAVY SHIP BEECROFT AND LOGISTICS COMMAND

The Fleet Support Unit enjoys a favourable and cordial relationship with NNS Beecroft. Since the advent of the present leadership of the Base, a harmonious working environment that has enhanced operational efficiency has subsisted. This has led to the steady increase in maintenance of boats thus enhancing platform availability of the Base. The support from the Base includes financial, material and manpower support. For instance, the Commander provided the needed financial and material support for the refit of the 13m ARESA and Wave Rider Boats. Another example of the Commander's support is in the area of provision of cranes to hoist and lower boats for maintenance tasks. As such, it is pertinent to state that the Unit has benefited tremendously especially under the current leadership of NNS BEECROFT.



The Fleet Support Group WEST (FSG WEST) have also been invaluable when the unit is challenged, by providing tools, personnel and spares for bigger maintenance tasks. The current leadership of the unit have provided the needed support and mentorship needed to undertake maintenance tasks. Only recently, the Fleet Support Group WEST provided technical support for the maintenance task onboard Tug



DOLPIN RIMA. This and other similar support have helped the unit complete repair work as scheduled.

In similar vein, FSU Beecroft enjoyed tremendous support in its operational activities from the Logistics Command in the period under review. Some of the supports include timely consideration and approval of requests for the supply of tools, zinc anodes, and outboard engines spares. The support received from the Command has assisted the Unit in carrying out its assigned mandate with more ease and increased confidence. This has translated to availability of boats in NNS Beecroft for deployment and attainment of the Nigerian Navy's goal of securing the Western flank Nigeria's maritime environment.

The Fleet Support Unit BEECROFT continues to make modest contributions in repair and routine maintenance tasks of various boats and ships in NNS BEECROFT. The unit has been able to perform these responsibilities with the support of the FSG WEST, NNS BEECROFT and the Logistics Command. FSU BEECROFT is committed to its maintenance role to ensure that all ships and boats in NNS BEECROFT are in pristine condition for possible deployment.



The Fleet Support Unit (FSU) is an operational entity of the NNS Beecroft that has contributed immensely to the repair and maintenance of various boats and ships. It has been able to perform its responsibilities with the support of the NNS Beecroft administration and the Logistics Command.



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SS LASSA DSS psc fdc CMC IRMSA DISM Msc  
Flag Officer Commanding  
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# NNS BEECROFT- UNCOMMON TRANSFORMATION

In compliance with the Chief of Naval Staff strategic guidance, the Commander NNS BEECROFT, Commodore Bashir Mohammed has disclosed plans to further embark on more infrastructural projects and build capacity of the workforce. He disclosed this during a meeting with the cradle editorial team in his office when they paid him a courtesy visit recently.

**T**he Commander who affirmed that his predecessors had set a very high standard went further to state his plans to give a befitting facelift to the Nigerian Navy Primary schools (NNPS) Mobil Road, Ojo and

Okokomaiko which he asserts are fundamental to the future of the country. He added that improving the quality of the primary schools under the Base is vital to the welfare of the naval personnel whose wards attend the schools. In his



words "Nigerian Navy Primary school Ojo has begun a Montessori school and we hope to establish the same in Nigerian Navy Primary Schools Okokomaiko and Mobil Road". He shared how concerted efforts were emplaced in the purchase and repair of buses of the various schools in a short while of assuming office as the Commander of NNS BEECROFT.

The Commander stated that it was gratifying that Mobil road primary school who had consistently placed last in previous assessments placed first this academic year in the Commanders quiz competition. This implies that the modest interventions since his assumption of office have begun yielding fruits.

Although Commodore Bashir recently renovated the sickbay, he however stated plans to expand the Sickbay giving it a medical centre outlook. Similarly, he further added that the completion of the ongoing construction of NNS BEECROFT house at Tarkwa Bay would go a long way to motivate personnel and their families.

The Commander who affirmed that his predecessors had set a very high standard went further to state his plans to give a befitting facelift to the Nigerian Navy Primary schools (NNPS) Mobil Road, Ojo and Okokomaiko which he asserts are fundamental to the future of the country.

Speaking further on projects executed in the Base, the Commander NNS BEECROFT mentioned the following; construction of observation post at the Western Naval Command Jetty to boost the security of the Base, construction of a makeshift mosque in the Base, establishment of an outpost in Lekki and most importantly, massive arrest of criminal elements perpetrating illegalities at sea.

On a final note, Commodore Mohammed who is passionate about professionalism and training said he will not rest on his oars in ensuring that personnel are well trained. Whilst commending the efforts of the personnel of the Base, he enjoined personnel to strive for excellence and self-reliance.

NNS BEECROFT Galley before renovation



Newly Renovated Arcade Ratings' Post



Newly Constructed Observation Post



Lenovo Z5s  
AI Triple Camera

NNS BEECROFT Galley after renovation



NNS BEECROFT Quick Response Squad



Ongoing Construction of NNS BEECROFT House  
at Tarkwa-Bay



# THROUGH THE LENS OF THE COMMANDER

COMD NNS BEECROFT COMMODORE  
BASHIR MOHAMMED DSS psc fdc mds mdss

Commodore Bashir Mohammed assumed command on March 26, 2021 as the 58th Commander of Nigerian Navy Ship BEECROFT. The seasoned senior naval officer has held numerous military appointments both ashore and afloat where his sterling attributes of leadership, good man-management and administration were on display, and to good effect. In the 6 months since taking over command, he has emplaced new strategies and oversaw key accomplishments in the Base that bodes well for naval administration and maritime security. In this interview, Commodore Mohammed sat with the editorial team and tells of his command philosophy, challenges and future plans

**Good morning Sir. Can you please tell us about yourself?**

I am Commodore Bashir Mohammed and I hail from Jigawa state. I attended three different primary schools before proceeding to Airforce Secondary School here in Lagos where I graduated in 1986. Subsequently, I gained admission into the NDA in 1987 as a member of 39RC where I studied Chemistry. I was in the Army for about a year in the NDA before changing my arm of Service to Navy; you will get to hear the story later. Since joining the Nigerian Navy, I have been privileged to attend military and civil courses both home and abroad

which have been vital to my development.

**Most commanders have interesting stories while training to become an officer. We would like to hear about yours.**

Well, my most interesting story was what I mentioned a while ago about how I was initially an Army cadet before crossing over to the Navy. My family members were not happy with my decision to change to the Navy because they had this notion that it would be difficult to see me again. They felt I would be permanently away at sea unlike the Army with several adjoining units in Kano where they could easily







Every human I believe has his/her negative and positive sides. However, if you set your mind to be just and fair to people irrespective of ethnicity and religion, you can be fair as a leader.

see me. I remember vividly how it happened, we had just finished general service knowledge at Ribadu hall and were about to move to the Cadet's mess for lunch. One of my course mates also from my state approached me and asked me to swap his arm of service with me. I really did not have the time to digest or ponder over it because I bought the idea shortly afterwards. The process was easy as we met the set criteria. At the time, every state had a fixed quota for the 3 services. I had a difficult time adjusting to naval studies as I had missed one year which I spent studying to become an army officer. The military has been so good to me in terms of exposure. I have learnt so much and privileged to visit all the 36 states of Nigeria where I have friends, mates and senior colleagues from all these states. I have seen a lot about Nigeria through our training and mixing up with friends from all across the country. This is an experience everyone should have if possible; the

opportunity to have friends and network. You don't even know about your best friend's tribe, but he's just your best friend. I enjoyed the benefits of mixing up with different people from all over the country, creating strong ties and lasting friendships. The military academy is a very good place as it exposes you to a rewarding military career. That, I am grateful for.

**Do you harbour any regrets for choosing the Navy over the Nigerian Army?**

Initially, I did harbor regrets particularly in the immediate aftermath of my graduation from NDA. I had been used to the Army way of doing things and adapting to the naval culture was a little challenging. Notwithstanding, I have no regrets whatsoever and my service in the Nigerian Navy has been interesting and rewarding.

**How has your experience prepared you for this role?**

To tell you the truth, my mother moulded and shaped me into who I am today. She is the reason behind everything I do here, how I see and react to things, what I do, how I perceive things and even how I handle you all, the way I feel about being fair and just. A mother's guidance is very important. The exposure I spoke about earlier, of



mixing up and meeting people has also been helpful for me, particularly in adapting to people to people. I must also add that as a leader, you are not perfect, you must find a way to apologise to your staff when you know you are in the wrong.

**The consensus around the base is your humane touch to leadership with visible results in personnel motivation. Was there any experience growing up that shaped your leadership style?**

As I said earlier, no one is perfect; I have my negative side. Every human I believe has his/her negative and positive sides. However, if you set your mind to be just and fair to people irrespective of ethnicity and religion, you can be

fair as a leader. My experience with my first roommate at the Nigerian Defence Academy has been instrumental to my leadership style. He treated me like family despite differences in ethnicity and religion. I only spent a few months with him but he left a lasting impression that made me see life in better light. I think the environment you find yourself helps a lot. If you stay in the midst of humane people, it rubs off on you and likewise.

**Now to NNS BEECROFT. The unit is often heralded as one of the toughest Type A Base in the Nigerian Navy, did you harbour any apprehension when you were posted to command the base?**



One of my major principles in achieving tasks is teamwork. We can't talk about teamwork without having people who are motivated and ready to work. The basic requirements are provided so that people are motivated to work. This is the reason I have taken the welfare of the personnel seriously. I made a conscious effort to provide the duty watch with quality food.

**So far, how is your experience as the Commander NNS BEECROFT been?**

My experience in Beecroft so far has been both wonderful and tasking at the same time. During the handing and taking over visits to units and establishments under NNS BEECROFT, I discovered that a lot of work still need to be done for the schools under our command. I was unhappy with the dilapidated state and management of the pupils of the Nigerian Navy Primary School Mobil road. On taking over, that was my first project, improving on the educational standards and infrastructure of welfare schools in our care. So far, there has been a marked improvement in the infrastructure, quality of teaching and the welfare of the students. I take pride in education and healthcare and that is why it is of so much concern to me. In areas of operations, the officers under me are doing so well even amidst the challenges. Teamwork is key and I believe that is what keeps the Base moving forward.

Not really. It is a normal military posting that comes with all the usual challenge of command. The only apprehension I had was moving back to Lagos and the issue of decentralized command with no barracks where ratings and officers live in locations far from the base. During working hours, they are under your command and afterwards they are under NNS WEY or even elsewhere. There is also the issue of trying cases of people not directly under you. The hospitals are not also under the command of Beecroft and this makes administration difficult compared to other Bases. Because of the unique nature of the Base and the challenges the men face, you have to be innovative and humane in your dealings compared to other units.

**Sir, talking about operations, issues of pipeline vandalism and the likes. More so, Lagos being a very attractive state for many, you probably receive more visitors than any other Type A Base in the Nigerian Navy. Then also, the fact that you are responsible for an area that extends to other states in the southwest. So, in terms of operations, were you expecting less and saw more or vice versa?**

Well, even though I had never served in BEECROFT, I have served in so many ships in the Western Fleet, and that way you know what happens in Lagos, operations-wise. One of the most important things is I am lucky to have a

good team. Having a good team cannot be overemphasized, especially people with the passion and mindset to achieve great things. I cannot afford to leave operations in the hands of people that are incapable. The officers I have in this Base have done very well operations-wise. I met most of my team when I came and I have enjoyed working with them. I have even given some of them letter of commendation in areas where they have been exceptional. I reward when I have to and punish when I have to. Today, I am happy that the GMD NNPC attested to it during CONSAC that pipeline vandalism has reduced from 20 per cent to 5 per cent. Operations-wise, things have been good, though with some challenges. We have civil maritime agencies at Atlas Cove and it has been challenging to manage them all together. Nonetheless, the officers there have been able to manage that place effectively despite these challenges. In terms of security in the state, we have the Security Council meeting. We liaise with





My strategy is teamwork, appreciation and task supervision. Teamwork is key and I believe that is what keeps the Base moving forward.

the DSS, Army and Airforce and we have a forum in which we discuss all security issues and share information. Where we need to come out with MESA, we do so, where we need to come out with AWATSE, we do it. The synergy of working with these stakeholders make it easy to put calls through to them to seek information and get things done. In times where we need to give out support when sister services call for it, we also do so. Harbour patrol has been doing well in monitoring what comes in and out, making arrest of illegal bunkerers, stowaways, etc. Nigeria as a whole will feel it if Lagos is in distress, since it has the biggest ports and borders. So, we have to keep our eyes open so we have to keep our eyes open and ensure to put in all effort to safeguard Lagos from economic saboteurs.

**You place premium on self-reliance and strategic actions that are enduring. What shapes your command philosophy?**

Self-reliance, sufficiency and capacity building cannot be overemphasized in any organization, especially the military. I put so much effort in ensuring that the Base is self-sufficient in providing all we need.

**The GMD NNPC recently lauded the Nigerian Navy for the reduction in pipeline vandalism and crude oil theft. The unit is involved in OP AWATSE and also deployed at Atlas Cove. Can you tell us what strategies you emplaced for this upturn in fortunes?**

My strategy is teamwork, appreciation and task supervision. Building a strong team will ensure



I must also add that as a leader, you are not perfect, you must find a way to apologise to your staff when you know you have wronged them.

that ideas are shared and all hands are on deck at all times. Regularly appreciating personnel who are outstanding in their line of duty will encourage them to work harder and put others on their toes. I also see task supervision as an important tool in ensuring things are done properly and at the right time. Some other strategies I employ are teamwork and establishing good relationships with the sister services and other security agencies. This team in collaboration with other security agencies were able to maintain constant and aggressive patrols in the area of responsibility. These patrols were able to keep the criminals away.

**NNS BEECROFT is the premier operations Base of the Nigerian Navy. So far, you have made some modest achievements since your assumption to office, what are we to expect in the coming months?**

I came in and met a Beecroft that former commanders had done well especially the immediate past commander. However, I was still able to identify certain areas that still need attention like the three schools under our command. The school at Mobil road needs a library and the one in Okokomaiko needs to move the laboratory from outside into the school compound. There are also plans to ensure rating's children get admission into these schools. We have also secured school buses for them. There is also an ongoing plan to improve the standard of service delivery at the sick bay.



**You recently faced some daunting task particularly the recent expansion of the Navy to Epe, Ogogoro Island and the fortification at Atlas Cove. On all occasions, you successfully midwifed favourable outcomes for the NN; do you care to share your experience?**

Diplomacy was what I used to achieve those successes. Gone are the days where everything is about fight. Wherever you go, develop a concept of human relations, public relations is also very important is very important. When I took over office, I reached out and paid courtesy calls to our maritime partners and within 3 months we got a land for our FOB in Lekki, which you cannot buy. With how large it is, it can be a Type A or Type B Base in the future and it is going to be built for us at no cost to the Navy. They only need us to present the design for them to commence

building. Thereby expanding the Navy to afford young officers like you the opportunities to command. I was also able to establish a good relationship with the Executive Governor of Lagos State and this has fasttracked the acquisition of getting C of O for FOB Epe. Lekki is already standing, we've been allocated 2 boats; NNS SOKOTO and NNS ABA, 2 new epenals and 2 new RHIBs. For FOBLekki patrols and operations have started already. I am basically on my feet everyday to fasttrack things. I must add that we are indeed very grateful to His Excellency, the Executive Governor of Lagos State, Babajide Sanwo-olu for the zeal and dispatch with which he handles issues pertaining to the Nigerian Navy.

**The DHQ recently promulgated the Armed Forces gender policy and you have been very committed in ensuring the unit is gender friendly, what have you accomplished. Any future plans?**

Well, maybe it's because I have three daughters, I'm gender friendly. I always say that the best thing about me is my mother. So, truly I have an open mind to it, and even when some senior officers ask why I have a female as my Naval Assistant, I tell them she's a regular officer that is capable of doing the work. I support equal opportunities and understand a lot of discussions are about the male personnel. Initially, the Navy had just a handful of female officers and ratings but now the number is increasing so fast that we must rethink some of our prejudices. Therefore, I set up a gender desk with a female officer to articulate gender related issues. This table will help us find weaknesses, strengths and ways we can improve the efficiency of the female personnel. I hope that this will help to resolve some of the challenges they face, of which our infrastructures is one of them. Where a man can live comfortably, for a woman, you have to redesign. We want to help the females to be a better part of the society with



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lectures and advise on medical, emotional, family issues and the likes.

**The number of operational platforms in the fleet has increased through direct request to NHQ and effective maintenance strategy. Can you tell us how you were able to increase platform availability substantially?**

First, I must place on record my deep appreciation to the Chief of the Naval Staff, Vice Admiral AZ Gambo, who has continued to support the Base operations. In one weekend, 4 boats were allocated to us were allocated to us by the CNS. This demonstrates the Chief's desire to enhance policing operations in Lagos area. However, as I said earlier, this is an era of public

relations and if you think about yourself first before thinking of the good of the service, you are not going to make progress. That is a result of building strong PR, and the ability to present your problems succinctly to higher command. In the end, it boils down to how you articulate your needs, use your strength and present your issues. With more platforms comes more responsibilities, and we are ready in all respect. We will however be needing more young officers to man these platforms. We are making a case to the naval headquarters and I am optimistic that they would accede to our request soon. I have also emplaced regular checks to be done on these vessels for proper maintenance. I will do my best to ensure that these vessels do not die off from poor maintenance.

**The unit interfaces with civilian organisations who are mostly maritime stakeholders. How has the relationship been?**

The unit's relationship with civilian organizations especially the maritime has been cordial. During

I will advise upcoming commanders to always put the welfare of their personnel first. Be just and fair to them. The carrot and stick method should be employed in dealing with them, encourage the men and let them know they have your support.

the End SARs protest here in Lagos, the unit in collaboration with some civilian organizations were able to stop the violence and looting that was going on at the time. Some of them are members of the mess where they interact with us informally. These are strategies to bring them closer so we can establish a good working relationship for the benefit of the maritime environment.

**Every military commander is faced with the burden of command, what has been your most challenging experience since assumption to office?**

I have had some challenging experiences however, the situation at ATLAS COVE gives me the most concern. The private security company, PENTAGON staff have not been paid for a long time now, yet they are yet they are required to protect NNPC pipelines. This is counterproductive as they can be tempted to break these pipelines. Gladly, efforts are currently ongoing to ensure their salary is paid. Another challenge was ensuring the personnel maintain the required standard of operational efficiency not minding the constant movement of personnel between units. Thus, I had to introduce training packages for personnel before they are deployed for operations to enhance operational efficiency. This has been a very good initiative and we have achieved the considerable level of professionalism that was envisaged. One of my major principle in achieving tasks is teamwork. We can't talk about teamwork without having people who are motivated and ready to work. The basic requirements are provided so that people are motivated to work. This is the why I have taken the welfare of the personnel seriously. I made conscious effort to ensure that the galley provides the duty watch with quality food.

**Do you have any word for upcoming commanders?**

I will advise upcoming commanders to always put the welfare of their personnel first. Be just and fair to them. The carrot and stick method should be employed in dealing with them, encourage the men and let them know they have your support. The hard workers should be rewarded and offenders cautioned or punished as the case may be. Fairness and justice should prevail at all times.

**You are constantly under pressure! You are even famed for detailing staff well into the morning, attending to issues and constantly thinking on your feet. How do you deal with stress?**

By resting properly during weekends, I relieve myself of all the stress accumulated during the week. I also engage in exercises like swimming and brisk walking regularly to keep my body active.

**We commensurate with you once again on the demise of your dear mother. Would you like to talk about you're her?**

I believe if you have lost your mother, your defensive position has collapsed. Nothing in the world compares to having a mother. I so much love my mother. She is a major contributor to what I am today. Her love and prayers kept me going during tough and trying periods. I so much miss her. May her soul rest in perfect peace. If you really want to thrive, stand firm with your mother, you'll never regret it.

**Any last words sir?**

Nothing to add really. I thank the editorial team for your time. I pray that God continually grants us the strength to add our quota to nation building. Thank you and onward together.

# ENHANCING COLLABORATION AMONGST MARITIME STAKEHOLDERS FOR IMPROVED MARITIME SECURITY IN NIGERIA.

*Presentation by DG NIMASA, Dr. Bashir Jamoh at the Chief of the Naval Staff Annual Conference in Kano, September 2021.*

This article explains how enhanced collaboration amongst maritime stakeholders can improve maritime security in Nigeria. This topic is apt considering Nigeria's status as a coastal nation and the inseparability of maritime security from national development which are like the two sides of a coin.

Obviously there can be no meaningful development in an environment riddled with insecurity. Considering the place and role of the maritime sector in national development, every act leading to maritime insecurity has a direct negative impact on the fortunes of a nation and her consequent development.

## **NIMASA - WHO ARE WE?**

The Nigerian Maritime Administration and Safety Agency (NIMASA) is the apex regulatory and promotional maritime agency created from the merger of the defunct National Maritime Authority and Joint Maritime Labour Industrial Council (former parastatals of the Federal Ministry of Transport) on August 1, 2006. NIMASA, the product of this merger was saddled with the mandate to regulate the Maritime industry in Nigeria through relevant instruments including:

- The Nigerian Maritime Administration and Safety Agency Act. 2007.
- The Merchant Shipping Act. 2007.
- The Coastal and Inland Shipping (Cabotage) Act 2003

## **OUR VISION & MISSION**

The vision of the Agency is 'to be the Leading Maritime Administration in Africa advancing Nigeria's Global Maritime goals' while our mission is 'to achieve and sustain safe, secure shipping, cleaner oceans and enhanced maritime capacity in line with the best global practices towards Nigeria's economic development'. These provide the direction and drive in achieving our mandate.

### **Areas of Coverage:**

This covers conceptual clarification on Nigeria's maritime sector, an overview of maritime security and national development in Nigeria, the roles of NIMASA in enhancing Nigeria's



maritime security for national development as well as the prospects and challenges of NIMASA in enhancing Nigeria's maritime security for national development.

### **NIGERIA'S MARITIME: A CONCEPTUAL CLARIFICATION**

Having 853km Coastline, 200nm of Exclusive Economic Zone, 12nm of Territorial Waters, 10,000km Inland Waterways (Over 3,000 navigable), 6 Major Port Complexes spread in 8 Coastal States, Nigeria averages 5,000 vessel calls a year, attracting over 70% of the total cargo traffic to West and Central Africa sub-Region. Hence, Shipping is the driver of Nigeria's import/export economy. It is also the driver of Nigeria's oil and gas Industry. Nigeria's over 200 Million Population which underpins her capacity for consumption (Market) is another driver for Nigeria's import-export shipping trade.

As such, Nigeria's Economic Growth Trajectory must be predicated on the optimization of the

opportunities inherent in this industry through a robust Maritime Governance architecture in the areas of ships/boats building, fleet ownership and expansion, indigenous cargo affreightment, offshore & floating facilities spare parts and maintenance, freshwater bunkering & supply, bunker oils supply, aquaculture, fauna and flora, channel dredging, inland waterways transportation among others.

### **SUSTAINABLE MARITIME OPPORTUNITIES IN THE GULF OF GUINEA**

Nigeria occupies a strategic location in international seaborne trade along the Gulf of Guinea. The Gulf of Guinea is home to two Regional Economic Blocs: Economic Community of Central African States (ECCAS) and Economic Community of West African States (ECOWAS) comprising 26 countries. The region holds a significant percentage of the world's total oil and gas reserves as well as rich deposits of natural resources such as Diamonds, Bitumen, Copper, Uranium, Granit, Quartz, Lead,



The Nigerian Maritime Administration and Safety Agency (NIMASA) is the apex regulatory and promotional maritime agency created from the merger of the defunct National Maritime Authority and Joint Maritime Labour Industrial Council.

Fluorite, Marble, etc.

It is therefore seen as a resource provider and critical contributor to national growth and prosperity of the nations lining its coasts, those inward and with no shared boundaries due to the access it grants to them. More importantly, the region's waterways serve as key navigational routes for international commerce, connecting the Far East to countries in the North and South of the Atlantic. It is the hub of extensive trans-Atlantic trade linking Africa with Europe and the Americas. Hence, we cannot divorce maritime safety and security in Nigeria from the Gulf of Guinea

#### **MARITIME CRIME HAS A NEGATIVE EFFECT ON THE NATION'S GROWTH & DEVELOPMENT.**

The United Nations Office on Drugs and Crimes (UNODC) study has found that pirates in the Gulf of Guinea are becoming more sophisticated. Some 6 pirate groups with 30 to 50 members each have developed capacity to conduct attacks especially in deep waters and mostly targeting international vessels to kidnap crews for ransoms. According to the UNODC, the overall combined income resulting from these attacks has been estimated as \$4 million per year. The negative economic impact however has been estimated to be in the range of \$800 million. The first half of 2020 has seen a 20% increase in incidents of piracy, armed robbery attacks in comparison with the same period in 2019.

Despite the huge potential in Nigeria's maritime industry, the prevalence of maritime crimes within the Gulf of Guinea over the years has denied the nation of the immense benefits derivable from the maritime sector since no



maritime nation can thrive and maximize its potentials under unsafe seas and oceans. The situation is more critical for nations that are largely import dependent like ours.

Besides, maritime crime imposes a negative image on the nation internationally, it is a threat to the Blue Economy with direct negative impact on shipping in terms of cost of cargo and ship diversions. It increases insurance premiums to war premiums, it creates inflationary impact on vital goods and services, negative economic consequences on the fishing industry which was once the 2nd highest non-oil export and a general rise in prices of seafood.

### **THE ENABLING TRIANGLE FOR REALIZATION OF MARITIME SAFETY AND SECURITY FOR NATIONAL DEVELOPMENT**

#### **Governance**

Effective governance is imperative for realizing maritime safety and security for national development. It entails strategic and efficient deployment of human and material resources in

creating a sustainable environment for national development. Some of NIMASA's Macro-Level Policy Interventions include: fiscal and monetary policies initiatives, dedicated funding (SBSAF, CVVF) for industry players as well as robust stakeholder engagement and support systems.

#### **Infrastructure**

The provision of critical infrastructure is another important face of our enabling triangle for maritime safety and security for national development. Some of our interventions in this regard are: The Deep Blue Project; NIMASA Modular Floating Dock, Fleet Expansion, Ship Building amongst others.

#### **Maritime Security**

This is the final face of our enabling triangle for maritime safety and security for National Development. It is more critical than the other faces because it guarantees the effectiveness of the others. Thus, there is a need to fortify Nigeria's maritime frontiers and stem illegal maritime activities such as illegal bunkering, illegal mining, illegal fishing, smuggling, etc. There is also the need to plug the leakages and ensure accurate collection of NIMASA's statutory revenues through effective tracking of vessels, the requirements for the enforcement of regulations for maritime safety, security, maritime labour standards and marine pollution on Nigerian waters.



## **UNDERSTANDING THE GULF OF GUINEA AND THE ENORMITY OF ITS SECURITY DEMANDS MUST BE CONSIDERED AN IMPERATIVE BY ALL STAKEHOLDERS.**

From a Perception Perspective, the Gulf of Guinea is Nigeria and Nigeria is the Gulf of Guinea given that Nigeria is never far from being mentioned whenever attacks occur within the region, regardless of the location of the incident.

### **Putting Piracy in Proper Perspective**

Piracy is a term that is widely used and loosely bandied around for acts of criminality occurring in any marine or marine-contiguous environment. However, not all such criminality is piracy. Formally speaking, the United Nations Convention on the Law of the Sea defines piracy as an act conducted on the high seas i.e. beyond territorial waters. Similar criminal activities that take place within territorial waters are not defined as acts of piracy following this definition in international law.

Nonetheless, Nigeria grapples with a mix of security challenges emanating from our various water-endowed environments, from the high seas of the Gulf of Guinea to our immediate coast line environment, from the Niger Delta creeks to the other inland waterways.

### **Piracy Implications – The Financial Costs**

- From available statistics, Nigeria loses about \$25.5 billion annually to illegal maritime activities in her waters while NNPC loses about \$1.35b on Illegal Bunkering.
- The cost of piracy in the Gulf of Guinea



due to stolen goods, security, and insurance has been estimated to be about \$2 billion with a significant decline in Sea Route Attractiveness.

- From ocean governance perspective, there is obvious global side-lining of countries of the Region from IMO top positions where key decisions are made as seen in the repeated losses in 'Category C' elections in recent past.

### **ANALYSIS OF MARITIME SECURITY INTERVENTIONS IN NIGERIA**

Over the years, Nigeria has undertaken several interventions to exploit her huge maritime endowments and opportunities with the increasing cases of maritime crimes, crude oil theft and illegal bunkering in the Niger-Delta



and the Gulf of Guinea. These are:

- The 1994 Liberian Wartime Deployment Era and the attendant obsolescence of Nigeria's maritime security equipment.
- The 1999 Obasanjo era and the establishment of the Presidential Committee on Maritime Safety & Security (PICOMMSS) and the procurement of land, water and air maritime security hardware worth over £200M.
- The dismantling of PICOMMSS arrangement and frittering of all related assets due to lack of continuity and corruption in 2011 and its replacement with the PPP arrangement for Maritime Security with Global West that linked revenue generation to maritime security.

- The Introduction in 2017 and launch by Mr. President of Deep Blue Project in 2021 and the current rehabilitation initiatives and coalition drive. The recently released IMB 2021 Q2 Report of a 27-year, all-time drop in piracy and sea criminalities in the Gulf of Guinea is proof that the Deep Blue project is proving to be a 'game changer' in the annals of the nation's maritime security.

#### **SELECTED NIMASA COLLABORATIVE EFFORTS TOWARDS IMPROVEMENT OF MARITIME SECURITY IN NIGERIA**

##### **Assessment of the SPOMO Act**

When His Excellency, Mr President, Muhammadu Buhari signed the Suppression of Piracy and Other Maritime Offences Act into law



in 2019, it signalled a bold intent by Nigeria to draw the line and announce to the world that piracy will no longer be treated with kid's gloves by Nigeria as the nation became the first in Africa to enact such legislation. By its design, the SPOMO Act commands collaboration amongst very critical state actors from NIMASA to the Navy to the Police and ultimately to the Judiciary. No party can act without the other – where one party's role ends, the role of the other begins. The genius of the Act lies in the fact that it is a value chain for dispensing justice to both the perpetrators of piracy and their victims. Little wonder that within such a short period from its passage and enactment, the SPOMO Act proved invaluable in the successful prosecution and conviction of 17 persons arrested for piracy and sea criminalities. To give further strength to the collaborative value embedded in the Act, NIMASA has established the Annual Admiralty Colloquium for the regular training of Judges in maritime-related matters for effective jurisprudence. The first edition was held in April 2021 in Lagos attracting the attendance in person of Hon Justice Monica Dongban-Mensem, the President of the Court of Appeal.

#### **The DEEP BLUE Project**

This is a Practical step towards effective utilization of Maritime Domain Awareness assets in the fight against piracy.

The Deep Blue Project is NIMASA's multi-agency integrated approach for the containment of maritime crimes in Nigeria to guarantee an enabling environment for maritime business and consequent national development. It entails the deployment of maritime interdiction platforms involving air, land and maritime assets, establishment of command and control centre and capacity building for the diverse personnel in the Project. Recently, the President and Commander-in-Chief of the Armed Forces of the Federal Republic of Nigeria launched the Project





which has in its kitty 2 Special Mission Vessels, 17 Fast Interceptor Boats, 3 Special Mission Helicopters, 2 Special Mission Aircraft, 4 Unmanned Air Vehicles, and 16 Armoured Vehicles, a command and control Centre (C4I) and Special Maritime Security Unit Team of 340 men.

#### **IMPERATIVES OF COMMUNITY ENGAGEMENT IN COMBATING PIRACY IN NIGERIA'S MARITIME DOMAIN**

Criminality commences from a community. NIMASA through its carrot and stick strategy has deployed a method of engagement with the coastal communities through its littoral states outreach programme. Having engaged with the governors of 5 of the littoral states – from Bayelsa, Delta, Rivers, Ondo and Lagos, our joint working



sessions involving NIMASA and select teams from the states have begun addressing challenges peculiar to specific coastal communities. NIMASA's Science and Technical College at Okoloba in Delta state is currently undergoing redesign to be launched as the NIMASA Centre for Entrepreneurship (NICE) to train youths from various Niger-Delta communities on boat and small craft building; ship recycling business; marine litter marshals; the award of scholarships to over 2,500 youths through the NIMASA National Seafarers Development Programme (NSDP) amongst several initiatives simultaneously being implemented.

Furthermore, the synergy and strengthening of the Navies of the GoG region as well as the establishment of regional frameworks for collaboration are proving to be sure ways to drastically mitigate diverse maritime crimes in the region. The successful formation in April 2021 of and plenary meeting in July 2021 of the Shared Awareness and Deconfliction Gulf of Guinea Forum aka SHADE-GoG Forum to galvanize information-sharing and navies working with industry within the Gulf of Guinea has strengthened regional capacity to fight piracy.

#### **OTHER EFFECTIVE STRATEGIES FOR COMBATING PIRACY FROM THE BACKWATERS/ LAND**

##### **Maritime Intelligence Imperative - Key Lesson from 9-11 Terrorist Attack on America :**

The 9-11 Commission found out in summary that American security agencies knew in advance that Osama Bin Laden was planning a big attack



but because there were so many security agencies (The FBI, CIA, Military Intelligence, Transport and Civil Aviation agencies, etc.) working in silos for their own individual achievements, hence there was no coordinated intelligence sharing. Although, there was huge intelligence gathering by all of them as individual agencies, they did not 'share their toys' with each other, therefore the nation as a whole was unable to connect the dots in time to prevent the terrorist attacks.

##### **Increased Teamwork and Collaboration:**

NIMASA has been instrumental in increased collaboration and information sharing between critical maritime stakeholders such as CEOs of Maritime Industry Organizations, Joint Maritime Industry Working Group (JMIWG), etc. to ensure that the busy shipping routes through the GoG operate securely.

Additionally, the proactive and collaborative visits/engagements with critical maritime



agencies in Nigeria including but not limited to the Nigerian Navy, the Nigerian Airforce, the Nigerian Police Force, the Nigerian Customs Service, the Nigerian Immigration Service, etc; implementation of best management practices by majority of industry commercial ship owners (formulated by IMO Consultants); the establishment of the Maritime Intelligence Unit; the proposed National Maritime Security Strategy Document and the proposed Maritime Security Committee among others.

## CONCLUSION

In conclusion, NIMASA appreciates the Chief of Naval Staff and the entire family of the Nigerian Navy for the robust support it has enjoyed through the various partnerships, especially the MOU which led to the formation of the Maritime Guard Command. We also appreciate the Nigerian Navy's commitment, in the most recent times, to the success of the Deep Blue Project which is fast becoming a model for not just the

Gulf of Guinea region but the entire continent as well. Your participation and representation of Nigeria as the Co-Chair of the recently launched SHADEGoG Forum is another case in point. The maturity and cordiality of the Navy, as well as all the other security agencies in the Deep Blue project, is the brightest testimonial to military-civilian collaboration and the whole world can see it.

The issue of maritime security requires a combination and optimization of efforts and an understanding that suppression is not the same as a long-lasting solution. Those who commit illegal acts at sea are highly adaptable, increasingly sophisticated in their methods and often well-informed. Therefore, local, regional and global efforts must be flexible, proactive and sustainable. We must collectively resolve to make the 4 Cs of Coordination, Collaboration, Communication and Cooperation our watch words.

# THE APPLICATION OF SATELLITE TECHNOLOGY FOR NIGERIAN NAVY MARITIME SURVEILLANCE

Lt Cdr Akoji Labija

The Sea has been the major source of income to the government of Nigeria for over 4 decades. The proximity of Nigeria to the sea has shaped its entire history. Thus, the prosperity and growth of Nigeria is strongly connected to the security and peace of the maritime domain.

**N**igeria has indicated interest in space technology since 1999. This led to the establishment of the National Space Research and Development Agency (NASRDA). Since then, NASRDA has launched several satellites. These include NigeriaSat –one in 2003 as well as NigeriaSat – 2 and NigeriaSat – X in 2011 respectively. There has been an attempt to link the Nigerian Armed Forces with the Nigeria space programme. Consequently, the Defence Space Administration (DSA) was established by DSAAct 2016.

The mandate of the Nigeria Navy (NN) is to defend the coastal region as well as protecting the Exclusive Economic Zone (EEZ) of Nigeria

against deliberate attacks. Also, the Navy is to prevent sea pirates from exploiting the sea resources. These responsibilities can easily be achieved through the use of satellite technology. Satellite technologies provide cost – effective and innovative alternatives to radar technologies currently employed by NN for surveillance purposes.

The Nigeria coastline covers a total distance of 84,000 sq nm. Policing this vast mass of water is not only expensive, it is time consuming. It is against this background that this paper seeks to explain the importance of satellite technology to NN maritime

surveillance efforts. It is assumed that the government of Nigeria will sustain the passion for space technology pursuit.

The activities occurring at the NN maritime domain can affect the security, safety, economy as well as the littoral zone of Nigeria. The use of NN ships, boats and other platforms such as Forward Operating Bases (FOBs) meant to reduce NN reaction time to threats, are not sufficient to effectively handle these situations. In view of this, NN installed Regional Maritime Awareness Capability (RMAC) radar in Lagos, Bonny and Calabar. In addition, the NN Coastal Radar Surveillance (COMARASS) meant for ensuring safety and security within the Nigerian maritime domain had since been commissioned. Also, the NN introduced Falcon EYE into its platforms. The reason for establishing these platforms is to achieve total coverage of the Nigerian maritime region. However, these efforts have not yielded the desired results. For instance, RMAC has not been able to achieve total radar coverage between Bonny and Calabar, though the coverage between Lagos and Bonny is sufficient. But satellite technology's ability to cover a wide area can take care of this radar range limitation. Furthermore, COMARASS can only provide coverage within the coastal zone. Hence, both systems can be integrated with satellites to achieve total coverage of Nigerian waters. This is to say that the application of space technology (which includes space segment, ground segment, and launching systems) can enhance/improve NN maritime operations to a great extent.

Some schools of thought would have preferred drones (unmanned aerial vehicles) to satellites. But it is important to note that drones can be hacked into easily, while the owner will be disconnected and the drone taken over. Another shortcoming of drones is that they are very difficult to control. In addition, terrorists can also use them. Hence seeing them around does not guarantee safety. Moreover, some military drones can only fly at about 18,000 meters. In fact, aviation authorities recommend flying below 400 feet or 121 meters above ground level. This is to avoid possible conflict with manned aircraft such as airplanes or helicopters. Hence, they can be shot down by enemies thus defeating the purpose of flying them.

The NN is organised into 3 operational commands to provide adequate coverage for Nigeria's vast maritime area. These are the Western, Eastern and Central Naval Commands with their headquarters located at Lagos, Calabar and Yenagoa respectively. The 3 operational commands are supported by Naval Training Command (NAVTRAC) in terms of training and Naval Logistics Command in terms of logistics.

The operational commands control the activities of operations bases and FOBs in providing security to the Nigerian maritime environment. The FOBs are meant to reduce reaction time and increase time on tasks of NN platforms. Additionally, they are to reduce the logistics supply chain between NN vessels deployed for patrol duties and their bases. However, most of the FOBs lack the necessary support facilities and cannot achieve the objective for



which they were established. Thus, the Nigerian maritime environment is neither sufficiently defended nor policed.

One major dimension to the protection of Nigeria is the role of the NN in defending the country's maritime domain. The use of satellites is essential for effective conduct of military operations and policing roles especially in the air and maritime environment. Space technology in maritime operations creates potential avenues for littoral nations to manage their waterways effectively as it relates to national security. It also provides prompt and reliable information transmission, monitoring of deep sea platforms and offshore installations in maritime operations. Some African navies like South Africa, Algeria, and Egypt have keyed into space application already. Hence, the Nigerian Navy is in no way expected to lag behind, but rather, to take the lead. This is more important as the NN has not been able to effectively patrol the vast sea area and to check the illegal activities perpetrated within this area.

The adaptation of space technology especially for military use has had an enormous impact on the defence capabilities of super power nations. Some of the advancement in the military includes the guided missiles, missile warning

The use of satellites is essential for effective conduct of military operations and policing roles especially in the air and maritime environment.

alert, weather, chart updates and high-capacity military communication system. Despite these achievements, the artificial satellite remains a major breakthrough in the exploration of space technology. The use of satellites, among other applications, is essential for effective conduct of military operations, particularly in the air and maritime environment.

Space technology in maritime operations creates a great capacity for any littoral nation to manage its waterways effectively as it relates to national security. It is also necessary for prompt and reliable information transmission, monitoring of deep sea platforms and offshore installations in maritime operations. This has made navies of some African countries like South Africa, Algeria and Egypt to tap into their respective space-based national assets to enhance the conduct of their maritime operations.

Maritime Domain Awareness (MDA) is the effective understanding of anything associated with the maritime domain that could impact the security, safety, economy, or environment of a



Space technology in maritime operations creates a great capacity for any littoral nation to manage its waterways effectively as it relates to national security. It is also necessary for prompt and reliable information transmission, monitoring of deep sea platforms and offshore installations in maritime operations.

nation. MDA contributes directly to maritime dominance by facilitating decision making superiority and enabling the selection of the appropriate response to any emerging threats.

The NN in its effort to achieve MDA for effective conduct of its maritime operations has RMAC radar installed in Lagos, Bonny and Calabar. Also, there was installation of the COMARASS project which was aimed at ensuring safety and security within the contiguous zone of Nigerian maritime domain. These measures which were aimed at achieving total coverage of the Nigerian maritime environment fell short of the objective. In the case of RMAC, total radar coverage was achieved between Lagos and Bonny, however this was not achieved between Bonny and Calabar due to range limitation. Also, the COMARASS project by design could only provide coverage within the contiguous zone. Falcon EYE, on the other hand has a range of up to 35 nm from the coast. COMARASS and RMAC systems could be integrated with space technology for the Maritime Radar Surveillance System (MARASS) to achieve total coverage of the Nigerian maritime domain.



From the foregoing, the protection and provision of security within Nigeria's maritime environment is obviously a herculean task in view of its vast area and the present NN operational constraints. The current NN efforts at achieving MDA through RMAC, COMARASS and Falcon EYE have also fallen short of providing the total coverage due to range limitation. To effectively provide security for such an area, there is the need for the employment of effective and wide coverage surveillance capabilities. Space technology has this capability and would be of immense benefit in this regard. The application of space technology by the NN would invariably have a positive impact on NN maritime operations. There is the need for the NN to integrate the RMAC and COMARASS systems with space technology to enhance the conduct of its maritime operations. This is to accomplish total coverage of the Nigerian maritime environment, thereby achieving presence at sea without stationing platforms.

# IMPROVING NATIONAL MARITIME DOMAIN AWARENESS THROUGH INTER-AGENCY COOPERATION: MODELS, POLICY OPTIONS AND STRATEGIES

*Presentation by Rear Admiral FD Akpan(rtd) at the Chief of the Naval Staff Annual Conference in Kano, September 2021.*

Maritime Domain Awareness is all about generating actionable intelligence, which is the cornerstone to successfully carrying out various maritime tasks, including counter terrorist and maritime law enforcement operations. This is an initiative of the Maritime Safety Committee of the International Maritime Organization in response to the Sept. 11 2001 attack on the US by terrorists and the attack on USS COLE in the Arden Strait. Maritime Domain Awareness (MDA) is simple in concept, but it has come to mean much more than the vessels traversing the oceans and waterways around the world.

**M**DA has come to mean a comprehensive situational awareness that goes beyond naval operations to include commercial shipping and fishing

vessels, to concerns about terrorism, human trafficking, Weapons of Mass Destruction and the safety of ports and harbours. MDA has been elevated from a purely operational concern of a

Commander to a national strategic imperative, one that encompasses the mission of a wide array of federal agencies. MDA is to identify threats as early as they develop, as distant from the shores as possible, thus providing enough time for an appropriate course of action and adequate response.

The seas and oceans have become 2-dimensional highways for commerce and traditionally the shipping that transverse them require protection. Littoral States have an obligation and responsibility to monitor and put in place surveillance systems that will facilitate the safety of shipping in order to enhance economic activities at sea. Surveillance systems save cost on logistics for platforms that are usually on expeditionary operations either surface craft or aircraft. It also cuts down on the increased burden on personnel for excessive manning hours and huge cost of fuel, oils and lubricants including victualling items for crews.

Nearly 75% of the world is now covered by sea water, this ocean coverage could increase in the future due to the effects of climate change and the global neglect of our environment. It is by far the single biggest environment on our planet, amounting to a huge 139 million square miles. The sea is a dark, dangerous and mysterious

place in which people cannot live. Much of the sea remains uncharted, not fully understood, and makes most people sick! The Sea is central to the prosperity and security of all nations, and even more so since the emergence of an increasingly globalized world trading system. Mankind took to the sea because of its attributes that are intimately and intrinsically linked.

Maritime Security is concerned with the prevention of intentional damage through sabotage, subversion or terrorism and the prompt mitigation of incidences within the maritime domain. Maritime security therefore involves the continuous surveillance and reconnaissance of a nation's maritime domain with a view to prompt interdiction when infringements occur to the nation's regulations. It involves a host of activities performed by appropriate civil or military authorities and multinational agencies. This includes collaboration among states to protect their sovereignty and counter maritime threats. Maritime security apparatus usually consists of the total assets available within the maritime defence and agencies to include: Personnel, Aircraft, Ships and Integrated Surveillance and Reconnaissance (ISR) systems slated for maritime roles.

The call for the enhancement of Nigeria's Maritime Security for an improved national prosperity couldn't have come at a better time. To put it in context, it is coming at a time when our Gross Domestic Product is USD 5,236 (UNDP 2020) with a global average of USD 11,442 (Macro Trends 2021). Thus, experiencing a shortfall of USD 6,306 Dollars. It is a call to duty to turn around our economy from a recession to prosperity. Improving our National Maritime Domain Awareness through Inter-Agency Cooperation Models, Policy options and Strategies is a demonstration of the concern of the Nigerian Navy for maintenance of Sea Lanes





of Commerce for our economy to thrive without any hindrance or maleficence at sea. Arising from these premises are the following germane questions: Is there a relationship between maritime domain awareness and maritime security? What models and or Policy options should be adopted among stakeholders for

effective maritime security? Finally, what strategies should be put in place for an effective utilization of national MDA Infrastructure?

Maritime is connected with bordering the sea; while Environment is the general surrounding, especially the material and spiritual influences

## CONCEPTS & DEFINITIONS MARITIME ENVIRONMENT

which affect the growth, development and the existence of living beings. This article sees the maritime environment as the material and spiritual influences which affect the growth of living beings in surroundings bordered by the seas or oceans. The maritime environment includes the seas, bays, estuaries, islands, coastal rivers, the airspace above it and the littorals. In this very lucid concept, the aspect of the littorals which is germane to Nigeria's circumstance as a maritime State. In this regard, I find the Australian Strategic Concept very apt. To the Aussies, littorals are those areas on land which

are subject to influence by units operating at or from the sea, or those areas at sea subject to influence by units (friend/foe) operating on or from the land.

In line with the provisions of UNCLOS 111 agreement attested to by Nigeria, our maritime environment covers an area of about 84,000 sq nm. This comprises a coastline of 420nm, territorial waters of 12nm and a 200nm Exclusive Economic Zone EEZ. However, our influence should be beyond our EEZ, since the bulk of our trade uses the Northern route to Europe and the



Americas, the issue of access to the sea by landlocked states, and the littorals we share with Cameroon and Equatorial Guinea. It stands to reason that our influence should cover the Gulf of Guinea.

## MARITIME DOMAIN AWARENESS

Maritime Domain Awareness contributes directly to maritime dominance by facilitating decision making superiority and enabling the selection and execution with the appropriate response to any emerging threats. Its purpose is to facilitate timely, accurate decision making that enables action to neutralise threats; in our context, any threat to Nigeria's national security interest. MDA capability will be achieved by improving our ability to collate, process, exploit, fuse, analyse and disseminate information and intelligence to operational commanders, inter-agency partners and non-governmental organisations. The core of the MDA effort is the creation of networks that, at multiple levels of

Maritime Domain is all areas and things of, on, under, relating to, adjacent to, bordering on a sea, ocean, or other navigable waterways, including all maritime related activities, infrastructure, people, cargo, vessels and other conveyances.

security, will feed and fuse several data streams into common operational pictures, thus enabling the provision of better collaborative and analytical tools for commanders. Key to this strategy is that information must be shared at all levels without encumbrances. Simply put, it is information or intelligence received, analysed, processed and the appropriate response to any infringement initiated.

Maritime security embraces a wide range of elements that are required to create a peaceful template that may include defence, intelligence, and economy to environmental issues. Maritime security includes the continuous surveillance



## MARITIME SECURITY

and recognition partnership and awareness of one's maritime environment which encompasses the oceans, seas, bays, estuaries, islands, coastal towns and the airspace above these littorals. This is with a view to prompt interdiction when infringement of national regulations occurs. Maritime security is also the protection of maritime assets and prevention of all forms of criminal activities such as: piracy, illegal fishing and poaching, smuggling, proliferation of small to medium weapons

including maritime terrorism. Maritime security are those measures taken by government agencies, owners and operators of vessels, offshore/oil installations, ports and maritime organisations to protect maritime activities.

The sea is a vast space where the presence of navies can be adjusted as conditions dictate to enable flexible approaches to escalation and deterrence of conflict. These virtues have given an edge to naval forces globally. Apart from the



## NAVAL OPERATIONS

traditional roles of military, policing and diplomacy, navies have the charter to achieve the following:

- a. Enhance regional maritime cooperation,

- b. Deter any maritime aggression against the state.
- c. Exercise sea control of the EEZ
- d. Contribute to home land defence in



depth.

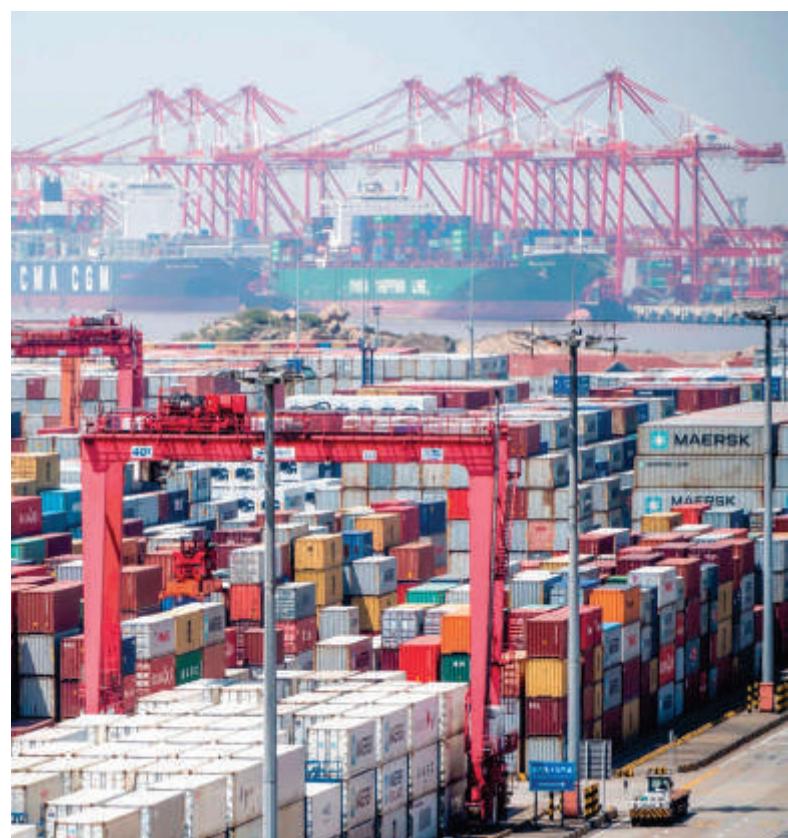
- e. Project power
- f. Carry out humanitarian assistance and disaster response.

The NN Total Spectrum Maritime Strategy (NNTSMS) promulgated in 2012 also addressed the imperatives of coastal defence, sea control and sea lift, as well as ensuring the protection of the Nigerian Maritime Environment. It targeted closing the gaps of the Nigerian Navy Trident Strategy (NNTS) now obsolete, providing comprehensive guidance for the Nigerian Navy as the lead agency in the maritime domain. It employed the concept of security, deterrence, and strike to curb identified challenges. It designated roles for the Nigerian Army (NA) and the Nigerian Air Force (NAF) in realisation of the

need for joint efforts to secure our back waters and air spaces respectively.

There is a nexus between the MDA and Maritime Security. While MDA enhances the synergy in information gathering, intelligence sharing, and response to malfeasances, Maritime Security (MS) objectives aimed at the development of maritime governance capacity in areas of strategic maritime importance can be enhanced. The same can be described as the protection of maritime assets, the prevention of crimes at sea, the maintenance of sea lanes of trade and commerce and the promotion of the economic development of the nation.

The maritime domain awareness infrastructure in Nigeria includes:



## MARITIME DOMAIN AWARENESS INFRASTRUCTURE IN NIGERIA

### **PRESIDENTIAL COMMITTEE ON MARITIME SECURITY AND SAFETY (PICOMSS)**

MDA infrastructures will be discussed from its historical perspective and development. This account is just to spice up further discussion of a study that lacks adequate literature. In July 2011, the Presidential Committee on Maritime Security and Safety (PICOMSS) announced the conclusion of a programme to acquire and install surveillance gadgets with a coverage capacity of over 98 nautical miles along Nigeria's coast lines. The First Consignment was to be established in Lagos at the Bar Beach and the others sited at Escravos, Brass, Bonny and FOB Ibaka. The Lagos Base was manned and signals were received from radar stations. However, the signals were



not integrated. I was chairman of a 5 Ministerial committee for the establishment of a Maritime Coordinating Centre for Nigeria in 2011. The committee recommended the scrapping of PICOMSS and the hand-over of assets to corresponding services; Coastal Radars to NN and Drones/ACs to NAF. Added responsibilities including the ISPC Code functions were given to NIMASA.

### **REGIONAL MARITIME AWARENESS CENTRE (RMAC)**

The Regional Maritime Awareness Centres (RMCAs) were established to provide real time pictures and radar contacts to enable the vector of vessels to areas of crimes and malfeasances in the maritime domain. The technology for the RMAC system falls into 3 categories namely:

- a. Detection (surveillance, tracking, fusion and analysis)
- b. Assessment (communication and networking)
- c. Warning

The Regional Maritime Awareness Capability and the Integrated Traffic Management System (RMCAs-ITMs) is a US Government sponsored initiative for increased safety and security in the maritime domain. It is a multi-sensor surveillance and information management system which integrates radars, cameras, AIS and marine radios into a common user interface. The RMAC Centres have the following sensors and equipment:

- a. Automatic Identification System (AIS) with a range of 44 nms.
- b. Surface surveillance radar with a range up to 38 nms.
- c. Surveillance Camera of 3-5 nms range.
- d. Internet connectivity



Other Surveillance Technologies that have been introduced into our national quest for improved systems are The ATR 42 Maritime Patrol Aircraft, acquired by the Nigerian Air Force (NAF) and the

## **OTHER SURVEILLANCE TECHNOLOGIES**

Total Radar Coverage of Nigeria (TRACON) project. The ATR 42 MPAs are to contribute to the development and build-up of real time Maritime Picture for Nigeria. Its concept which include the manning of the Aircraft by NN officers is to facilitate the attainment of high index of Nigeria Maritime Security and Strategic information sharing, analysis and responses to maleficence in the maritime domain. The aircraft can be deployed in the following roles: Maritime Patrol, Search And Rescue (SAR), identification of vessels, and environmental control missions. The



Total Radar Coverage of Nigeria (TRACON) project was completed in May 2010 with the successful integration of the 5 radar sites into the radar network. Thus, for all intents and purposes our airspace is covered by an integral air traffic safety network. The present Surveillance Technology has no doubt enhanced the attainment of the ideal maritime security quotient. In spite of the limitations and ownership, it has reinvented the need to have within NN a dedicated Surveillance Technology that will be established and fully manned and operated by personnel of the Service. It has opened a vista for the acquisition of one of the best Commander's tools through technology with the ability to detect, track, monitor, evaluate, record and respond to issues on the maritime domain.

The Deep Blue project is being established at the Nigerian Maritime Administration and Safety Agency (NIMASA) with the following objectives:

## THE DEEP BLUE PROJECT

- a. Prevention of illegal activities in Nigeria's EEZ.
- b. Enforcement of maritime regulations.
- c. Enhancing the safety of lives at sea.
- d. Prevention of illegal activities in the Niger Delta (Back Water) at sea and in the inland waterways

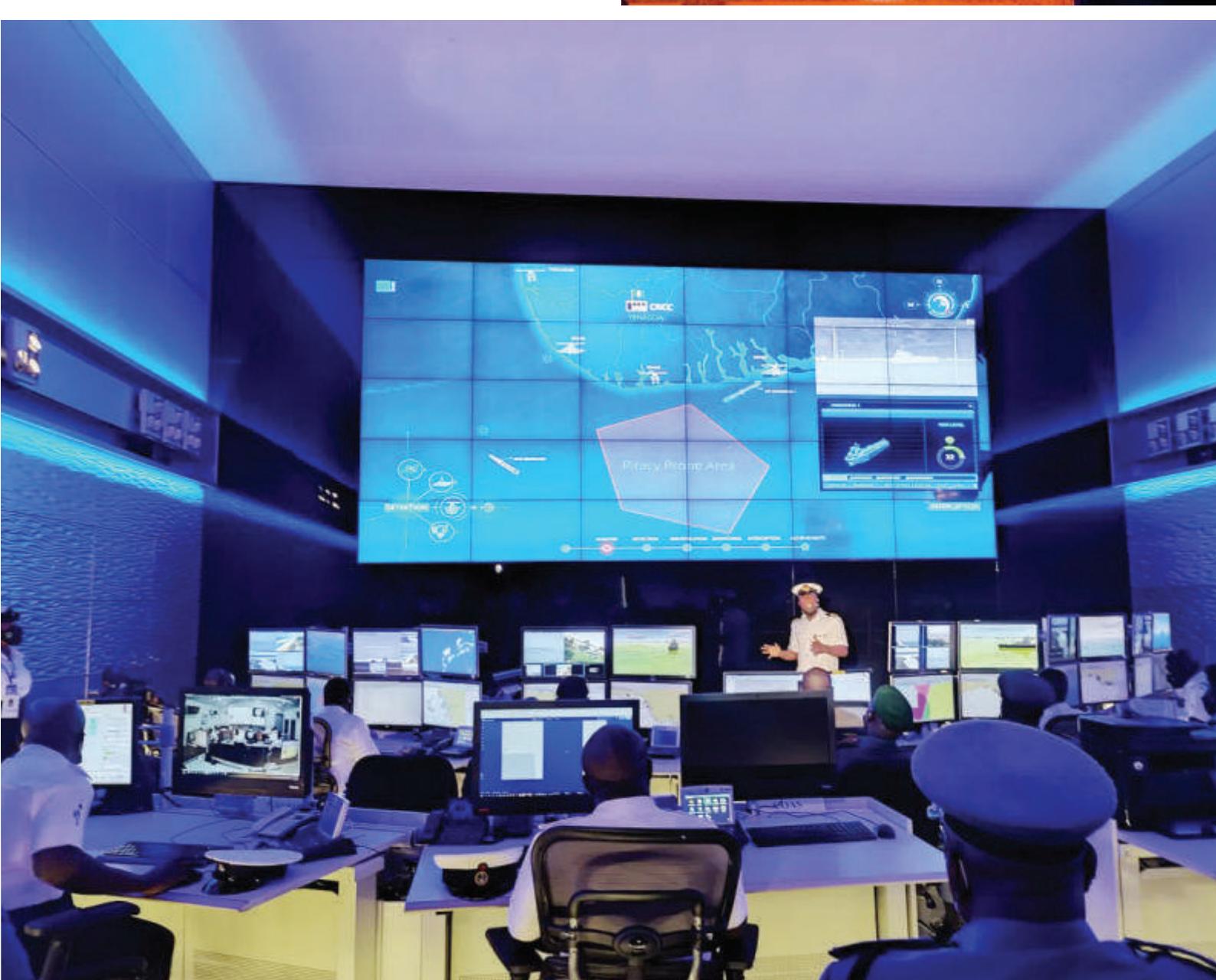
The key components and the inputs into the C4I component Operation Centre are:

- a. Maritime intelligence system.
- b. The Falcon Eye system from the NN.
- c. Helicopters.
- d. Interceptor vessels.
- e. Special mission aircraft.
- f. Unmanned Aerial Vehicles (UAVs).
- g. Special mission.
- h. Armoured vehicles and 350 maritime security units

From hindsight, the Falcon Eye System of the NN is not a component of the Deep Blue Project as the FE alignment will be too cumbersome for the DE Project to accommodate. The opposite can only be possible, that is, integrating the Deep Blue project to the FE System. However, arising from these features are the mission of the Project



which are: "The Continuous monitoring of the EZZ and other areas of interest of NIMASA, enabling decision makers to monitor a single tactical event and to control, coordinate and plan Deep Blue operations". The Deep Blue Project, as envisaged, will come with the capabilities that include among others, AIS signals, area coverage analysis, alert setting units and monitoring of vessels over a given period.





## THE FALCON EYE PROJECT

The Falcon Eye (FE) Project is an efficient, security oriented, integrated Surveillance, Monitoring and Control solution for the coverage of Nigeria's Exclusive Economic Zone (EEZ). The solution is designed to enable naval forces, intercept maritime and aerial platforms to complete the operation circle from Detection to Intervention, under any circumstances with relatively small reaction time. That Reaction Time is minimised through the following:

- a. Integration of strong and capable intelligence tools.
- b. Sophisticated Command and Control System.
- c. State of the art detection and classification sensors.
- d. Highly professionally trained operators and commanders.

The proposed multi layered EEZ and coastline surveillance monitoring system will include the following main components:

### **The Main Command and Control Centre (MCC):**

This is a brand new multi storey building adjacent to the NHQ that will provide the



architecture to the authorities for the monitoring of the EEZ, Surveillance System, control of all maritime operations, and actual operations of the naval forces. The MCC will be linked to the different redundant data link network to the Radars, and sensor stations as well as operational platforms.

### **The Regional Control Centres (RCC):**

The MCC is the receptacle of a well-structured hierarchy of Regional Control Centres (RCCs) which control Field Radar Sites, Maritime Patrol Aircraft and Fast Interception Boats. The Regional Control Centres are situated at unique sites at the various operational Command Headquarters; Western, Eastern and Central Commands. Also connected to the RCCs are dedicated High Frequency and Coastal Radars spanning across the expansive coastline of Nigeria.

### **The Maritime Operational Intelligence System (MOIS):**

The Maritime Operational Intelligence System is a unique intelligence system which is constantly being fed by the common maritime picture (data obtained from the coastal and HF radars, surveillance cameras, other data sources) which distinguishes between common and abnormal alerts on suspicious behavioural patterns. The MOIS is part of the Main Control Centre (MCC) that allows the Commanding echelon at NHQ to act upon a clearer, smartly filtered maritime situational awareness picture.

### **The Tactical Training Centre (TTC):**

The Tactical Training Centre is located at the NNS Quorra. It is established to train the operators in both manning and maintaining the Project Components. The TTC stimulates a real maritime environment, consisting of real operational work

stations, radars and maritime vessels cabins using predefined custom scenarios. Here, officers and operators are trained on how to identify, manage and act upon suspicious events and threats in real time.

#### **The Fixed Radar/Sensor Sites:**

There are remote sites/bases along the Nigerian Coast Line built from the scratch for the NN to support the operations of a complex sensor tower. Each tower station has the following components: X Band Maritime Radars, Electro Optical Day/Night cameras, Terrestrial Automatic Information System (AIS), Data Link Comms System, VHF VSAT/Iridium communication devices etc.

#### **Mobile Surveillance Vehicles:**

These are vehicles with built-in Mobile Monitoring Stations and available in all the Operational Commands. It serves as operational gap fillers for Administrative Authorities (Aas). The vehicles are all in the country.

## **IMPLICATIONS FOR THE NN OPERATIONS**

Typical maritime security objectives of the FE system will be as follows:

- a. Promote and secure international maritime domain and maintain international maritime norms.
- b. Develop maritime governance capacity in areas of strategic maritime importance including Maritime Safety and the ISPS Code.
- c. Protect the maritime economy by securing ports, oil and gas platforms, fishing vessels, FPSOs etc.
- d. Assure the security of vital trade routes, maintain safe Sea Lanes of Communication (SLOC).



- e. Protect maritime resources from all criminal acts.

In order to achieve the few typical maritime security objective listed above, the NN will need to deploy the MDA Infrastructure to achieve the following:

- a. Monitor, track and collate all maritime activities within all areas of maritime national interest.
- b. Analyse and share information with stakeholders to enable them to have better understanding of maritime security issues and include them in the MCCCAs stakeholders.
- c. Serve as the national focal point for international partners on MDA.
- d. Support the decisions of the maritime sector on maritime security to the Nigerian Police, NIMASA, NPA, the Customs and Immigration Services and other stakeholders.
- e. Respond to government department tasking on maritime security.



## POLICY OPTIONS FOR SYNERGY AMONG STAKEHOLDERS FOR EFFECTIVE MARITIME SECURITY

On policy, the following are suggested:

- a. On MDA, the MOD should immediately pursue the establishment of a Maritime Coordinating Centre to enhance MDA. The NN should also incorporate MDA into training curriculum and doctrines at all levels. This article is of the opinion that

much of this resolution has been achieved with the inauguration of the FE System in 2017. With the completion of the HF OTHR sites in Rivers, Bayelsa and Delta States this year, a Total MDA coverage from the Cameroons to the Republic of Togo will be achieved.

- b. On Inter-Agency cooperation in the



Maritime Sector, the NN should statutorily be designated as the Coordinating Agency for security and allied matters in the maritime sector. As a way of improving information sharing amongst shareholders and stakeholders, the NN should spearhead the use of frequencies, exchange of hydrographic data, holding of regular meetings and workshops in the maritime industry. Adjunct to this resolution is that of a Legal Framework which states and I quote: "NN should sponsor the amendment of the Maritime Operations Coordinating Board Decree 74 of 1992 to include NIMASA, NPA, NIWA and the Shippers Council as members with the CNS as Board Chairman."

- c. On Funding, the NN should impress upon the Government through the MOD to set aside a percentage of GDP for Maritime Security Equipment Development Fund. Additionally, the Government should establish a Maritime Cabotage fund to make available maritime related investment funding. This article is of the opinion that the "fund" that would be used for "the Coast Guard" a function that the NN is performing under its Policing Roles can also be appropriated for the NN to meet with the dire need for platforms.
- d. On Regional Collaboration, the "NN should spearhead international maritime cooperation in the Gulf of Guinea Commission and should in liaison with relevant government agencies convene a conference of contracting states and other stakeholders for a common policy in the region as soon as possible.



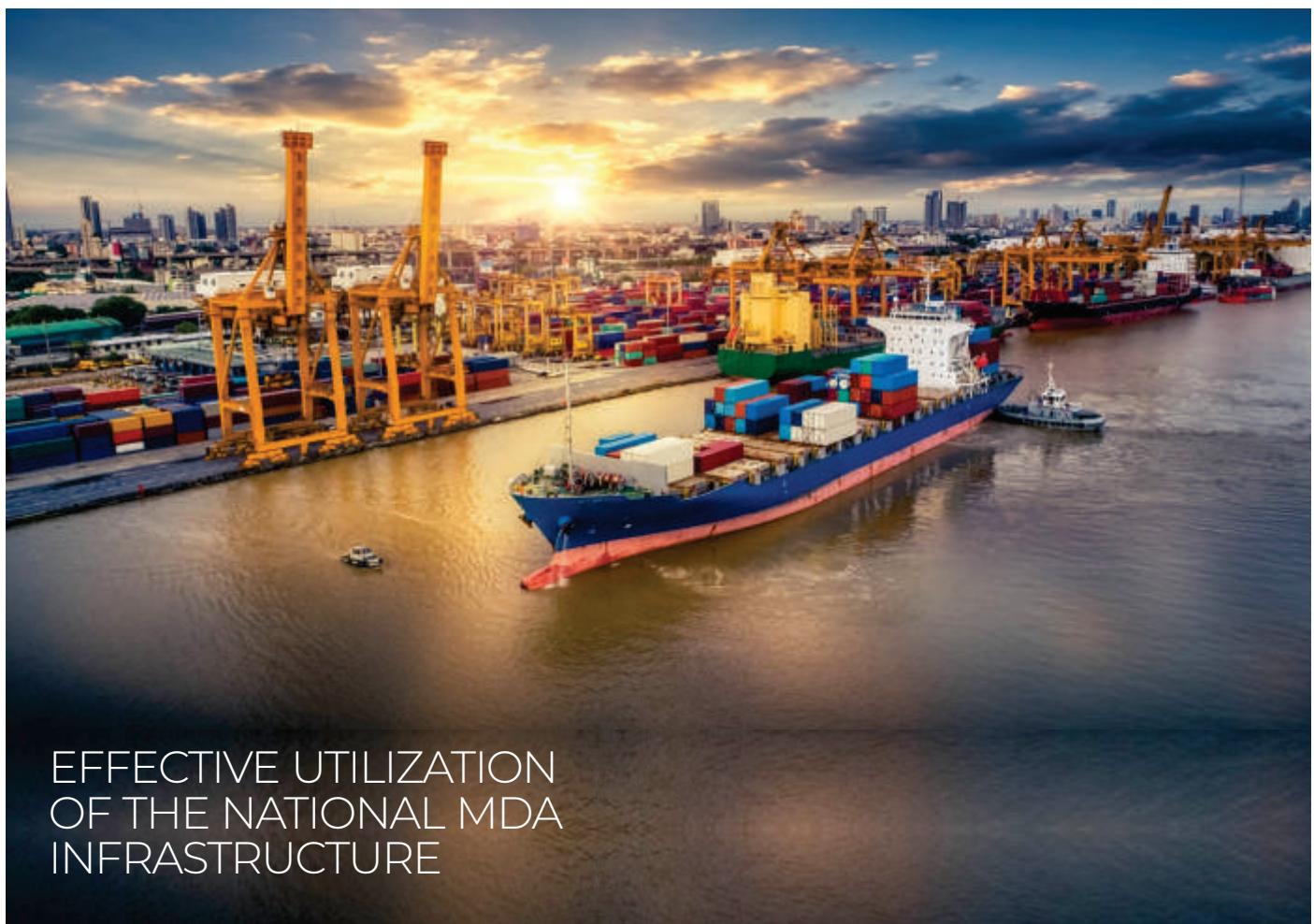
This article in retrospect, has enabled us to realise that MDA has been on NN strategic process in the last 12 years. Globally, navies are responsible for coordinating national efforts at the attainment of a high index of maritime security in littoral States. In the USA, which we like to cite very often, the Headship of the MDA Executive Security Committee is the Secretary of Defence, the Chief of Naval Operations, the Commandant of the Coast Guard and the Head Maritime Administration (MARAD), a cluster headed by the Secretary of Defence and they have a common task which is to "bring down all policy, legal, statutory barriers to information sharing to improve on mutual MDA". Albeit, their mission is to "strive to serve as a catalyst among diverse maritime interests to promote the sharing of appropriate information, to enhance commerce, maritime security and the reliability of the marine transportation system," in Nigeria, it's been a tug of war getting the maritime community to work together and achieve a conducive maritime security for an improved national prosperity. The Nigerian Maritime community by all means should be the Model for Africa and some parts of the world. It will be recalled that at a visit to the FE Alignment at NHQ, the Ministers of Defence of 2 First World nations and Service Chiefs from Brazil, Pakistan among others marveled at the capacity that has been established. The Falcon Eye is the best technologically driven MDA infrastructure in the whole of Africa. But instead of integrating the system with all the provisions made to accommodate and have all stakeholders on board, we have duplications of similar MDA equipment and contest for strategic functions of the NAVY.

As a policy option, to reinvent or reinvigorate the Maritime Operations Coordinating Board, this time it will include Nigerian Customs Service, NIWA, NIMASA, NPA, the Shipping Council and any other institution that the board may



consider relevant. In sum, it would be appropriate if the Maritime Operational Coordinating Board and the MDA infrastructure, that is, the FE System, can be legislated and

backed by an Act of NASS. Maybe with the legal instrument, as a people, we will be better positioned to develop the synergy that stares us in the face for effective maritime security.



## EFFECTIVE UTILIZATION OF THE NATIONAL MDA INFRASTRUCTURE

The effective utilization of the National MDA Infrastructure can assume a national approach with the NN and other maritime stakeholders not asserting too much grips on their services and institutional "territories" but to virtually collapse these 'Boundaries' whilst adopting the first principle of MDA - information sharing for a conducive environment for the national economy to thrive. The vast amount of information collected on the MDA effort is daunting and colossal. It includes and is not

limited to sightings, radar contacts, satellite imagery, signal intelligence, Automatic Information System (AIS) data, port arrivals and departures and in some cases cargo information, crew manifests and the list are almost endless. In order to make these processes seamless there will be the need for integration of the platforms. It does not come easy, it can only be achieved by the commitment of the headship and the chief executives of maritime related institutions where the infrastructure is domiciled. For example, it

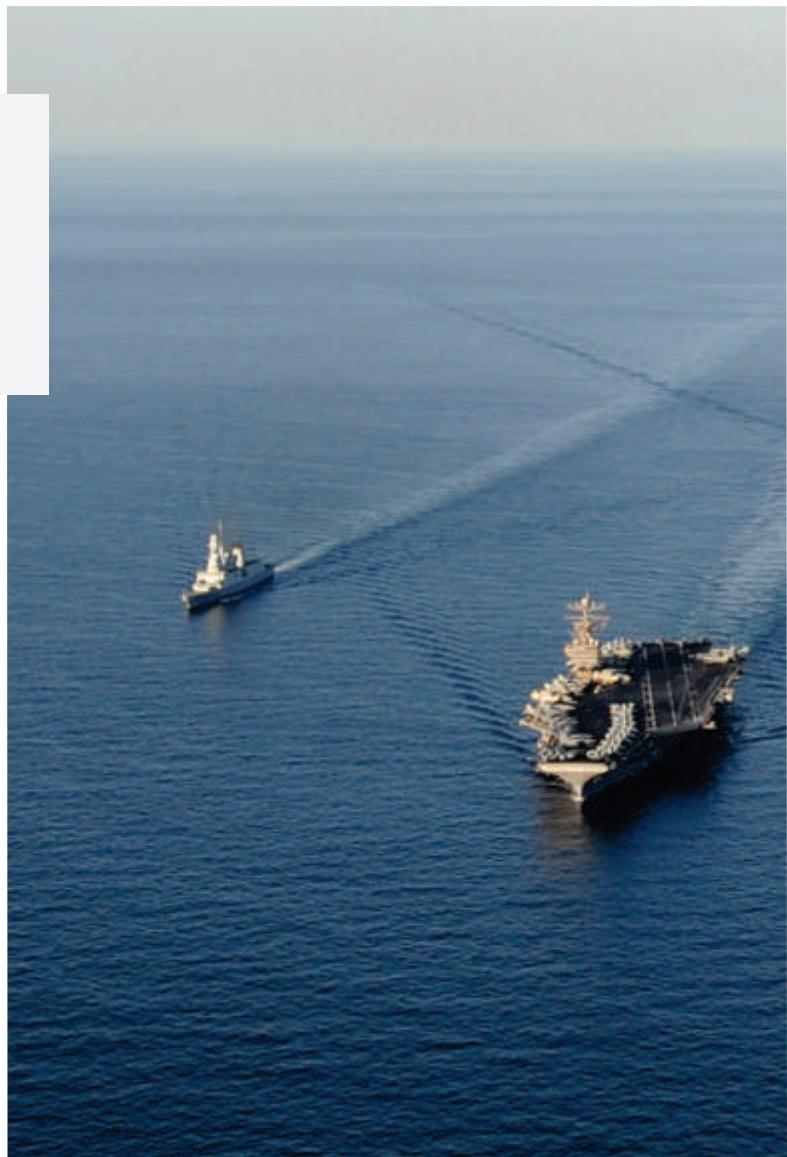
Greater interaction is expected among stakeholders and the NN (Defence) must drive the process to build the desired confidence and trust to be able to break down local territorial boundaries.

has not been possible to integrate the FE system and the RMAC all in the NN for ease of integration. Upon integration, there will be the issue of training. The only way to utilize these data is by training on instrument specifics and on the job for both operators and users.

This article is of the opinion that the platform to start is the MOCB.

A cluster of Ministries bordering on the MOCB membership (Defence, Transportation, Finance, Agriculture, Nigerian Police (Marine Police), with MDA infrastructure would have been created by NASS with the "Senior" Minister in-charge of the MDA regime with specific tasks and time to accomplish set guidelines on the utilization of these critical national assets. There is already an MOU between the NN and NIMASA. The extent to which it has served its purpose can also be reviewed for effectiveness. The approach and strategy must include a number of information sharing initiatives that bring a more "whole of government" approach to the table when addressing maritime threats, especially symmetric and asymmetric threats.

Greater interaction is expected among stakeholders and the NN (Defence) must drive the process to build the desired confidence and trust to be able to break down local territorial boundaries. The objective will be to build more national ownership of the MDA infrastructure against service and institutional ownership. Another key component that will emerge when we get the process right will be the response factor. In this vein, the government must assist pragmatically and consciously with the 10 Year Planned Acquisition and Fleet Renewal program as enumerated by the Chief of the Naval Staff. According to his paper to the Committee for the Reform of the MOD and the AFN in March 2021 in Abuja, "The current NN Fleet renewal programme has attained modest successes



involving both local and foreign construction of vessels. There are also plans to reposition the NN Air Arm to better support NN operations with the Service. NN seeks to strengthen ongoing discussions with OEMs to commence local shipbuilding within the country as a sustainable means of guaranteeing fleet availability and readiness. In 10 years, it is projected that the NN would have at least 4 MPAs, 20 Helicopters, 8 OPVs, 20 FPBs, and 100 SDB, among other platforms."

## CONCLUSION

Maritime Domain Awareness in its strategic form has no institutional borders carved out by either legal, statutory functions or roles of maritime institutions. It's all about information sharing in all its ramifications. Thus, partnership within the maritime community and stakeholders is key towards achieving MDA. The process can be initiated with the re-evaluation of the essence of



the MOCB, putting the Board through the legislative process in addition to ensuring that the National MDA efforts are also established with an Act of the NASS. A Cluster of Ministries can be established headed by Defence as in other climesglobally.

In Nigeria, maritime security can be achieved by the collective activities of the maritime stakeholders aimed at creating synergy by deploying MDA Platforms. The overall process can be achieved through the collaboration of stakeholders and specifically driven by the NN (DEFENCE), and will include the Nigerian Air Force (NAF), Ministry of Interior, Finance, the Marine Police, the Nigerian Customs, NIMASA, and Nigeria Inland Waterways Agency (NIWA). Maritime security can be enhanced by the establishment of the Maritime Community. In order to effectively provide the adequate response as required in the MDA strategy, the Forward Operational Bases should be developed to have jetties, logistics support facilities (both for

In Nigeria, maritime security can be achieved by the collective activities of the maritime stakeholders aimed at creating synergy by deploying MDA Platforms.

personnel and the ships) and the various infrastructures to operate helicopters. This thrust should be short to medium term in the realm of repositioning the NN to meet with the challenges that the MDA regime will throw up. In order to ensure that an operational gap does not exist, the phased refit of the warships in the NN inventory should be pursued vigorously to complement the recently acquired platforms. According to the CNS, in the next decade, the following platforms should be acquired to meet with the vagaries and demands of NN strategic posturing. They are 4 MPAs, 20 Helicopters, 8 OPVs, 20 FBVs, 100 SDBs. Mathematically, MDA is summarized as follows:

Awareness + Capacity + Partnership = Maritime Safety and Security.

# THE MILITARY WORKING DOG

Dr. Bauche Joel



The earliest recorded use of dogs in combat was by Alyattes of Lydia against the Cimmerians around 600 BC. Dogs were used extensively by the Egyptians, Greeks and Romans. Atilla the Hun even used giant dogs in his campaigns. Perhaps, that's why it comes as no surprise that dogs play a vital role in the military, and as warfare has evolved, so has their role.

You probably haven't heard of King Frederick II of Prussia, but you've almost certainly heard his most famous quote. Speaking about his love for his dapper Italian Greyhound in 1789, King Frederick II said that "A dog is man's best friend." 232 years later, his

words still ring true. Dogs and humans have lived in harmony for thousands of years. Part of what has contributed to their long-lasting relationship is their ability to improve each other's lives. Humans provide shelter, food and love to dogs, and dogs provide companionship and



A Military Working Dog (MWD) is a dog which has been carefully selected, trained to produce a highly sophisticated and versatile extension of the soldier's own senses.

protection for humans. However, some dogs transcend the human-pet relationship and become working dogs.

A Military Working Dog (MWD) is a dog which has been carefully selected and trained to produce a highly sophisticated and versatile extension of the soldier's own senses. A MWD can be trained to respond consistently to certain sensory stimuli (sights, sounds, odors, or scents) and alert the handler. Under most circumstances, a properly trained MWD can smell, hear, and visually detect movement better

than a person. They're like living, 4-legged Swiss Army knives.

This article aims to make an exposition on the benefits of MWD given the status quo of increasing rates of insurgency, crimes in Nigeria and the World at large.

Some of the factors to consider when determining the need for MWD teams include:

- The mission of the team.
- The size of the area of responsibility of the team.
- The size of the installation.
- The number of personnel to be served by

The patrol dog's (PD's) contribution to the law and order effort is most effective when the team is utilized as a walking patrol.



the team.

- Incident rates of all crimes.
- The present capability and the commitment of a portion of the manpower resources as handlers.
- The types of terrain on the installation or in the probable areas of deployment.
- The types of combat support missions for which MWD teams can be used.
- The number of critical facilities or areas.

Military working dogs can be trained to be patrol dogs, narcotic detector dogs, explosives detector dogs, cadaver dogs, sentry dogs, just to mention a few.

## USE OF PATROL DOGS

All MWD teams can be trained to perform patrol missions. One major benefit of this is the deterrence of criminal activity. The obvious



presence and well-published activities of MWD teams can successfully deter trespassers, vandals, violent persons, and other would-be criminals.

The patrol dog's (PD's) contribution to the law-and-order effort is most effective when the team is utilized as a walking patrol. All PD teams can be utilized for:

- Antiterrorism operations.
- Special-reaction team operations.
- Assistance in military police investigations.
- Walking and mobile patrols.
- Alarm responses.
- Building checks and searches.
- The identification and apprehension of individuals.
- The protection of High-Risk Personnel.
- Open-area searches.



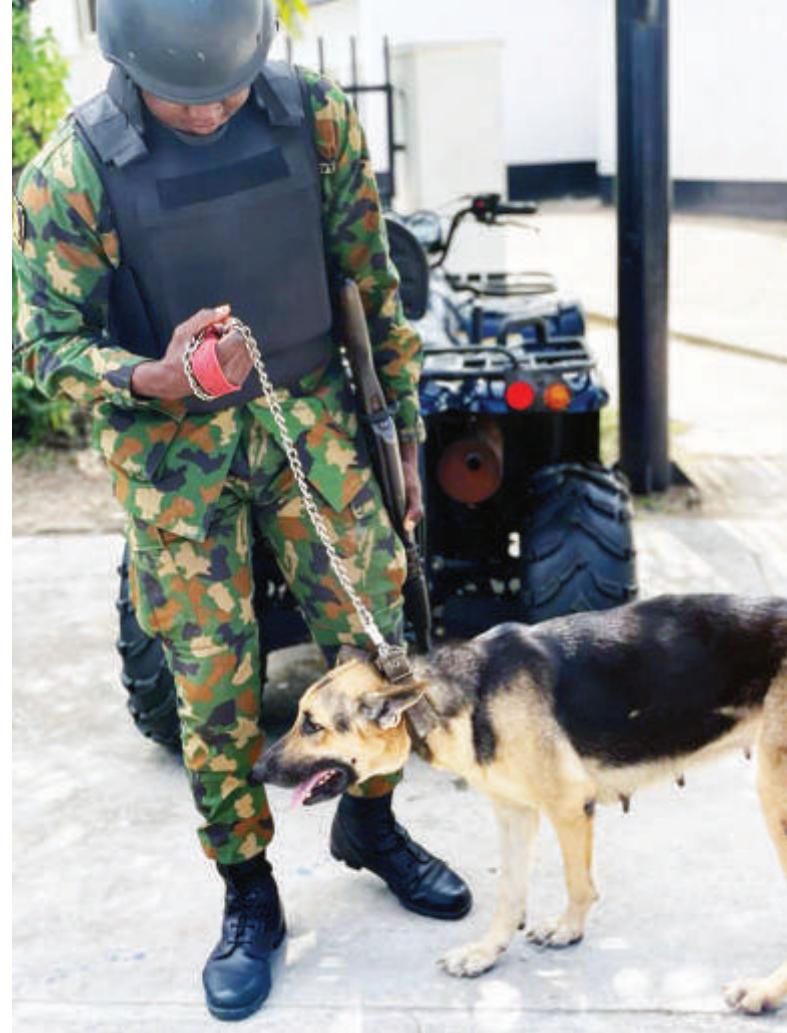
- Civil disturbances.
- Perimeter security.
- External intrusion detection.

#### **USE OF PATROL NARCOTIC DETECTOR DOGS**

PNDDs are trained to recognize the scent of certain illegal substances through a program of practice and reward.

In addition to PD missions, PNDD dogs can be utilized for the following:

- Military police drug investigations.
- Health and welfare inspections.
- Barracks searches.
- Workplace searches.
- Random gate inspections.
- Area searches.
- Vehicle searches.
- Ports inspections.



- Vessels and luggage searches.

When the PNDD responds to any of the substances he is trained to detect, his handler takes the appropriate action. PNDD teams can perform a valuable service by helping to rid the military community of illegal drugs and the problems associated with drug and controlled substance abuse.

#### **USE OF PATROL EXPLOSIVE DETECTOR DOGS**

Patrol Explosive Detector Dogs (PEDD) teams are very useful in many searches or investigations involving explosives. The search for explosives is critically important to ensure that the military bases and communities are safe and protected from would-be terrorists. PEDD teams are particularly useful if there is a need to locate one or more of these explosive items, which may have been hidden in an area, cargos, vessels, etc.

The deterrent value and the detection capabilities of PEDD are a very effective countermeasure to terrorism. Public knowledge that PEDD are in use is a deterrent to persons who may try to use explosives illegally. The knowledge that explosives can be detected by



When the Police Narcotic Detective Dog responds to any of the substances he is trained to detect, his handler takes the appropriate action. PNDD teams can perform a valuable service by helping to rid the military community of illegal drugs and the problems associated with drug and controlled substance abuse.

PEDD teams at entry points or in places where explosives have been hidden can prevent a person from attempting to commit terrorist acts.

In addition to PD missions, PEDD dogs can be utilized for:

- Bomb threat incidents.
- Suspicious/unattended package incidents.
- Checkpoint searches.

- Random gate searches.
- Naval police investigations section.
- Health and welfare inspections.
- Building and area searches.
- Vessels and luggage searches.
- Pre-Deployment and redeployment searches.

A well trained PEDD team can conduct a significantly more effective search of an area or facility in a much shorter time than a number of people can. Using PEDD teams helps reduce the potential risk to persons who would otherwise have to do the search without the benefit of the dog's superior sense of smell.

#### **Cadaver Dogs**

Cadaver dogs are MWDs that can be trained, in addition to PD missions to detect odors that are emitted by decomposing bodies.

#### **Breeds of Dogs**

A variety of breeds of dogs can be trained to become MWDs, the most common breeds utilized include: Hounds, Beagles Belgian Malinois (currently utilized by the NAF K-9 Wing), Cocker Spaniels, Doberman Pinschers, Shepherds and Retrievers.

#### **CONCLUSION**

Humans are continually rediscovering that technology cannot match many canine senses and other inherent abilities. They are also realizing that dogs continue to remain loyal even as equipment and conflicts revolve around them. All these beautiful wonders are still harnessed from our friends "the Dog" around the world, whether they are remembered historically as the "K-9 Corps" or "War Dogs" or by their more modern vernacular, the MWDs. It appears that Dogs will continue to serve in the military and other law enforcement agencies to ensure security of lives and properties.



## THE SHIPPING OF STRIPES



# THE MENACE OF CORROSION AND WAYS OF PREVENTION

LT Cdr Ahmed Musa

Corrosion is defined as the degradation/deterioration of material due to its interaction with the environment in which it resides. Corrosion can also occur in materials other than metals, such as ceramics or polymers, although in this context, the term degradation is more common.

**D**ifferent forms of corrosion exist; the type and severity depends on several factors, including the materials, environment and application. The common types of corrosion include: General and Localized corrosion.

## AN APPRAISAL ON MENACE OF CORROSION AND WAYS OF PREVENTION

Corrosion is a global challenge that design engineers and the users must address to reduce failures throughout the equipment life cycle. The electrochemical reaction that costs billions of dollars, both in direct and indirect costs, may lead to catastrophic incidents if not properly managed or prevented. Direct expenses are incurred while repairing and replacing the corroded systems, while indirect expenses arise from physical and environmental impacts of the corrosion-related failures. Effective corrosion control requires that designers integrate

measures at an early stage in the design phase. By working with material, reliability and maintenance specialists, the designer should design reliable and cost-effective parts or equipment that provide the intended service throughout the service life. An understanding of the causes and types of corrosion is important when deciding on suitable materials and finishes that match a specific environment.

### General Corrosion

General corrosion - as sometimes called uniform corrosion - is a type of corrosion attack (deterioration) that is more or less uniformly distributed over the entire exposed surface of a metal. Uniform corrosion also refers to the corrosion that proceeds at approximately the same rate over the exposed metal surface. This type of corrosion can be prevented by the following methods:

- Use thicker materials for corrosion allowance.
- Use paints or metallic coatings such as plating, galvanizing or anodizing.
- Use Corrosion inhibitors or modifying the environment.

### **Localized Corrosion**

Localized corrosion is a type of corrosion that occurs at a discreet place or point of a metal in a particular environment. Some common localized corrosion are:

#### **a. Pitting corrosion:**

This type of corrosion is quite often evident on metal surfaces where no uniform corrosion is present and is usually highly localized. Pitting usually proceeds fairly rapidly and is accelerated by the presence of chlorides. It is particularly common at the base of breaks in coatings. Pitting corrosion can be prevented through:

- Proper selection of materials with known resistance to the service environment.
- Control pH, chloride concentration and temperature.
- Cathodic protection and/or Anodic Protection.

#### **b. Erosion-corrosion:**

It is a general term that refers to a corrosion process enhanced by the action of flowing fluids. Erosion-corrosion is usually found at high flow rates around ship propeller tube blockages, tube inlet ends, or in pump impellers. Erosion corrosion can be prevented through:

- Streamlining the piping to reduce turbulence
- Controlling fluid velocity
- Using more resistant materials.
- Using corrosion inhibitors or

cathodic protection to minimize erosion corrosion.

#### **c. Galvanic corrosion:**

This occurs when dissimilar metals are connected in the presence of an electrolyte. Galvanic corrosion occurs when 2 dissimilar metals are immersed in a conductive solution and are electrically connected. One metal (the cathode) is protected, whilst the other (the anode) is corroded. Galvanic corrosion can be prevented by:

- Selecting materials with similar corrosion potentials.
- Breaking the electrical connection by insulating the 2 metals from each other.
- Applying coatings to both materials. The coating on the cathode is the most important and must be in good condition; otherwise the galvanic corrosion could be worsened.
- Installing a sacrificial anode that is anodic to both metals.



Galvanic corrosion occurs when two dissimilar metals are immersed in a conductive solution and are electrically connected. One metal (the cathode) is protected, whilst the other (the anode) is corroded. The rate of attack on the anode is accelerated, compared to the rate when the metal is uncoupled.

#### CORROSION CONTROL AT DESIGN LEVEL

The proper design to minimize corrosion is as important as the selection of materials. In many structures, a lack of design consideration given to corrosion control is the weakest link in corrosion control. Designers should have skills to determine the mechanical properties and strength required to ensure that a structure is resistant to corrosion. While selecting materials, the designer has to consider the particular environment use and the corrosion control parameters. There are a few key design rules that can be followed to help prevent corrosion:

##### **Corrosion Allowance:**

Because corrosion involves the degradation of materials, the process continuously eats up the material and decreases its thickness. Therefore,

part of corrosion resistant design involves making allowances for this reduction in the thickness in pipes, storage tanks and other parts. A general method is to make the wall thickness twice of that which is required for the desired life of the structure.

##### **Ensure that there's Adequate Drainage:**

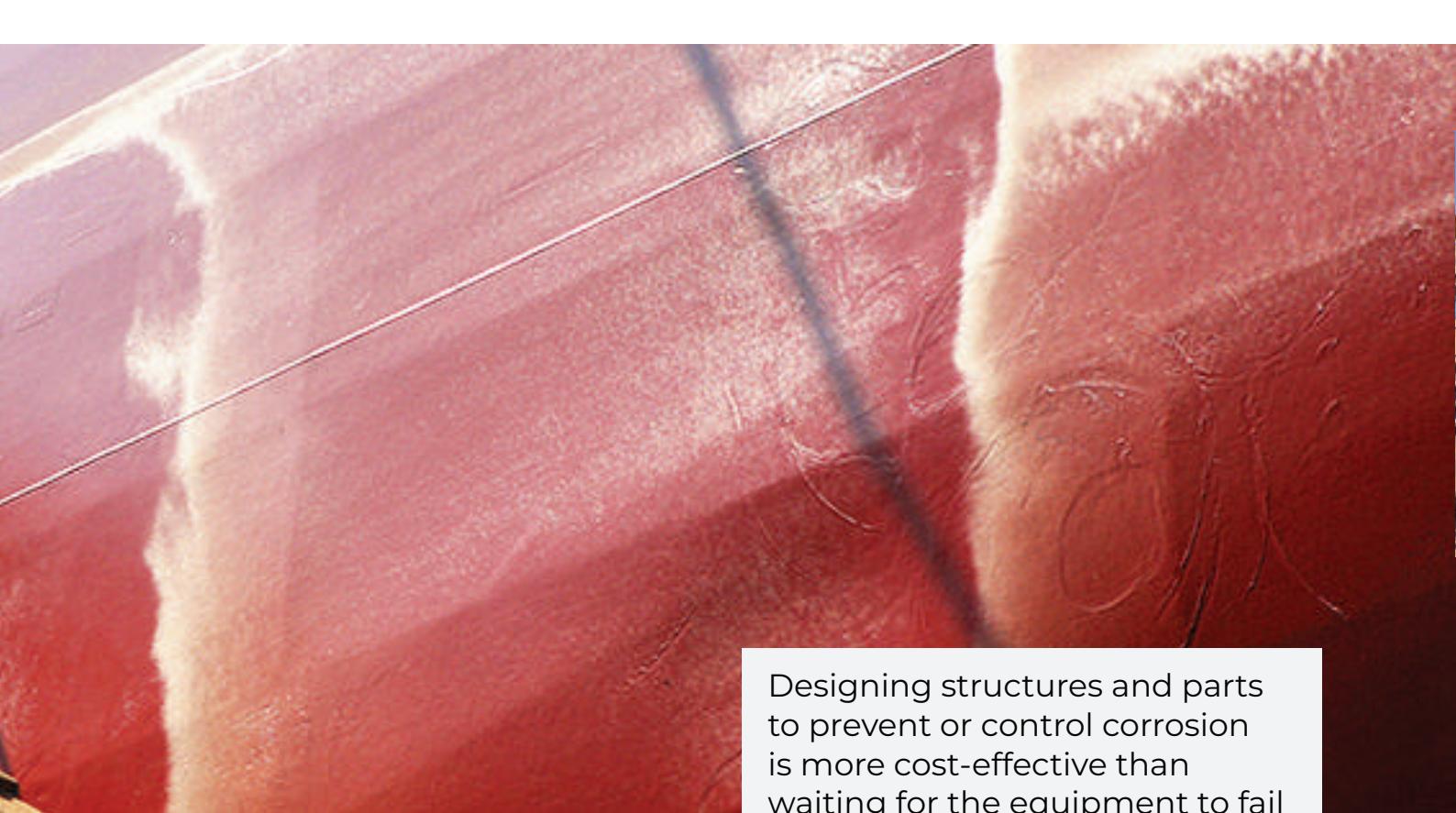
Tanks and other storage containers should be designed in such a way that they can be easily drained and cleaned. Therefore, all transitions should be smooth and taps should be located so that the tank can be completely drained.

##### **Minimize Bi-Metallic Corrosion Cells:**

Avoid galvanic corrosion by using similar metal throughout the structure, if possible, or by avoiding electrical contact by insulating different materials. Those components that are more prone to corrosion should be easily replaceable.

##### **Avoid Differential Aeration Cells:**

Differential aeration should be avoided. For the components immersed in water, sufficient aeration should be ensured to cause passivation, which slows the corrosion. The structures that are exposed to the atmosphere, easy drainage and an ample supply of air should be ensured, and vice versa for the porous surface or structure having cavities should be properly sealed.



#### **Minimize Temperature Gradients:**

The equipment for heat transport should be designed so that surface temperature varies as little as possible. Cold and hot spots should be avoided. Superheated spots are prone to thermal galvanic corrosion and cold spots can enhance local condensation, which leads to corrosion. Therefore, the thermal gradient should be kept to a minimum.

#### **Minimize Stress Gradients:**

Stress concentration on the components exposed to corrosive mediums should be avoided, especially when using materials susceptible to stress-corrosion cracking. Therefore, designers should aim for simple geometry, as abrupt changes in dimensions can provide sites for stress concentration.

#### **Minimize Turbulence in Pipe Systems:**

In piping systems, the design should be such that the flow has minimum turbulence. Turbulent flow enhances corrosion, so the flow should be laminar and the thickness of the structure should be great enough that it can bear the effects. The number of bends should be as minimal as possible and it is essential to round the sharp bends.

#### **Avoid Heterogeneity:**

The most general rule for proper design is to avoid heterogeneity. Heterogeneity consists of

Designing structures and parts to prevent or control corrosion is more cost-effective than waiting for the equipment to fail in service. Close communication between designers and corrosion engineers can be very beneficial and should be ensured in applications where corrosion is likely to be an issue.

different metals, uneven stress and temperature distribution. Sharp corners should be avoided because they are difficult to paint with uniform thickness. Complex geometries and narrow gaps impede surface treatments like painting.

#### **Finishing and Access for Maintenance:**

A suitable surface finishing and coating is an effective means of controlling corrosion. Easy access to all parts of the equipment or system should be provided for regular corrosion inspections and routine maintenance.

### **CORROSION PREVENTIVE MEASURES AT HANDLING AND OPERATION STAGES**

Corrosion preventive measures at handling and operation stages onboard vessels involve individual and collective actions necessary to maintain the integrity of material throughout its service life. It also entails non-destructive inspections for corrosion detection, cleaning of materials and washings, repairs and other maintenance activities toward extending the



service life of the material. These actions include:

- a. Adequate cleaning and immediate washing-off of any sea water, acid or chemical that is in contact with the ship's deck or hull with adequate fresh water.
- b. Prevention of accumulated water on the deck surface.
- c. Thorough and periodic lubrication of moving parts.
- d. Detailed inspection for corrosion and failure of protective systems.
- e. Prompt treatment of corrosion and touch up of damaged paint areas.
- f. Keeping drain holes free of obstructions.
- g. According to a SOLAS requirement, every sea-going ship should be dry docked at least twice every 5 years. NN should adhere to this provision; this will improve operational availability of NN ships.
- h. Use of corrosion-inhibiting compounds – In addition to finishes, sealants and drainage provisions, corrosion-inhibiting compounds offer added protection should be reapplied periodically depending on the particular environment.
- j. Biofilm coatings/Antifouling should be employed in a highly corrosive environment by applying certain species of bacterial films to the surface of metal; this process increases the corrosion resistance.
- k. Time frame for changing of Anode should be strictly adhered to: The frequency for changing of anodes depends on the application where the anodes have been used. In case the anodes are attached to the ship's hull,



Corrosion is a global challenge that design engineers and users must address to reduce failures throughout the equipment life cycle.

then they are to be checked during dry dock which takes place after 2 to 3 years. If the anodes are found completely corroded then anodes of bigger size should be fitted, for fully corroded means that the material used was of poor quality or a large amount of material is required to protect the hull.

Corrosion is a global challenge that design engineers and users must address to reduce failures throughout the equipment life cycle. It has been estimated at about \$50-80 billion cost of marine corrosion worldwide every year. The marine industry endures a harsh environment



where corrosion is prevalent and if not controlled can severely impact individuals and companies. An understanding of the causes and types of corrosion is important for the designer and user employed adequate measures for the prevention of corrosion so as to prolong life span of the equipment.

## QUOTEABLE QUOTES

**People sleep peacefully in their beds at night only because rough men stand ready to do violence on their behalf.**

— George Orwell

**Whoever said the pen is mightier than the sword obviously never encountered automatic weapons.**

— Douglas MacArthur

**It is a proud privilege to be a soldier – a good soldier [with] discipline, self-respect, pride in his unit and his country, a high sense of duty and obligation to comrades and to his superiors, and a self-confidence born of demonstrated ability.**

— George Orwell

**The soldier is the Army. No army is better than its soldiers. The Soldier is also a citizen. In fact, the highest obligation and privilege of citizenship is that of bearing arms for one's country.**

— George S. Patton Jr.

**The day the soldiers stop bringing you their problems is the day you stop leading them. They have either lost confidence that you can help them or concluded that you do not care. Either case is a failure of leadership.**

— Colin Powell.

**A good Navy is not a provocation to war. It is the surest guaranty of peace**

— President Theodore Roosevelt







# FOODS FOR FITNESS

It is an open secret that good nutrition and a balanced diet are the energy we need to fuel our daily activities. We can't overemphasize the need for a proper meal with every food class represented, especially for personnel with daily routines that are filled with many arduous tasks.

**T**he average naval personnel also needs good nutrition to significantly enhance their muscle recovery and replenish their glycogen levels after physical drills during the early hours of the day and energy-demanding jobs during the later hours of the night. Now let's consider some of those meals.

The first and most important consumable for a healthy living is **water**. This is because we can actually live much longer without food than we can without water. For naval personnel, water is even more important to the body as it helps to replace fluids lost through sweat when exercising or carrying out other physical activities during the course of the daily routine. Water also assists with vital processes at every level of functioning in our body.

**Carbohydrates** are the body's main source of energy but they must also come in the right quantity. They help to stabilize the blood sugar level and also keep the body running. For an ideal naval personnel, whose exercise routine is very intact, a figure of about 45-65% of his/her meal should come from carbohydrates. Food like whole grain (rice, corn and oats), pasta and multigrain bread are some typical examples.

**Proteinous** meals are essential for building and repairing the body muscles that have been worn out after strenuous activities such as a very rigid

workout session or after the day's job. They also serve as sources of energy to the body when carbohydrates are in short supply. Beans, peanut butter, fish and shellfish and dairy products like Milk and yoghurt are food items that are rich in protein. It is important to note that food items like red meat, fried chicken, sausages, egg with yolks as well as bacon are to be limited or omitted totally from the diet of a naval personnel who seeks to maintain a healthy lifestyle.

Finally, the place of **vitamins** cannot be overemphasized in the diet of a fit and healthy officer. In contributing to recovering the lost energy vitamins help to convert food into energy and support the process of building muscle mass through synthetic tissues. From leafy vegetables, to fruit juice, to fruits with skin themselves, the list of vitamin, mineral and antioxidant sources is endless. Fruits like bananas, which are full of potassium and magnesium are natural sources of sugar for workout. Also, berries, grapes and oranges are full of minerals and water and they help us to stay hydrated.

In conclusion, it is very important that personnel strike a balance in their meals to ensure that every food class is adequately represented and in the right proportion. Also, it is good to listen to the body to know what is best suitable for it.



# MILITARY BURIAL IN THE NIGERIAN NAVY HONOURING OUR DEAD, UPHOLDING A FINE TRADITION

Cdr Abiodun Folorunsho

The journey to Awo Ekiti, about 2 hours from Ado Ekiti was tortuous as the roads were in a deplorable state. The team led by the Commanding Officer, Forward Operating Base, Captain Zubairu on a mission to pay the customary last respect during the funeral of a retired naval officer, Commander FY Odetayo.

**A**lthough the late senior officer had retired from the Nigerian Navy over 14 years ago, the entourage was complete with all the military ceremonials intact. The family of the deceased could not hide their admiration as one of his sons, acknowledged that indeed the Navy is keeping to its motto, of 'onward together'. The military parade including the 21-gun salute was well appreciated by the

family and the teeming crowd that had gathered who watched on in admiration of a group that does not abandon their own.

The burial rites for our fallen heroes is a practice steeped in military tradition. The Nigerian Navy has however perfected this practice such that families of deceased personnel are unanimous in their praise for this wholesome practice. The



Nigerian Navy (NN) as one of the largest navies on the African continent has upheld this tradition since inception, not minding the location or the status of the personnel. Thus, serving personnel are moved at great cost to far-flung locations to ensure they pay their last respects.

The Nigerian Navy places significant premium and prioritizes the welfare of its officers and men in service and even in retirement. One of such benefits accorded to Officers and Men even in retirement is full responsibility of burial rites. The Navy has consistently conveyed the body of Navy personnel from the location of death to the burial ground not minding the location. The Administration branch at the Naval Headquarters, working with designated bases ensure that proper burial rites are accorded to





deceased personnel whether serving or retired.

On completion of the burial rites, family members of Cdr Odetayo (rtd) beseeched the naval entourage to join the reception that had been prepared. The team obliged the family who agreed that the Navy had indeed added colour by honouring the late Commander with pomp and pageantry of military ceremonials. The team left the arena sombre at the reality of our mortality but proud that we had been part of a rich tradition that sets us apart. The team undertook the 9-hour road journey back to Lagos feeling fulfilled after contributing to the success of the burial of the late senior officer.



Taking responsibility for the military burial rites of deceased personnel is a tradition the Nigerian Navy holds dear. No one wants to lose their own; however in the sad event where personnel are deceased, be rest assured that the Nigerian Navy will leave no stone unturned as we never abandon our own.

# INVENTIONS VS REALITY: MISCONCEPTIONS ABOUT THE NAVY

Generally, there are some myths and untrue perceptions that people often tell to each other as regards the structure of the Navy. The sad reality is that most of these misconceptions were either formulated based on what was seen in the movies or mere hearsay.

**T**hese myths have somehow hindered some of the young folks to put in for enlistment into the force. Well, this article would debunk some of those misconceptions and set the records straight as to what is actually obtainable in the Navy. This is because in reality, the way the public views Naval Personnel isn't always accurate.

## **YOU WON'T GET TO SEE YOUR FAMILY MEMBERS:**

Perhaps, one of the biggest and most recycled myths ever told about Naval Personnel is the fact that they won't be in contact with their loved ones. It is not uncommon to see parents express fear or talk their children out of the idea of trying to join the Navy just because they would be away for so long on the sea. In reality, Naval Personnel actually do connect with their family members.





### **Another popular but injurious falsehood that people peddle about the Nigerian Navy is the belief that it has a corrupt employment process.**

Technology has made communication with loved ones easier, especially through video calls on different applications like Skype and FaceTime. Also, officers are also entitled to annual leave for them to go home and spend time with their family members and loved ones.

### **YOU GET TO SEE MANY COUNTRIES:**

Sometimes, the reason people give, especially those in maritime academies and training institutes for wanting to join the Navy is that "they want to wear nice uniforms and travel round the world." This notion may be wrong as it is not applicable to every officer. While officers that are deployed or are sent on missions get to see other parts of the world, the remaining officers stay in their duty posts, almost all through the year.

### **SEASICKNESS:**

While a certain section of the public believe that it is impossible for officers to get seasick while on duty in the water, others believe that all Naval Personnel get seasick and it affects their health. Yes, officers get seasick sooner or later, but the only difference is the trigger point. While some get seasick when the ship is only moving slightly, others have their own fair share in extremely heavy seas. However, it is not a big deal and it does not affect the operations of the personnel. Simple anti-motion sickness pills do the trick at the earlier stages and in most cases, people build resistance overtime.

### **YOU NEED TO BE WELL CONNECTED BEFORE YOU CAN GET INTO THE NAVY:**

Another popular but injurious falsehood that people peddle about the Nigerian Navy is the belief that it has a corrupt employment process. Contrary to the simple application process that requires just logging on to the application portal and filling in every necessary details before sitting to write the entrance exams, people still believe that until you buy your way in, you can't get into the Navy. This is an untrue assertion that unfortunately has spread like a wildfire, deterring many able and well qualified potential candidates from applying.

### **ALL NAVAL VETERANS HAVE POST TRAUMATIC STRESS DISORDER (PTSD):**

Another false invention that has surfaced in recent times is that Naval veterans are broken heroes. Contrary to this, a higher percentage of Naval veterans are living well with no service-connected disability affecting them even after their retirement.

# TO JOIN THE NAVY

What does it take to join the Nigerian Navy? Many people see the glamorous white-on-white outfit of personnel, and fancy themselves as would-be sailors, but not many of them are aware of the intricacies of what it actually entails to become an officer of the Nigerian Navy.

**T**his article, in this regard, would simplify the qualifications and processes involved in applying and getting accepted by the Nigerian Navy.

First, you must be a Nigerian citizen by birth. This is a non-negotiable criterion as applicants must not only be citizens of the Nigerian republic but must also have been born on Nigerian soil. As there are other ways of acquiring Nigerian citizenship, prospective personnel must submit confirmatory documents, like their birth certificates to indicate that this, actually, is their country of birth.

Next, you must be between eighteen and thirty years of age to be eligible. This is to ensure that applicants are young adults and as such easily malleable to fit and adapt to the complex

requirements of being a naval officer.

Also, not only must you be physically fit, you must also be in good mental condition, these must also be certified by recognised government hospitals within the country. Physically, the minimum height requirement for male and female applicants is 1.69m and 1.65m respectively.

Aside from your medical records, your legal background must also be pristine as prospective personnel must not have prior criminal records. If you have any criminal priors, you automatically disqualify yourself from being a would-be sailor. All applicants must be of good and unquestionable character, as they must not belong to any secret societies, cult groups or have a drug addiction.





Having discussed the qualifications, we can move on to highlight the application processes for prospective personnel.

Usually, the Nigerian Naval Headquarters publishes a yearly application form online via the relevant websites. Prospective applicants are to visit these sites, click on the e-recruitment portal, fill in their details on the form and submit their applications for review. This simple and straightforward process is generally applicable to all aspiring officers, and subsequent application processes are typically communicated to successful, short-listed candidates afterwards. In the course of the application process, you may need to submit relevant documents like your primary school leaving certificate, senior secondary school

certificate or the National Youth Service Corps (NYSC) certificate as the case may be.

We have exemplified the important application requirements of the Nigerian Navy, ranging from key points such as physical and mental wellbeing to legal issues such as citizenship and criminal records in this article. It is noteworthy, for readers to acknowledge that their applications are always reviewed based on meritocracy to ensure that short-listed candidates are well-deserving, as such, if you aspire to become a naval officer, and satisfy the above stated requirements, your dreams of donning the white uniform are definitely valid.

# HISTORICAL FACTS ABOUT THE NIGERIAN NAVY

The Nigerian Navy is the sea service of the Nigerian armed forces. It is among the largest navies on the African continent, and it consists of several thousand personnel. Its history dates back to 1914, after the amalgamation of the northern and southern protectorates.

It was then established as the Nigerian Marine, a quasi-military organisation tasked with the administration of ports, harbours and other inland waterways.

There are many historical facts about the Nigerian Navy, and this article will highlight 6 of them.

#Fact 1: The Nigerian navy originated from the colonial maritime department of the British Royal Navy, and one of its earliest military operations was against the Germans in Cameroon during the first world war fought



between 1914 and 1918.

#Fact 2: The first training facility of the Nigerian Navy — the HMNS QUORRA — was established in 1957. It had 60 junior ranked militaries who had gone on a 6-month Navy course as its first personnel.

#Fact 3: In July 1959, British Queen Elizabeth gave the first official permission for the Nigerian Naval Force to transform into the Nigerian Navy and to use the title 'Royal'. This title was however short lived as its use was abolished 4 years after Nigeria



gained independence.

**#Fact 4:** The first Nigerian Navy Ship to be specially built for the Royal Nigerian Navy was launched on June 06, 1961. She was called the H.M.N.S Enugu, and was launched at Gosport by Mrs. Flora Azikiwe, wife of the Federation's Governor-General. The ship was a sea defence boat, measuring 117 by 20 feet.

**#Fact 5:** The Nigerian Navy successfully executed the first amphibious operation called the legendary 'Bonny Landing' in July 1967. It was

labelled as the first of its kind in a third world country. This was followed by the Delta Ports amphibious operations in September 1967, which led to the recapture of the Sapele, Koko and Warri ports from the Biafrans during the Nigerian Civil War.

**#Fact 6:** The Nigerian Navy officially launched its first home-built warship in June 2012. The ship, called NNS Andoni and, at 31m (100ft) long, in Nigeria, by Nigerian engineers.

# WHEN THE NAVY IS READY THEY ARE READY!

Mr Alexander Faranpojo

My biological father is a retired Army officer, a fine gentleman, who served the country meritoriously. Today, he is an octogenarian with many stories and memories of his service. So from time to time he will ask questions, seek for updates just to compare the happenings of then and now.

**T**his he does for his love of the Army, and the military in general. He would engage me repeatedly, as an ex-service man, on relevant issues and interests that concern the military generally and the Army specifically.

I had served in the Nigerian Army, 2 Mechanised Division Garrison, Odogbo, Ibadan in the late 90s. I was privileged to have attended the Nigerian Military School, Zaria and I, along with my mates were deployed to various military formations



upon graduation. My deployment was to Ibadan where I also had a chance to serve personally and to love the military some more.

From time to time, I and my dad reflect on the Nigerian Military School, Zaria and pride ourselves that this belonged wholly to the Nigerian Army. In one of such conversations with him, he asked if I would be sending my son to the military school and just before I could respond, my father suggested, maybe he could experience another option of the military secondary education schools, where there will be a combination of military and academic training brought into one. He however hinted at his other concerns about standards. He concluded by saying, 'Well, I know the Nigerian Navy, when they are ready, they are ready'. This stuck with me!

He was by this statement, saying that despite his affinity to the Nigerian Army, when the Nigerian Navy is ready for 'ANYTHING' they are ready.

Today, my sons both attend Nigerian Navy schools; the older in Ikot-Ntuen, the younger in Abeokuta and from my interactions with the schools and comparing standards, I can confirm what my father had said that indeed 'When the Navy is ready, they are truly Ready'.

**The Navy owns her Identity!**  
This is not only a fact but a necessary posture to leadership. They do not lose the necessary sense of urgency and precision required for and in dispensing of duties, yet they do not do things because others are doing it. They get into it because it is a duty to do it.

While the Nigerian Military School, Zaria, evolved from the Boys' Company in the 50s, the Nigerian Airforce Military School was established in September 1980. Thus making both institutions over 41 years in existence; and serving the nation with its resourcefulness. The Nigeria Navy on the other hand was only ready to commence her own secondary military school proper in April 2018.

But like was said, 'When the Navy is ready; they are ready'.

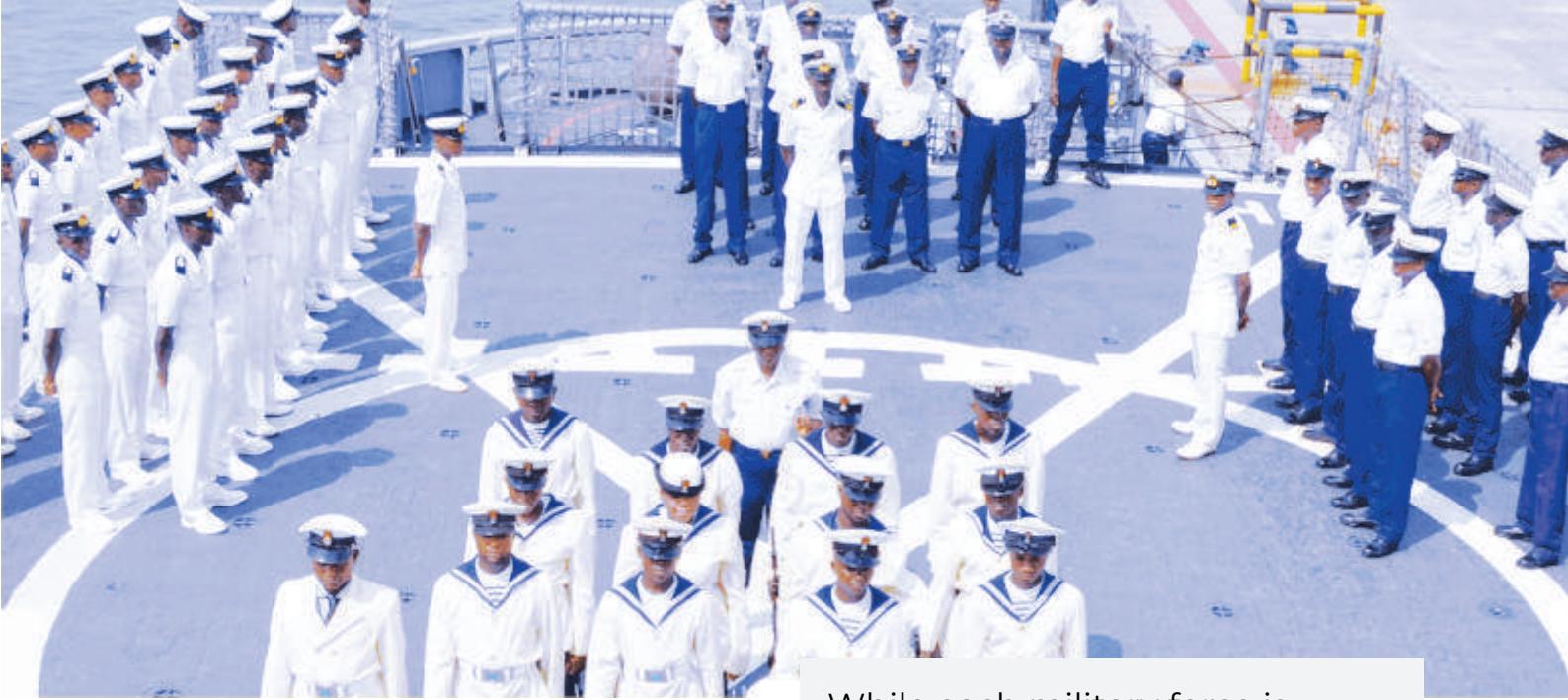
Why is this worth noting? Definitely because of a number of reasons which we may not be able to exhaust in one article, but for the readers' digest, let us consider 4 relevant reasons why navies all over the world and particularly our very own Nigerian Navy remain highly respected with their pattern of getting things done well with immaculate execution.

## **IDENTITY**

The Navy owns her Identity! This is not only a fact but a necessary posture to leadership. They do not lose the necessary sense of urgency and precision required for and in dispensing of duties, yet they do not do things because others are doing it. They get into it because it is a duty to do it. Like the other formations, while they had begun the regular arm of secondary schooling since 1982, in the name Nigerian Navy Secondary School, they were in no hurry to jump into the game without being visionary. This has dovetailed into the quality of education, structural operations and strategic execution we have witnessed in the lives of our sons military and academic wise. Indeed when the Navy is Ready; they are ready.

## **INTELLIGENT**

The Navy is very cerebral. The nature of working on water is as delicate as walking on water. The



level of precision required to sail is not for an average but an excellent person. The retention of all the various drills, the specific purpose of each whistle, the delicate nature of manoeuvring machine over water further confirms the submission that the Navy requires and sorts out itself to be the most distinguished force of the military where the sciences are really put to use.

### **INTENTIONAL**

The Navy is dynamic. The average naval rating was adaptive enough to interact with inter coastal activities as well as subterranean engagements. The navy is so well rated that they must learn to manoeuvre land, sea and air terrains in the cause of their battle. I was pleasantly surprised to hear that a few of my friends and colleagues have become Naval pilots. Sure enough, they can also operate on land in support of the Army. Being in the Navy requires that you are dynamic.

### **IMPORTANCE**

The Navy is detailed. It seems the administration of the Navy across board and within her foundational training and institution have learnt to be detailed. This may have a thing or 2 to do with the high level of education and we have witnessed generational successions in the administration of the Navy, throughout many governments to think it is a fluke. The Navy in the mind of the civil populace knows what they are into and doing and the coexistence has been very reassuring.

While each military force is irreplaceable in the overall dynamics of operations, it is incontestable that the Navy has demonstrated over time its indefatigable commitment to nature, togetherness (expressed in their motto: onward together), lifestyle and visible outcomes.

While each military force is irreplaceable in the overall dynamics of operations, it is incontestable that the Navy has demonstrated over time its indefatigable commitment to nature, togetherness (expressed in their motto: onward together), lifestyle and visible outcomes. Although this particular article speaks to the educational provisions, it also hinted at a lay level the amazing high profile and impression the Nigerian Navy has continued to have in the minds of the average Nigerian citizen.

This goes to reassure us as citizens, that whatever thing or area you are wishing or already considering that the Nigerian Navy should consider or improve on, is already an existing thought and consideration of which they may not be ready to execute yet. But like the theme of this write up 'If and when the navy is ready; they are ready'.

The author is a Human Capacity Developer and writes from Lagos. Two of his sons are currently enrolled at the Nigerian Military School, Ikot Inuen and the Nigerian Navy Secondary School Abeokuta respectively.



APPRECIATION VISIT TO  
THE COMMANDER  
NNS BEECROFT BY THE  
STAFF OF SEA BLESS FISHING  
CO LTD AFTER THE RESCUE  
OF 12 CREW OF CAPSIZED  
FISHING VESSEL.





# CONTRIBUTIONS OF NIGERIAN NAVY TO THE DEVELOPMENT OF PRIMARY SCHOOL EDUCATION

Cdr Mah'd Dalhatu

The popular adage which states “Catch them young”, is very appropriate when one considers the role of the Nigerian Navy towards raising the standard of education in Navy primary schools for the benefit of children in particular and everyone in general. This is due to the understanding that a good beginning at early childhood is well recognized as the foundation for future development.

The Nigerian Navy began to establish the Navy Primary Schools during the early 1980s in Lagos, Port Harcourt and Calabar to mention but a few. Since then, a lot of innovations have taken place in the school in terms of structure, equipment, material,

resources as well as capacity building for their human development.

In the quest to satisfy the hunger for high academics, moral and social standard, the Nigerian Navy on several occasions have been



involved in the training and retraining of their staff especially the teaching staff, to enable them impart knowledge and facilitate learning so as to groom and nurture the potentials and skills of children in the primary schools. Consequently, seminars and workshops were embarked upon by the Navy, some of which are special training for teachers in primary schools to enhance better performance held in 2001. Also, the teaching staff took part in a workshop for promoting excellence in Armed forces Schools in Nigeria in 2006.

The Directorate of Naval Education organized another seminar titled 'The Principles of effective and participatory management in Nigerian

Navy. Welfare Schools and their primary school teachers gained immensely from this programme. The Directorate made teachers to avail themselves of creativity seminars, being the foundation for human capital development. Furthermore, the primary teachers participated in a workshop with the theme: Drug Abuse Education Curriculum, to feed teachers with the relevant knowledge they need to advise and discourage primary school children from drug abuse.

The effort of the Nigerian Navy to enhance greater productivity and to improve the quality of education did not stop at the directorate level but trickled down to the Base, where the Base organized a workshop for teachers titled 'Teaching for positive results in line with the Universal Basic Education programme (UBE scheme)'. The Base has an inspectorate division under the Base Education Officer which evaluates the work done by the teachers and ensures that very high standards of education are maintained. Continuous renovation of the learning classroom has been ongoing to make them more conducive for learning. Recently,



computer laboratories were upgraded with over 40 modern portable desktop computers in all the Navy primary schools in Lagos area so each child in the class sits with a computer machine during computer practical class. The science laboratory is equipped with scientific instructional materials and teaching aids to facilitate retention as well as make learning more concrete.

Recently, the Nigerian Navy has erected a gigantic, ultra modern storey building for pre-nursery and nursery pupils as well as pupils in the lower primary of the Nigerian Navy Primary School Ojo with the introduction of Montessori



School. To achieve this, the Nigerian Navy provided the Montessori curriculum, the learning materials, instructional media and the teachers were enrolled in a seminar Montessori teaching/learning to enable them guide and facilitate learning of these young children effectively. The Montessori School will certainly assist infants, toddlers and pre-schooler to achieve early learning experiences that will lay the bedrock for their intellectual, social and emotional development. The Nigerian Navy obviously shares a similar vision with Dr Maria Montessori who believes that if children were provided with high opportunities to explore and practice their skills, they would make tremendous progress. Research conducted by psychologists in the United States of America in 2006 Journal of Science, comparing pupils taught in Montessori schools with the pupils

taught at systematic schools revealed that children who attended Montessori schools were more creative, socially adjusted and that 5 year old Montessori pupils were prepared for reading and solving mathematical equations. Also, 12 year old Montessori pupils wrote creative essays with more sophisticated sentence structures and were less likely to engage in rough play during break time.

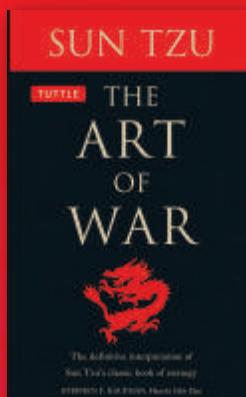
Montessori graduates range from the founders of Google and Amazon, Rhodes scholars and artists to well-adjusted, goal-oriented professionals. Therefore, the adoption and implementation of Montessori school model by the Nigerian Navy into the Navy Primary School Education is a noble idea and another step in the right direction.



VISIT OF THE  
COMMANDER  
TO THE NNS BEECROFT'S  
SICK BAY



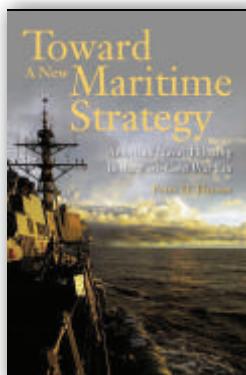
# 5 MUST READ BOOKS FOR NAVAL OFFICERS



## THE ART OF WAR

by Sun Tzu

This book is more than 2,000 years old and is still relevant today. "The Art of War" is a must-read book on military theory and strategy, although its maxims can be applied by those far outside the combat arms as Sun Tzu offers advice relevant to everyone from Army generals to CEOs. This book is a must read resourceful piece for anyone who seeks strategic knowledge.



## TOWARD A NEW MARITIME STRATEGY

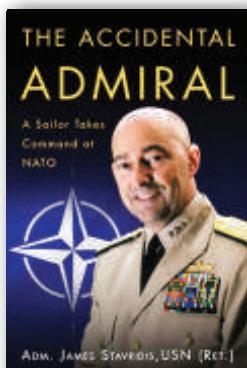
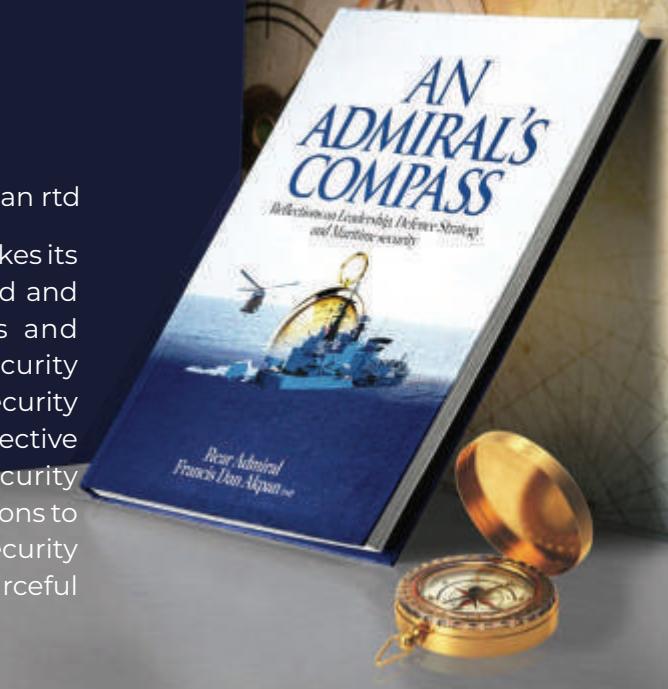
by Peter D. Haynes

This book examines the metamorphosis of American naval strategy and operations in the post-Cold War era. It narrates the growth of the U.S. Navy's key strategic documents from the fall of the Berlin Wall in 1989 to the release in 2007 of the U.S. Navy's maritime strategy. Haynes used this book to explain the processes involved in the Navy arriving at its current strategic position and goes on to highlight why it took nearly 2 decades for the development of a new maritime strategy to take effect. The author also criticizes the Navy's leaders for their narrow worldview and failure to understand the virtues and contributions of American sea power, particularly in an era of globalization. If you are keen on discovering the important role that history plays in determining naval maritime strategy across the world, this book will definitely be an intriguing read.

## AN ADMIRAL'S COMPASS

by Rear Admiral Francis Dan Akpan rtd

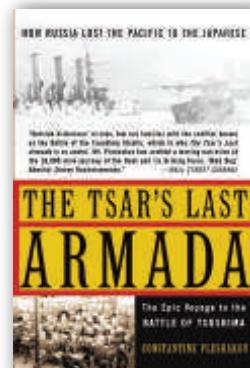
This new publication is a resourceful body of work that takes its readers through the world of naval strategy. It is a lucid and authoritative piece that reveals recommendations and suggestions for Nigerian maritime strategic and security challenges. It also bemoans the growing Nigerian security issues, calling on stakeholders, governments and the collective military to collaborate in tackling the nation's insecurity challenges, by using its implied strategic recommendations to achieve the desired results. In the present Nigerian security climate, this book is a much needed addition to resourceful reference options for officers of the Nigerian military.



## AN ACCIDENTAL ADMIRAL

by Adm. James Stavridis, USN (Ret.)

This book is a memoir by Adm. James Stavridis, a Naval Academy graduate with a master's degree and doctorate from The Fletcher School of Law and Diplomacy. The Accidental Admiral offers a close description of the challenges the author faced while directing NATO operations in Afghanistan, military intervention in Libya, and preparation for possible war in Syria. More than just describing the history of the times, the author proceeds to share his insights into the personalities of President Barack Obama, Secretary of State Hillary Clinton, Secretaries of Defense Robert Gates, Leon Panetta, and Chuck Hagel, Afghan President Hamid Karzai; Generals David Petraeus, Stanley McChrystal, John Allen, and many more. If you are interested in reading about an Admiral's personal biography, revealing strategic insight on maritime thinking, this book will definitely suit your palate.

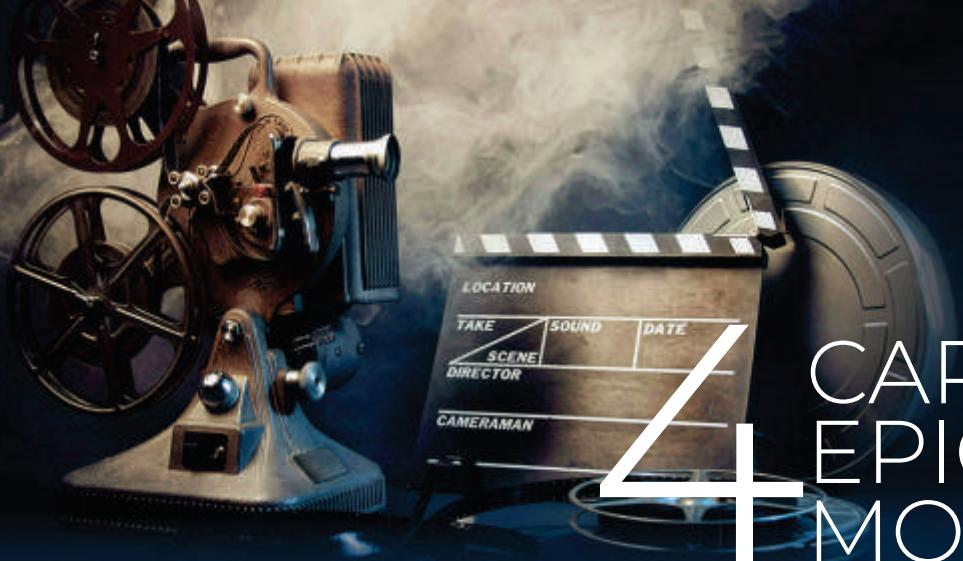


## THE TSAR'S LAST ARMADA:

The Epic Journey to the Battle of Tsushima

by Constantine V Pleshakov

This book narrates the story of the epic battle between the Japanese and Russian naval fleets on May 14-15, 1905. In the Tsushima Straits near Japan, an entire Russian fleet was annihilated, its ships sunk, scattered, or captured by the Japanese. In this decisive battle of the Russo-Japanese War, the Japanese lost only 3 destroyers but the Russians lost 22 ships and thousands of sailors. It was the first modern naval battle, employing all the new technology of destruction as the old imperial navy was woefully unprepared. If you are interested in historical naval warfare, then this definitely is a must-read.



# CAPTIVATING EPIC NAVAL MOVIES

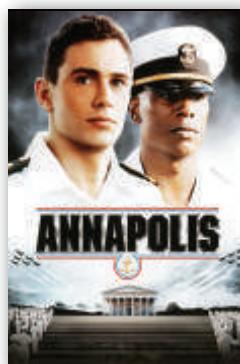
There are a couple of good movies relating to the operational scope of naval strategy that also demonstrate the struggles and realities of naval personnels in their line of duty.

Many of these movies depict specific historical events that defined the strategic outlook of the Navy in different parts of the world. The following are some movie recommendations that would suit your palate.



A 1995 American thriller directed by Tony Scott, showcases the aftermath of the war as some Russian rebels take over ICBMs (Intercontinental Ballistic Missile). In order to forestall a reprisal attack by the Russians, the U.S. Navy sends the USS Alabama, a nuclear

ballistic Missile Submarine to secure its base in case of nuclear fallout by the Russians. Denzel Washington (Commander Hunter) and Gene Hackman (Captain Frank Ramsy) alongside other naval officers are sent to avert the attack on the United States. A conflict ensues between Hunter and Ramsy on who will control the Alabama nuclear missile and prevent World War III.



The movie features Jake, a young boy from a poor background, who dreams of attending the Naval Academy to become a naval officer. His dreams come through when he is finally enlisted in the Annapolis Naval Academy with dubious grades. He faces so many academic challenges but is motivated to keep up the pace by his close friend Ali. He takes up a discipline in 'Brigade boxing' and is determined to excel.



This is a military comedy that features Kelsey Grammer. Kelsey plays a crucial role in being one of the worst commanders and is saddled with the worst crew of submariners. He is challenged by his old rivalry and must prove that his crew is up to Graham's challenge.



This film centers on the biography of General George S. Patton. The film begins with Patton's life as a naval officer, the challenges he faced in the military, his pitfalls and his later achievements before being removed from command after his vociferous criticism of the US post-war strategy.



RUN  
ASHORE  
AT TAKWA  
BAY



## NIGERIAN NAVY ARRESTS 6 EXTORTIONISTS

The Nigerian Navy Ship (NNS) BEECROFT arrested Mr Joseph Udodigwe and 5 other staff of JI PROMOTION LTD who extorted unsuspecting citizens patronizing the company's service. The arrest was done by NNS BEECROFT security Patrol team popularly known as OPERATION MESA at about 1300 (1pm) on Wednesday, August 4, 2021 on Nnamdi Azikiwe Street, Idumota.

The Commander NNS BEECROFT, Commodore Bashir Mohammed, during the handing over to Nigeria Security and Civil Defence Corps (NSCDC), stated that preliminary investigation revealed that Mr Udodigwe in collaboration with his cohorts forcefully collected money from passersby and customers using the Company's POS service. Additionally, JI PROMOTION LTD disguised as a gaming and betting spot where customers were deceived to pay for prizes they had allegedly won without being given the prize.

Upon conduct of the raid by NNS BEECROFT patrol team, some items used to lure and defraud unsuspecting citizens were recovered. These items included; Two 17" coloured ultra slim LG TV, One national star iron, One firewheel kerosene stove model 33, One 21 FU9RB LG TV, One LG experience the real sounds DVD Home Theatre System, One ZH950 Abro gasoline generator, One Sunikko wall clock, One bus side mirror. Other items include; One (1) wrapper packof paper, One bus spare tyre, 4 new packs of materials/yards, 2 small bags with and without clothes, One track suit and 2 short wooden benches.

Commodore Mohammed gave a stern warning to non-conformists breaking the law and order of the state. He reiterated the Chief of Naval Staff's commitment towards supporting other law enforcement agencies in eradicating illegalities within NNS BEECROFT's maritime and land area of responsibility, hence, the NN will not rest on her oars in carrying out this task.



# NEXUS BETWEEN CLIMATE CHANGE, POVERTY & FOOD SECURITY IN AFRICA

Dinkin Kalbeth

Tackling climate change requires concerted and coordinated government action as well as an informed and collaborative effort by individuals. Integral to expanding that impact is to incorporate the perspectives of children within the conversations and thought processes about how overburdened communities are disproportionately impacted by global climate change and shared within the distribution of opportunities that enhance resiliency.

Youth constitute the majority of the population in many countries and have increasingly strong social awareness and environmental perspectives. The effects of climate change, political instability, conflict, fragmented trade and land laws have been severe in the African continent. These have resultantly led to seizing and privatization of land, migration, destruction and rising tensions on water resources and assets, diversion of food relief and enslavement of women and children.

Similarly, fragmented trade laws in Africa depict power imbalances in reconciling international

trade law and therefore the right to food. International markets play a huge role in driving down prices of commodities produced in Africa, hence cost advantages are enjoyed by the most competitive players who manipulate tariff arrangements at the expense of small-scale producers that suffer the impact. The rising costs of agricultural input beyond the reach of the communal farmer, accompanied by the lack of financing for smallholder farmers who are viewed as high-risk borrowers drive the low cost of their products and leave them at the mercy of the market and price controllers. In other words, African communal farmers are constrained to



As a result of unstable weather patterns, the agro-based economies in Africa are becoming less able to respond and adapt.

The politicization of food is a growing concern affecting a lot of African countries, especially those that are affected by drought and poor rainfall patterns. In order to have a meal each day, the people of our concern have to remain at the mercy of political parties who use the few available food donations to Africa to gain political support during election campaigns.

Climate instability is already a huge phenomenon that has befallen Africa's poorest population which constitute women and children. Currently, the earth's temperature has increased drastically. The highest temperatures recorded have occurred within the past 16 years from 2001 ([climate.nasa.gov](http://climate.nasa.gov)). These have resulted in the melting of much of the earth's frozen freshwater, inevitably raising the sea level to 176mm (app 6cm). As diminutive as this sounds, the consequences of these changes are overtly recorded in increased rainfall patterns over short periods of time; more pronounced heat within the atmosphere, and dry, colder temperatures which successively increase the likelihood of flooding and drought.

supply what they cannot eat but what is attractive to sell within the market to stay afloat. Heavy reliance on rain-fed agriculture in Africa also means that these farmers cannot produce food throughout the year and the impact is worse with the changes in the rainfall patterns in recent years. For example, the shrinking of Lake Chad that supports the livelihood of people in Nigeria, Cameroon, Chad and Niger has affected fishing, farming and has led to massive migration. In this vicious cycle, it is clear that the right to ensure availability, affordability and quality of food has long been forgotten.

Global warming, which is inseparable from the changes in climate and weather conditions in this globe that we call our home, are as a result of human activities according to Tenmuso D. (2020). Eighty-5 (85) percent of emissions that influence global warming are from 25 countries (United States, China, Russia, India, Japan, Germany, Brazil, Canada, United Kingdom, Italy, South Korea, Ukraine, Mexico, France, Indonesia, Australia, Iran, South Africa, Spain, Poland, Turkey, Saudi Arabia, Argentina, Pakistan (UNFCCC 2005). This however does not excuse you and me.



While some people believe the world is past the tipping point where we have an opportunity to reverse the damage done to our climate, others believe it is not too late to teach upcoming generations to care for the environment.

By now, you are asking yourself, so what? Why should we worry about these facts? We should care because to care is Human. As a result of unstable weather patterns, the agro-based economies in Africa are becoming less able to respond and adapt. There is a little emphasis and lack of sufficient funds to respond and reduce the risk of national, regional, and global disasters from climate change. Again, the women and the children especially are the ones whose livelihood and lives are taken away. They cannot even access a meal a day to live through the next day; these women or children might be you or your loved one.

One study conducted by Arizona State University revealed that greenhouse gas emissions could cause the yield of vegetables to fall by 35% by 2100. The reasons for the lower yields varied between factors such as water shortages and an increase in salinity and less filtering of the sun's rays. To adapt to a changing climate, farmers will have to change the way they produce food, and there may even be concerns with growing enough food to keep up with supply.

## **RIGHT TO FOOD IN AFRICA**

To let this vicious cycle continue without any remorse, continuing with business as usual while lives and livelihoods are lost is a Human Injustice. The right to food is predicated on the framework of the Committee on Economic, Social and

Cultural Rights (CESCR) General Comment No.12 and therefore the Food and Agriculture Organization (FAO) Voluntary Guidelines (VG) on the Right to Food. The main focus is on the Human Rights-Based Approach (HRBA) to food with particular focus being paid to the principles of focus on vulnerable groups, non-discrimination, inclusion, participation, empowerment, accountability and transparency. [www.fao.org/righttofood/en/highlight\\_51596.html](http://www.fao.org/righttofood/en/highlight_51596.html). Knowledge of Food as a Human Right is the prerequisite for persons and communities to claim their entitlements under the right to food. Therefore, it is a human right to demand the availability and adequacy of food for each and every individual. Of course, demanding the right to food should not be isolated from addressing the effects of climate change and its interrelatedness to the growing population in Africa as well as Africa's democratic values.

While some people believe the world is past the tipping point where we had an opportunity to reverse the damage done to our climate, others believe it is not too late to teach upcoming generations to care for the environment. Small changes, such as conserving water, growing your food, and reducing your carbon footprint, may start to shift things so food shortages and water scarcity aren't as much of a concern in the next 50 years. Governments at all levels need to put in place regulations that will help towards adaptation and adoption of climate smart practices (soil management, crop management, water management, livestock management, forestry, fisheries and aquaculture, and energy management).

# SOCIO-ECONOMIC EFFECTS OF THE COVID 19 PANDEMIC

Lt Geoffrey Finbar

The COVID 19 virus was first identified in Wuhan city, a cultural and economic hub of China. The disease has spread worldwide, leading to an ongoing pandemic of the virus with different emerging variants. This article will highlight some of the socio-economic effects of the pandemic.

Social distancing has been advocated for by the World Health Organization as a significant preventive measure in curbing the pandemic. This has brought about unprecedented digital acceleration, changing the face of the economy and society. Remote working, seminars and corporate meetings are the new normal. New social apps have emerged creating new billionaires in the IT sphere. The technological workarounds adopted as briefly outlined above have potentially changed working lives forever.

The pandemic has disrupted economies worldwide. Nigeria just recently came out of a recession facilitated by the pandemic and is still dealing with issues of forex challenges. This has necessitated various policies by the government on strengthening the economy of the nation.

## **Explosion of an existing digital food market:**

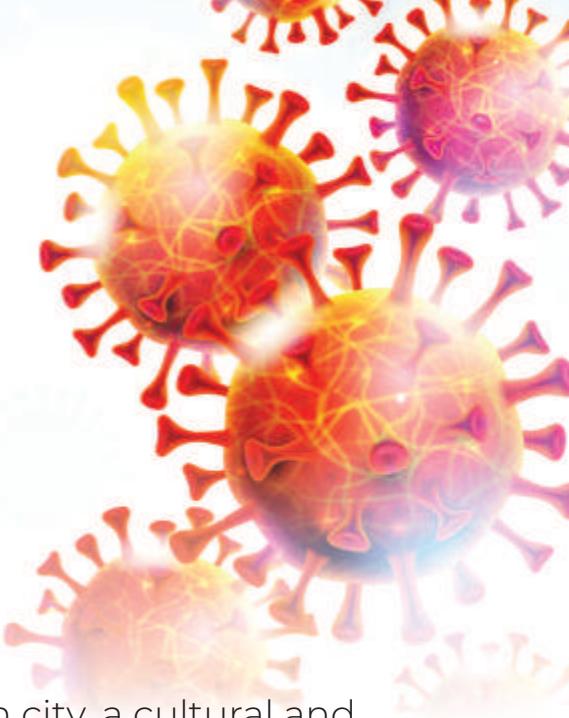
Traditional sit down and eat restaurants have seen a sharp decline in customers while the digital food market is now thriving. This has led to job opportunities and investments in logistics concerning food preparation and delivery.

The Nigerian Navy has also been impacted by the pandemic in various ways. The routine show of force via route marches has been suspended. This has applied to other naval routines such as boat watches, sporting activities and others. It is worthy to note that the service has adapted and some routines have been re-established with

safety measures to prevent infection with COVID 19. Additionally, the medical branch of the service has contributed in curbing the pandemic through in-house production of hand sanitizers and stocking of medications that have some efficacy in dealing with symptoms of COVID. Furthermore, the service has made provision for isolation centres equipped with medical equipment and skilled personnel. Rapid testing for the virus is being carried out in NNRH OJO.

The pandemic is still ongoing, thus, there are other social and economic transitions still looming. It is also important to acknowledge that many of the trends spurred by the digital acceleration are anchored in the developed world and may not fully apply to developing economies in the same way. Developing economies must adapt cities and surroundings to complement efforts in curbing the pandemic. Community engagement especially in the more rustic areas of the nation is very key due to the vulnerability of the people. The Federal Government is already liaising with international partners to receive COVID 19 vaccines that have shown some efficacy in prevention of the spread of the disease.

Our nation has a rich tradition of innovation and adaptation. We have the immense potential to retool our cities, surroundings and services to meet the many demands of our new COVID 19 normal. The battle continues, as it must.



# JOURNEY OF A YOUNG OFFICER: PATCH & PIECES OF MY INTRODUCTION INTO THE NIGERIAN NAVY

SLt Sandra Hitarh

10years ago, I would begin a journey that would change the course of my life and living, forever. "Hunching" on to the parade ground and learning the name of my battalion were profound memories for me. They remind me of bits of stories carefully selected from my past that form the funny times in the yet torturous moments.

I remembered wanting the red battalion vest because I liked the red colour. I did not know then that the colours indicated the battalions. If I had, perhaps, I would have preferred the green (or brown). It's not as if one could choose anyway. So, when my name was called from a roll a senior cadet held and a red vest was handed to me, I thought "This God answers prayers' ! I filled a form where a column required that my battalion be indicated. A course-mate beside me filled it with "Moga". I did not understand what that meant; I just copied the same information. It wasn't until days later that I realized it meant "Mogadishu". I was gray; I mean red. I was as

empty as one could be, a first termer, a clown, an ex-civilian. "What does life hold for me?". My question was answered when the Academy Cadet Adjutant passed through as we doubled by. We, the clowns, closed our eyes so that mere mortals would not behold this deity. Unexpectedly, the response was a hard hit on my nape resonating from the channels of my spine through to the entirety of my being. One of the many particular feelings of physical hurt I can never forget. That was what life there held for me. The journey was rough and so were all my days but the pain was soon forgotten while the Commander-in-Chief read his speech right





before I filed pass the saluting dice:  
matching to the bass drum of  
memories, the side drum of haste, the  
cymbals of fulfillment and just like  
the drum major expected to catch his  
flung mace, I had expectations too, for  
auld lang syne!

Well, exactly 5 years ago, as quickly as I was commissioned and considered worthy to serve as a Naval Officer, an honour I pledge to uphold, I was assigned to join NNS UNITY on her maiden trip to Nigeria. A blessing or a blessing? I thought it was. Well, it is now. Another realm of the military.

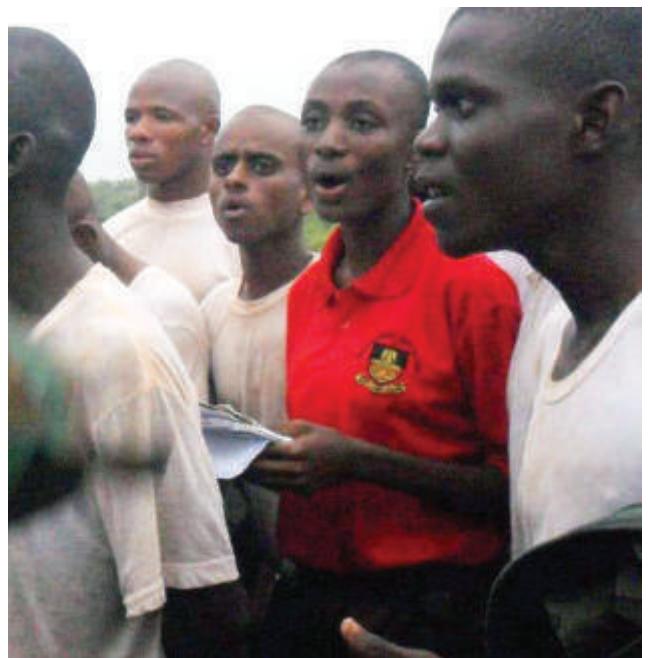
**DO YOU HEAR THERE, DO YOU HEAR THERE,  
DO YOU HEAR THERE? SPECIAL SEA  
DUTYMEN CLOSE UP, SSD MEN CLOSE UP.  
ASSUME NBCD STATE 2 CONDITION YANKEE.  
ASSUME NBCD STATE 2 CONDITION YANKEE.  
ALL HANDS MUSTER PART OF SHIP FOR  
LEAVING HARBOUR: ALL HANDS PART OF  
SHIP FOR LEAVING HARBOUR.**

This announcement signaled an unforgettable experience of my life. While at the bridge, I remembered thinking my life in the navy was beginning with its best foot forward. My life was starting very fast and I could see it; I could touch



it. Unknown to me was that as NNS UNITY bade the jetty farewell, so did I, my intestines. Suddenly, I could perceive everything: the air from the air conditioning system, the ship's equipment, the current flowing through the wires, the paint, the sea water. I could feel every vibration and tell what every water that passed below the keel did. I could feel the spinning of the gyro and when I touched the bulkhead, I could tell that the engines and generators were working. No! It wasn't an introduction to my superpowers, it was the beginning of my seasickness. An indication that I had no sea-legs. As a few days old sub-lieutenant, how was I to learn that way? How was I to prove that the NN was right for choosing me as a complement for NNS UNITY's maiden trip to Nigeria? Just as I was about to lean over the chart table, I felt an upward surge in my belly. It was time to pay for lunch. Rushing out of the bridge, I quickly saw poly-ethene nylon hanging on the rail. It was almost reflex as I pulled out one, leaving the rest to fall in a careless pile. I was sick and slow. I felt bad because there was nothing I could do.

It was important I quickly understood the permanence of the sickness and deliberately chose to be alive and awake enough to experience the world as a naval officer. When I did, I quickly noticed that everyday was the same day. Nothing in the "real world" mattered except food, keeping one's sea watch, performing exercises and interrogations and to learn as much as one could. The life there was constant. The waters spoke of vast emptiness and the smell of water was not odourless. Sail Navy! When I did I had to learn to subdue my body. I saw first-hand



the things I thought were unreal. The Agulhas current that day was strong, the sea proved to be stronger than rock earth but it was left for me to judge the right course to steer regardless. Throughout the voyage, I walked with legs astride. I needed all the balance I could get and so did the ceremonial party when NNS UNITY graced the Lagos channel and was berth at Naval dockyard jetty, Lagos. That was when my answer came, one of the many. To (through the Nigerian Navy) uphold Nigeria's honour and glory, to keep her safe and our sea lanes tough enough to be Nigeria's walls at sea. I wanted to be there when it happened. My life's fulfillment was tied to it. So to get it, I would have to gather all the knowledge I could.

Today, deeply immersed in thoughts of this journey, the wall before me displays the victories I witnessed my borne ships and units achieve, I remember my input and more importantly, the corrections I received. I was surprised at how in my capacity as a Sub-Lieutenant, I had grown beyond the feeble-legged sailor who was confident to stand at the Bridge to say "Check wheel!". On the waters with either a Frigate or RHIB could be called home and when I commanded parades, my mind rejoiced as I

shouted "HIP HIP HIP!". The fear and uncertainty had gone and I could listen to reports and knew what was wrong. I had learnt from the strong who rendered their shoulders, not for me but for the future of the NN.

Hurray to today, as looking back to these individual stories, in patches and pieces, I continue this long journey into the future. I am thankful for the process and opportunities; the moulding of this Nigerian leader and a naval officer with the hopes that these stories, when told to the future generation of younger officers, would hold the baton, run and never look back.

God bless Nigeria; God bless the Nigerian Navy. Onward Together.



## SYNCHRONIZATION OF AFRICAN FOLK TUNES INTO MARSHALL MUSIC:

### THE NIGERIAN NAVY BAND PERSPECTIVE

Lt Emmanuel Ajayi

The versatility of Nigerian indigenous folk music has been underrated over the years. Its synchronization into various cultural styles and settings call for exploration. The fact that music has always been used as a tool by the armed forces to energize their spirit during wars, for ceremonies and relaxation points to its influence on the general society.

The shift from the foundational European military music tradition and its influence on Nigerian music has become imperative. The Synchronization of indigenous Nigerian folk tunes in the Nigerian Navy music band was studied using ethno-musicological design and approach with historical records for data gathering from pioneer personnel and those that were in service when Nigerian folk music was introduced to Nigerian Navy Band. Musical scores from the band units, schools and personnel as well as other relevant literature materials, including books, journals, reports, bulletins, newspapers, magazines and the internet were consulted on the synchronization of folk tunes. Results showed the Nigerian Navy transformation via synchronization of folk tunes,

thus establishing the indigenous music matching with the western marshal music as well as a good blend with the Western music to fit into its statutory functions. Furthermore, the relevance of such synchronization has however come to stay thus promoting the Nigerian culture which brings about a fast decline and freedom from music-colonization. Creation of space for more indigenous musicologists in the establishment of more Nigerian Navy Band and Music School by at least 80% operational use of local content as well as re-scoring the compendium of indigenous compositions, using computer software as against hand-scored are recommended as these will to promote the Nigerian culture and eradicate marshal music colonialism.



# WINNING HEARTS & MINDS: A BRAND MANAGEMENT APPROACH

Hassan Abdul, mnipr, arpa

*“Image is everything. You don't spare any expense to create the right image. Once you get a good reputation, momentum will carry you.”*

— Haruki Murakami

The last decade has been a challenging one for Nigeria as a country. A rise in armed criminality of different forms and across different theatres has brought a new pressure to bear on the political, economic and social fabric of the society.

**T**he Nigerian military is engaged in fighting anti-state elements in different parts of the country. In recent months, the South Eastern part of the country has been witnessing increasing volatility with security forces combating secessionist elements and their sympathisers. The theatre in the North-East is

still very active. Armed bandits and kidnappers are also extremely active in the North West and the North-Central regions.

The cyber space also remains a very active arena within which the battle for the hearts and minds of Nigerians is being conducted every day. It is

also actively used for the incitement of hatred against military forces and the Nigerian state. Such targeted information operations can achieve extremely harmful results. It is a potent tool for social control and social maneuvering.

The need to prevent these numerous armed gangs from actualising their plans, achieving a breakdown of law and order and the assertion of their desired end goals over that of the state, has called the military into the mix.

The Nigerian military's communication in 2021 therefore is shaped in response to adverse situations on the ground and assuming the status of wartime (operations) communication.

Manipulation of communication content (especially within the sub-disciplines of brand management, public relations and perception management) and channels can change the dynamics of the conflicts. Information operations needed must however be strategic and research driven to ensure effective deployment and best results.

## THE PROBLEM

In all of these offline and online theatres, much needed support from the local populations remains key to winning the battle in the short and long terms. Also, with the rising insecurity in the country, the increase in engagement between military and civilian populations continue to grow. The military needs to keep the civilian population on their side as a proactive strategy and this can be very critical to success. The capacity of every man deployed on the field to be an extension of this objective is essential.

The military often finds itself in the position of providing a service to the population and not getting critical support from civilian populations which is a critical element in defeating such non-

state actors. This goes beyond the issue of appreciation of the military for services being rendered and tries to question how the military can win the hearts and minds of the civilian population and thereby unlock a massive army of tens of millions of Nigerians into its security provision network.

The fight over control of people's perceptions and behavior has become an integral part of modern conflicts.

Most military communication targeted at external audiences are reportorial in nature. A strategic approach that identifies elements of the military brand that needs to be inserted in the consciousness of the populace with the intention of eliciting desired perceptions over the long term should be central, because the touchpoints of the military with its stakeholders have become more varied, the areas of possible conflict more diverse, the activities of adversarial elements in developing and deploying communication content more coordinated and the chances of brand value being eroded is constant every single day.

## A BRAND MANAGEMENT APPROACH

"Brand is the promise, the big idea, the expectations that reside in each [stakeholder's] mind about a service, product, or company. Branding is about making an emotional connection" - Alina Wheeler

A brand sets expectations among the public for what experience they will have from a service. It is basically what you stand for and what differentiates you. Make no mistake about this; the public get a service from the military and the degree to which that experience aligns with their expectations informs their judgments and willingness to build deeper relationships.



**Keller's Brand Equity Model - CBBE Model**

**A crisis-hit CBBE effort. The red step denotes the crisis point**

Kevin Lane Keller in 1993 propounded the Customer Based Brand Equity model below, which has stood true for relationships between service providers and their publics.

At the bottom of the pyramid is the Salience (brand identity) stage. Here people want to know who you are. Applying it to our subject, of course, everyone knows the Nigerian military. We know the Army, the Navy and the Air force. Are we sure everything that needs to be known about these institutions are properly developed into communication materials and channeled effectively into the minds of the public?

Moving up the pyramid, the relationship grows as the public wants to understand what you are. They see this in the performance of your constitutional role and have imagery that serves as a visual trigger that connects what they are with what they do. The average Nigerian who sees a military camouflage can immediately understand the capabilities of the wearer of the uniform. (But today, all kinds of criminal gangs put on military gear. How can the imagery be

better differentiated? What other platforms can be used as visual vehicles to communicate with the Nigerian military?)

The next stage on the pyramid is the most crucial. It is at this point that the ability to turn a public that is aware of who you are and what you do to form a judgment about you. There are a number of ways that the performance of the brand gets known. A member of the public can have direct experience with the military. It is also possible that the individual in question receives this knowledge as an experience shared from an individual who had the direct experience. Lastly, it is possible for the individual to come into this knowledge through the media. The communication of performance via any of these means can be crucial to the decisions the public will make in the next stage.

It is therefore possible that Citizen A knows you are a soldier, knows the service you render as a soldier but has formed a judgment about you that will impede his willingness to be an ally, show support or share critical information with

you. This is the crisis point and the judgments and feelings drawn from how the first 2 stages are handled. If the response is negative, positive resonance will remain an illusion. It is that positive resonance that hands us ambassadors,

allies and a supportive population. Presently, there is a high rate of negative feelings which in turn, climax with people taking a decision concerning their relationship with the military that is sub-optimal or negative in extreme cases..



## BUILDING BRAND EQUITY

A successful brand image has a direct relationship to the strength and power of the brand with both internal and external audiences.

The values and promises of the brand must be embedded in consistent messaging that highlight these over time to ensure that the right

power is built and the imagery must be accurate representations of the brand, relevant to audiences and consistently applied at all levels and across all mediums.

There are 4 key pillars upon which the value and positive resonance of a brand - to both its internal



The public get a service from the military and the degree to which that experience aligns with their expectations informs their judgments and willingness to build deeper relationships.

and external audiences - is derived:

1. Differentiation
2. Relevance
3. Esteem
4. Knowledge

The stronger the pillars, the greater value the brand can be leveraged on to deliver.

Where the public cannot tell a brand apart from related or even unrelated services, it does not begin to occupy any position of relevance or esteem. People have to know you to trust or respect you. Where for instance, pockets of communities rely on non-state actors to provide them security, there is an erosion of the primary brand that should be the provider of the service. Relevance is drawn from how engaged a brand is with key bigger picture issues of its internal and external audience.

For its internal audience, relevance can be a function of how it connects with their aspirations and gets involved in eliminating pain-points while for external audiences, this can be by consistently enabling broad understanding of how it shapes local, national and global realities and its points of views (and strength of conviction of these POVs) about such issues.

To deal with any identified deficiencies and set the Nigerian military on the path towards acquiring true brand value/equity, there is need for a proper audit of the strengths of these pillars and deliberate, strategic communication of the same.

The experience a target audience engages with that goes on to form the full perception of the brand is a total of the brand's promise to that target audience, the history of service to them, its persona and how these are communicated. The mental connections members of the general public have of the Nigerian military therefore are made up of their recollections of its functional benefits, the quality of service



Presently, there is a high rate of negative feelings which in turn, climax with people taking a decision concerning their relationship with the military that is sub-optimal or negative in extreme cases.

received from the services to the average citizen and other stakeholder groups, how reliable the services have been and aesthetic attributes. These contribute to perceptions of value, image

and ultimately, reputation.

A consistent strategy that concerns itself with optimizing all the points the experiences are encountered through will be very helpful. A critical mass of members of the public and other stakeholder groups must of necessity come to a point of affirming the receipt of better service, engagement, reputation and aesthetics representing the Nigerian military brand.

This will ensure that the judgment and feelings stage in Keller's Pyramid are positive.

## A BRAND AUDIT

A brand audit as a component of the brand development and management process will enable the evaluation and determination of areas that need tweaking or an overhaul, as well as areas that are performing optimally. Ideally,

every brand should have 2 main parts: the personality (which is an aggregate of your core attributes, your story, your differentiators, your purpose and brand associations) and your visual identity (which comprises the graphic and visual





elements) that serve as a visual trigger of recollection connecting your audience to the other parts of your brand earlier mentioned.

The overall objective of a brand development and management process is the creation and management of positive perceptions in the minds of your market that can be leveraged upon to give you a sustained competitive advantage in the market. There are 4 items a brand audit checks irrespective of service or sector:

First of all, it establishes the performance of your brand (how active your brand is in response or in service to your customers or audience).

Secondly, it helps the brand to understand its strengths and weaknesses (Knowing where it has advantage over others and where it is disadvantaged) Thirdly, it checks if the brand's strategies are aligned with the expectations of its customers and audience. Finally, it helps the brand to understand the brand's place in the society and in comparison with other groups contesting for the same space in the public's

mind. While the military is trying to convince the public that it can and is focused on restoring security and guaranteeing safety of lives and properties, there are others doing the opposite. This is the perception the military needs to fight.

Carrying out an audit that examines all of these can help the military brand to strategize on how to attain resonance with the public that is needed to have them actively advocating for and collaborating with the military in these trying times.

### **Conclusion**

A brand management approach provides the plan for the systematic development and management of a coherent brand which in turn creates the needed differentiation, relevance, esteem and reputation that translates to brand value/equity.

Every brand strategy is built around 2 key parts:

- a. The core of the brand which provides the personality and content.
- b. The communication of the brand which ensures the internal and external audiences each comprehend and react to the brand in desired ways.

An audit, leading to insights that will feed a brand strategy can contribute to addressing areas within the military's current brand strategy where deficiencies are identified.

This can help improve the chances that the military and the civilian population will be simultaneously oriented to one another & to an agenda of mutual interest. Achieving this congruency and leveraging on it in the relationship with stakeholders can play an important role in elevating the relationship between the brand and its publics.

# ORGANISE YOUR TIME, ORGANISE YOUR LIFE

SLt Faith Ogbewi

Organizing always seems like one of those tasks we dread - the pressure of dealing with our mess is too overwhelming and so we leave it for another day, week, month, until there's no choice but to face it. Perhaps that is because we have spent all that time trying to avoid our responsibility.

There are quite a few good reasons why it seems difficult to begin organising. Possibly, you have never properly organised before. The fact that you have not actually experienced a good organisation makes it unlikely for you to want to experience that feeling in your life. Another reason could be that you have too many things especially as organising in general takes time. With the many other activities and priorities in your life (friends, family, education, etc) organising is not really at the top of your list.

However, clutter can really affect both your physical and mental health. It can cause stress, fatigue, and even depression. Physically, it is easy to see how it can affect you; a cluttered home can cause fire hazards, dust, and even mould. Studies show that a cluttered household is associated with your food choices as it makes you more likely to choose unhealthy foods over healthier choices. However, with decluttering, you can sleep better and boost your productivity. I often found myself adding more and more activities to my to-do list because I am bored – really, I am just avoiding life's responsibilities for me and thus I am stuck with a pile of tasks that I



do not know where to begin with. As much as I do enjoy keeping myself busy, I realized having so many activities to work on confuses the brain more and causes you to, in fact, become more disorganized. I had to start finding effective ways for me to remain organized with all the tasks I set out for myself, whilst having some time so that I do not crumble underneath all the stress and pressure of completing these tasks. Perhaps, you do not know where to start with organizing. So here are a few tips which helped me organize my time and my life:

### **Think about your 3 most important tasks:**

I consider the 3 main priorities I need to achieve

and I try to make sure that I focus my day around these 3 tasks. By doing so everything starts falling into place.

### **Make yourself an easy and workable task/ to-do list:**

I often find myself breaking my day up into the simplest tasks such as “brush your teeth” and “eat breakfast” so that I can still reward myself and my body for the hard work it goes through day in and day out. If I keep these measures in place I can judge when I am overworking myself or not doing quite enough.

### **Colour coding:**

I find colour coding to be one of the most effective bits of organization as I find it very pleasing and easy for me to pick out certain tasks or assignments if they are colour coded. Make sure the colour system works for you; sometimes you do not need to have too many colour variations for everything, just enough for you to differentiate the different tasks you have.

### **Do one thing at a time:**

I know because I try to do so much, doing it all at the same time proves to be ineffective. So,



finding one task to do and completing that first before moving onto the next task will help a great deal.

#### **Do it now:**

This is another important point. Tomorrow will never come if you keep saying I will do it tomorrow, so start doing it as soon as possible.

#### **Simplify everything as much as you can:**

This relates to the second point. If you start to simplify tasks then you will notice how much easier it is to complete them.

#### **Put things in the proper place:**

By doing so, you have arranged specific places for your possessions and your mind will be organised with these allocated positions.

#### **Put it away now:**

Relating to the point above, make sure you return whatever you use to its right place as soon as you finish using it.. That way you will remain organised throughout your day and you will not need to overwhelm yourself with the thought of organizing piles of stationery later.

#### **Make use of the word no:**

Saying no to certain things helps you take control of your time and your priorities. You do not need to attend every event or social

Saying no to certain things helps you take control of your time and your priorities. You do not need to attend every event or social gathering that is taking place. You do not need to help every friend or do every task if it is not required of you.

gathering that is taking place. You do not need to help every friend or do every task if it is not required of you. Take time for yourself and have that break. There is no need to overwhelm yourself with tasks and activities that can be done later or are taking a toll on your health.

Summarily, decluttering and organising can really seem like a big task when you do not know where to start but if you use some of these 9 tips, it will most likely become easier for you to start. The amount of stress, fatigue and other negative effects on your health will begin to reduce and you will start to see a change in your livelihood. Remember, if you can organise your time, you can organise your life.



SLT NJ  
AGACHI'S  
WEDDING



# IMPORTANCE OF FINANCIAL EDUCATION

Cdr SS Oloruntoba

The role of finance in the life of an individual, corporate body or nation is so crucial that great attention is rightly accorded to this issue as finance is the pivot on which the wheel of survival rotates.

**A**bility to earn and manage financial resources largely determines how individuals, organizations and governments are rated and accorded respect. Financial education is thus a veritable weapon required in today's dynamic world to withstand the threat to economic survival and better standard of living.

Financial education is a concept that scholars have defined differently in various media and fora. According to Wiley.com library, financial education is "The ability to use knowledge and skill to manage financial resources effectively for a lifetime of financial well being". Similarly, Cleartax, a Tax Consulting firm defines financial education as "the ability to manage personal financial choices such as savings, budgeting, payment, real estate, tax management and retirement planning that allow individuals to make informed and effective decisions with their financial resources".

From the foregoing, there is no doubt that financial education is essential for survival, as the quest to improve the standard of living requires acquisition of considerable financial resources to meet the necessities of life. This goal is achieved based on the extent of financial education attained by an individual. It is therefore

imperative to highlight the benefits of a sound financial education.

- a. It helps an individual make informed and sound financial decisions.
- b. Helps to reduce unnecessary spending through prudent financial planning.
- c. Helps in the efficient management of money.
- d. Promotes a good budgetary culture and investment behaviour.
- e. Grooms, equip, prepare a person for greater financial height.
- f. Helps in initiating a rewarding retirement plan.
- g. Promotes the setting aside of an emergency fund.

Gleaning from the benefits of financial education enumerated above, it is pertinent to acquire such knowledge through financial literature, newsletters/magazines, surfing the internet, listening to financial podcasts and consulting financial experts among others. The lack of sufficient financial education have often resulted to:

- a. Poor saving culture/unguided spending habit.
- b. Poor investment decisions.



- c. Loss of financial resources to fraudsters.
- d. Lack of financial security in homes resulting to domestic violence, divorce and suicide.

The essence of financial education is pivotal to the attainment of financial security, sufficiency and well-being of an individual desirous of freedom from lack and poverty. This is premised on the age-long principle of old capitalism centered on working hard, saving money, getting out of debt and investing for long-term in a well-diversified portfolio of stock/bond. This speaks to the new era of capitalism that upholds acquisition of financial education as key to financial security. Having a sound financial education is vital for self-sufficiency and attainment of financial goals. It further provides an avenue to surmount constraints and helps proffer solutions to problems for the poor and the rich in the society. In order to be liberated from the ocean of financial uncertainty, the acquisition of financial education is key to survival in today's world because the more you know the better you are.

# the beebot cradle wordsearch



D	C	C	V	B	N	R	T	S	D	R	T	X	S	V	Q	W	F	K	J	T	J	Y	U	I	V
G	V	F	X	T	D	Y	P	M	N	Q	T	O	S	P	T	W	P	O	K	U	J	X	F	V	G
L	N	O	F	V	N	M	O	K	K	S	X	W	U	W	G	U	R	D	C	G	U	T	X	F	U
F	O	B	B	A	D	A	G	R	Y	F	I	K	L	O	P	Q	W	E	R	R	D	F	H	I	L
A	M	I	D	O	P	M	D	T	H	K	L	W	T	L	B	D	E	T	Y	F	I	T	S	A	F
C	M	G	N	F	B	I	R	A	S	Y	T	U	G	M	I	R	A	K	L	M	T	I	Q	U	A
V	P	B	F	L	M	O	R	F	B	L	K	J	H	S	A	K	L	M	G	A	H	D	F	G	F
T	K	O	C	F	T	V	D	Q	W	E	N	N	S	B	E	E	C	R	O	F	T	Y	I	Y	O
S	L	K	T	O	P	S	F	T	U	H	K	K	A	L	Q	T	Y	U	I	P	W	E	R	T	Y
G	D	O	P	M	D	T	H	K	L	W	T	L	B	D	E	T	Y	F	G	H	U	N	G	K	L
W	M	D	Y	F	K	W	N	K	G	D	A	O	T	P	M	N	T	E	O	L	K	N	H	G	V
I	P	A	Q	W	E	R	T	N	Y	C	T	U	I	W	E	F	T	O	M	K	L	P	Q	S	T
P	T	V	W	F	T	Y	A	F	S	U	B	E	E	C	R	O	F	T	M	Q	B	S	T	I	W
Y	I	D	F	N	X	V	T	N	H	A	J	K	L	I	O	D	W	T	Y	U	T	O	A	A	Y
Q	U	X	S	A	N	C	N	L	K	D	B	H	K	J	F	H	S	F	S	Q	F	J	G	R	C
R	P	F	Y	Y	W	I	T	Y	P	E	T	A	Y	U	I	P	W	Q	G	T	P	O	D	R	T
T	F	M	N	P	M	V	P	T	E	Y	E	W	X	Z	P	L	H	G	D	C	A	R	T	H	H
S	N	N	P	S	M	O	B	I	L	R	O	A	D	M	Y	E	T	L	Y	O	Q	E	W	P	C
U	N	N	P	S	O	K	O	K	O	M	A	I	K	O	T	O	K	O	S	S	N	N	W	W	G
P	Q	P	I	L	N	N	C	V	J	F	J	K	L	O	W	F	T	U	I	W	Q	T	U	I	O
O	P	L	T	C	V	N	M	P	D	W	X	X	T	D	Y	P	M	N	Q	T	O	S	P	T	W

## THE ANSWERS

- NNS BEECROFT
- FOB IGBOKODA
- FOB BADAGRY
- FSU BEECROFT
- NNS CALABAR
- NNS SOKOTO
- NNS ABA
- TUG CDR UGWU
- TUG RIMA
- TUG MIRA
- NNPS MOBIL ROAD
- NNPS OKOKOMAIKO
- NNPS OJO



# jokes

## THE COLONEL'S ORDER

A Colonel issued the following directive to his executive officers:

"Tomorrow evening at approximately 2000 hours, Halley's Comet will be visible in this area; an event which occurs only once every 75 years. Have the men fall out in the battalion area in fatigues and I will explain this rare phenomenon to them. In case of rain, we will not be able to see anything, so assemble the men in the theater and I will show them films of it."

### EXECUTIVE OFFICER TO COMPANY COMMANDER:

"By order of the Colonel, tomorrow at 2000 hours, Halley's Comet will appear above the battalion area. If it rains, the men fall out in fatigues, then march to the theater where this rare phenomenon will take place, something which occurs only once every 75 years."

### COMPANY COMMANDER TO LIEUTENANT:

"By order of the Colonel be in fatigues at 2000 hours tomorrow evening. The phenomenal Halley's Comet will appear in the theater. In case of rain in the battalion area, the Colonel will give another order, something which occurs once every 75 years."

### LIEUTENANT TO SERGEANT:

"Tomorrow at 2000 hours, the Colonel will appear in the theater with Halley's comet, something which happens every 75 years. If it rains, the Colonel will order the comet into the battalion area."

## SERGEANT TO SQUAD:

"When it rains tomorrow at 2000 hours, the phenomenal 75-year-old General Halley, accompanied by the Colonel, will drive his comet through the battalion area theater in fatigue."

## DON'T FLUSH

There once was a blind man who decided to visit Texas. When he arrived on the plane, he felt the seats and said, "Wow, these seats are big!"

The person next to him answered, "Everything is big in Texas."

When he finally arrived in Texas, he decided to visit a restaurant. Upon arriving, he ordered a drink and got a mug placed between his hands.

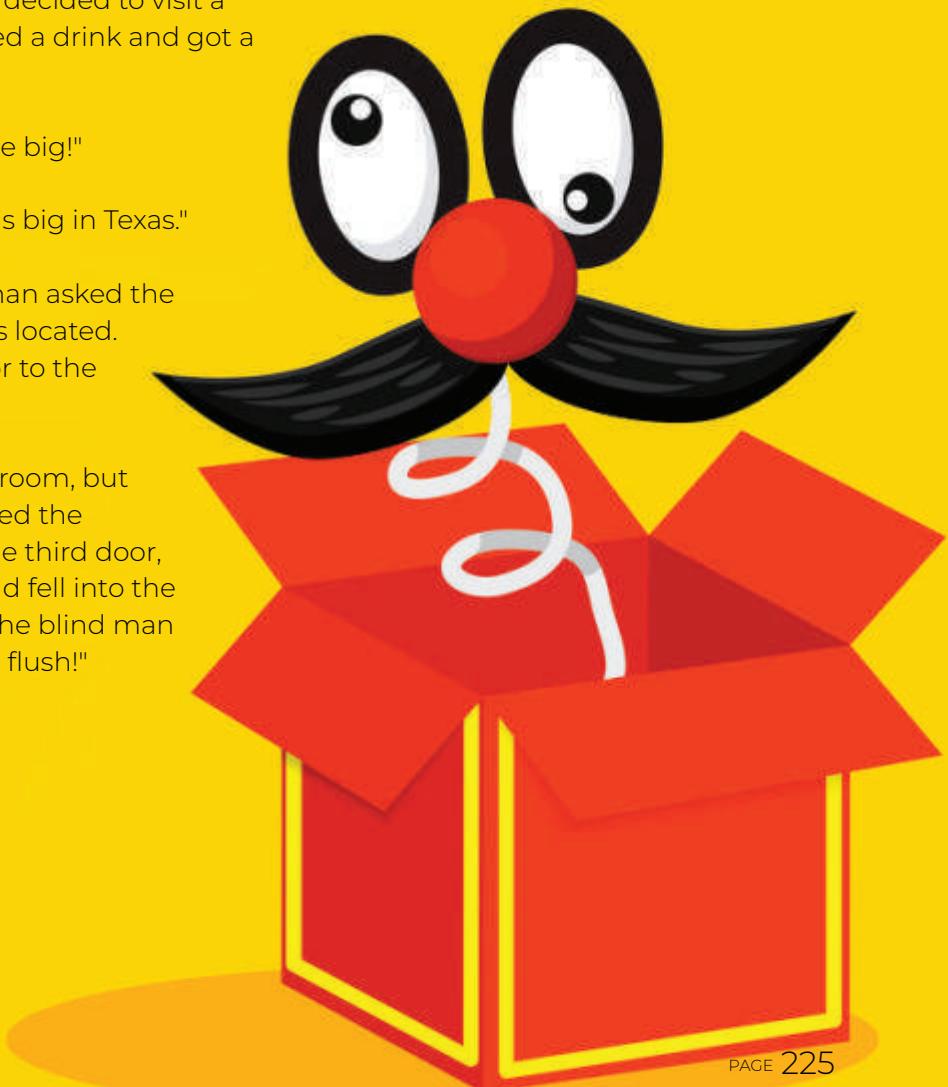
He exclaimed, "Wow these mugs are big!"

The bartender replied, "Everything is big in Texas."

After a couple of drinks, the blind man asked the bartender where the bathroom was located.

The bartender replied, "Second door to the right."

The blind man headed for the bathroom, but accidentally tripped over and skipped the second door. Instead, he entered the third door, which led to the swimming pool and fell into the pool by accident. Scared to death, the blind man started shouting, "Don't flush, don't flush!"



# THE RSM AND THE SOLDIER

The RSM noticed a new squaddie and barked at him, "Get over here now".

"What's your name, soldier ?"

"John," the soldier replied.

"Look, I don't know what bleeding Army you think you have joined son, but I don't call ANYONE by his first name" barked the RSM, scowling, "It breeds familiarity and that leads to a breakdown in authority. I refer to my soldiers by their last names only. Smith, Jones, Baker or whatever, and you are to refer to me as 'Sir'. Do I make myself clear?"

"Yes Sir" the soldier replied.

"Now that we've got that straight, what's your last name?" the RSM screamed.

The soldier sighed heavily, "Darling. My name is John Darling, Sir"

"Ok, John, here's what I want you to do ..."



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